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IMPLEMENTING BIOMETRICS AND
ADVANCED PASSENGER INFORMATION (API)

Ademola Oladele, RO AVSEC/FAL

ICAO WACAF Regional Office, Dakar, Senegal

Three interrelated pillars of Facilitation

Annex 9 → **ICAO TRIP Strategy** ← **ICAO PKD**

64 Annex 9 SARPs are related to the TRIP

Objective: All Member States can uniquely identify individuals

Annex 9 - *Facilitation*

Implementation of the Annex 9 Standards and Recommended Pratices (SARPs) are essential:
- To facilitate the clearance of
  - ✓ aircraft
  - ✓ passengers and their baggage
  - ✓ cargo and mail, and
- To manage challenges in border controls and airport processes so as to maintain both the Security and the efficiency of air transport operations

- Integrates function of agencies related to border control:
Travel documents, immigration, customs, quarantine, law enforcement, transport operators
- Requires inter-agency and cross-border cooperation to implement Annex 9 obligations

Biometrics

No definition in Annex 9

eMRTD - An MRTD (passport, visa or card) that has a contactless integrated circuit embedded in it and the capability of being used for biometric identification of the MRTD holder in accordance with the standards specified in the relevant Part of Doc 9303 — Machine Readable Travel Documents

Biometrics

CHAPTER 3.   ENTRY AND DEPARTURE OF PERSONS AND THEIR BAGGAGE

I.   Inspection of travel documents

3.3   Standard: Contracting States that use integrated circuit (IC) chips or other optional machine readable technologies for the representation of personal data, including biometric data, in their travel documents shall make provision whereby the encoded data may be revealed to the holder of the document upon request

Biometrics:

CHAPTER 3.   ENTRY AND DEPARTURE OF PERSONS AND THEIR BAGGAGE

C.   Security of travel documents

3.9   Recommended Practice — *Contracting States should incorporate biometric data in their machine readable travel documents in a contactless integrated circuit chip, **as specified in Doc 9303**, Machine Readable Travel Documents*

Note.— Doc 9303 does not support the incorporation of biometric data in visas

Biometrics

CHAPTER 3.   ENTRY AND DEPARTURE OF PERSONS AND THEIR BAGGAGE

I.   Inspection of travel documents

3.34.5   Recommended Practice— *Contracting States utilizing ABC systems should, pursuant to 3.9.2 and 3.10.1, use the information available from the PKD to validate eMRTDs, perform biometric matching to establish that the passenger is the rightful holder of the document, and query INTERPOL's Stolen and Lost Travel Documents (SLTD) database, as well as other border control records, to determine eligibility for border crossing*

Doc 9303 - Machine Readable Travel Documents specifications

Part 1: Introduction

Part 2: Security of the Design
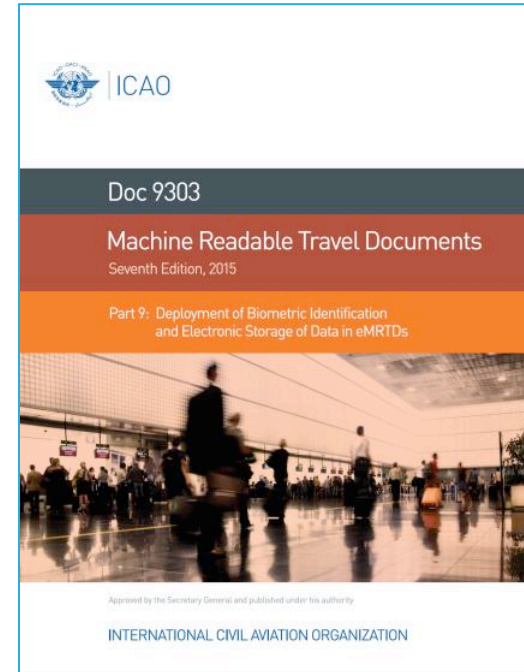
Part 3: All MRTDs

Part 4, 5, 6: TD3, TD1, TD2 Size

Part 7: Machine Readable Visa

Part 9: Deployment of Biometric Identification and Electronic Storage of Data in eMRTDs

Part 10: Logical Data Structure for Storage Biometrics

Part 11: Security Mechanisms for MRTDs

Part 12: Public Key Infrastructure for MRTDs

ICAO

Doc 9303

Machine Readable Travel Documents
Seventh Edition, 2015

Part 9: Deployment of Biometric Identification and Electronic Storage of Data in eMRTDs

Approved by the Secretary General and published under his authority

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Doc. 9303, Part 9 / ICAO Vision on Biometrics (1)

The ICAO vision for the application of biometrics technology encompasses:

- Specification of a primary interoperable form of biometrics technology for use at border control (verification, watch lists) as well as by carriers and document issuers, and specification of agreed supplementary technologies
- Specification of the biometrics technologies for use by document issuers (identification, verification and watch lists)
- Capability of data retrieval for 10 years, the maximum recommended validity for a travel document
- Having no proprietary element thus ensuring that any States investing in biometrics are protected against changing infrastructure or changing suppliers

