



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

ICAO Regional FAL Workshop Mexico City, Mexico 14-17 May 2013

Advance Passenger Information (API)

15 May 2013

API: OVERVIEW



1. What is API & Why States want it?
2. API data: When collected? What is collected?
3. WCO/IATA/ICAO API Guidelines
4. API Regulatory Framework
5. Interactive-API (iAPI)

1. WHAT IS API?

API involves

- . . . the collection of passenger **and/or** crew member biographic data **and** flight details by the aircraft operator prior to departure of flight . . .
- . . . **electronically** transmitted to border control agencies in the [departure] destination country [before] after the flight departs {arrives}.

[“API Systems”: Defined in Annex 9]

1. WHY DO STATES WANT API DATA?



- ▶ improve clearance at border controls
- ▶ risk management purposes
- ▶ combat illegal migration
- ▶ identify passengers who are a known immigration or security threat
- ▶ more effective allocation of border control and law enforcement resources

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2. WHEN API COLLECTED?



When is the data collected?

- Beginning when flight “open” for check-in
 - ▶ Online check-in
 - ▶ Physical check-in
- Ending when flight “closed” for departure

2. API: WHAT IS COLLECTED?

What data is collected?

- Data on passenger/crew
 - ▶ Personal information
 - ▶ Travel document information
 - ▶ Contact details
 - ▶ Flight details
- Data on aircraft flight

Approx. **38** data elements [▶ **Paxlst Message**]

2. API: WHAT IS COLLECTED?

10 data elements from primary MRTD (e.g. MRP):

- 1. SURNAME
- 2. GIVEN NAME(S)
- 3. GENDER
- 4. DATE OF BIRTH
- 5. PLACE OF BIRTH
- 6. NATIONALITY
- 7. TYPE OF TRAVEL DOCUMENT
- 8. TRAVEL DOCUMENT NUMBER
- 9. ISSUING STATE/ORGN.
- 10. EXPIRATION DATE OF TD

2. API: WHAT IS COLLECTED?

+3 data elements if MRV is used:

- 11. Visa Number
- 12. Date of Issuance
- 13. Place of Issuance

+2 data elements **IF** other secondary t.d. used:

- 14. Type of travel document [e.g. Canadian PR Card]
- 15. Number of travel document

[Possible 10-15 elements (OUT OF POSSIBLE 38)]



2. API: WHAT IS COLLECTED?

- Contact Details (e.g.)
 - Primary residence address
 - Passenger telephone contact
- Flight Details of Traveller (e.g.)
 - Status: crew, passenger, in-transit?
 - Place of original embarkation
 - Frequent flyer number
 - Seat assignment
 - Number of checked bags
- Details on Aircraft Flight (e.g.)
 - Airline code & Flight number
 - Total number of passengers & crew on the flight

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3. WCO/IATA/ICAO API GUIDELINES



- 1990: USA 1st to implement API
- Concern: Lack of international uniformity
- **WCO+IATA:** API “best practice” Guidelines (1993)
- **2003, 2010:** ICAO endorsement

3. WCO/IATA/ICAO API GUIDELINES



API Guidelines:

▶ ICAO Public Site → Key activities → Aviation security
→ SFP Section → Facilitation Programme →
Publications

[http://www2.icao.int/en/AVSEC/FAL/Pages
/Publications.aspx](http://www2.icao.int/en/AVSEC/FAL/Pages/Publications.aspx)

3. WCO/IATA/ICAO API GUIDELINES



API Guidelines:

- Costs and Benefits of API
- Factors relevant to planning an API system
- Policy issues: WCO, IATA, ICAO
- Technical aspects of API

▶ Main issue: need for international uniformity

▶ UN/EDIFACT Pax1st Message:

Standard e-message for passenger manifest transmissions: **Maximum set of API Data**

3. WCO/IATA/ICAO API GUIDELINES



- API Contact Committee (WCO/IATA/ICA)
- Changes to Paxlst Message: DMRs
- “Data Maintenance Requests” to API CC
- API CC → UN/CEFACT
 - ▶ Body that manages UN/EDIFACT directory

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4. API REGULATORY FRAMEWORK



Annex 9: States' obligation to standardize API requirements

1. Standard 3.47
2. Standard 3.47.1
3. Standard 3.47.2
4. Standard 3.47.5
5. Standard 3.47.7

All Mandatory

4. API REGULATORY FRAMEWORK



Standard 3.47: State to adhere to int'. Standards

- ▶ Note 1: Brief description of API
 - ▶ Note 2: Information on UN/EDIFACT
 - ▶ Note 3: Non-applicability to general aviation
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- Standard 3.47.1
 - ▶ Personal & TD information: Doc 9303
 - ▶ All information: conform to Paxlst Message

