API-PNR France Programme

Guidelines

Air transportation

Version	Date	Comments
1.1	September 9th 2014	Finalization of the 1st version
1.2	March 10th 2015	Modification of the certification process
1.3	March 21st 2016	Modification of the certification process
1.4	May 27th 2016	Modification of list of PNR topics (general remarks)
1.5	December 6th 2018	General update
1.6	June 7th 2019	General update
1.7	October 16th 2019	Reference standard
1.8	October 22nd 2019	Modification of the modes of transmission
1.8.1	May 21st 2021	Correction of typo error
2.0	October 1st 2022	Legal Amendments and Updates

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1. Introduction

The purpose of this guide is to provide needed information to airlines and their data transmission service providers in order to comply within the French legal framework.

Airlines are required to send reservation (PNR), check-in and boarding (API) data of passengers on flights to or from French territory.

This document aims to describe accurately the scope of information to be collected, the conditions of technical connection, the procedures to be implemented, the certification requirements as well as the production system.

2. The API-PNR France program:

2.1 Legal basis

The legal framework enabling API and PNR data collection and processing is composed both by Community provisions that are either directly applicable or transposed into French law, and national legal provisions:

- Directive 2004/82/EC of 29 April 2004 on the obligation for carriers to communicate passenger data (API "Advanced Passenger Information") for the purposes of border control and combating illegal immigration;

- Directive (EU) 2016/681 of the European Parliament and of the Council of 27th of April 2016 on the use of passenger name record (PNR) data for the prevention, detection, investigation and prosecution of terrorist offences and serious crime;

- General Data Protection Regulation on the processing of personal data, wholly or partly by automatic means, as well as the non-automated processing of such data contained or intended to be contained in a file:

  > "Processing" is understood as any operation or set of operations which is performed on personal data or on sets of personal data, whether or not by automated means, such as collection, recording, storage, consultation, use, disclosure, dissemination.

- The Internal Security Code, in particular the articles L.232-1 to L.232-7-1 and R.232-1 to R.232-22;

- Decree n°2022-752 of 29th of April 2022 on the creation of a national service named "National Travel Data Agency".

2.2 The National Travel Data Agency (ANDV)

Under the terms of the decree n°2022-752, *the national service named "National Travel Data Agency" is in charge of the elaboration, the application and the improvement of collecting and processing travel data systems, as well as their conservation and their transmission to the users.*
The National Travel Data Agency is in charge of collecting passenger reservation, check-in and boarding data for air, maritime and land transports.

In this respect, it is the competent authority to act as the French Passenger Information Unit (PIU), according to the Directive (EU) 2016/681 of the European Parliament and of the Council of 27 April 2016 on the use of passenger name record (PNR) data for the prevention, detection, investigation and prosecution of terrorist offences and serious crime.

It is the single point of entry for exchanges with airlines or data providers and it is responsible for the management of the relations with airlines and services providers, including their follow-up and their certification.

2.3　Principles of operation

Information is transmitted by air carriers or their possible services providers exclusively in *push* mode towards a single location managed by the ANDV.

In order to reduce costs for the carriers and given their constraints, the API-PNR France system offers a large and diverse range of connections to suit the various types of carriers.

The requirement to transmit API and PNR data is applicable to all airlines operating flights to, in transit through, or departing from France, except for domestic flights in continental France and Corsica. This requirement applies to all commercial flights.

2.4　Scope of stakeholders

2.4.1　Airlines

Airlines are responsible for the transmission of reservation (PNR) and check-in (API) data for passengers. These data are transmitted by means of an automated process enabling "machine to machine" interface or in some cases, through a man to machine interface. Information may be transmitted by the carrier or a service provider authorised by the carrier. In all cases, a certification process described in Chapter 6 has to be finalized before switching into production.

This requirement covers scheduled flights as well as special cases where the final destination of the traveler is not necessarily France, but where the aircraft must land at a French airport (such as in the cases described in Section 5.3 relating to irregular operations).

2.4.2　Service providers

Service providers are intermediaries that the airline may mandate in order to transmit data.

For example:
- Reservation/check-in systems (GDS/DCS or other);
- Ground Handling Agents (GHA);
- Providers of specific solutions that allow the connection to the ANDV's API-PNR system;
- etc.

