



Interactive Advance Passenger Information

Meeting of the IAPI Sub-Committee of the
General Aviation (GA) Working Group
April 9, 2014

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Meeting Overview

- IAPI Overview
- IAPI General Aviation Definitions
- IAPI Process for GA Operators
- Comparison Between eAPIS and IAPI for GA Operators
- Draft IAPI Business Requirements for GA
 - Methods of Transmission
- Questions for Discussion
- Next Steps
- IAPI Contacts



Meeting Objectives

- The IAPI project team is presenting the draft business requirements to General Aviation Working Group members and seeking input.
- Through consultation and your feedback we hope to identify any outstanding issues or concerns that may need to be addressed or adjusted before finalizing the requirements.



IAPAPI Overview

- The IAPAPI initiative will expand the CBSA's existing Advance Passenger Information/Passenger Name Record (API/PNR) program to require pre-departure API data to be submitted by GA operators a minimum of 1 hour prior to a flight's estimated time of departure for Canada.
- IAPAPI will enforce Citizenship and Immigration Canada's (CIC) Electronic Travel Authorization (eTA) initiative, as well as the existing requirements for travel documents (for example, visas).
- IAPAPI will ensure enhanced screening of travellers prior to their departure for Canada and will issue board/no-board messages on inbound flights to identify those travellers who:
 - Do not possess the prescribed CIC-issued document (eTA or visa), or
 - Are subject to a removal order (exclusion order or deportation order).
- The GA operator / service provider will receive a board/no-board message for each traveller and will be responsible for communicating any no-board message to the traveller.



IAPF General Aviation Definitions

- General aviation (GA) is defined as “all civil aviation operations other than scheduled and non-scheduled air transport operations for remuneration or hire”.
- The CBSA’s GA definition encompasses private flights, corporate/business flights, and excludes military or state flights.
 - **Private flight:** includes aircraft used to carry private passengers, personal trips, and flights carrying family members or friends with 15 passengers or less, including the crew.
 - **Corporate/business flight:** includes aircraft used for purposes related to the business affairs of a person or entity with 39 passengers or less, including crew.



Comparison Between eAPIS and IAPI for GA Operator

eAPIS	IAPI
GA operators provide both Notice of Arrival and Notice of Departure through the eAPIS Web portal.	GA operators will provide travellers' pre-departure API data. Note: Requirements for the CBSA's Air Exit initiative will be discussed in the future.
Screens travellers' data against "no-fly" list for risk-based assessment (ESTA/visa checks are completed upon landing in the US).	Screens travellers' API data against CIC's immigration documents and active removal orders.
A "cleared" or "not cleared" response for the entire flight will be sent to GA operators via email once travellers' data is entered and processed via the eAPIS system.	A "board" or "no-board" message will be made available to GA operators once the traveller's data is processed. Note: The GA operator will receive board/no-board message differently depending the method of transmission employed.
GA operators are required to contact the US CBP regarding "not cleared" response for further information by calling TSA.	GA operators will receive a board/no-board response for each GA traveller.
Upon arrival, all GA flights will be met physically by US CBP officers at a designated airport.	Upon arrival, GA flights must land at a designated Canadian airport of entry (AOE) during CBSA hours of services and report directly to an officer or through the Telephone Reporting Centre (TRC) (when applicable) for customs and declaration purposes.



Draft IAPI Business Requirements for GA

- Upon the implementation of IAPI, GA operators will be responsible to transmit true, accurate and complete pre-departure API data, including traveller's name, date of birth, gender, citizenship or nationality, and travel document number, to the CBSA on behalf of all travellers onboard a GA flight bound for Canada.
- In addition to the API data elements mentioned above, IAPI is considering the following elements specific to GA flights:
 - GA indicator
 - Private or corporate flight indicator
 - Unique identifier (UID)
 - Tail number/registration number
 - Departure country and city



Draft IAPI Business Requirements for GA

- The IAPI initiative's board/no-board messages will assist GA operators to identify travellers who should not be boarding a flight to Canada. Ultimately, GA operators maintain their obligations as per Canada's legislation and regulations to verify travel documents and ensure travellers possess documents required for entry to Canada.
- As communicated at the February 25, 2014, meeting of the GA Working Group, IAPI will require that API data be submitted as early as 72 hours prior to a flight's estimated time of departure (ETD).
- Based on feedback received at the meeting, IAPI is exploring the possibility of extending that timeframe to allow GA operators to submit data earlier.



Draft IAPI Business Requirements for GA

Methods of Transmission

- The IAPI initiative will leverage existing system infrastructure and methods of transmission available through the API/PNR program.
- The following methods of transmission will be available:
 - Interactive Data Entry – By accessing the CBSA Web portal, users will have the ability to manually enter and submit pre-departure API data to the CBSA.
 - File upload – Users will have the ability to upload and transmit a file containing pre-departure API data using the CBSA Web portal.
 - Direct Connect – Secure system for users to communicate/transmit data directly to the CBSA.
- GA operators will be able to engage a service provider to send pre-departure API data to the CBSA. All service providers must be certified by the CBSA as well as undergo confidence testing for each airline on whose behalf they send data.