Doc. 9303, Part 9 / ICAO Vision on Biometrics (2)

Doc 9303 considers only three types of biometric identification systems

With respect to the storage of these three biometric features in the contactless IC of an eMRTD, the issuing State or organization SHALL conform to the relevant international standard

The three types of biometrics:

- Facial recognition – MANDATORY. MUST comply to ISO/IEC
- Fingerprint recognition – OPTIONAL. If used. MUST comply to ISO/IEC
- Iris recognition – OPTIONAL. If used. MUST comply to ISO/IEC

Annex 9 - *Facilitation*

Travel Facilitation

- **Efficient management of border control processes to expedite clearance (of aircraft, passengers/crew, baggage, cargo)**
- **Prevent unnecessary delays so as to maintain both the Security and the efficiency of air transport operations.**
- **Requires coordination between different agencies related to Border Control Management, e.g. travel documents, immigration, customs, law enforcement, transport operators**

Main Facilitation Challenge

100,000 Daily Flights

More than 3,6 Billions international passengers are controlled at the borders in 2017

In the next 15 years this number will double

A minimum of 10 seconds are needed for the border control of each passenger

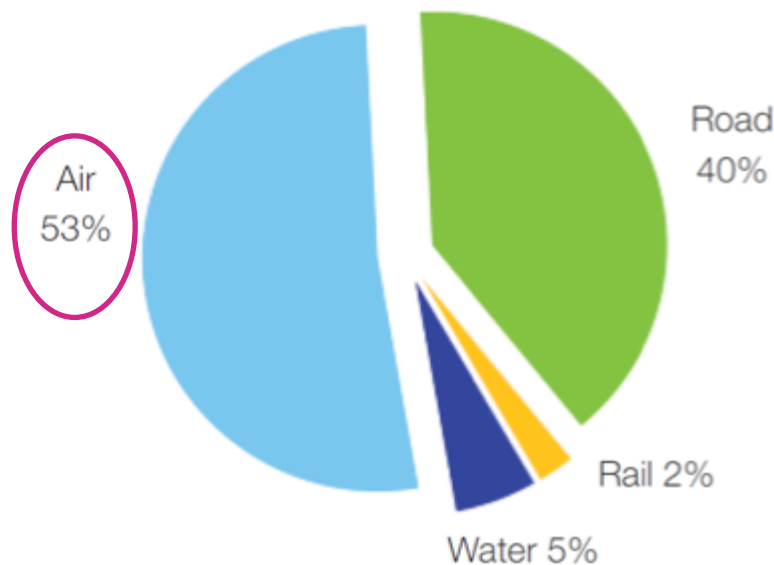**Important lack of resources to expedite clearance at the borders**

More than 50% of international tourists are travelling by air

Inbound International Tourists by transport mode
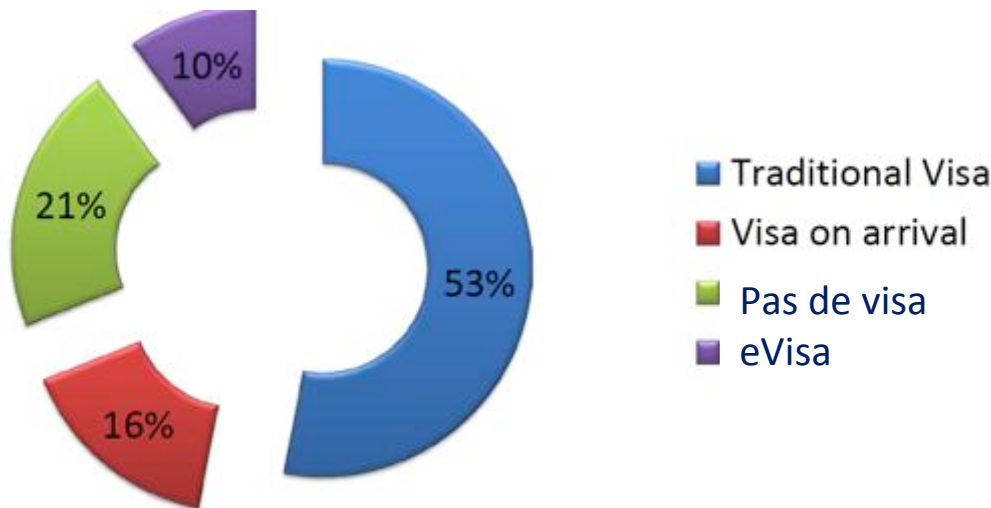

Air 53%
Road 40%
Rail 2%
Water 5%

Leadership of ICAO in the development of Standards and specifications for Travel documents

Source: UNWTO

Role of visa facilitation in Air Transport growth

Objective:
Modernization of traditional visas and link the eVisa to iAPI

- Traditional Visa
- Visa on arrival
- Pas de visa
- eVisa

53% of the world population need a visa before travelling and only 10% can obtain an electronic visa