In any event, and from a legal point of view, airlines remain responsible for the data transmission.

2.5   Scope of data to be transmitted

Reservation data (PNR) are to be transmitted for all passengers for which a reservation has been made.

Data contained in the reservation systems (GDS or equivalent) must be transmitted once, 48 hours before the Standard Time Departure of the flight and once again immediately after flight closure, that is once the passengers have boarded the aircraft in preparation for departure and it is no longer possible for passengers to board nor leave.

The check-in data (API) must be provided for each passenger on board into a flight. Data must be transmitted at the flight closure.

This requirement applies to all flights, independently from the computer system and for each flight described above.

The French government requires the transfer of API and PNR data described in Appendices 1 and 2, in the extent to which such data have already been collected and stocked in the reservation or check-in system of the airline.

Airlines are thus required to send 3 messages for each flight:
  - PNR-48: PNRGOV 48 hours before STD (Scheduled Time of Departure);
  - PNR-0: PNRGOV at ATD (Actual Time of Departure);
  - API: Passenger PAXLST (API-P) at ATD.

The PNRGOV message received at ATD, also known as PNR-0, contains data - modified or not, of all the passengers since PNR48.

According to the nature of airlines' information systems, and particularly whether their reservation system (GDS) and departure one (DCS) are synchronized or not, the airline or the service provider will be able to send its data following different techniques. The details of messages' format and transmission channels will be presented in the chapter 4.

2.6   Information on the protection of personal data

In application of article L.232-6 of the Internal Security Code, airlines must inform passengers that their API and PNR data are transmitted to the "National Travel Data Agency". This information must be effective, clear and presented in a language that is understandable by the concerned people. It must cover the collection and processing of their data. It must expressly mention the French legislation with respect to the protection of personal data, namely the Law No. 78-18 of 6 January 1978 relating to Information Technology, files and privacy, and Article L. 232-7 of the Home Safety Code that allows the collection and processing of API and PNR passengers' data.

On that matter, the ANDV has a duty to make sure that such dispositions are indeed applied.

3. Modes of transmission and message formats

API and PNR data are transmitted in *push* mode. Interactive mode of transmission for API is not used.

Each airline will have to specify the identity of the service providers that it uses, if any. It will also present the technical protocols used for transmitting data.

To take into account the different constraints of the aviation business rules, the API-PNR France system considers a wide range of connectors and file formats.

The table below summarizes the modes of machine-machine transmission and the message formats supported by the API-PNR France system.

Format	EDIFACT (PNRGOV/PAXLST) XML (PNRGOV)			Historical networks
Protocol	FTP	MQ	SOAP Webservice / HTTP	
Security	TLS / IPSEC	TLS / IPSEC	TLS / IPSEC	
Chapter	3.1.1	3.1.2	3.1.3	3.1.4

It should be noted that security process for machine-machine mode is based on **mutual X509 certificate authentication**. This security requirement is described in the Appendix for each connector. Note that the certificate shall be provided by a trusted national Certification Authority.

The list of trusted Certification Service Providers is available here:

- https://esignature.ec.europa.eu/efda/tl-browser/#/screen/tl/FR

3.1 Machine-Machine Interface

The API-PNR France system allows direct machine-machine connections or connections through historic networks.

The API-PNR France system provides data providers with multiple connectivity options to facilitate the transmission of API-PNR data to the ANDV. These connectivity options are presented below and detailed in the documents listed in the Appendix.

3.1.1 FTP

Data may be transmitted to the ANDV by data providers in FTPS mode (or FTP on IPSEC). Data providers who choose this mode of transmission send the files to the API-PNR France system on an FTP server. The system retrieves the files and implements the processing chain on receipt of the data.

The interface document describing the configuration and securitization settings is featured in Appendix 7.

3.1.2 MQ Connector

The API-PNR France system offers data providers a connector based on IBM Websphere MQ. Data may be transmitted to the ANDV by a service supplier through a MQ+TLS mode or MQ on IPSEC.

The interface document describing the configuration and securitization settings is featured in Appendix 8.

