רשות האוכלוסין וההגירה
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Israel Population and Immigration Authority

Interactive Advanced Passenger Information System (iAPI) Implementation Guidelines for Airlines

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Revision History

Version	Change Summary	Date
V1.0	Initial Release	June 10, 2019
V2.0	First Official Release	November 1, 2019
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V2.2	Modified elements: PAXLST/Gr0/BGM, PAXLST/Gr1/NAD, PAXLST/Gr2/TDT, PAXLST/Gr4/NAD, PAXLST/Gr4/ATT, PAXLST/Gr4/LOC, PAXLST/Gr4/RFF, PAXLST/Gr5/DOC, PAXLST/Gr5/DTM, CUSRES/Headers, CUSRES/Gr0/BGM, CUSRES/Gr4/ERP, CUSRES/Gr4/FTX, Examples	December 29, 2019
V2.3	Modified elements: PAXLST/Gr2/TDT, PAXLST/Gr4/ATT	January 5, 2020
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V3.1	Update Code Page in section 2.6, clarify mandatory segments for CLOB messages in section 5.5.3, update CUSRES in section 6.3.4, update technical support phone number in 6.3.5.5, Add Flight Change examples to sections 7.4 and 7.5	July 15, 2021

V3.2	Add section 4.1.5 for XR message, add a note to section 5.20.3, Correct ERP return code for cancel messages in 6.33, correct RFF segments in the examples of section 7.4, correct ERC to 0Z in the example of section 7.8.1, add an XR example in section 7.9.	November 22, 2021
V3.3	correct ERC to 1Z in the example of section 7.8.1, adding phone numbers in section 6.3.5.4	January 20, 2022
V3.4	Update section 2.5 for Crew API data	July 20, 2022
V3.5	Update section 6.3.3.3 for CUSRES ERC -added new values for element 9321 to support the upcoming ETA-IL program mandate on August 1, 2024 (changes highlighted) and section 6.3.5.4 added email address for operational support.	June 14, 2024

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1 Introduction

1.1 Preface

The fast growth and convenience provided by the air transport industry exerts significant influences on both tourism and trading industries at the expense of increasing management complexity and scores of challenges in the border management operations:

- With fast growing air transportation and enhanced internalization, the number of foreign passengers crossing the borders has reached a certain level. The long-term promotion program undertaken by government agencies for the tourism industry is expected to bring more passenger arrivals and departures from Israel. As far as border control and immigration clearance operations are concerned, the Population and Immigration Authority of Israel (PIBA), has to maintain service level and improve efficiency, amid ever increasing number of passengers, to ensure more efficient and convenient clearance experience for each and every passenger.
- Conveniences of the international transportation system not only benefit travelers but also are exploited by criminals in various unlawful acts including illegal residence, fraud, human trafficking, prostitution, and even terrorism. The latter seriously challenge Border security and safety. To avert these acts in advance, the PIBA has to have all the relevant information at-hand as early as possible and block illegal activities from entering Israel. Internally, the PIBA is required to monitor passengers' entry and exit status and to response to any abnormality immediately.

Faced with the above-mentioned challenges and various conditions, border control and illegal passenger investigation tasks have shifted their focus to improved data processing efficiency and enhanced information timeliness. As a result, many countries have started to install new or upgrade existing Advanced Passenger Information System (APIS) and Advanced Passenger Processing System (IAPI) to meet challenges encountered in the border management operation.

The IAPI system benefits not only security control operation but also the following:

- Passenger: As passenger's information is scrutinized, manually or automatically, before an airplane departs or lands, the clearance process at the immigration counter can speed up. This benefits passengers with less queue time at the inspection counter, thus improving their service level quality at the border.
- Immigration officer: Based on results of the advance processing and analysis, immigration officers can focus more on the high-risk passengers to enable more efficient and simplified clearance inspection.
- Immigration authority: As passenger information is received a long time before the airplane has landed, the immigration authority is able to process and analyze acquired information. Data from

Israel authorities can be linked for more timely and strengthened control functions, and actions such as illegal immigration can be averted more effectively.

