

Inadmissible Passengers (INADs)



Who are the Inadmissible Passengers in Aviation?

Inadmissible Passengers (INADs) are travellers who are denied entry into a country upon arrival due to several reasons:

- Improper Documentation
- Illegal Entry Attempts
- Other Reasons not disclosed to airlines (ie asylum seekers, intent of travel, watchlist)



What is the issue for aviation?

What we know:

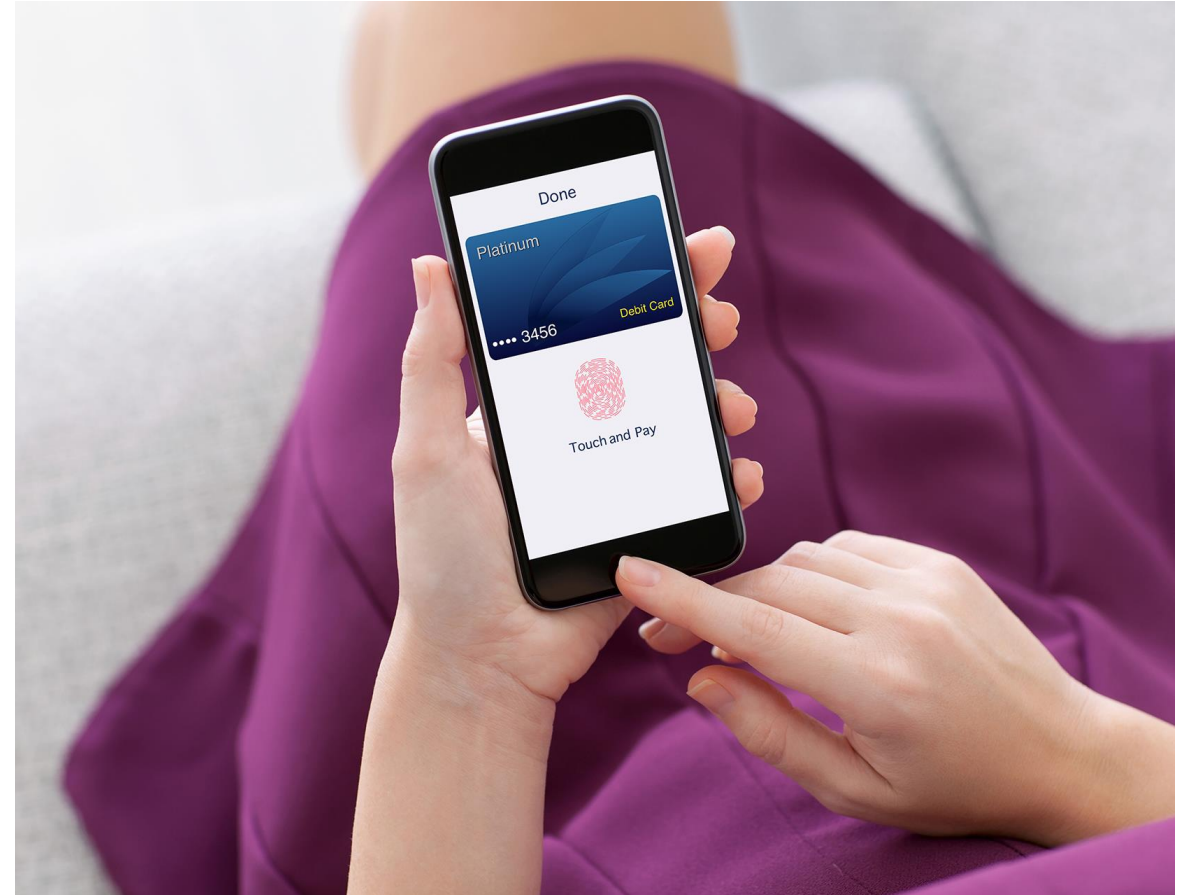
- Airlines express concern regarding the escalating nature of this issue
- There are global requirements to consider, including ICAO Annex 9
- Certain jurisdictions have their own local requirements
- Manual paper documents and the lack of standard methods create challenges for states, airlines, and passengers