Source: UNWTO Visa openness report 2018

Electronic Visas Status

2011

6 States

- ● eVisa : 30
- ● ETA: 5
- ● On-line Application: 11

ETA: Electronic Travel Authorization

Canada

États-Unis

Royaume Uni

Sri Lanka

Australie

2018 **46** States
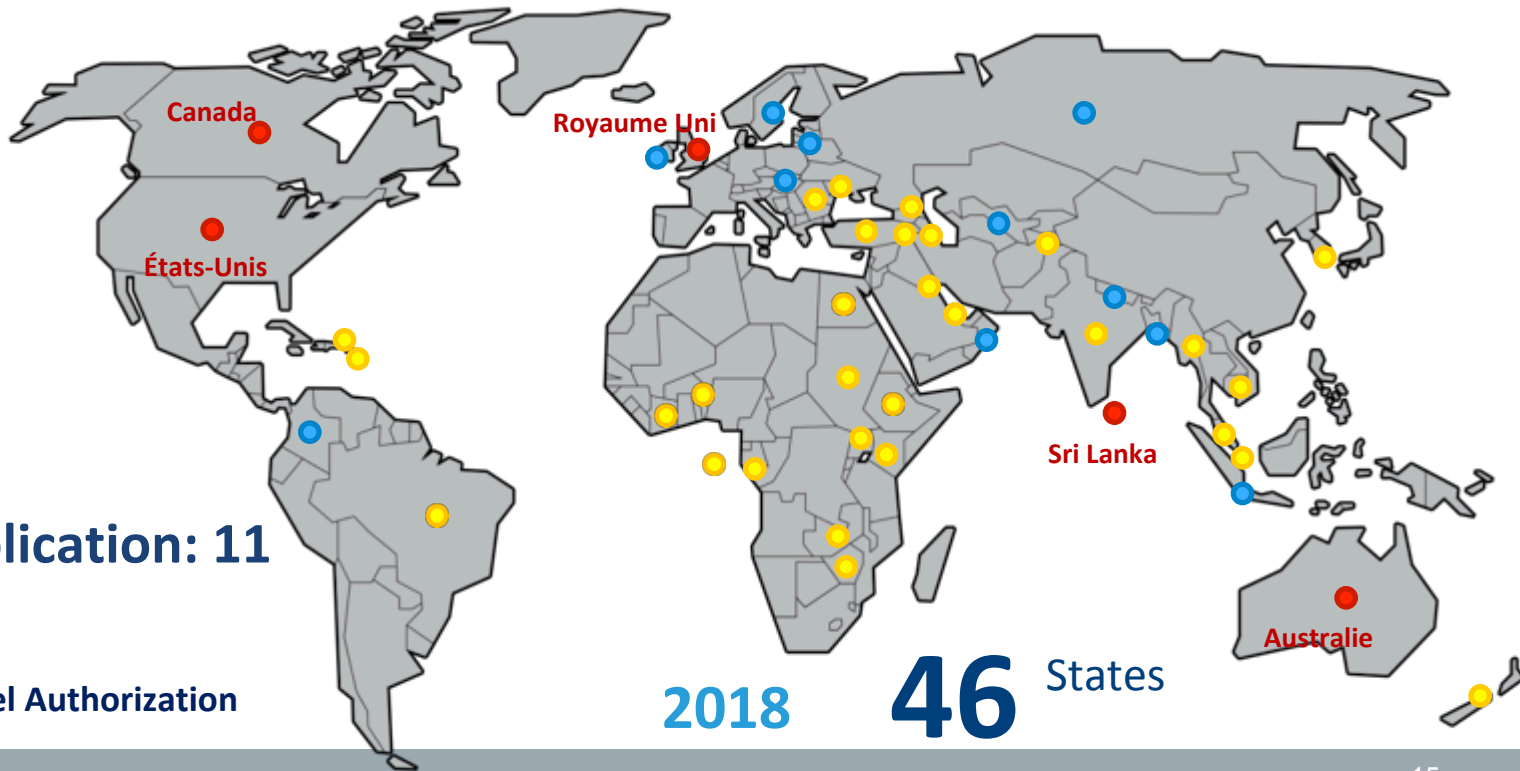
The 5th element of the ICAO TRIP Strategy: All items are Border Security tools

| Evidence of Identity | → | MRTDs | → | Document Issuance and Control | → | Inspection Systems and Tools | → | Interoperable Applications |

- **Machine Readable Travel Documents (MRTDs)**
- **Advance Passenger Information (API)**
- **Passenger Name Record (PNR)**
- **INTERPOL Stolen and Lost Travel Documents (SLTD) database**
- **ICAO Public Key Directory (PKD)**
- **Watch lists**
- **eVisas**
- **''Trusted'' or ''expedited'' travellers**

ePassport or Biometric Passport

- **ePassports are Machine Readable Passports (MRPs) with a chip (IC)**
- **The chip is an additional security feature and does not replace the MRZ**
- **Enhances security of the document**
- **Biometrics to confirm identity**

ePassport status by region

Region	Number of Member States	Number of Member States issuing ePassports
Asia and Pacific (APAC)	39	21
Eastern and Southern African Office (ESAF)	24	15
European and North Atlantic (EUR/NAT)	56	55
Middle East (MID)	15	12
North American, Central American and Caribbean (NACC)	21	6
South American (SAM)	13	8
Western and Central African (WACAF)	24	19
Total	192	136

