



Part 610
ADVANCED PASSENGER
INFORMATION
AND
Passenger Name Record
API / PNR

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SUBPART A

Applicability

Applied for all arrival and Departure International flights :

- a) These regulations govern the ADVANCED PASSENGER INFORMATION and passenger Name Record SYSTEM by Egyptian Aviation Authority (ECAA).
- b) These regulations apply to the carriage by air of passengers and crew Member for All International And Domestic Flights (any type of international flights).

SUBPART B

Definitions

- An air carrier is an enterprise that engages in provision of transportation services by aircraft for remuneration or hire.
- Air carriers can be identified by the type of operations they offer:-
 - i. A scheduled air carrier or airline is one that engages mainly in scheduled services (though it may also operate some non-scheduled flights).
 - ii. A non-scheduled air carrier is one whose primary activity is non-scheduled operations;
 - iii. A charter carrier is a non-scheduled air carrier that operates only charter flights.
- Iiii General aviation operation : An aircraft operation other than a commercial air transport operation or an aerial work operation.
- An international carrier is one that provides air transport services on routes involving more than one State and that may also operate domestic air services.
- A scheduled international carrier is a carrier authorized to operate scheduled international air services, while a non-scheduled international carrier is one authorized to operate international non-scheduled flights.
- Advanced Passenger Information (API) System. An electronic communications system whereby required data elements are collected and transmitted to border control agencies prior to flight departure or arrival and made available on the primary line at the airport of entry.
- Aircraft operator : A person, organization or enterprise engaged in or offering to engage in an aircraft operation.
- Aircraft operators' documents : Air waybills/consignment notes, passenger tickets and boarding passes, bank and agent settlement plan documents, excess baggage tickets, miscellaneous charges orders (M.C.O.), damage and irregularity reports, baggage and cargo labels, timetables, and weight and balance documents, for use by aircraft operators.
- Automated Border Control (ABC): An automated system which authenticates the electronic machine readable travel document or token, establishes that the passenger is the rightful holder of the document or token, queries border control records, then determines eligibility for border crossing according to pre-defined rules.
- Commencement of journey : The point at which the person began his journey, without taking into account any airport at which he stopped in direct transit,

either on a through-flight or a connecting flight, if he did not leave the direct transit area of the airport in question.

- Crew member : A person assigned by an operator to duty on an aircraft during a flight duty period.
- Electronic Travel Systems (ETS) : The automated process for the lodgement, acceptance and verification of a passenger's authorization to travel to a State, in lieu of the standard counterfoil paper visa.
- Embarkation : The boarding of an aircraft for the purpose of commencing a flight, except by such crew or passengers as have embarked on a previous stage of the same through-flight.
- eMRTD. An MRTD (passport, visa or card) that has a contactless integrated circuit embedded in it and the capability of being used for biometric identification of the MRTD holder in accordance with the standards specified in the relevant Part of Doc 9303 Machine Readable Travel Documents.
- Flight crew member : A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.
- International airport : Any airport designated by the Contracting State in whose territory it is situated as an airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out.
- Passenger Data Single Window : A facility that allows parties involved in passenger transport by air to lodge standardized passenger information (i.e. API, and/or PNR) through a single data entry point to fulfil all regulatory requirements relating to the entry and/or exit of passengers that may be imposed by various agencies of the Contracting State.
- Travel document. A passport or other official document of identity issued by a State or organization, which may be used by the rightful holder for international travel.
- Electronic Data Interchange (EDI)

While the use of the procedures And techniques brought about considerable advances in the passenger clearance process, it is clear that there is always room improvement-both from the facilitation point of view and from the compliance perspective. The recent upsurge of interest in EDI, and the capabilities it offers for transmission of passenger details to the point of destination well in advance of the passenger's arrival, is seen as a very positive step towards achieving both facilitation and compliance goals.

- MOCA : Ministry of Civil Aviation Data Center as a single window.
- Competent Authorities (border control agencies).
- Authoeized agent. A person who represents an operator and who is authorized by or on behalf of such operator to act on formalities connected with the entry and clearance of the operator's aircraft, crew, passengers, cargo, mail,

baggage or stores and includes, where national law permits, a third party authorized to handle cargo on the aircraft.

- Booking aircraft operator. An aircraft operator or his authorized agent with whom the passenger makes his original reservation(s) or with whom additional reservations are made after commencement of the journey.
- Computer reservation system (CRS). Electronic (computer) repository of information about a passenger's travel itinerary, for example, passenger details, itinerary, ticket information, and address.
- Data processing. any operation or set of operations performed on PNR data, such as collection, recording, organization, storage, adaptation, or alteration, calling-up retrieval, consultation, use transfer, dissemination or otherwise making available, alignment or combination, blocking, erasure or destruction.
- Departure control system (DCS). The system used to check passengers onto flights. The DCS contains check-in information such as seat number and baggage information.
- PNR data transfer. The transfer of PNR data, from an aircraft operator's system(s), to a State requiring such data or access by the State to PNR data from such system (s).

