This Statement of Principles for Interactive Advance Passenger Information (iAPI) Systems was originally endorsed by the IATA/CAWG in 2007 and subsequently reviewed in 2014. It should be read in conjunction with the latest version of the IATA/CAWG Statement of Principles for Advance Passenger Information (API) Systems.

Since 1995 Control Authorities have been adopting ‘Interactive API’ systems as an additional means of improving border security and facilitating the movement of legitimate travel.

These principles provide a general framework for the development of Interactive API systems. The development of individual systems will involve close interaction between implementing Control Authorities, Aircraft Operators and service providers. The question of the allocation of costs, the implications and meanings of boarding messages, as well as the relationship between Interactive API systems and any relevant or applicable legislation, have to be taken into account.

Original 20 April 2005 Amended 23 October 2015
A standardized iAPI system should include the following Key Elements:

a) iAPI systems should be user friendly, seamless and facilitate the travel of bona fide passengers through the data analysis carried out by the receiving Control Authority in advance of the passenger approaching the primary inspection point at the airports.

b) Provision of required Interactive iAPI data by Aircraft Operators to Control Authorities, should be limited to the data contained in the machine-readable zone of travel documents (see ICAO Document 9303 Part 1) and the Common Interactive API Flight Information (as listed in Annex A of this document).

c) iAPI systems should take into account the interests of all stakeholders. Stakeholders should be consulted before development, change, adoption and implementation of an Interactive API system.

d) Individual Control Authorities within the same State should agree and adopt a common set of IAPI data elements in order to minimize the impact upon Aircraft Operators.

e) Requests for iAPI data and responses back to Aircraft Operators should originate from only one representative agency of the requesting State following the “single window concept”. IAPI should be aligned with existing norms as detailed in the latest version of the WCO/IATA/ICAO Guidelines on Advance Passenger Information.

f) A primary function of an iAPI system is to provide an immediate response (within a maximum of 4 seconds) to the Aircraft Operators within the normal check-in process times. To facilitate this, Control Authorities should work with Aircraft Operator to develop Interactive API systems that are integrated into their departure control interfaces.

g) iAPI systems should provide Aircraft Operator’s check-in staff with real-time, unambiguous “OK to Board/Not OK to Board” type messages (within a maximum of 4 seconds), thereby minimizing the impact upon Aircraft Operators. The issue of liability will depend on the arrangements entered into by Control Authorities and Aircraft Operators.

h) iAPI systems should be capable of 24/7 operation and Control Authorities should supplement these systems by providing Aircraft Operators with 24/7 technical and operational support.

i) Aircraft Operator staff should receive appropriate training on procedures to be followed when the various messages (e.g. ‘OK to Board’, ‘Not OK to Board’ etc.) are received for each passenger. Transparent business continuity plans should also be in place.

j) iAPI systems should seek to minimize the impact on existing Aircraft Operator’s systems, technical infrastructure and operations.
Benefits of a standardized iAPI system:

- iAPI provides enhanced border security and improved border control capabilities and has the capacity to stop people of concern from boarding a plane.
- Implementing Control Authorities have the opportunity to optimize data accuracy through iAPI.
- iAPI facilitates passenger clearance and may provide a measurable improvement in passenger processing time on arrival and departure.
- The ability to check passengers’ admissibility for entry into a State prior to boarding has the potential to decrease Aircraft Operator’s infringement penalties and should reduce ‘turnaround’ costs as well as costs for the removal of inadmissible passengers.
- Control Authorities and Aircraft Operators who choose to implement iAPI have the opportunity to minimize costs through cooperation.

Other issues:

- iAPI systems may be less than 100% accessible in all locations.
- Stakeholder systems may require further development to accommodate transit or through checked passengers.
- The effectiveness of iAPI systems is greatly enhanced where Control Authorities can access pre-processed data (such as passport and visa data) held in their own databases, at the time the passenger checks in. The last sentence did not make sense to me.
- Control Authorities acknowledge that certain travellers may have dual or multinational citizenship/s, and may use the passport that provides the traveler with the greatest convenience on a particular sector. Control Authorities acknowledge that inbound and outbound API data may differ according to the passport being legitimately presented for travel to and from a State.
ANNEX A – DEFINITIONS

Advance Passenger Information System (APIS)
A unilateral system whereby required data elements are collected and transmitted to Control Authorities prior to flight arrival and made available on the primary inspection line at the port of entry.

Interactive API
This type of system – also known as “Advance Passenger Processing”1, “Board/No Board” “Red Light/Green Light System” and “Authority to Carry” – is a system whereby required data elements are collected and transmitted by carriers to border control agencies at the time of check-in. A response message for each passenger (i.e. “OK to Board” or “Not OK to Board”) is, within existing business processing time (a maximum of 4 seconds), transmitted back to the carrier.

Location of Data Elements
Departure Control System (DCS)
Passenger Name Record (PNR)
Machine Readable Zone (MRZ)
Government Database such as Passport and Visa

Machine Readable Interactive API Data Elements (as per ICAO Document 9303)
Document Type
Document Number
Nationality
Country of Issuance
Date of Document Expiration
Family Name
Given Name
Gender
Date of Birth

Common Interactive API Flight Information
Airline
Flight Number
Departure Date
Arrival Date
Departure Port
Arrival Port
Departure Time
Arrival Time

1_ _® _P_r_o_p_r_i_e_t_a_r_y_ _p_r_o_g_r_a_m_ _d_e_v_e_l_o_p_e_d_ _b_y_ _S_I_T_A_ _a_n_d_ _C_P_S_._ _