What we don't know:

- Emerging trends & geopolitical issues
- National legal frameworks
- Compliance with ICAO Annex 9
- Volume of INADs
- Associated costs with managing these case

Addressing INADs Challenges

- Identify and fill existing data gaps on the occurrence rate of INADs
- Evaluate the costs of INADs to the industry
- Assess limitations faced by carriers and authorities in handling INAD cases
- Develop guidance for cooperative INAD case management
- Leverage IATA's One ID initiative focused on digitalising admissibility
- Encourage government implementation of pre-travel verification tools



Overview of the INADs Airline Survey



10 November 2025

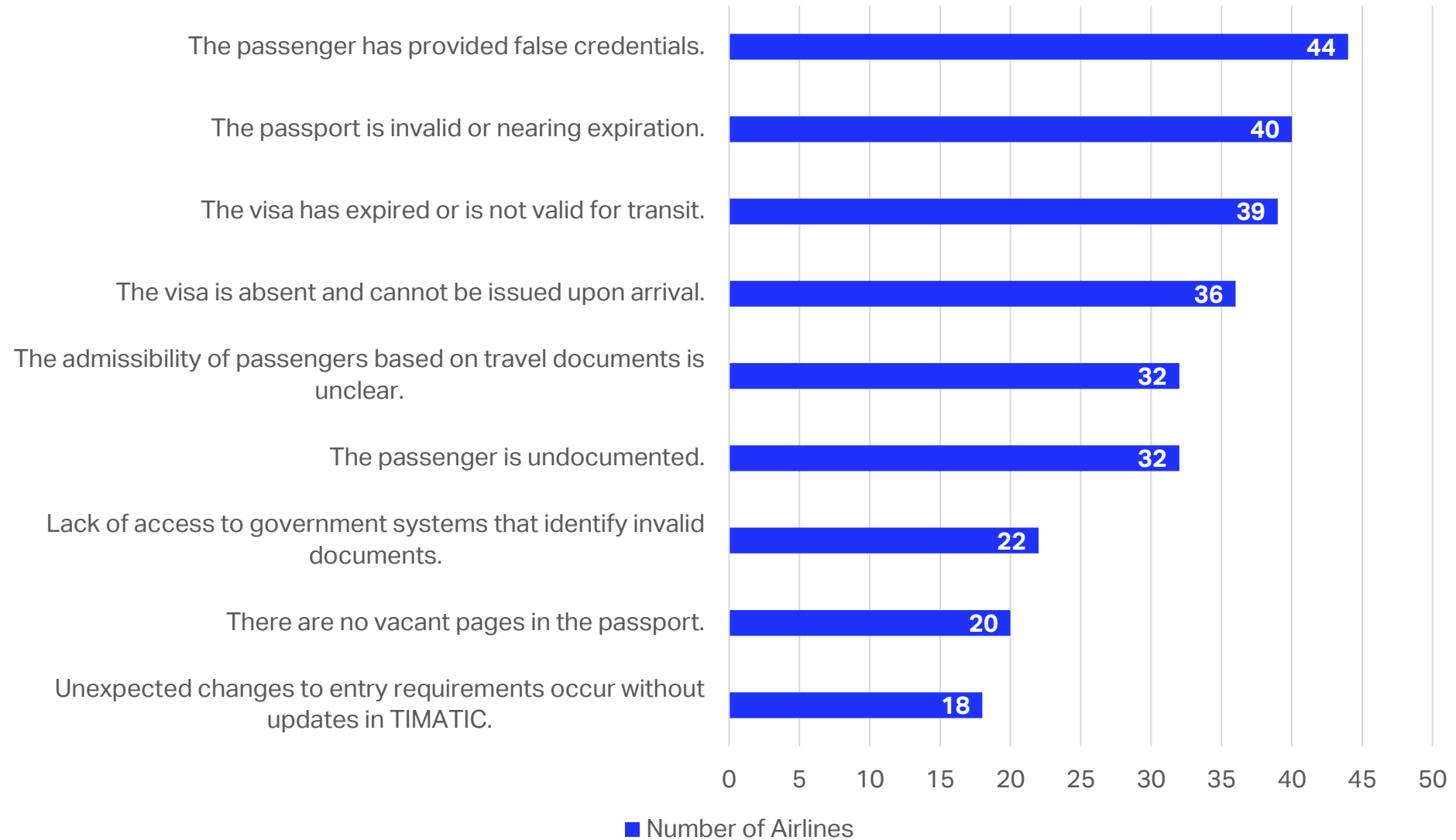
INADs airlines responses by Region

REGION	49 AIRLINES
Europe	16
Americas	12
Africa & Middle East	7
Asia Pacific	6
North Asia	8