1.2 Terms

Table 1 Terms -information technology

Item	Terms / acronyms	Definition and interpretations
1.	ABO	Unique Passenger Reference number
2.	AVF	Stands for Passenger Name Record (“PNR”)
3.	IAPI	Advanced Passenger Processing System: This is a bi-directional system that airline operators can access for data entry and data response.
4.	API	Advanced Passenger Information
5.	CUSRES	Customer Response: a standard UN/EDIFACT response message for processing results of passengers and crewmembers.
6.	EDI	Electronic Data Interchange
7.	FPM	Flight Passenger Manifest
8.	IATA	International Air Transport Association
9.	ICAO	International Civil Aviation Organization
10.	MQ	Message Queue
11.	PIBA	Population Immigration and Border control Authority
12.	PAXLST	Passenger List: this is a UN/EDIFACT standard message for relaying data of passengers and crewmembers.
13.	STA	Schedule Time of Arrival
14.	STD	Schedule Time of Departure
15.	WCO	World Customs Organization

1.3 References

Table 2 List of reference documents

Item	Name	Date	Published by	Notes
1.	Guidelines on advance passenger information (API)	2014	WCO/IATA/ICAO	http://live.unece.org/trade/untdid/d02b/trmd/paxlst_c.htm
2.	The PAXLST Implementation Guide (15B) contains the PAXLST Implementation Guide version 6.0	2016/10	WCO/IATA/ICAO	https://www.iata.org/publications/api-pnr-toolkit/Documents/FAL/API/iAPIendix-iia-paxlst-message-implementation-guide-2016.pdf
3.	The ICAO Publication Doc 9303 contains the guidelines on Machine Readable Travel Documents	2015	ICAO	https://www.icao.int/publications/Documents/9303_p3_cons_en.pdf
4.	The CUSRES Message Implementation Guide (12B) contains the Implementation Guide for the API Response Message (CUSRES)	2013/04	WCO/IATA/ICAO	https://www.iata.org/publications/api-pnr-toolkit/Documents/FAL/API/API-Guidelines-2013-IAPIendix-II-B-CUSRES-Message-Implementation-Guide_English-Only.pdf
5.	The UN/EDIFACT PAXLST Implementation Guide (05B) aids Border Control Authorities and Carriers in the understanding of the UN/EDIFACT PAXLIST Message before development and implementation (05B)	2010/06/28	WCO/IATA	https://www.iata.org/publications/api-pnr-toolkit/Documents/FAL/API/2010-API-Guidelines-Final-Version-MIG-Release-Date-25-11-2010.pdf

2 Implementation plan of Advanced Passenger data transmission

2.1 Objective

This document hereby defines operation guidelines, including data transmission format and syntax, to be used by airline operators in collecting entry and exit passenger information for the PIBA.

2.2 Legal basis

This operation guideline is defined in accordance with item 8 of Israel Entrance Law and in accordance with Regulation 16 of Israel Entrance Regulations.

2.3 IAPIlicability

Aerial vehicles operated by national and foreign airline operators are required to transmit API data to the PIBA IAPI system in accordance with transmission method, time, and format specified herein.

2.4 Data preparation

After a passenger has arrived at his departing airport and checked-in at the airline operator's counter, the ground crew should verify the passport and necessary travel documents. Data of the passenger's personal travel document is then read automatically or typed manually by counter staff into the operator's internal system after successful verification.

The airline operator is required to transmit one (or up to ten) passenger(s) iAPI data in standard UN/EDIFACT format, after successful verification, to the IAPI system through direct access. The airline operator then issues or denies a boarding pass based on the replied message.

2.5 Time for data transmission

Interactive API messages for passengers shall first be sent upon passenger's check-in and then at each data update, but no later than 30 minutes before departure.

Batch API messages for crew shall be sent between 1-4 hours before departure (recommended time is 2 hours before departure) and then at each data update, but no later than 30 minutes before departure.

Messages sent after departure, containing the final and actual PAXLST flown (CLOB messages for passengers) shall be sent up to 15 minutes after departure.

2.5.1 Entry and Exit flights

The passenger and crewmember API data of international flight, arriving at or departing from any one of Israel international airports, is required to be transmitted by its national or foreign providers to the IAPI system. The passenger API data, with valid passport number, can be sent up to 72 hours ahead of the scheduled flight departure time. Every passenger and crewmember API data shall be sent after Check In, to empower airline operators' in advance check-in mechanism.

In order to avoid erroneous passport data to be sent to PIBA, it is highly recommended that the boarding pass will be granted only after the passenger's passport is verified.

