



IATA FAL Update

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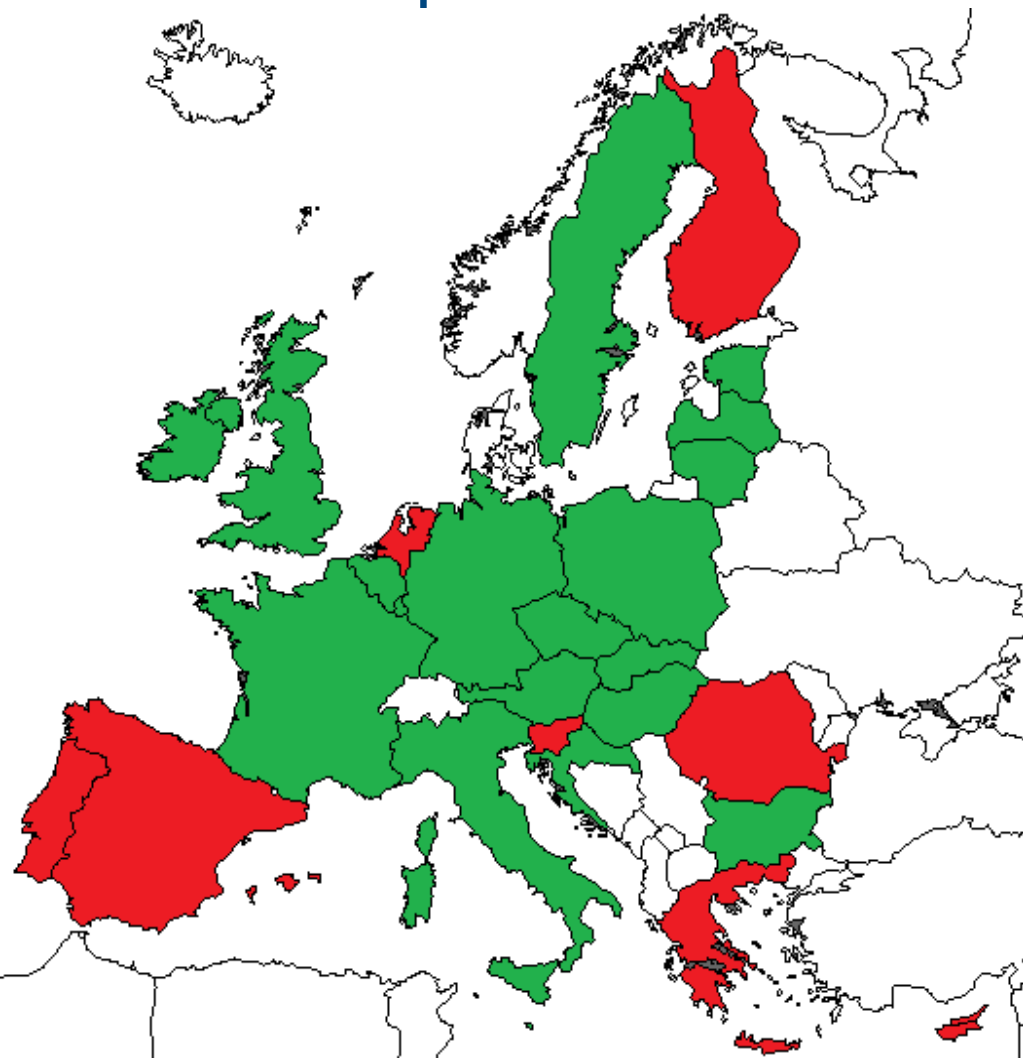
ECAC FAL56
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Passenger Data



EU PNR implementation status



 Transposition measures communicated to the European Commission

 Working on the transposition into national legislation

8 countries pending to notify the European Commission on full transposition*

* Data source: <http://eur-lex.europa.eu/legal-content/EN/NIM/?uri=CELEX:32016L0681&qid=1509372502069>

EU PNR – Challenges identified so far

- The foreseen ***timelines*** bottleneck in terms of airlines being able to cope with many PNR request at a time, is now materializing
- Airlines shall have the ability to ***choose*** the ***communication protocols*** to be used
- No additional ***collection costs*** to be imposed on ***airlines***, depending on the system provider chosen by authority
- Patchwork of ***number & frequency of data requests***



EU Smart Borders





EES (Entry Exit System)

Removes the practice of stamping of travel documents for multiple entry visas and short-stay travelers. Will be replaced by a central EU database capturing dates of entry and exit and calculating automatically the remaining days of stay allowed

- **Regulation 2017/2226** adopting EES published in Dec. 2017
- As per such regulation, air carriers have to validate EES through the transfer of **passport information included in MRZ (API data)** to the "gateway" managed by the EU Agency, EU-LISA. The carrier will receive an **"OK/NOT OK"**
- **Crew members are exempted** from these requirements
- Commission aims at **implementing** the EES system by 2020