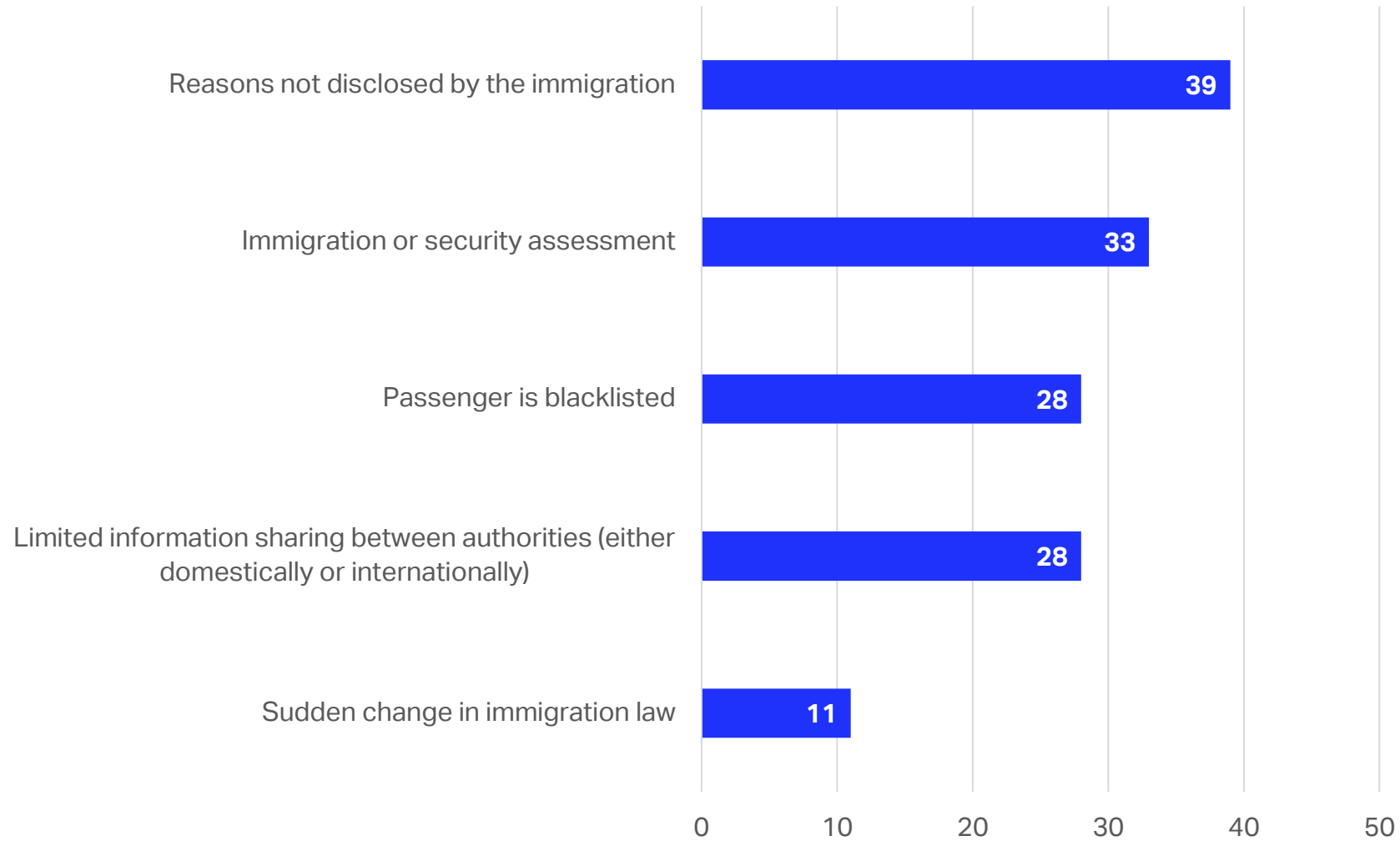
Total rate of INADs

Total Number of Passengers	The total number of passengers carried in 2024 for the 49 surveyed airlines is 969,093,018
The total number of INADS	Total number of reported INADs cases in 2024 was 111,781