3.1.3 SOAP webservice

The API-PNR France system offers a SOAP connector on HTTPS (or HTTP on IPSEC). This is a web service that allows data providers to transmit data securely in XML format towards the API-PNR France system.

The interface document describing the configuration and securitization settings is featured in Appendix 9.

3.1.4 Historical networks

Data may be transmitted to the ANDV by data providers using the infrastructure of traditional network operators in aviation (e.g. ARINC and SITA) for type B data transmission. The address to be used for the transmission of data to the ANDV in this mode is communicated to services providers within the framework of the certification process.

3.2   Man - Machine Interface

The API-PNR France system provides a portal for airlines and data providers.

In addition to the manual entry of API data of the passengers presented below, the portal provides access to the following functions:
- authentication of the company/supplier by login name and password (sent in advance by the ANDV);
- tracking the transmissions (checking the state of API or PNR messages received or not by the system - see Section 6.1);
- management of acknowledgments of receipt (ACKRES / CUSRES / security receipt).

3.2.1 Manual entry in forms

The API-PNR France system offers access to a secure WEB portal to enter the API data of passengers on a flight through a form. Access by the data providers to the portal will be done through a login and password.

Given the work involved by this form of manual entry, it is recommended that this access is used as an emergency procedure or for stopovers without any sufficient connection.

3.2.2 Data entry in Excel form

An Excel form may be downloaded from the portal for manual entry of the API data. This form allows entry of the data and generation of a file containing the API data in a CSV format (text file with the values of the API fields separated by commas). This file will then be manually transmitted by uploading it to the Web portal.

3.3 Nominal framework for message exchange

Each message received by the ANDV is subjected to the sending of an acknowledgement of receipt (in certification and production) to the sender to confirm the receipt of a PAXLST or PNRGOV message.

This acknowledgement represents an important point in facilitating the certification process, as it indicates:
- either the correct reception and qualification of the PNR or API data received;
- or the poor reception (incomplete) or non-qualification of the PNR or API data received.

Thereafter, the acknowledgement of receipt serves as a component in the quality monitoring of the interactions.

The acknowledgement of receipt has an error code indicating the status of the message received as described in Appendix 14.

The acknowledgements of receipt of the PAXLST and PNRGOV messages may be communicated to the suppliers, either:
- via the same transfer modes as those used by suppliers when the transmission channels allow it;
- or by e-mail with the ACKRES or CUSRES file attached;
- or by the web portal.

3.4 Message structure format

The API-PNR France system is implemented as part of the standardization work carried out under the leadership of the World Customs Organization (WCO) of the *International Air Transport Association* (IATA) and the International Civil Aviation Organization (ICAO). Therefore, data is transmitted according to the PAXLST and PNRGOV standards.

3.4.1 PAXLST (API) and associated acknowledgment of receipt (CUSRES)

The API-PNR France system accepts the API data of passengers in the following formats:
- WCO/IATA/ICAO EDIFACT PAXLST 2003.
- WCO/IATA/ICAO EDIFACT PAXLST 2010.

Unlike PAXLST 2003, PAXLST 2010 includes additional data such as the seat number, the identification and number of bags. Therefore, to ensure a broader range and better quality of the data, suppliers should commit to the latest version (i.e. PAXLST 2010).
Moreover, if this information is already available in the registration systems, airlines have to send them to the API-PNR France system.

Data collected by France are listed in Appendix 1 and comply with the standard. A matrix presenting the format of PAXLST messages expected by France is available in Appendix 10.

The API-PNR France system sends back an acknowledgment of receipt at the application level, whereby the structure and format conform to the standards of the CUSRES message. A description of the messages is available in Appendix 12.

Luggage weight

This information is usually available in the DCS or in other systems as well as the number of bags and the identification (*tag*) of the luggage.

An evolution in the PAXLST message format concerning the weight of the luggage has been adopted based on the following principles:

- In order not to modify the structure of the PAXLST 2010 message, this information will be collected through the MEA segment (measurements) as already used for the number of bags.
      Example: a passenger with 2 bags (MEA+CT++:2')

- The qualifier code WT (weight) as well as the qualifying unit of measurement KGM (kilogram) will be used.
      Example: a passenger whose total baggage weight is 100 Kg.
            (MEA+WT++KGM:100')

3.4.2 PNRGOV (PNR) and acknowledgment of receipt (ACKRES)

The API-PNR France system accepts PNR data in the following formats:
- PADIS/EDIFACT PNRGOV version 11.1;
- PADIS/EDIFACT PNRGOV version 12.1;
- PADIS/EDIFACT PNRGOV version 13.1;
- XML PNRGOV version 13.1.