2.5.2 Transit flight

The transit passenger and crewmember API data of an international flight, arriving at any one of Israel international airports for transit, is required to be transmitted by its national or foreign providers, when the transit passenger checked-in at the foreign airport counter. If there are other passengers onboard the flight, who plan to attend the Israeli Border Control, then API data of these passengers is required to be sent to the IAPI system.

2.5.3 Final API data

The Final passenger and crewmember API data of an international flight, arriving at or departing from any one of Israel international airports, is required to be transmitted by its national or foreign providers to the IAPI system no later than 15 minutes after the aerial vehicle takes off.

2.5.4 Flight Change or Cancellation

In case of flight change or flight cancellation, revised flight data or Cancel flight message shall be transmitted to the IAPI system.

2.5.5 Data update transaction

In case of any API data change, for passengers and crew onboard an international flight arriving or departing from any one of Israel international airports, the revised data is required to be transmitted to the IAPI system.

2.5.6 Unscheduled stop/diversion

In case of unscheduled stop or diversion (e.g medical reasons), the airline must send an update message. If the unscheduled stop results in a time delay of the same flight - a CF message should be sent. If the stop or diversion changes the flight number then the airline should send an updated CLOB message.

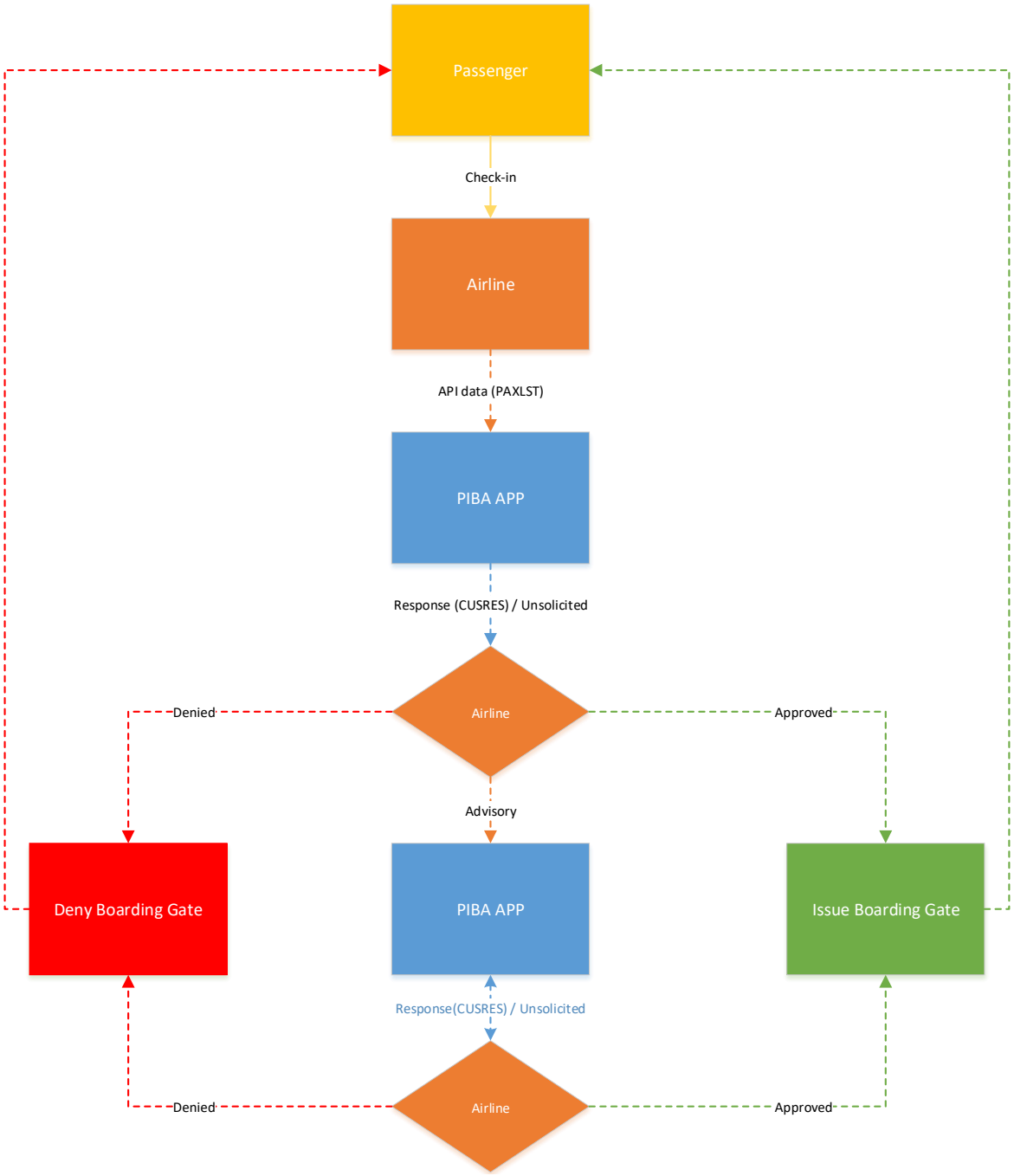

Figure 1 Flow chart of Cleared to Not-Cleared

2.5.7 Passenger status correction

Under special conditions, a passenger that had received an "advisory" message and acquired a boarding pass, may be denied or may be required to provide specific information later on by the PIBA unsolicited message issued by the PIBA Borders Control Officers (BCO) proactively. The airline operator must help the BCO to revoke the specific passenger's clearance status or to divert the information requirement to the passenger before the airplane takes off.