Overall Rate	Rate of INAD cases: 12 INADs every 100,000 Passengers

What is the reason for inadmissibility?



Regulatory reasons



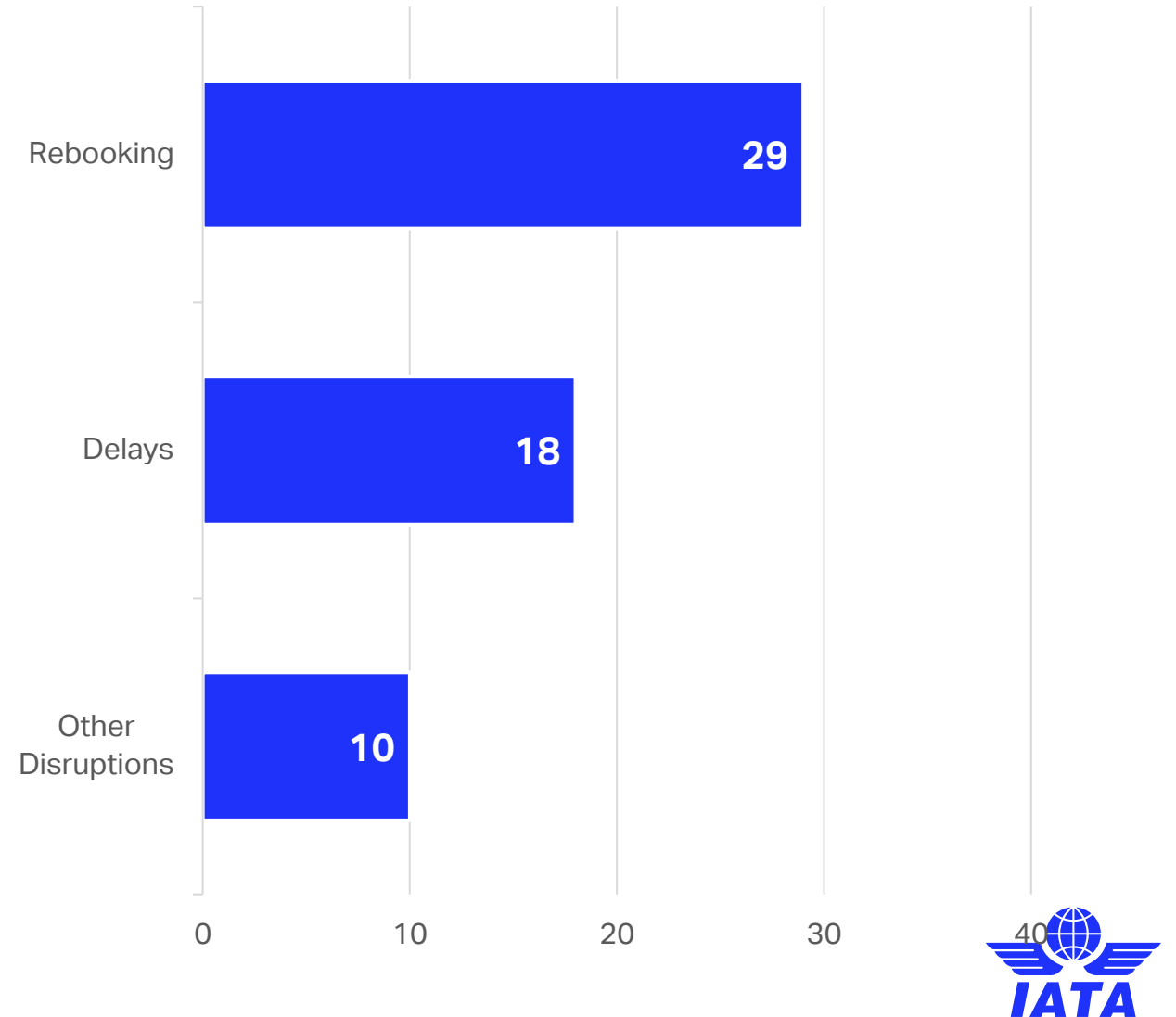
Destination countries with the highest number of INAD cases