However despite the past deadline of 24 November 2015, there are still Non Machine Readable Passports in circulation

The ePassport and the ICAO PKD

62 PKD Participants and ePassports issuing States

The ICAO PKD is an inspection tool enabling to verify and authenticate ePassports

UNSC Resolutions 2178 (2014) and 2309 (2016)

- "Reaffirms that all States shall prevent the movement of terrorists or terrorist groups by <u>effective border controls and controls on issuance of identity papers and travel documents, and through measures for preventing counterfeiting, forgery or fraudulent use of identity papers and travel documents</u>…"

- "9.   *Calls upon* Member States to require that <u>airlines</u> operating in their territories **provide advance passenger information (API)** <u>to the appropriate national authorities in order to detect the departure from their territories, or attempted entry into or transit through their territories, by means of civil aircraft</u>, of individuals designated by the Committee established pursuant to resolutions 1267 (1999) and 1989 (2011) …"

- "*Noting* that **Annex 9 —Facilitation** to the Convention on International Civil Aviation, done at Chicago on December 7, 1944 (the "Chicago Convention") contains **standards and recommended practices** relevant to the **detection and prevention of terrorist threats involving civil aviation** ''

- "*Further calls upon* all States to require that **airlines operating in their territories provide advance passenger information** to the appropriate national authorities in order to detect the departure from their territories, or attempted entry into or transit through their territories, by means of civil aircraft, of individuals designated by the Committee pursuant to resolutions 1267 (1999), 1989 (2011) and 2253 (2015);"

Maximum personal data Elements in API for MRPs

1. SURNAME	2. GIVEN NAME(S)
3. GENDER	4. DATE OF BIRTH
5. PLACE OF BIRTH	6. NATIONALITY
7. TYPE OF TRAVEL DOCUMENT	8. TRAVEL DOCUMENT NUMBER
9. NAME OF ISSUING STATE/ORGN.	10. EXPIRATION DATE OF TD

VIZ

Machine Readable Zone

All are in the Machine Readable Zone (MRZ) except
Place of birth in the Visual Inspection Zone (VIZ)

Plus Elements of Flight details: All information required shall conform to specifications for **UN/ EDIFACT PAXLST** messages found in the **WCO/IATA/ICAO API Guidelines.**

1. Why your state should establish an API system?

United Nations Security Council Resolutions 2178 and 2309

ICAO's new Standard 9.5 (included in Amendment 26 to Annex 9 of the Chicago Convention and adopted on 23 October 2017)

As a Contracting State to **the Chicago Convention**, observance of ICAO standards is mandatory.
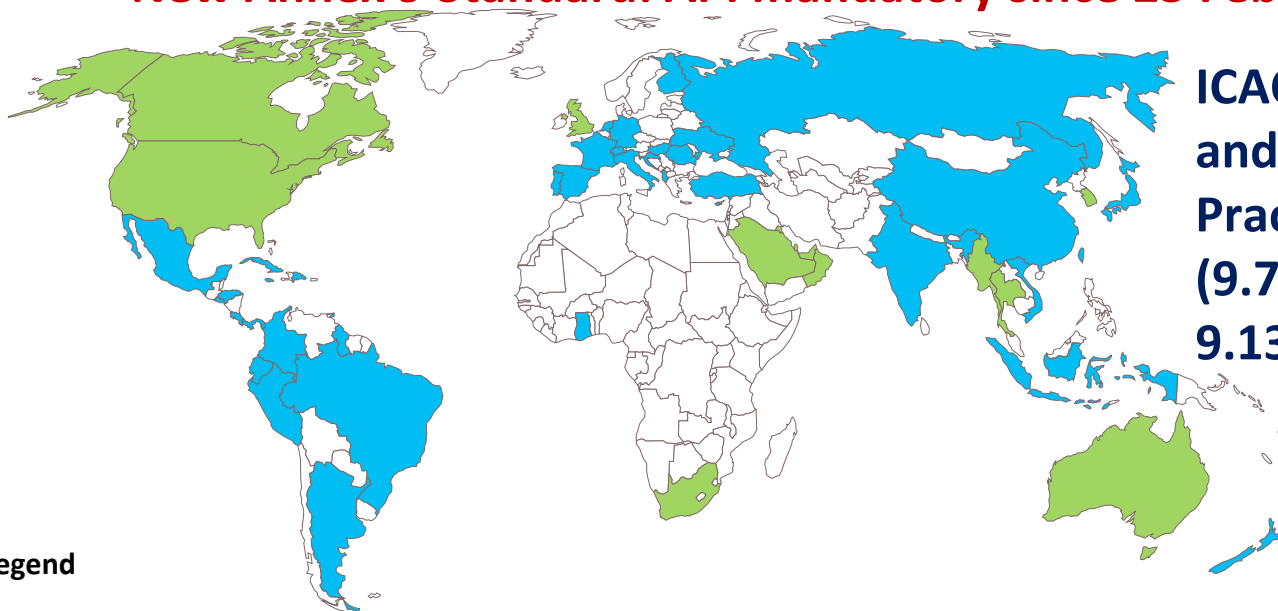
Status of API / iAPI programmes: 65 Member States
New Annex 9 Standard: API mandatory since 23 February 2018