On the other hand, under certain conditions, a passenger that had received an "advisory" message may receive an unsolicited "Cleared" message later on, and the airline operator may issue him a boarding pass.

2.6 Data transmission format definition and explanation

The standard operation guideline adopted by the PIBA IAPI system of Israel is the Guideline for Advanced Passenger Information jointly set and promulgated by the WCO, IATA, and ICAO. This Guideline requires using the international standard format defined by the United Nations/Electronic Data Interchange for Administration, Commerce and Transport (UN/EDIFACT), a data format adopted by both UN and ECE, for electronic data exchange.

The specific data format defined by this guideline is UN/EDIFACT PAXLST message (release D05B) with the Code Page UTF-8. The data format guideline defined by Israel is based on the UN's UN/EDIFACT and the American US/EDIFACT and complies with the standard syntax for electronic data exchange Application specified by the international standards ISO 9735.

2.7 Data transmission method

2.7.1 Data transmission structure

The IAPI system contains bi-directional messages to and from the IAPI system in Type-A communication protocol. See Figure 2, Table 3 and Table 4 for reference. The airline operator sends the API data with the standard PAXLST message to the IAPI system and the IAPI system replies the inspection results with the standard CUSRES message. The transmission mechanism is point-to-point transmission through message queue servers connected to the Host-to-Host direct access.

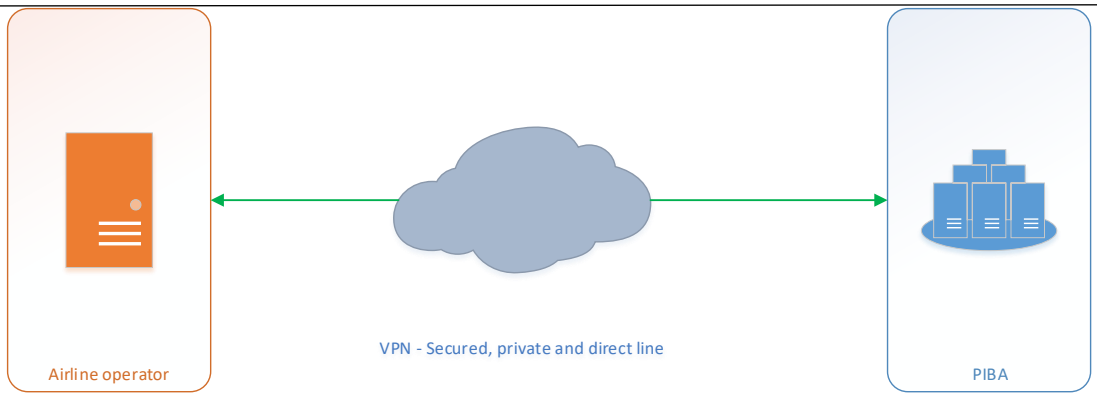

Figure 2 Data transmission structure illustration

Table 3 Message sent by airline operators

Information type	UN/EDIFACT standard information
Passenger API data	PAXLST
Flight departure or cancel	PAXLST
Carrier Acknowledge of PIBA Unsolicited message	CUSRES

Table 4 Message sent by the PIBA IAPI system

Information type	UN/EDIFACT standard information
Reply to PAXLST message	CUSRES
Unsolicited message	CUSRES

2.7.2 Data transmission media

2.7.2.1 Host-to-Host direct access

The PIBA IAPI system will interface with airline operators through Host-to-Host direct access set up by operators. API data packets will be transmitted through Host-to-Host direct access in UN/EDIFACT messages.