Country of destination	Approx. % of Total INADs across the surveyed airlines
Mexico	60%
Germany	40%
Brazil	20%
USA	30%
Japan	18%
India	14%

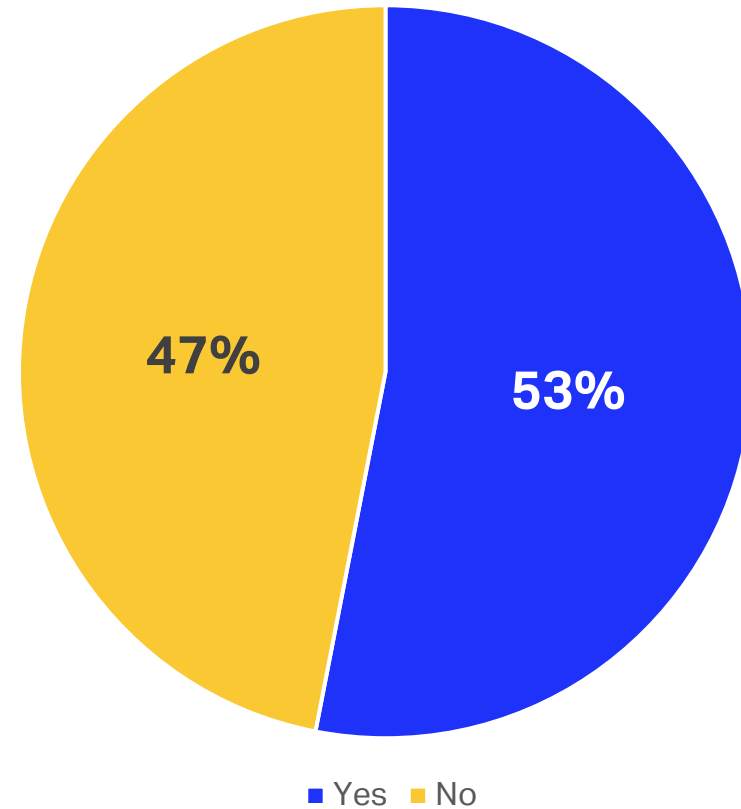
Major disruptions caused by INADs case handling

Number of airlines affected by delays, rebooking, and disruptions due to the handling of INAD cases.

On average, 8 every 100,000 flights have been majorly disrupted due to INAD cases in 2024.