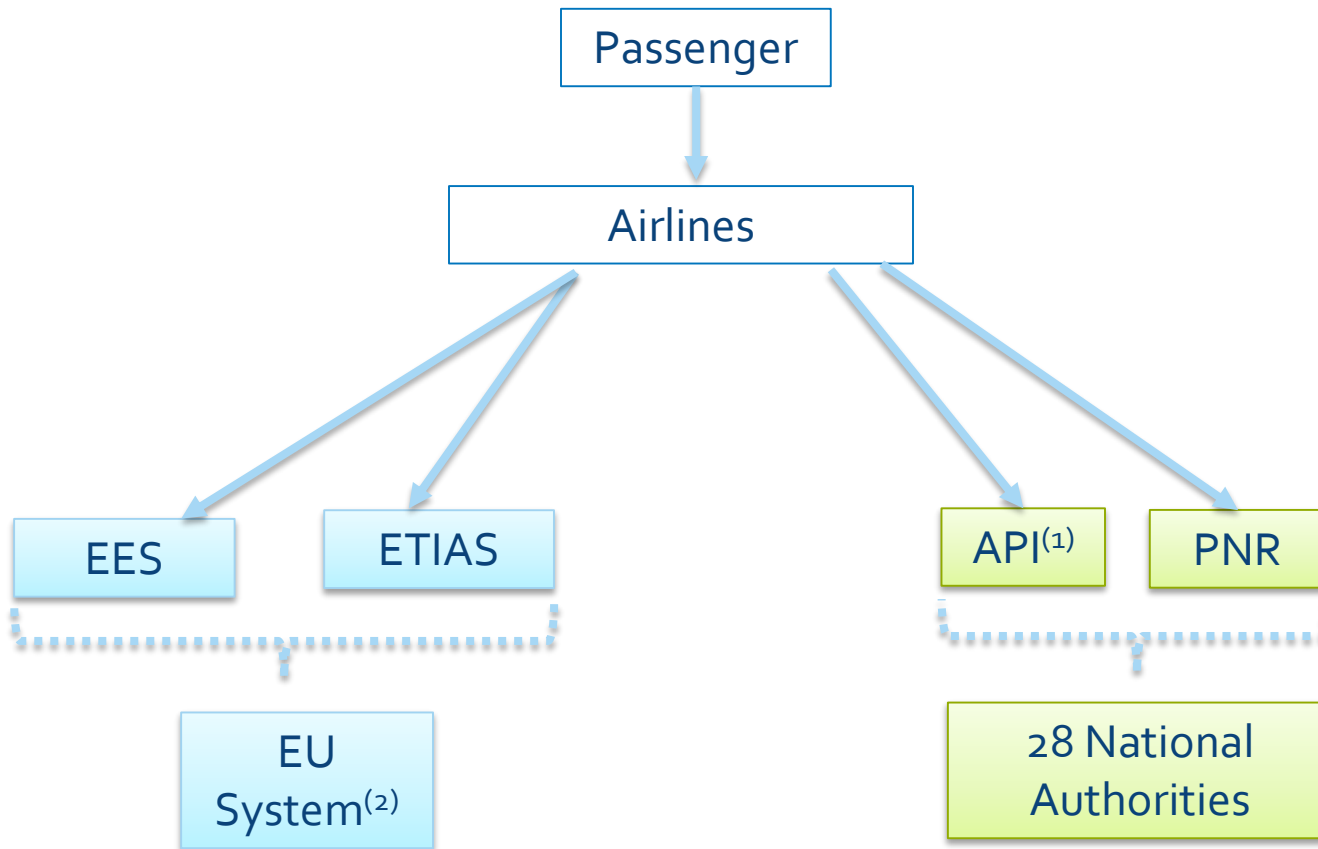


ETIAS (European Travel Information and Authorization System)

*Is an electronic **travel authorization** for air passengers (among others) travelling to Schengen territory – similar to the US ESTA or Canadian eTA –. Target audience are visa-exempt third country nationals.*

- **Regulations 2018/1240** (and 2018/1241) establishing ETIAS published in 12 Sept, entered into force on 9 Oct 2018
- As per such regulation, air carriers will be able to verify the validity of the ETIAS by **electronic means**, submitting the information included in the **Machine Readable Zone (MRZ)** of the travel document. Carriers will receive a **“OK/NOT OK”**
- Passengers in **transfer at an EU airport** who do not need to cross the Schengen border, do not need to get an ETIAS.
- Commission aims at **implementing** ETIAS system by 2021

EU Passenger Data Exchange - Overview



(1) Batch API transmission to national authorities

(2) Consultation to EU system for EES/ETIAS planned to be run on the basis of interactive API



Smart Borders next steps

- The Commission will **adopt detailed rules** to set-up the carriers “gateway” to comply with EES/ETIAS obligations.
- **Consultation to the EES/ETIAS database** by airlines, is planned to be done by the submission of API data at the time of check-in and getting an interactive response from the system
- A **Feasibility Study** is being conducted by the European Commission. Its purpose is to assess the technical feasibility of a centralized routing mechanism for carries to transmit passenger/crew data to a single point to comply with EES/ETIAS requirements and eventually API (and PNR) requirements
- IATA has provided extensive **input** for this Feasibility Study
- In addition, we submitted an **industry position paper** to the European Commission in Sept 2018. It provides the industry vision, concerns and recommendations re. a) the EES/ETIAS system and b) the future EU systems in the context of Passenger Data Exchange



PRMs



Activities pursued in 2018

- Passenger with Disabilities TF of airlines
 - Key focus on the different regulations that are being implemented across the world and how these regulations interact with each other.
 - A set of key industry principles for passengers with disabilities is under discussion
 - A roadmap of activities has been defined which mainly focuses on the revision of the current regulatory landscape and related advocacy actions when needed.
- Multidisciplinary WG: key goal is to tackle the PRM topic from a holistic point o view, from ground operations, to passenger experience or safety operations
- Mobility Aid Working Group: looking at the loading of electric mobility devices and potentially issue some guidance for the handling of this equipment.



Keep working collaboratively in 2019

- Guidance for NEBs to conduct inspections on PRMs. No further comments on the document.
- PRM Charge Workshop: IATA is happy to participate in this Workshop



Thank you for your attention

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