Data collected by France are listed in Appendix 2 and are consistent with the PNRGOV standard. This format is used for all reservations, whether a PNR number or another identification number is used.

The API-PNR France system will send an acknowledgment of receipt at the application level in accordance with the ACKRES message, described in Appendix 13.

4.   The main cases of implementation

4.1   Direct flights without stopovers
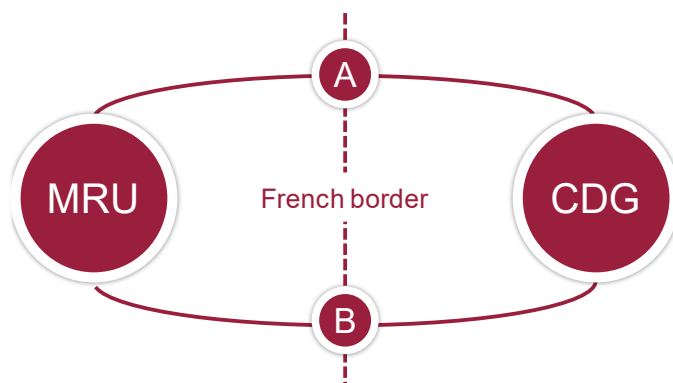
In the context of a direct flight with no stopovers to (Case A) or from (Case B) French territory, the airline operating the flight is responsible for sending data of the passengers that it carries. This requirement does not apply to flights within continental France and Corsica.

The company may decide to outsource the transmission of the data to the ANDV by a service provider but remains responsible for the proper data transmission.

The airline must ensure that the transmission of the data of the passengers is in accordance with the expectations defined in Section 3.2:

	STD - 48H	Flight closure / ATD	Flight closure/ ATD
Passenger data	PNR48	PNR0	API P

In the specific case of a direct flight between continental France and French overseas departments (DOM) or overseas communities (COM), or in the case of a direct flight between DOM and COM, the carrier must send only one API and PNR message sequence. The message sequence is not doubled under the motives of a take-off from France and a landing on the French territory.

For example, for a direct Paris/Saint-Denis La Réunion flight, the carrier will transmit the PNR data 48 hours before STD from Paris, then a second time at Flight closure / ATD if the GDS and DCS are synchronized. The API data is sent at ATD.

4.1.1   Flight operated by the airline

The airline operating the flight is responsible for transmitting the data of the passengers transported on its aircraft in accordance with the provisions set out in 5.1.

It takes the necessary measures to ensure the transmission of the data to the ANDV.

4.1.2 Flight operated by the airline with a plane and a crew that is not its own (*wet lease, damp lease, dry lease, etc.*)

When leasing an aircraft with crew members (*wet lease*) or without crew members (*damp lease*), the "owner" airline is responsible for transmitting data of the passengers transported on its aircraft in accordance with the provisions set out in 5.1.

This does not mean that the "owner" airline itself transmits the data. In fact, these data may be transferred by the "tenant" airline or by another operator, for technical, legal or other reasons.

On the other hand, in the case of the leasing of an aircraft without crew members, or maintenance or insurance (*dry lease*), the "tenant" company is responsible for transmitting the data: needed measures have then to be taken to ensure the transmission of passenger data transported on its aircraft in accordance with the provisions set out in 5.1.

4.1.3 Flight operated by another airline (*code share*)

Code sharing occurs when there are at least two flight codes for the same flight. An airline operating a flight with its own personnel (*operating* airline) may share the marketing of its flight with one or more other airlines (*marketing* airlines).

The operating airline is responsible for transmitting the data of the passengers transported on its aircraft. As the responsible party, the operating airline implements the required measures to ensure the <u>transmission of the passenger data to the ANDV</u>.

