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**Advancing
Free Trade for Asia-Pacific
Prosperity**

API/PNR for Aviation Security

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API/PNR General



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- Advance Passenger Information (API) refers to a passenger's identity such as full name, date of birth, and nationality.
 - Typically obtained from the machine-readable zone of travel documents.
- Passenger Name Record (PNR) is a set of data collected by air carriers solely for their business purposes.
 - Typically obtained from reservation type system and data quality and quantity can vary greatly.

API/PNR Legal Requirements



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Member Economy Legislation. The obligation for passengers and airlines to provide for passenger-related information must be based on national legal provisions, which should include rules for the collection, use and storage of passenger related information, together with measures to protect information and safeguard privacy.

International Standards and Recommended Practices. Rules for the use of API/PNR are set forth in ICAO Annex 9 (Facilitation) to the Convention on International Civil Aviation (Chicago Convention, 1944) and the Revised Kyoto Convention of the World Customs Organization.

- For API, **Standard 3.47 of Annex 9** obliges each ICAO Contracting State that introduces an API system under its national legislation to adhere to internationally recognized standards for the transmission of API.
- For PNR, **Recommended Practice 3.48 of Annex 9** states that ICAO Contracting States requiring PNR access should specify their data requirements and the handling of such data in conformance to guidelines developed by ICAO. This also requires Airlines to disclose passenger information in accordance with the laws and regulations of the ICAO Contracting State.
- **Recommended Practice 8 of Specific Annex J, Chapter 1 of the Revised Kyoto Convention** states that Customs, in co-operation with other agencies and the trade, should seek to use internationally standardized API, where available, in order to facilitate the Customs control of travellers and the clearance of goods carried by them.

UN Security Council Resolutions



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UN Security Council Resolution (UNSCR) **2178** on Foreign Terrorist Fighters – adopted on 24th September 2014.

- Requires Members to take certain steps to address the FTF threat, including to prevent suspected FTFs from entering or transiting their territories and to implement legislation to prosecute FTFs; and calls upon countries to require their airlines to provide API to detect the travel of UN-listed terrorists

UNSCR **2309** on Countering Threats to International Civil Aviation Security – adopted on 22nd September 2016.

- Obligates Members to require that airlines operating in their territories provide advance passenger information to the appropriate national authorities in order to detect the departure from their territories, or attempted entry into or transit through their territories, by means of civil aircraft, of UN-listed terrorists.

UNSCR **2396** on Foreign Terrorist Fighters (Returnees and Relocators) – adopted on 21st December 2017.

- Requires Members to develop the technical capacity and standard procedures to collect and use biometric data, develop watchlists or databases of known and suspected terrorists, including FTFs; and to require airlines operating in States' territories to provide API to the appropriate national authorities and to develop the capability to collect, process, and analyze PNR data

General Uses of API/PNR



Passenger data can be a useful tool for Members' border control or security processing as it can help them pre-identify travelers and patterns.

- API can be used to identify known or suspected terrorists (i.e. provide a one to one match on a watchlist)
- PNR can be used to identify “unknowns.”
 - Unknowns = no previous encounters with law enforcement, no derogatory information, most significant challenge to law enforcement
 - PNR can provide a lot more data and sensitive data; however, because it is data collected for business purposes, data format is inconsistent across the airline industry

API and PNR provide different benefits.

- Members should carefully assess their needs before embarking upon a data exchange program (because API and PNR data are in different systems and formats, data transmission requires specific programming and can be time-consuming)
- Strong global standards and guidelines are in place to assist Members (see ICAO-IATA-WCO Guidelines)
- It is essential that Members understand and follow the Guidelines to ensure swift compliance by the airlines and maintain smooth passenger movements at airports.

Aviation Security Uses



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- API and PNR data are not only useful for border control (customs / immigration) activities – they serve as important decision-making elements for aviation security purposes
- The AVSEC applications of API/PNR advance a Risk-Based Security approach, to better target security measures and more effectively and efficiently allocate limited (human, financial, and technological) resources
 - API/PNR can be used to identify high and low risk passengers for enhanced screening, expedited screening (pax facilitation), or prohibition from boarding, as appropriate.