2.7.3 Communication protocol for data transmission

This guideline employs the aviation industry adopted Type-A Message communication protocol, which features bi-directional information transaction communication of inquiry/reply, for API data transmission on Host-to-Host direct access.

Communication Data Link shall be set as a secured, direct and private line (point to point) between the Airline operator and the Israeli PIBA IAPI system. In case of DCS hosted airlines, communication shall be between the Israeli PIBA IAPI system and the DCS servers.
Messages protocol shall be based on MQ technology. Correlation ID and Message Priority within MQ protocol shall be used.

2.7.4 Data communication interface

The PIBA IAPI system provides a reliable and robust data communication interface services based on the message queue technology. This technology features a communication channel between two queue servers for point-to-point communication connection to ensure successful transmission to the designation end along with scores of mechanism for enhanced transmission security and reduced transmission failure.
MQ Server shall reside at the Israeli PIBA IAPI system side, with two queues, one for PAXLST messages and one for CUSRES messages. These queues shall be accessible to MQ Client at the Airline operator side.

2.8 How to deal with system abnormality

There are two types of system abnormalities. One occurring at the airline operator end and the other at the PIBA IAPI system.

2.8.1 The airline side system abnormality

In case of a system abnormality at the airline operators' end, the airline operator is required to notify the PIBA by phone either when it is as a result of system malfunctioning or of a system error response. The airline operator will provide flights numbers and total amount of flights being affected and will send the PAXLST data once the connection is restored.

2.8.2 The PIBA side system abnormality

When IAPI system fails, that is, after two attempts with no response after ten seconds – the IAPI system shall be considered as failed. In case the airline operator detected any IAPI system abnormality, the airline operator is required to notify the PIBA by phone call and send all accumulated PAXLST messages once the connection is restored. After system restoration, PIBA shall respond to the airline operators with all accumulated solicited and unsolicited CUSRES messages via the IAPI system.

2.9 Portal

2.9.1 For carriers with no capability to send PAXLST messages via MQ link, a dedicated Web portal will be accessible, to which data can be entered by 3 selectable means:

2.9.1.1 Interactive web form (on screen) editing of API data by an authorized user.

2.9.1.2 Uploading passengers/crew files by an authorized user, either .txt files with UNEDIFACT data format or pre-formatted .csv files which will be shared with all carriers.

2.9.1.3 Uploading passengers/crew files by an authorized Carrier Server via modern Application interface Web Service (RESTful-API).

2.9.2 The portal URL address shall be shared with all Carriers.

2.9.3 Each carrier intending to use the portal must send it's elevated user's details in advance (Full name, email address, telephone number and Fax number) to PIBA and get a written authorization from PIBA in order to gain access to the portal. PIBA shall respond by email with an initial login details.

2.9.4 For gaining access by a carrier server, the server IP and server name (user's name) shall be sent to PIBA and PIBA shall respond by email with the access details for the Web Service.

2.9.5 Only .txt and .csv files will be accepted via the portal by PIBA, and these files shall be limited in size to enable a list of up to 200 passengers or crewmembers each.

2.9.6 Each carrier can assign one single user as an elevated privileged user who will be able to manage (add, update and delete) standard users from his organization and delegate their access to the portal.

2.9.7 All the users (elevated and standard) will be able to access the portal by a secured multifactor authentication process and a strong Password.

2.9.8 The portal will be interactive, i.e. Cusres messages shall be sent to the portal by PIBA Border Control System, but these Cusres messages will not be sent from the portal to the Carrier server.

2.9.9 In addition to the Cusres messages, PIBA shall send an email as a notification to the elevated user of the relevant carrier. In cases of Not Clear, Advisory or Error code in ERC segment of the Cusres, a carrier user will have to access the portal for the details and for resolving the issues reported.

2.9.10 Initial PAXLST data should be entered/uploaded to the portal at least 4 hours before departure (to represent a "Check In" message) and final PAXLST data up to 15 minutes after departure (to represent a "CLOB" message).

2.9.11 The following is a description of the .csv file format. Lines 2-6 shall include the Carrier and the Flight data, and lines 10 and up in consecutive manner shall include the passengers or the crewmembers data, one line per each. Empty lines shall not be included in the middle of the list.