4.1.4 Flight operated by another airline and managed from its own DCS (*ground handling*)

An airline may use the services of another airline or ground handling agent (GHA) to manage the registration of its passengers in particular at a stopover. This service is mainly done with the checking system (DCS or similar) of the airline or its possible service provider.

The operating airline is responsible for transmitting the data of the passengers transported on its aircraft. The operating airline implements the required measures to ensure the <u>transmission of the passenger data by the service provider to the ANDV</u>.

4.2 Multi-segment flights and journeys

A traveler may make a journey with multiple segments:

- As this involves PNR data, the airline sends all the reservation data it has, whether the journey has one or more segments;
- As this involves API data, it is necessary to distinguish between the cases in 5.2.1 and 5.2.2.

4.2.1 Multi-segment journeys

When the various segments are operated by one or more airlines under different flight numbers for each of the segments, the rules for API data transmission are identical to those relating to direct flights. The requirement with respect to transmitting API and PNR data is applicable to any segment involving flying to, transiting through or departing from France, except for domestic flights in continental France and Corsica.

4.2.2 Inbound Multi-segment flights

When different segments are operated under the same flight number, the following management rules should be applied depending on the technical capabilities of the providers.

French border
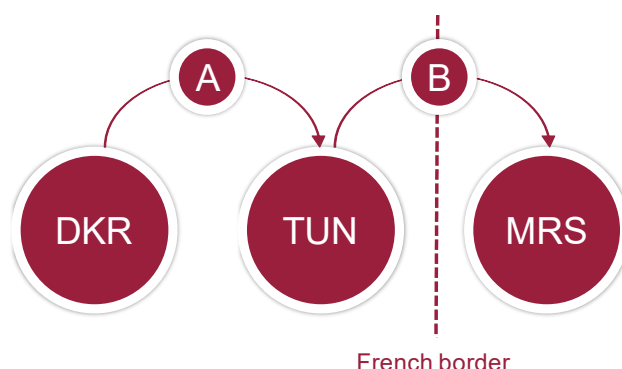
The regulations provide for the transmission of all the data of the passengers whose final destination is MRS (Marseille).

The Dakar-Tunis-Marseille flight is operated by a single airline and has a unique flight number for the Dakar-Tunis (segment A) and Tunis-Marseille (segment B) segments.

- **With respect to the PNR data**, four transmissions will be expected:

  o Two transmissions (48 hours before the scheduled time of departure of the flight and at flight closure) related to the segment A for the passengers booked on the Dakar-Marseille flight (with a Tunis stopover),
  o Two transmissions (48 hours before the scheduled time of departure of the flight and after flight closure) for passengers booked on the Tunis-Marseille flight (segment B).

- **With respect to the API data** of the passengers, two transmissions are expected:

- o At flight closure (segment A) for the passengers boarding at Dakar for Marseille,
- o At flight closure (segment B) for the passengers boarding at Tunis for Marseille.

Continuation on French territory
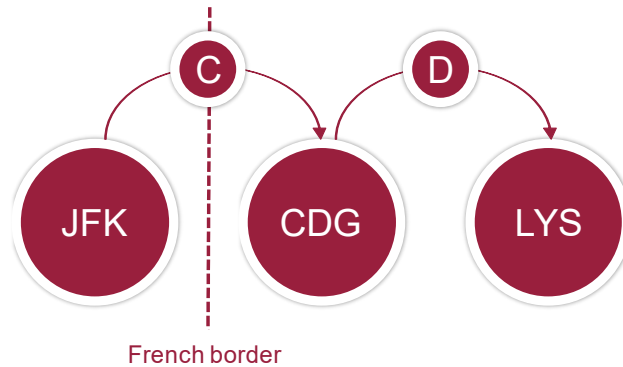
The New York-Paris-Lyon flight is operated by a single airline and has a unique flight number for the New York-Paris (segment A) and Paris-Lyon (segment B) segments.

- **With respect to the PNR data**, two transmissions will be expected (48 hours before the scheduled time of departure of the flight time and at flight closure) for passengers on the New York-Paris or New York-Lyon flight,

- **With respect to the API data** of the passengers, a transmission is expected at the flight closure of the New York-Paris (segment C) flight for all the passengers on board for Paris or Lyon.