SUPART C

A) **Introduction**

The 15th edition of Annex 9 contains standards and recommended practices SARPs on advanced passenger information (API) and passenger name record (PNR) according the follows :-

1. With reference to the UN security council resolution No. 9 of December Paragraph 9 or resolution 2178 and the information (API) systems of October 23, 2017, that Member states shall require airlines operating in their territories to provide API to the appropriate national authorities, in accordance with domestic law and international obligations, in order to detect the departure from their territories, or attempted travel to, entry into or transit through their territories, by means of Civil aircraft, of foreign terrorist fighters and individuals designated by the Committee established pursuant to resolutions 1267 (1999). 1989 (2011) and 2253 (2015), and further calls upon Member States to report any such departure from their territories, or such attempted entry into or transit through their territories, by sharing this information with the State of residence or nationality, or the countries of return, transit or relocation, and relevant international organizations as appropriate and in accordance with domestic law and international obligations, and to ensure API is analysed by all relevant authorities, with full respect for human rights and fundamental freedoms for the purpose of preventing, detecting, and investigating terrorist offenses and travel.

Advance Passenger information (API)

- Advance Passenger information (API) involves the capture of a passenger's biographic data and other flight details by the carrier prior to departure and the transmission of the details by electronic means to the Border Control Agencies in the destination country. API can also act as a decision making tool that Border Control Agencies can employ before a passenger is permitted to board an aircraft. Once passengers are cleared for boarding, details are then sent to the Border Control Agencies for screening against

additional databases and can identify passengers and crew of interest including those subject to United National Security Council sanctions lists and travel bans.

- While this technique is beginning to be used by more and more Border Control Agencies it has been used by a number of countries for some time, API has the potential to considerably reduce inconvenience and delays experienced by passengers as a result of necessary border processing. It also provides a system which carriers can use to comply with relevant legislation of the countries they fly to including legislation implementing travel bans against those on United Nations Security Council sanctions lists.
- 2. The UN Security Council in resolution 2396 (2017) at paragraph 12 decided that member states shall develop the capability to collect, process and analyse, in furtherance of ICAO standards and recommended practices passenger name record (PNR) data. And to ensure PNR data is used by and shared with all their competent national authorities, with full respect for human rights and fundamental freedoms for the purpose of preventing detecting and investigating terrorist offences and related travel.

A passenger Name Record (PNR)

- A passenger Name Record (PNR) is the generic name given to records created by aircraft operators or their agents for each booking made by a prospective passenger for commercial and operational purposes in providing air transportation services. A PNR is built up from data that is supplied concerning all the flight segments of a journey. States have begun requiring airlines to provide PNR data because the information is deemed important for the threat assessment value that can be derived from the analysis of the data.

- PNR information is used by border control and security agencies to identify unusual travel patterns specific PNR data elements may highlight such aspects as unusual itinerary, a data of booking close to the date of departure. Modes of payment, and so on Anomalies and unusual patterns are identified based on pre-determined criteria, leading border control authorities to subsequent actions such as physical controls.
- Conclusion :- Annex 9 obligates all the contracting state to establish and implement API/PNR System.

B) General provisions

- All flights to / from Egypt should be complied with the current A.R.E regulations relating to Civilian Aircraft. These regulations correspond in all essentials to the Standards and Recommended Practices on International Civil Aviation (Annex 9 – Facilitation).
- Any civilian ACFT performs domestic and international flights to/ from A.R.E territory must apply API / PNR system according to the regulations and its adopted issues.
- Air carriers are not obliged to submit a passenger manifest in paper form when activating an API system.
- API / PNR system is governed by the rules contained in national Laws.

SUBPART D

API DATA CAPTURE AND TRANSMISSION

- The WCO, IATA and ICAO have jointly agreed on the maximum set of API data that should be incorporated in the PAXLST message to be used for the transmission of such data by the carriers to the Border Control Agencies this data can be divided into two distinct categories :-

Date relating to the flight (Header Data)

Date relating to each individual passenger (item Data).

- a) Core data Elements as may be found in the Machine readable zone of the official travel document.
- b) Additional data as available in Airline systems.
- Details of the individual data items for each of these two categories are given below. It should be noted that the flight data should already be available to carriers from their own automated systems. The passenger data corresponds to those items of data that currently appear on machine-readable passports, other official travel documents or those which may be available in the transporting aircarrier's reservation system.

- Data relating to the flight (Header data) :

Flight identification

(IATA airline code and flight number)

Scheduled Departure Date

(Date of Scheduled departure of aircraft (based on local time of departure location)

Scheduled Departure Time

(Time of Scheduled departure of aircraft (based on local time of departure location)

Scheduled Arrival Date

(Date of scheduled arrival of aircraft (based on local time of arrival location)

Scheduled Arrival Time

(Time of scheduled arrival of aircraft (based on local time of arrival location)

Last Place/Port of call of Aircraft

(Aircraft departed from this last foreign place/port of call to go to “ place/port of aircraft initial Arrival “.