The U.S. Experience: Use of API/PNR for AVSEC



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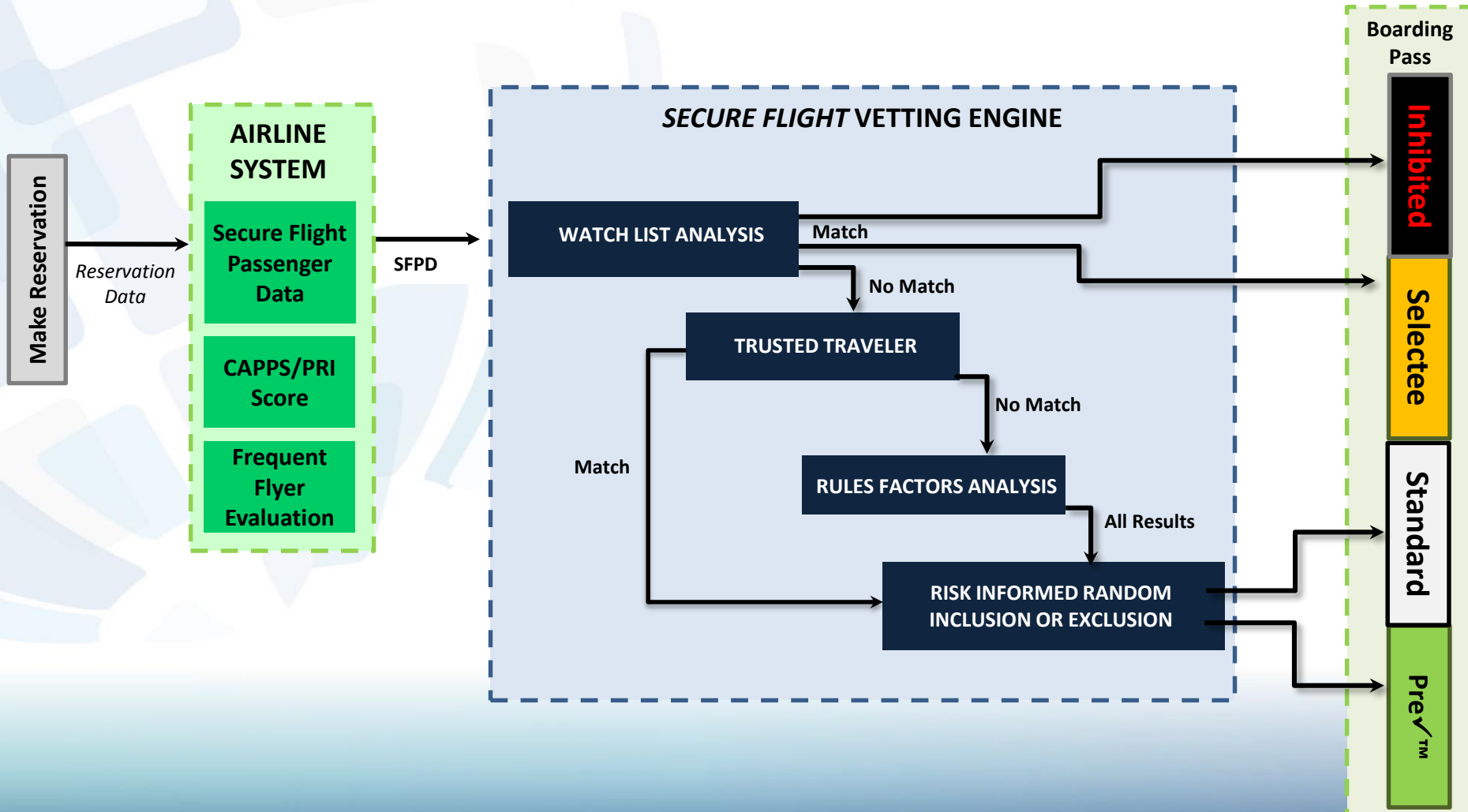
Secure Flight

- A passenger vetting system that uses specific API/PNR data elements to differentiate high and low risk passengers and determine consequent AVSEC measures to be applied
- *Secure Flight* uses specific data elements to match passengers against watchlists
- *Secure Flight* passenger vetting results determine which passengers will be subject to enhanced screening, expedited screening, or prohibited from boarding, as appropriate.

Secure Flight Process Overview



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Secure Flight Take-Aways



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- **There is more to *Secure Flight* than technology**
 - The program is governed by national regulation
 - Very strict privacy rules are in place (to protect handling and use of data)
 - Must abide by prescribed data purge requirements

- **Start slow and build your system as you go**
 - A reliable vetting engine is critical
 - Only attempt to do Low Risk after you master High Risk

- ***Secure Flight* is only a piece of the overall AVSEC system – a critical layer of security**
 - Your ability to conduct watchlist matching is only as good as your watchlist
 - Without a strong passenger screening system in place, watchlist matching is pointless

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