4.2.3 Outbound Multi-segment flights
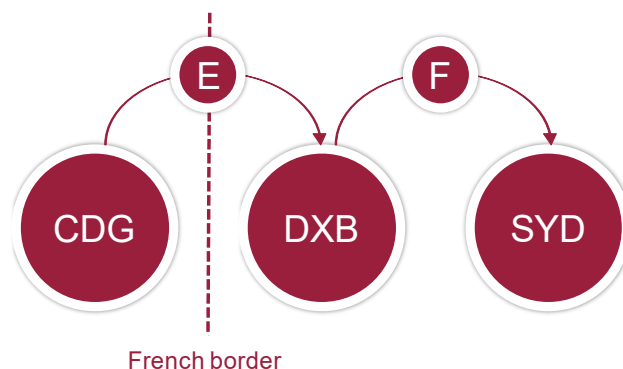
The Paris-Dubai-Sydney flight is operated by a single airline and has a unique flight number for the Paris-Dubai (segment E) and Dubai-Sydney (segment F) segments.

- **With respect to the PNR data**, two transmissions will be expected (48 hours before the scheduled time of departure of the flight time and at flight closure) for the passengers on the Paris-Dubai (segment E) and Paris-Sydney (segments E + F) flights.

- **With respect to the API data** of the passengers, one transmission is expected at the flight closure of the Paris-Dubai (segment E) for all the passengers on board for Dubai or Sydney.

4.2.4 Multi-segment flights with departure and arrival in French territory

French border   French border
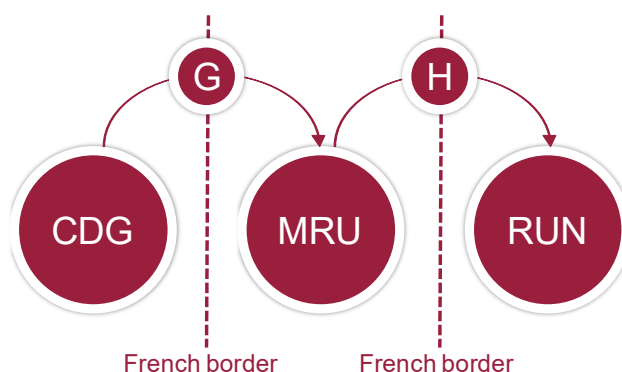
The Paris-Maurice (MRU) - Saint-Denis (RUN) flight is operated by a single airline and has a unique flight number for the Paris-Maurice (segment G) and Maurice-Saint-Denis (segment H) segments.

- **With respect to the PNR data**, four transmissions will be expected:
  - o Two transmissions (48 hours before the scheduled time of departure of the flight and at flight closure) regarding segment G for the passengers on the Paris-Maurice and Paris-Saint Denis flights (with Maurice as a stopover),
  - o Two transmissions (48 hours before the scheduled time of departure of the flight and at flight closure) for the passengers on the flight Maurice-Saint-Denis flight (segment H).

- **With respect to the API data** of the passengers, two transmissions are expected:
  - o At flight closure of segment G for the passengers boarding at Paris for Mauritius or Saint-Denis,
 - o At flight closure of segment H for the passengers boarding at Mauritius for Saint-Denis.

NOTE: Where an extra-EU flight has one or more stop-overs at airports of the Member States, air carriers shall transfer the PNR data of all passengers to the PIUs of all the Member States concerned.

This also applies where an intra-EU flight has one or more stopovers at the airports of different Member States, but only in relation to Member States which are collecting PNR data from intra-EU flights.

4.3 Irregular operations

This chapter is intended to deal with cases of irregular operations affecting the initial schedule. This includes the following cases:

- cancelled flights;
    - o the company does not transmit data.
- postponed and/or renumbered flights;
    - o the airline will transmit the data at the time of the actual take-off of the postponed and/or renumbered flight without having to inform the ANDV.
- diversion or emergency landing.
    - o the ANDV invites airlines to follow a degraded transmission procedure:
        - ▪ that only applies to API data;
        - ▪ that may be performed within 24 hours following the flight if this flight is operated on weekdays or within 72 hours if it is operated at weekends.

