

From:
To:

Subject: Flash report - API Directive revision - workshop with air carriers (22 March 2022)
Date: 31 March 2022 16:54:02
Attachments: [Carrier interface Overview - March 22-Final.pdf](#)
[Carriers workshop API presentation_COM.pdf](#)

Dear colleagues,

Please find below for your information a flash report of the workshop with air carriers organised by Unit HOME D.1 on Tuesday 22 March regarding the revision of the Advanced Passenger Information (API) Directive.

Kind regards,

In the context of the stakeholder consultation leading to the **Impact Assessment for a revision of the Advance Passenger Information Directive**, an informal **workshop with air carriers industry representatives was organised on Tuesday 22 March 2022** by the Commission services. Participants included associations (IATA, A4E, ERA, EBAA), air carriers (e.g. Lufthansa, KLM, Air France, Emirates, etc) and service providers (Amadeus, SITA). Participants welcomed the initiative from Commission to gather the views of industry representatives in the context of the preparation of the impact assessment.

The workshop started with a presentation from eu-LISA on the state of play of the implementation of the carrier interface. **eu-LISA also informed that a carrier working group will be organised on 30 March** to discuss specifically carrier interface and connectivity issues with carriers and their indicated services providers.

The services of the Commission presented some preliminary ideas for the future of the revised API Directive. Feedback from the industry went as follows:

- The idea for a **single window/API router** was welcomed overall positively, with comments from participants on the need for additional system enhancements and therefore implementation costs. It would be easiest for the industry to establish one connection to the API router. This would allow all carriers and national authorities (e.g. PIUs) to be connected to the same router and that the router manages queries and responses to all relevant stakeholders. Standardisation of timing of submission of API-batch is currently an issue and the industry welcome the opportunity to standardise it.
- Participants were divided between supporting the idea of a consistent approach for sending the information for all types of flights (i.e. inbound/outbound/intra-EU) vs a tailor-made approach per type of flight.
- Participants highlighted the **need for a single set of API data, as well as harmonisation on the timing of submission and number of submissions**. Commission informed that one of the policy options could be to find a single common set of API data ideally corresponding to MRZ information contained in the travel document.
- Concerning the use of **both interactive API and API-batch**, the industry indicated

that their preferred option would be to either use only interactive transmission or only batch. Transmitting both would entail further adjustments and costs.

- Concerning differences between crew and passengers' data transmission: participants explained it would not be possible to send crew data via an interactive query as crew data is running in a different system and API batch is the most preferred solution for crew data. (*Note: crew members are exempt from ETIAS/EES/VIS query*).
- Participants also flagged that **collecting API data on intra-EU flights** will have an important impact on how the industry handles flights and the impacts will have to be analysed in accordance with the policy option that is kept. However, the participants highlighted the increase in message impact, especially on intra-EU routes.
- **Regarding ways to improve API data quality and capture**, COM presented the option to use automated capture of the MRZ of the travel documents. This could be envisaged by capturing data by either using a mobile app using the optical character recognition (OCR) of the MRZ or extracting the data from the RFID chip of the travel document. Participants flagged that many travellers do not use smartphones or apps for the check-in. The option to mandate automated means to collect API data would imply strong investment for carriers which may not be planned for so far or even out of their planning. Participants insisted on the **need for flexibility on the modes to capture API data** and that the ways to collect personal data from passengers should be left to airline's decisions to accommodate with the realities of the industry.

Participants were invited to send further reactions in writing by 8 April (IATA offered to send a consolidated reaction).