Field Name	Type	Length	Valid values	Mandatory or Conditional	Line in the file	Column in the file
Passenger/Crew Flight Data	Header				1	E
Airline Code	Alphanumeric	3	IATA or ICAO Code	C	2	C
Flight Number	Alphanumeric	8	Letters or Numbers	M	2	G
Arrival/Departure Time and Date	Numeric	10	Formatted YYMMDDhhmm	M	2	L
Departure Airport Code	Alphanumeric	3	IATA Code	M	3	C
Arrival Airport Code	Alphanumeric	3	IATA Code	M	3	G
Total Number of Passengers/Crew	Numeric	18	Numbers	M	3	L
Operator Contact Person	Header				5	E
Phone number	Alphanumeric	20	Numbers or Space	M	6	C
First name and Surname	Alphanumeric	35	Letters or Space	M	6	G
Passenger/Crew Data	Header				8	A
Passport Data	Header				8	G

Field Name	Type	Length	Valid values	Mandatory or Conditional	Line in the file	Column in the file
Passenger Name Record ("PNR")	Alphanumeric	6	Letters or Numbers	M for Passengers only	10 and up	A
Unique Passenger Id	Alphanumeric	25	Letters or Numbers	C	10 and up	B
Passenger/Crew	Alphanumeric	3	FL for Passenger FM for Crew	M	10 and up	C
Passenger Embarking Airport Code	Alphanumeric	3	IATA Code	M	10 and up	D
Passenger Final Airport Code	Alphanumeric	3	IATA Code	C	10 and up	E
Seat Number	Alphanumeric	13	Letters or Numbers	C	10 and up	F
Surname	Alphabetical	35	Letters or Space	M	10 and up	G
First Name	Alphabetical	35	Letters or Space	M	10 and up	H
Gender	Alphabetical	1	M for Male, F for Female, X or F for Unknown	M	10 and up	I
Birth Date	Numeric	6	Formatted YYMMDD	M	10 and up	J
Travel Document Type Code	Alphanumeric	2	Letters	M	10 and up	K
Travel Document Number	Alphanumeric	9	Letters or Numbers	M	10 and up	L

Field Name	Type	Length	Valid values	Mandatory or Conditional	Line in the file	Column in the file
Expiry Date	Numeric	6	Formatted YYMMDD	C	10 and up	M
Issuing Country Code	Alphanumeric	3	Letters	M	10 and up	N
Nationality Code	Alphanumeric	3	Letters	M	10 and up	O
Personal Identification Number	Numeric	9	Numbers	C	10 and up	P

2.9.12 An example of a .csv file, which may serve as a Template will be available to all carriers.

3 Replying entry/exit inspection result

The airline operators send API data to the IAPI system for inspection through the Host-to-Host direct access. The IAPI system returns the inspection result to each airline operator system.
There are three types of inspection results: 'Cleared', 'Not-Cleared' and 'Advisory'. A boarding pass shall be granted if 'Cleared' status had been replied. The 'Advisory' requires further data processing and it may include a request for additional information for further inquiry or an unsolicited message which requires no action by the airline. The 'Not-Cleared' status denies a boarding pass.
If the PAXLST message is erroneous an 'Error' response shall be sent.
For details of the passenger inspection result messages see Table 40.

Response time shall not exceed 4 seconds for messages received between 72 hours to 30 minutes before departure time. However, if the passenger status is changed after the initial response, an unsolicited response may be sent later for this passenger, prior to 30 minutes before departure.
If the unsolicited message will change to a "Not Cleared" status and will be sent in 60 minutes before departure time, then in addition PIBA will inform the Airline via a phone call.

4 UN/EDIFACT – PAXLST

4.1 PAXLST message Application type

The aviation enterprises send messages to the IAPI system in PAXLST format defined herein. Valid data types that can be sent are described below:

4.1.1 Flight Passenger Manifest - FPM

The FPM message contains API data of every passenger traveling on any international flight entering, exiting, or transiting airports in Israel.

4.1.2 Flight Crew Manifest – FCM

The FCM message contains information, required by PIBA, of crew and non-crew members on board any international flight arriving to, departing from or transferring at any international airport in the territory of Israel.