4. API REGULATORY FRAMEWORK



- Standard 3.47.2:
 - ▶ More information than 3.47.1 required, restrict to Paxlst Message elements, or
 - ▶ Request DMR process [▶ API CC]
- Standard 3.47.5: States to limit burden on airlines
- Standard 3.47.7: If electronic API, then no paper passenger manifest

4. API REGULATORY FRAMEWORK



Summary of 3.47, 3.47.1, 3.47.2

States obliged to:

1. adhere to international recognized API standards;
2. require only data elements available in MRTDs, and information to conform to the PAXLST message structure; and,
3. only data elements found in the PAXLST message to be included in API requirements; if additional elements required, then the DMR process to be used.

4. API REGULATORY FRAMEWORK



- Recommended Practice 3.47.3:

- ▶ If State unable to use Paxlst, consult users on operational and cost impact

- Recommended Practice 3.47.5:

- ▶ State to minimize number of times API is transmitted for a specific flight

4. API REGULATORY FRAMEWORK



37th Assembly (2010) Resolutions

- A37-17 (Avsec Resolution)

- ▶ States urged to use API

- Declaration on Aviation Security

- ▶ States urged to use API as an aid to aviation security

- A37-20, Appendix D, Section III

- ▶ States to ensure passenger data requirements conform to international standards adopted by UN agencies

4. API REGULATORY FRAMEWORK



5 December 2011

State Letter EC6/3-11/76

► “Implementation of Standard 3.47”

States encouraged to ensure adherence to international recognized standards for API transmission

4. API REGULATORY FRAMEWORK



High-Level Conference on Aviation Security (HLCAS, September 2012)

1. Conclusions:

→ international standardization in the use of API, iAPI . . . would contribute to the operational and economic viability of the air transport industry;

→ a lack of harmonization in API, iAPI . . . can reduce the effectiveness of utilizing such data for the purposes for which it is required;

→ it is essential that States standardize their data requirements and adopt a standard format for the electronic transmission of passenger data;

→ States should, in the use of passenger data as an aid to security, ensure the protection of passengers' privacy.

4. API REGULATORY FRAMEWORK



2. Recommendations:

→ States develop a single API, iAPI reporting requirement based on international standards, and a single agency be identified to receive all data and be responsible for internal dissemination to other agencies;

→ States align the various data exchange systems . . . with the international data transmission standards adopted by relevant United Nations agencies . . .;

→ ICAO incorporate new SARPs into Annex 9 with the objective of enhancing global standardization on passenger data transmission and safeguarding the economic sustainability of international air transport; [▶]

→ ICAO provide States with assistance and training on the implementation of API . . .

4. API REGULATORY FRAMEWORK



FALP/7 Meeting (October 2012)

[States & aircraft operators]:

- (new) RP: API systems – 24/7 operation; procedures to minimize disruption – system failure
- (new) RP: Operational & technical support to be provided 24/7 (continuously)
- (new) RP: notification & recovery procedures in place – maintenance & failures

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5. Interactive-API (i-API)

- API: action on “high-risk” persons on after flight landed at destination
- iAPI [AQQ]=interactive API
- Passenger-by-passenger 2-way exchange
- At check-in, messages exchanged between departure (airline) & destination (control)
- **“Board”/ “No board”** (etc.) message
- Aviation security: proactive prevention
- Facilitation: inadmissible persons; efficient clearance at destination

5. Interactive-API (i-API)



HLCAS (September 2012)

+ Recommendation:

States seeking to achieve enhanced aviation security, and to prevent illegal migration and the movement of potentially inadmissible persons, consider implementing iAPI systems;

5. Interactive-API (i-API)

API Contact Committee (October 2012)

- ▶ Updated API Guidelines: include iAPI
- ▶ Updated Paxlst Message

- Expected publication: June 2013

5. Interactive-API (i-API)

FALP/7 Meeting (October 2012)

+ (new) RPs (API)

→ (new) **definition** for iAPI

→ (new) RP:

a) **Consult** aircraft operators;

b) **Work together** with aircraft operators;

c) **Conform** to WCO/IATA/ICAO **Guidelines**

5. Interactive-API (i-API)

iAPI: What Next?

→ State Letter

→ Assembly Working Paper on HLCAS

→ Follow-up: IATA (+ ICAO, WCO)

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