5.   Managing relationship with the airlines and service providers

The ANDV is the unique point of contact for airlines and service providers. It ensures compliance with the requirements specified by the API-PNR France program relating to the transmission of data. In order to transmit data, airlines and its service providers have to obtain a certification.

The airlines may transmit the data themselves or outsource this task to one or more service providers.

Once connected, the airlines must always ensure the proper transmission of the data required. To this end, they must set up the required technical and business processes.

When an airline expects to change a service provider or open a new route departing from, arriving in, or transiting through French territory, it shall notify the ANDV as soon as possible.

5.1   Approval process and certification

The process is based on the four steps described below.

2. Pre-certification phase
Actors, routes, transmission modes and messages formats, data
Timeline

1. Notification sent to the air carrier

PIU
Passengers Information Unit

CERTIFICATION

Air Carriers (and data providers)

ITEM 1
ITEM 2
ITEM 3

3. Certification
Transmission protocols
Messages structure and formats
Data compliance

4. Production notification

ITEM 1
ITEM 2
ITEM 3

<u>**Step 1:**</u> **Official notification sent to the air carrier**

The notification is an official letter sent to inform an airline of its legal obligations. It is signed by the ANDV and sent in French and in English.

Once an airline is notified, the ANDV gets in touch with it in order to start the certification process.

The API-PNR web portal allows airlines and service providers to download useful information regarding this process.

Step 2: Pre-certification phase:

Pre-certification phase is about mobilizing actors, and to plan a calendar, routes and data to get into certification.

It will be done by a project team from the airline and its service providers and the ANDV.

Then, 3 documents must be filled in by the airline and its data providers:
- Appendix 3a: List of the airline's routes, including information on the service providers in charge of sending API and PNR data for each route;
- Appendix 3b: List with technical characteristics of the service providers in charge of sending API and PNR data;
- Appendix 10: API and PNR data matrix filled in with the engagements taken by the airline and/ or the data providers

This pre-certification phase ends with the kick off meeting of the certification phase.

Step 3: Certification

Pronouncing the certification of a data provider to the API-PNR France system means that the PIU acknowledges the ability proved by a data provider to get operationally connected to the certification environment of the API-PNR France system, authenticated by API-PNR France system, and able to transmit API and PNR data to API-PNR France system, in accordance with shared formats and using shared protocols.

Before the production, the certification relates to the process that consists into evaluating the ability of the technical service provider to connect to the API-PNR France system. Certification may concern either the system of an airline either the one of its services suppliers to which it would outsource the transmission of its data.

The certification step includes the carrying out of tests to check:
- the transmission of data;
- the analysis of the data transmitted.

The certification tests (Appendices 5 and 6) are conducted with the API and PNR data from the airline.

The certification tests are performed with API and PNR data (test or real) of the airline.

At all time, transmitted data quality must be checked for, therefore a systematic control will be done. Every single error must be corrected by the service provider, then sent again, until every case phase is passed.

Finally, once discussions between the service provider and the ANDV are validated, the official notification for switching into production will be sent.

Step 4: **Official notification for switching into production:**

The production notification is an administrative procedure that is implemented once the tests have been performed and validated. Production date decided by the ANDV is provided in it.

5.2 Information updates

When adding new routes or a new service provider:
- an application should be made as soon as possible for updating the appendix 3a and, if necessary, going through the certification of a new system used on the newly added route.
- in case the new route involves a system that is already certified for the company, no additional tests are required.

5.3 Management of transmission incidents

A company identifying a transmission incident in its systems or when receiving an acknowledgment of receipt indicating that a message sent to the API-PNR France system is "non-compliant" (CUSRES/ACKRES) shall immediately notify the ANDV. A new complete transmission of the data must be made within 24 working hours on weekdays and 72 hours during week-ends. Incident management is independent of penalty management processes.

5.4 Penalties

According to the law mentioned in chapter 2.1, airlines must transmit the API and PNR data to the ANDV.

Data transmission takes place under the perimeter defined the appendixes 3a, 3b and 10. It has to be validated by the ANDV, the airline and the services providers when the process of connection is decided. These documents include the exchange protocols and formats of the data, and the data transmitted that must be fulfilled by each data provider.

Sent after the certification's deliverance and before the production, the official notification of production specifies the moments at which the data must be transmitted.