ICAO Annex 9 Standards and Recommended Practices (SARPs) for API (9.7, 9.9, 9.10, 9.11, 9.12, 9.13)

Legend

iAPI in force (total: 16)

API in force (total: 49)

Source: IATA

UNSC Resolutions 2178 (2014), 2309 (2016), 2368 & 2396 (2017)
iAPI: Interactive API

Establishing API Systems

9.5   Each Contracting State **shall establish an Advance Passenger Information (API) system.**

9.6 The API system . . . shall be supported by appropriate legal authority . . . and be consistent with internationally recognized standards for API.

Areas to be addressed in legislation (examples):

1.   UN/EDIFACT Paxlst for API transmission
2.   Purposes for which API required
3.   Data elements required
4.   "Passenger Data Single Window"
5.   General legal issues
6.   Operational issues addressed in Annex 9 & . . . Etc.

API Benefits

API data can provide different benefits to border management and aviation security:

- It helps to improve border control and to combat irregular immigration more effectively.

- It facilitates Integrated Border Management through the use of a Single Window facility.

- It allows for the reduction of the workload of border management officers through the use of technology and automated means.

- It improves citizens' perception of security and contributes to a faster processing of bona fide travellers.

- It can complement existing data vetting processes, such as checking the passports of individuals travelling internationally against watch lists and databases (e.g. INTERPOL Stolen and Lost Travel Documents database).

- An interactive API system (iAPI)

  - Enhances aviation security.

  - Allows for real-time document validation against and allows national authorities to make board/no-board decisions in real time.

  - Reduces carriers' exposure to penalties for undocumented passengers or passengers whose official travel documents are not valid.

Initial Steps for a State to implement an API System

Determine which agencies will make use of API data, such as Border Police, Customs, Intelligence, INTERPOL National Central Bureau (NCB).

Establish a National Air Transport Facilitation Committee (Annex 9 Std 8.17) to ensure coordination with all actors involved.

Set a strong legal basis for requesting API, defining data elements and allowing for inter-agency and international police cooperation. An API system cannot be introduced without a proper legal framework in place.

Setting a National Legal Framework for API
Some elements to be included in the regulatory framework

The data elements required for API transmission and processing.

The transmission timing of API data by airlines.

The purposes for data use and transfer.

The purpose of data retention and the maximum period for data retention that is sufficient to achieve the objectives set out in the law.

Adequate redress mechanisms for passengers that have been unjustly affected by a decision taken by national authorities on the basis of the processing of API data.

Build the Business Case and the implementation process

Determine precise costs and budget for the implementation of an API system.

Create a Passenger Data Single Window (an inter-agency targeting bureau) to facilitate data sharing Institute systematic checking of API data against both national and international watch lists, such as Interpol databases.

Decide how API data will be transmitted to the government's IT system - will connectivity to airline systems be developed internally by the government or by an IT service provider (depending on budget constraints and States IT capability)?

Complying with Global Standards

Annex 9 to the Chicago Convention – *Facilitation*

- Standards on API are 9.5, 9.6, 9.8, 9.9, 9.11 and 9.13.

- Amendment 26 to Annex 9 was adopted on 23 October 2017, making the establishment of API systems a legal obligation. This provision has been applicable for Contracting States from **23 February 2018** on.

ICAO/IATA/WCO Guidelines on API

- The Guidelines are referenced by the ICAO standards and provide guidance to States seeking to implement API systems should adhere.

- They address important issues, such as the list of data elements that border control authorities may require in respect of an inbound or outbound flight.

- Message Implementation Guide provides the PAXLST message structure and indicates which data elements are mandatory and which are conditional.

Message Structure and Technical Specifications

- Using the standard message structure UN/EDIFACT PAXLST will hasten implementation and decrease costs significantly.
- Industry can and does support such programmes.

Protection of Personal Data

Collection, storage and processing of passenger data can have implications on human rights, including **the right to privacy and the protection of personal data**.

Article 17 of **the International Covenant on Civil and Political Rights** says that "*no one shall be subjected to arbitrary or unlawful interference with his privacy*". Therefore, each State has to ensure that API data is:

- obtained and processed fairly and lawfully.
- stored for legitimate purposes and not used in a way incompatible with those purposes.
- adequate, relevant and not excessive in relation to the purposes for which they are stored.
- accurate and, where necessary, kept up to date.
- preserved in a form which permits identification of the data subjects for no longer than is required for the purposes for which data is stored.

Include Stakeholders Early

The best API implementation programmes are developed by countries who involve stakeholders early in the process. Communication between government authorities and stakeholders, particularly airlines, leads to better initial structural decisions and to a better final system design.

Why is it important to engage with airlines?