Draft IAPI Business Requirements for GA

Methods of Transmission – *Interactive Data Entry / Web Portal*

- By accessing the CBSA Web portal, users will have the ability to manually enter and submit pre-departure API data to the CBSA.
- Currently the CBSA is looking into how to display a board/no-board message within the Web portal for each traveller.
- GA operators will be able to self-enrol within the Web portal without testing and certifying with the CBSA.
- An online user guide and field-level help functionality will be made available within the Web portal to support users.



Draft IAPI Business Requirements for GA

Methods of Transmission – *File Upload*

- Users will have the ability to upload and transmit a file containing pre-departure API data using the CBSA Web portal.
- The GA Operator will create a “Unique Identifier” (UID) to identify each traveller. The UID must be submitted with each API submission.
- The following data formats are being considered for GA operators: PAXLST, CBSA XML and CSV (excel spreadsheet).



Draft IAPI Business Requirements for GA

Methods of Transmission – *File Upload*

- File Upload users will receive the board/no-board response via email. The email will include a board/no-board response for each traveller identified within the original submission.
- The board/no-board message for each traveller will be communicated using the UID and a board/no-board code.
- GA operators/service providers who employ the File Upload method of transmission will be required to test and certify with the CBSA prior to sending pre-departure API data.



Draft IAPI Business Requirements for GA

Methods of Transmission – Direct Connect

- Direct Connect is a secure method of transmission whereby the user's system can communicate/transmit data directly to the CBSA's system.
- A user-created UID must be submitted with each API submission.
- The following data formats are being considered for GA operators who leverage direct connect: PAXLST and CBSA XML.
- API data can be sent to the CBSA in either batch or per individual transmission basis.



Draft IAPI Business Requirements for GA

Methods of Transmission – Direct Connect

- Direct Connect users will receive the board/no-board response via Direct Connect. The response will include a board/no-board response for each traveller identified within the original submission.
- The board/no-board message for each traveller will be communicated using the UID and a board/no-board code.
- Direct Connect users will be required to test and certify with the CBSA.



Draft IAPI Business Requirements for GA

Interactive and Unsolicited Messages

File Upload and Direct Connect

- File Upload and Direct Connect users will receive an interactive board message unless:
 - the traveller does not possess the required CIC-issued document (eTA, visa, etc.); or
 - there is not enough API data to determine nationality or exemption to the CIC document requirement.
- An unsolicited message could be communicated to the GA operator / service provider up until 30 minutes prior to flight's ETD (e.g. if the traveller is subject to a removal order).

Interactive Data Entry / Web Portal

- A single board/no-board message will be displayed in the Web portal for each traveller (confirming CIC-required document and check for removal orders).



Draft IAPI Business Requirements for GA

Board/No-Board Message Codes

- GA operators/service providers using the Direct Connect or file upload methods of transmissions will be issued a board/no-board message code that will be associated to the traveller's UID.
- The following codes are being considered to communicate immigration results:
 - A = eTA/visa on file (okay to board)
 - B = No eTA/visa on file (do not board)
 - R = Recall board message (do not board)
 - X = Insufficient data/need more information (re-submit required)
 - Z = eTA/visa not applicable or required (traveller is exempt)
- IAPI will mirror US requirements by issuing two codes to the air carrier for board/no-board messages. A "0" (zero) will be issued in place of a result for Specified Persons List (SPL), which is out of scope for IAPI.



Draft IAPI Business Requirements for GA

Board/No-Board Responses

- If incomplete API data is provided for the traveller, a no-board message for insufficient data will be sent to the GA operator for that traveller.
- When a no-board message is issued for a traveller, the GA operator will have the ability to correct an error and/or add information and then re-submit the traveller's data.
- Further, if a no-board message is received, the GA operator can send secondary document information to seek a new board/no-board message.



Questions for Discussion

- What consideration should the CBSA take into account when gathering requirements and building IAPI system functionality for GA?
- What are some of the lessons learned from the US CBP eAPIS system implementation that should be kept in mind by the CBSA? What features contained within the US CBP eAPIS system do you find useful?
- IAPI is anticipating that the Interactive Data Entry method of transmission will be used by the majority of GA operators. Do Working Group members agree?



Next Steps

Upcoming meetings:

- The next IAPI Sub-Committee meeting for General Aviation has not been scheduled yet. We welcome your suggestions on future agenda items.
- The next Working Group meeting is scheduled for May 14, 2014.



IAPI Contact

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IAPI Web page

<http://www.cbsa-asfc.gc.ca/btb-pdf/iapi-ipvi-eng.html>

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