In the event of failure by the airlines to fulfill this obligation, a maximum fine of 50 000€ for each non-transmitted flight, according to the adversarial procedure foreseen in the article L232-5 of the Home Safety Code.

6. Glossary

Acronym	Description
ANDV	National Travel Data Agency
API	Advanced Passenger Information (registration data)
ATD	Actual Time of Departure
CSV	Comma-separated values
DCS	Departure Control System
WCO/IATA/ICAO EDIFACT	Electronic Data Interchange for Administration, Commerce and Transport
EDI	Electronic Data Interchange
FTP	File Transfer Protocol
GDS	Global Distribution System
GHA	Ground Handling Agents
HTTP	HyperText Transfer Protocol
HTTP(s)	HyperText Transfer Protocol (Secure)
IATA	International Air Transport Association
IPSEC	Internet Protocol Security
MQ	Message Queue
ICAO	International Civil Aviation Organization
WCO	World Customs Organization
PADIS	Passenger and Airport Data Interchange Standards
PAXLST	Passenger List
PNR	Passenger Name Record (reservation data)
STD	Scheduled Time of Departure
TLS	Transport Layer Security
PIU	Passenger Information Unit
XML	eXtensible Markup Language

7. Appendices

7.1 List of API data expected by the API-PNR France system (Appendix 1)

API data	PAXLST 2003	PAXLST 2010
Flight data		
- Point of border crossing to enter or leave French territory;	X	X
- Transport code (flight number and airline code) ;	X	X
- Hours of departure and arrival of the transport;	X	X
- Date of the flight;	X	X
- Point of departure and arrival of the flight;	X	X
- Total number of passengers carried in the aircraft (passengers and personnel)	X	X
- Points of embarkation and disembarkation;	X	X
Items that can be found in the MRZ of the travel documents		
- Number and type of travel document used;	X	X
- Nationality, name, first name, date of birth, sex;	X	X
- Expiry date of travel document;	X	X
- State or organization issuing the travel document.	X	X
Additional elements		
- Status of the person on board (passenger) ;	X	X
- Number, total weight and baggage identification;		X*
- Seat number;		X
- Reference code of the passenger record (PNR locator or similar).	X	X
- The unique ID of the passenger	X	X

(*) Total weight is a PAXLST 2010 extension

7.2 List of PNR topics expected by the API-PNR France system (Appendix 2)

Data elements	Details of the fields
Flight information (Data in the header)	- Planned dates of travel - Information on the code share
Information about each PNR	- Passenger address and coordinates (phone, email) - Means of payment, including invoicing address - Route of complete journey for the relevant record - Information on the travel agency - Information about the split/division of the passenger record - Number and names of other travelers on the passenger record
Information about each passenger	- Code tracking of the reservation data (PNR locator) - Date of reservation/issue of ticket - Name(s) of the passenger(s) - Frequent Traveler Information - Travel status of passenger (confirmations, registration, no-show or go-show booking) - General remarks (including all available information on unaccompanied minors under 18 years, such as name and gender of the minor, age, language(s), spoken, name and contact details of guardian on departure and relationship to the minor, name and contact details of guardian on arrival and relationship to the minor, departure and arrival agent) - Ticket information (ticket number, issue date, single journeys, fields related to the computerized ticket price) - Seat number and other information about the seat - All baggage information - Any prior passenger information (API data) that was collected (including the document type, document number, nationality, country of issuance, date of expiry of the document, the surname, the first name, sex, date of birth, airline, flight number, departure date, arrival date, departure airport, arrival airport, departure time, arrival time) - Change history of the above elements

7.3   List of appendices available during the connection process

Number	Description
1	List of API data expected by the API-PNR France system
2	List of PNR topics expected by the API-PNR France system
3a	Request for accreditation of transporter
3b	Request for technical certification
4	Official notification for switching into production
5	API tests Case
6	PNR tests Case
7	FTP mode Connectivity
8	MQ series connectivity
9	Webservice connectivity
10	EDIFACT and XML formatting of messages
11	CSV API messages formatting
12	PAXLST/CUSRES documentation
13	PNRGOV ACKRES formats
14	Error codes sent in the acknowledgments of receipt
15	Web portal user guide