To comply with a country's API data requirements, airlines have to go through a complicated process (e.g. configuring systems, testing connectivity, training staff).

By engaging early with them, your country will **be able to know what can and cannot be accomplished** with airlines' existing systems.

For example, in terms of timing, **it is easier for airlines to comply with API systems that are in alignment with international standards (3-6 months) than with those who are not** (24-36 months).

Inform about the intention of setting up an API system

How to engage with stakeholders?

- Public authorities should notify all stakeholders of their intention to implement an API system.
- With regards to airlines, this information should not only be provided through airport-based Airline Operating Committees (AOCs), but also via direct communications with the airlines' headquarters and with IATA.
- With regards to IT service providers, companies could be invited to submit a request for information (RFI) to propose how their solutions could help the API project and would give an idea of cost and scope to assist with budgeting.

Creation of a National Air Transport Facilitation Committee (NATFC)

How to engage with stakeholders?

- National authorities should consider the creation of a NATFC that will include all the agencies and Ministries interested in having access to passenger data, as well as national and foreign airlines flying into and out of the country. Thus, a list of all stakeholders should be formulated and amended as necessary as the programme develops.

- The NATFC should be informed of plans and progress towards establishing an API programme, and can help develop the detailed technical specifications that meet the country's needs while fitting with airlines' capabilities.

Preparation of a Client Implementation Guide (CIG)

How to engage with stakeholders?

- Once the program is agreed, authorities need to develop a CIG. This is a manual that provides airlines with the necessary legal, technical and operational information required to comply with their obligations on API data.

- Among other issues, the CIG should cover all applicable legislation, the mandatory standards for data transmission, the timeline for compliance, and all technical information related to data transmission and format, as well as the single window.

Distribute the CIG among airline stakeholders

How to engage with stakeholders?

- The CIG should be issued at least 3 to 6 months prior to the passenger data transmission requirement's entry into force to allow airlines to program their systems, test connectivity and train staff.
- And remember... the clock only starts ticking when the technical specifications are released and airlines are able to start programming!

Development of a systems commissioning

How to engage with stakeholders?

- Communication with airline stakeholders must be present even after the establishment of an API system. For this purpose, national authorities could use the existing Board of Airline Representatives (a group with all the airlines operating into an airport or region).
- The PIU/single window will need to develop a systems commissioning process to ensure that airlines' systems are designed, installed and tested according to the requirements established by the national authorities. Certification testing determines whether connectivity is successfully established, while confidence testing aims at verifying that messages meet the construction and the content requirements.

Be flexible in applying the sanctioning scheme for non compliance

How to engage with stakeholders?

- Not all airlines might be able to comply with API requirements by a certain deadline.
- ICAO does not recommend sanctions to be imposed if an airline is cooperating or in case of system failure (a recommended practice according to ICAO's Annex 9).
- It is advisable to have open communication and flexibility at the beginning, as well as developing a selective enforcement of requirements to encourage compliance. One of the possibilities in this regard is to carry out the implementation of your system in phases/routes for specific airlines. Implementation would then be expanded as capacity is confirmed. Another possibility is to issue warnings in case of non-compliance that can result in financial penalties if airlines do not amend the situation before a specific deadline determined by the authorities. Sanctions should always be the last resort.

Law Enforcement

External Cooperation

→ Enhance information sharing with other States bilaterally.

Make full use of INTERPOL databases at every States' disposal.

Cooperation with the **United Nations** and **INTERPOL** regarding watch lists and databases, but also in terms of updates regarding new intelligence or targets.

The **ICAO, IATA, UN CCT, IOM** and **OSCE** are always available to provide technical and policy support.

Airlines

External Cooperation

It is recommended to sign **Memoranda of Understanding (MoU)** with airlines to agree upon basic principles of cooperation, as well as message timing and protocols for system outages.

Budget Constraints and International Commitments

Because the establishment of an API system is expensive, identifying potential budget constraints and opportunities is important. Funding from donor states or organizations may be available to help offset developmental costs.

States shall seek, to the greatest extent possible, to limit the operational and administrative burdens on aircraft operators (ICAO Standard 9.11).

While donor funding is important, the analysis of the budget constraints and opportunities should take into account the issue of sustainability. This not only refers to the cost of maintenance of the API system after its implementation, but also to what will happen once donor support is over.

Funding for API implementation

three main alternatives for funding:

1) Partner with the World Customs Organization (WCO) for launching a Global Travel Assessment System (GTAS)
GTAS is a real-time passenger screening system that allows customs administrations to use API and PNR data for risk assessment purposes. It is available free of charge after completing a GTAS Intake Questionnaire. For more information, please contact

2) Develop an Automated Targeting System - Global (ATS-G) Programme
This cost-free software supports API and PNR data receipt and processing, and is available after signing an MoU on data exchange with the US Customs and Border Protection. For more information, please contact david.dodson@cpb.dhs.gov.

3) Use available funds from EU Instrument for Pre-Accession Assistance (IPA II) 2014-2020
Strengthening the material and human capacity to detect and prevent irregular migration and improving the surveillance and detection capacity of the border police regarding all forms of cross-border crime are some of the EU priorities If linked to any of these priority areas, each country could consider requesting EU funds under the framework of the IPA II for developing an API system.