Place/port of Aircraft Initial Arrival

(place/port in the country of destination where the aircraft arrives from the “ last place/port of call of aircraft).

Subsequent Place/port of call within the country

(subsequent place/port of call within the country).

Number of Passengers

(Total number of passengers on the flight)

- **Data relating to each individual passenger :-**

Data relating to a passenger based on the following list of elements will not be available from a single source, and may instead require collection from several sources as detailed below :-

- a) Core Data Elements that be found in the Machine Readable Zone of the Official Travel Document
 - Official Travel Document Number
(passport or other official travel document number)
 - Issuing State or Organization of the Official Travel Document
(Name of the state or Organization responsible for the issuance of the official travel document)
 - Official Travel Document Type

(Indicator to identify type of official travel document)

- Expiration Date of Official Travel Document

(Expiration data of the official travel document)

- Surname / Given Name(s)

(Family name and given name(s) of the holder as it appears on the official travel document).

- Natioality

(Nationality of the holder)

- Date of Birth

(Date of birth of the holder)

- Gender

(Gender of the holder)

b) Additional Data elements normally found in Airline Systems

- Seating Information

(Specific seat assigned to the passegmer for this flight)

- Baggage Information

(Number of checked bags, and whre required, the baggage tag number associated with each)

- Traveller's Status

(Passenger, Crew , In-transit)

- Place/port of Original Embarkation

(Place /Port where traveler originates foreign travel)

- Place/Port of Clearance

(Place/port where the traveler is cleared by the Border Contril Agencies)

- Place/Port of Onward Foreign Destination

(Foreign Place/Port where traveller)

- Passenger Name Record Locator Number (or unique identifier)

(As available in the traveller's passenger Name Record in the carrier's airline reservation system)

Data transnation :

- API transmission will contain data for passengers and crew member carried to Egypt (initial place/port of arrival) from the last place/port of call of that aircraft abroad. API transmission provides information of passengers originating from foreign airport of embarkation based on the information contained in the transporting aircarrier's passenger reservation or departure control system.
- Complete specifications of the data items mentioned in ICAO Doc 9303, Machine Readable Travel Document. Parts 1,2 and 3 of Doc 9303 set forth specifications for machine- readable passports, visas and official travel documents, respectively.
- MOCA as a single window will be relay this encrypted message in the same time to competent authority (border control agencies)

SUBPART E

Type of API

Non- interactive Batch Style API Systems

- Non – interactive batch style API data covering all passengers and, crew members on board a specific flight are gathered during the check-in process and then transmitted in a single manifest message before aircraft departing. Typically non-interactive batch-style API is received by the requesting government well in advance of the flight's arrival, allowing the receiving border control to perform adequate checks of all inbound passengers and crew. The primary benefit of this approach is an expedited inspection processes at the primary immigration booth, for the majority of travelers. Advance information also affords Border Control Authorities the ability to identify legitimate travelers from travellers who may be of interest.
- Non- interactive batch style API system based on standard messaging protocols transmitted via existing airline communication network. Message construction is based upon the UN/EDIFACT “ PAXLST “ message format which has been adopted as the globally interoperable message standard for API messages.

SUBPART F

PNR – ELEMENTS

The PNR system is governed by the following :-

- A) align is PNR requirements and its handling of such data with the guidelines contained in ICAO doc 9944. Guidelines on passenger name record (PNR) data, and in PNRGOV message implementation guidance materials published and updated by the WCO and endorsed by ICAO AND IATA.
- B) implement the PNRGOV message for airline – to – government PNR data transferral to ensure global interoperability and the PNRGOV message is a standard electronic message endorsed jointly by WCO/ICAO/IATA depending on the specific aircraft operators reservation and departure control systems. Specific data elements that have been collected and stored by the aircraft operator for their own operational and commercial purposes and can be efficiently transmitted via this standard message structure.

Activate the procedures of the PNR system that are in compliance with national Laws especially the following :-

1. Clearly set purposes for which PNR data may be used by the authority.
2. Base the automated processing of PNR data on objective.
3. Data retention period
4. Levels of protection of PNR data
5. PNR data transfer
6. Acquire PNR data using the “ push” method in order to protect the personal data that is contained in the operator’s systems.

C. PNR elements will be based on Doc 9944 Guidelines regarding passenger Name Record (PNR).

REFERENCES :

- Annex 9
- National air transport facilitation programme
- Guidelines on advanced passenger information (API)

WCO / IATA / ICAO

- Egyptian Misitrial decree in this regard No. (1083) of December 31, 2021
- DOC 9944 Guidelines regarding passenger Name Record (PNR)
- Parsonal data protection Law No. 151 of 2020