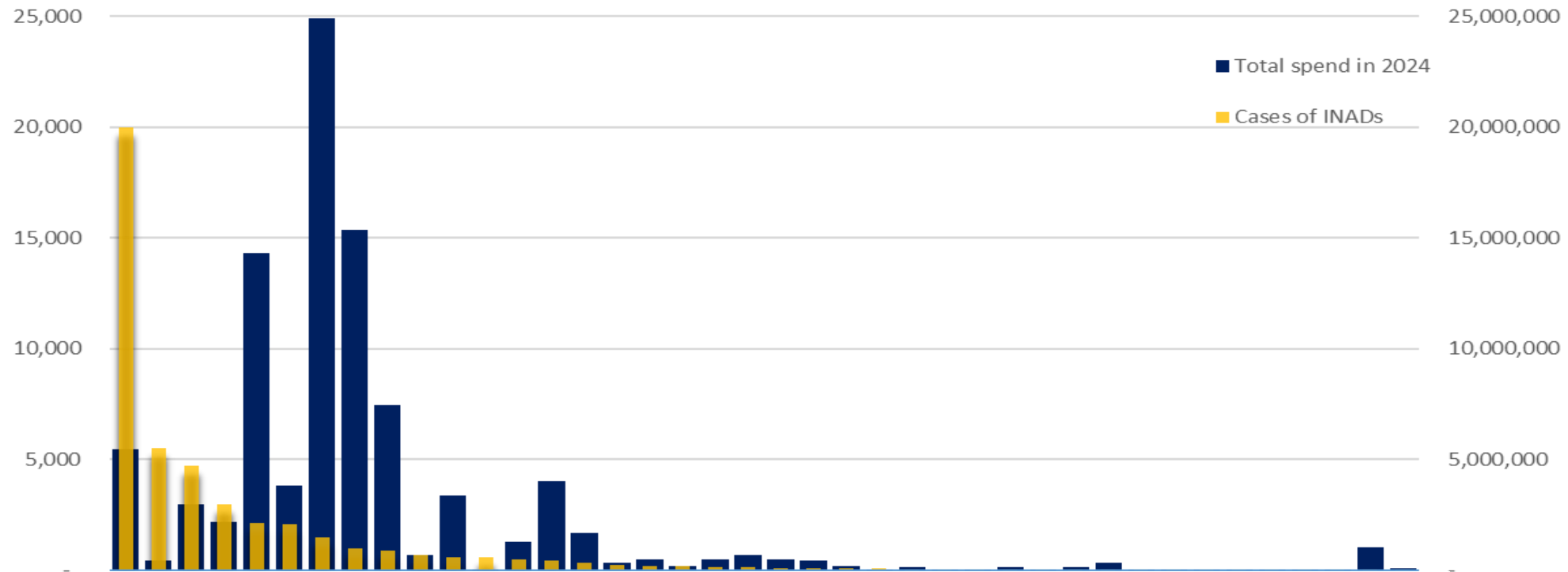


Over the past two years was there an increase in the number of INAD cases across airlines?