Flexibility

Cooperation with other national agencies, with foreign States, with industries and international organizations should be maintained as much as practicable during the preparation and implementation phases.

Authorities should also remain flexible, particularly engaging with airlines. Certain technical aspects may reveal problems preventing full compliance by carriers, in which case they should not be penalized as issues are being resolved. It is recommended that the government response varies based on the carrier effort.

It is important to have in mind that, despite all the efforts, all may not go according to plan. Limited availability of IT resources, different levels of IT maturity across the industry or non-realistic implementation time frames may hinder the process. In this context, it is necessary to have a fallback plan prepared.

This roadmap should not be read in a linear way. Most of the steps needed to implement an API system complement each other and, therefore, some actions can (and should) be taken at the same time.

UNSCR 2396 (21 December 2017) and PNR data

Decides that Member States **shall develop the capability** to collect, process and analyse, in furtherance of ICAO standards and recommended practices, **passenger name record (PNR) data** and to ensure PNR data is used by and shared with all their competent national authorities, with full respect for human rights and fundamental freedoms for the purpose of preventing, detecting and investigating terrorist offenses and related travel, further

 Calls upon Member States, the UN, and other international, regional, and subregional entities **to provide technical assistance**, resources and capacity building to Member States in order to implement such capabilities, and, where appropriate, **encourages Member States to share PNR data with relevant or concerned Member States to detect foreign terrorist fighters** returning to their countries of origin or nationality, or traveling or relocating to a third country, with ….resolutions 1267 (1999), 1989 (2011), and 2253 (2015), and also

Urges ICAO to work with its Member States **to establish a standard for the collection, use, processing and protection of PNR data;**

Passenger Name Record (PNR)

- ICAO Annex 9 Standards and Recommended Practices for PNR (9.1, 9.22, 9.23, 9.24)
    - Single Window (currently RP, Standard in the next edition)
    - PNR Conditional Standard, i.e. all PNR Programmes must align with Standards
    - Primarily EDIFACT-based syntax (XML also developed)
    - PNRGOV message format
    - Data elements according to ICAO Guidelines on PNR Data (ICAO Doc 9944)
    - PNRGOV Message Implementation Guide(s) for EDIFACT and XML
    - Privacy impact

PNR Status: 24 States

Legend
- PNR in force
- PNR Authorized not in force
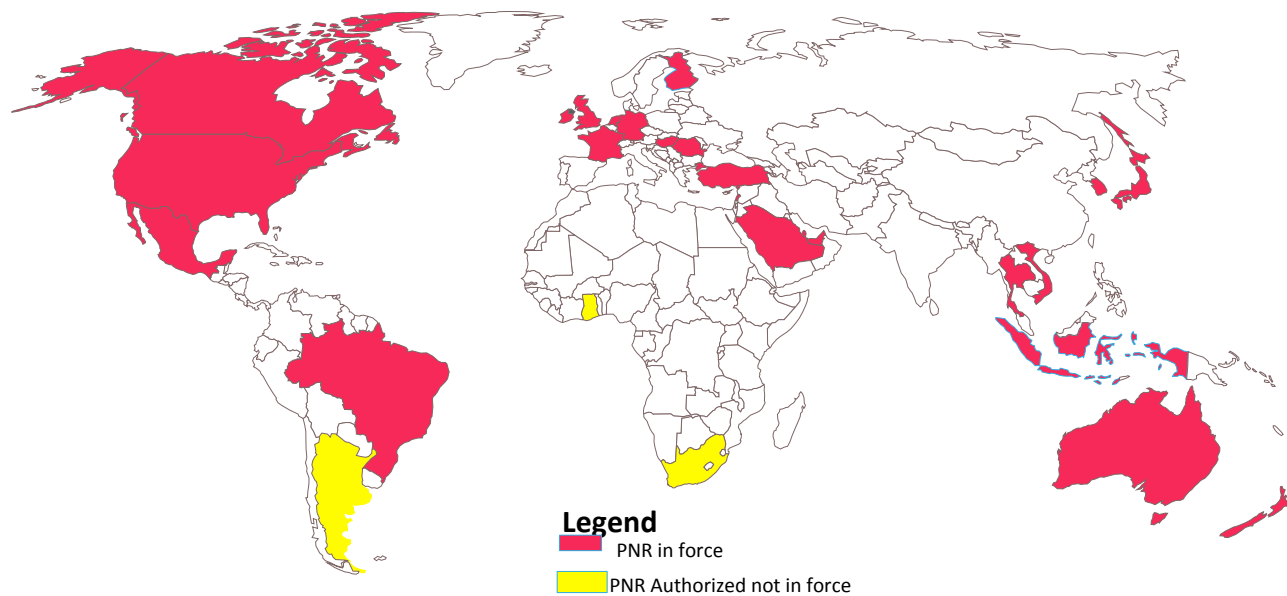
Source: IATA

PNR and Conflict of Law

- UNSCR 2396 (2017) urges ICAO to establish a standard for the collection, use, processing and protection of PNR data.