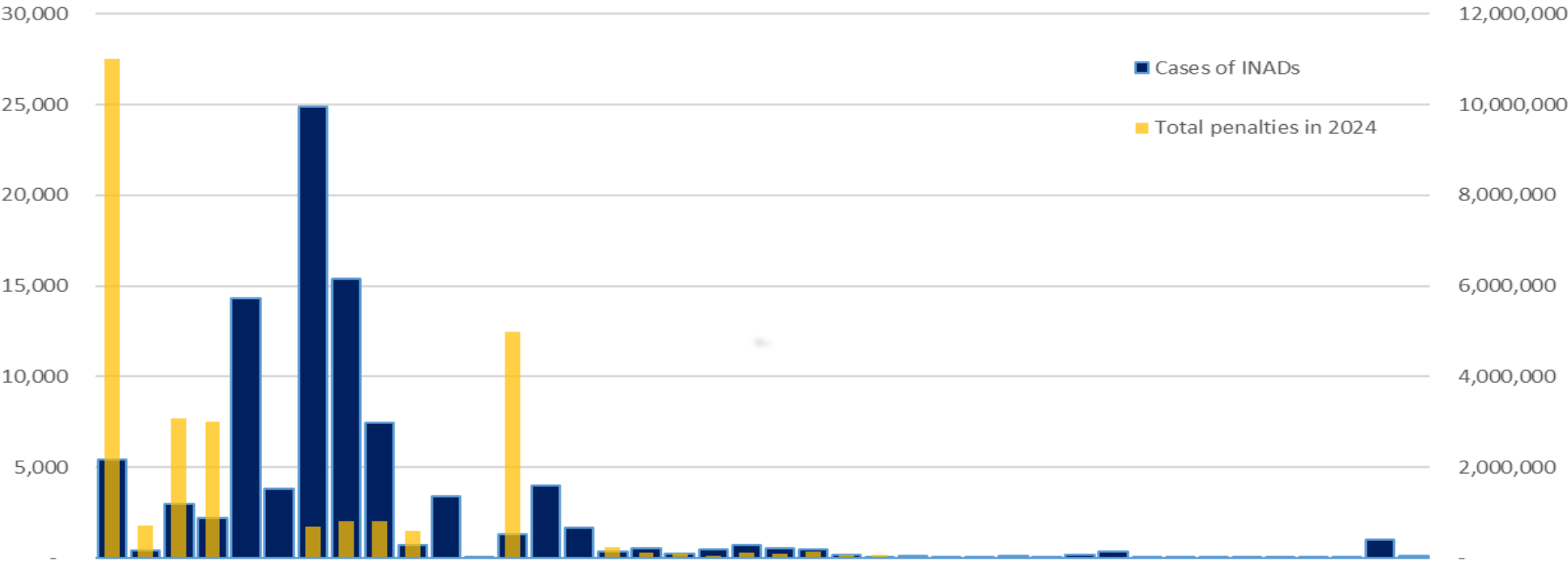


Out of 49 surveyed airlines, 26 airlines (53%) reported an increase in the number of INAD cases between Jan 2023 and Dec. 2024

Annual spending/Cases per INADs per Airlines



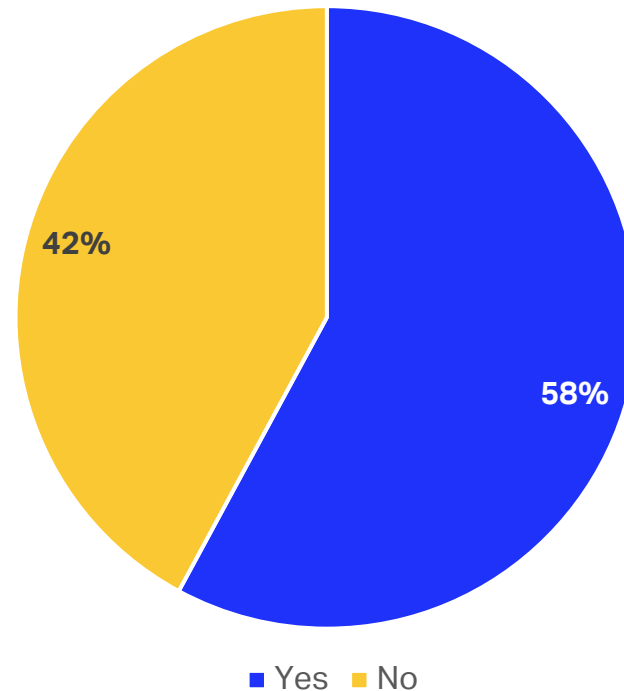
Total penalties/Cases per INADs per Airlines



Was there an increase in costs over the past two years?

Out of 49 surveyed airlines, 38 responded to this question

22 airlines have confirmed an increase in their costs.



Cost Variations by IATA Regions (2024)

REGION	AVERAGE COST PER INAD CASE (USD)
Europe	\$14,000
Africa & Middle East	\$11,000
Americas	\$9,500
Asia Pacific	\$7,000
North Asia	\$4,000

Reflections and way forward



Both governments and airlines must acknowledge their responsibilities and work collaboratively



Emphasizing regulatory harmonization in aviation is vital, and ICAO Annex 9 must serve as a framework in this regard



By adopting the Digitalisation of Admissibility in accordance with One ID standards, we can significantly reduce the risk of accepting inadmissible passengers.

Thank you

10 November 2025