- The Chicago Convention is the coherent, harmonized legal framework to regulate (API & PNR transfer (ICAO Annex 9 SARPs, PNR Guidelines and PNRGOV specifications).

- However, there is no harmonized legal framework to overcome the conflict of law as it relates to data privacy and the transfer of PNR data.

Next Steps:

The ICAO Air Transport Committee (ATC) tasked the Facilitation Panel with preparing proposals for Standards and Recommended Practices (SARPS) on the collection, use, processing and protection of passenger name records (PNR) in line with United Nations Security Council resolution 2396 (2017) and report to the Committee during the 218th Session in October 2019.

API and PNR: Overview

ADVANCE PASSENGER INFORMATION	PASSENGER NAME RECORD (DATA)
SECURITY TOOL (importance to have Travel Documents compliant with ICAO Doc 9303)	**SECURITY TOOL**
Serves legal requirement	Serves airlines' operations
40 possible data elements	**60** possible data elements or fields (including API data)
Collection by airline: flight open for check-in	Collection in reservation systems: months/weeks
Mandatory: ICAO Annex 9 Standard	Not mandatory at present (Annex 9)

Reference Documents

● Convention on International Civil Aviation, 1944

http://www.icao.int/publications/Pages/doc7300.aspx

● Annex 9 — Facilitation

● Doc 9944, Guidelines on PNR Data

● WCO/IATA/ICAO API Guidelines

http://www.wcoomd.org/en/topics/facilitation/instrument-and-tools

● API-PNR Toolkit

https://www.iata.org/publications/api-pnr-toolkit/Pages/index.aspx

Passenger Data Single Window Definition

- A facility that allows parties involved in passenger transport by air to lodge standardized passenger information (i.e. API, iAPI and/or PNR) through a single data entry point to fulfil all regulatory requirements relating to the entry and/or exit of passengers that may be imposed by various agencies of the Contracting State.

- *Note.— The Passenger Data Single Window facility to support API/iAPI transmissions does not necessarily need to be the same facility used to support PNR data exchange.*

Benefits of the Single Window

- A facility that allows parties involved in passenger transport by air to lodge standardized passenger information (i.e. API, iAPI and/or PNR) through a single data entry point to fulfil all regulatory requirements relating to the entry and/or exit of passengers that may be imposed by various agencies of the Contracting State.

- **Increase in government requests for passenger data (based on new ICAO Standard 9.5 and UN Security Council Resolution calling for PNR S/RES/2368 2017**

- **A standard on a single window is necessary to limit costs and human resources for Contracting States implementing these requirements**

- **Single window improves data quality/consistency**

Single Window Proposed Amendment to Annex 9

- 9.1. **Standard: States** ~~should~~ **shall** create a Passenger Data Single Window facility for each **or all data categories combined** that allows parties involved to lodge standardized information with a common data transmission entry point for each category to fulfil all related passenger and crew data requirements for that jurisdiction.

- *9.2 **Recommended Pratice**: Contracting States iAPI) and/or PNR data from aircraft operators should consider creating a **Passenger Data Single Window** facility for all data categories combined.*

- 9.1.1. **Recommended Practice**.— Contracting States should take measures for **cybersecurity** into consideration, when establishing a Passenger Data Single Window facility for passenger information

Border Control Management Guide

Funded by the Government of Canada | Canada

Inspection Systems and Tools	Interoperable Applications
A. Visas and Electronic Travel Systems	H. Advance Passenger Information and Interactive Advance Passenger Information
B. Document Readers	I. Passenger Name Record
C. Biographic Identity Verification	J. Public Key Infrastructure and the ICAO Public Key Directory
D. Biometric Identity Verification	K. eMRTD Biometric Identity Verification
E. National Watchlists	L. INTERPOL's Stolen and Lost Travel Documents Database
F. Entry and Departure Databases	M. International Watchlists
G. Automated Border Controls	

ICAO TRIP Guide on BORDER CONTROL MANAGEMENT

Developed with the support of an advisory group of experts

IMPACS

CTED Counter-Terrorism Committee Executive Directorate

INTERPOL

UNHCR The UN Refugee Agency

IOM THE UNITED NATIONS MIGRATION AGENCY

Organisation of Eastern Caribbean States

UNODC United Nations Office on Drugs and Crime

https://www.icao.int/Security/FAL/TRIP/Pages

Automated Border Control (ABC) gates

3.34.4 Recommended Practice.— Each Contracting State should consider the introduction of Automated Border Control (ABC) systems in order to facilitate and expedite the clearance of persons entering or departing by air.

3.34.5   Recommended Practice.— Contracting States utilizing ABC systems should, pursuant to 3.9.2 and 3.10.1, use the information available from the PKD to validate eMRTDs, perform biometric matching to establish that the passenger is the rightful holder of the document, and query INTERPOL's Stolen and Lost Travel Documents (SLTD) database, as well as other border control records, to determine eligibility for border crossing.

International cooperation: key for successful implementation