4.1.2.1 A “crewmember” is defined as a pilot, co-pilot, flight engineer, airline management personnel authorized to travel in the cockpit, cabin-crew, or relief crewmember.

4.1.2.2 A “non-crewmember” is defined as an air carrier employee or family member, or person traveling onboard a commercial aircraft for the safety of the flight. Note that non-crew definition only iAPIlies on cargo flights, and these travelers should be reported as “passengers” on passenger or mixed passenger / cargo flights.

4.1.3 Flight Closed-out - FCO

After the flight has taken off, send data of all the passengers onboard (with code ZZZ), along with unique reference and the total number of passengers to the IAPI system. Send data of all passengers onboard, and conditionally (not mandatory) send separately data of passengers not onboard.

4.1.4 Flight Cancellation - FIC

For canceled flights, send message of the flight and itinerary without passenger data.

4.1.5 Cancel Reservation – XR

For a passenger who is offloaded after checking in - a Cancel Reservation message will be sent (with code ZZZ) along with the a unique reference of the passenger.

4.2 PAXLST data elements

Both mandatory and conditional data elements are defined in the PAXLST data guideline. The mandatory data elements contained in the flight and passenger or crewmember manifest information are described below.

4.2.1 Mandatory data elements contained in the flight information
4.2.1.1 Airline Company
4.2.1.2 Airline code assigned by the IATA and flight number
4.2.1.3 Arrival airport code in Israel for entry flight OR Departure airport code in Israel for exit flight
4.2.1.4 Destination airport code out of Israel for exit flight
4.2.1.5 Arrival / Departure Date
4.2.1.6 Scheduled time of arrival (STA) / Scheduled time of departure (STD)
4.2.1.7 Number of passengers and crewmembers on board
4.2.1.8 Airline operator communication information
4.2.1.8.1 Phone Number
4.2.1.8.2 Surname
4.2.1.8.3 First name
4.2.2 Mandatory data elements contained in the passenger or crew manifest information
4.2.2.1 Reference unique number (PNR code for passenger or any other unique identifier)
4.2.2.2 Type of passenger (Crew, Passenger, Transit)
4.2.2.3 Passengers Passport MRZ details (ICAO 9303 compliant)
4.2.2.3.1 Surname
4.2.2.3.2 First Name (FNU when unknown)
4.2.2.3.3 Gender
4.2.2.3.4 Birth Date
4.2.2.3.5 Type of official travel document
4.2.2.3.6 Document number
4.2.2.3.7 Expiry date of document
4.2.2.3.8 Issuing Country of document
4.2.2.3.9 Nationality
4.2.2.4 Embarkation airport of flight
4.2.3 Conditional data elements contained in the passenger or crew manifest information
4.2.3.1 Passenger number within travelling group
4.2.3.2 Optional field in MRZ when exists (ICAO 9303 compliant)
4.2.3.3 Country of birth
4.2.3.4 Country of residence
4.2.3.5 Middle Name
4.2.3.6 Phone number
4.2.3.7 Email address
4.2.3.8 Address during visit in Israel

4.2.3.8.1 Street
4.2.3.8.2 Home number
4.2.3.8.3 City
4.2.3.8.4 Zip code
4.2.3.9 Seat number
4.2.3.10 Baggage ID number (for each baggage)
4.2.3.11 Passenger Final Airport of flight

4.3 PAXLST message structure

The UN/EDIFACT PAXLST message contains five data groups in hierarchical structure. Relations between data groups and segments, requirements as Mandatory or Conditional, as well as the maximum number of times they may be used are described in Table 5.

Table 5 PAXLST message structure

Segment ID	Description	Segment Requirement	Segment Use	Max	Group Max Use
UNA	Service String Advice	C	1		
UNB	Interchange Header	M	1		
UNG	Functional Group Header	C	1		
UNH	Message Header	M	1		
BGM	Beginning of message	M	1		
RFF	Reference	C	1		
	Segment Group 1	M			5
NAD	Name and address	M	1		
COM	Communication Contact	M	1		
	Segment Group 2	M			10
TDT	Transport Information	M	1		
	Segment Group 3	M			99
LOC	Place/Location Identification	M	1		
DTM	Date/Time/Period	M	1		
	Segment Group 4	C			999
NAD	Name and Address	M	1		
ATT	Attribute	M	1		
DTM	Date/Time/Period	M	1		

FTX	Free Text	C	99	
LOC	Place/Location Identification	M	5	
COM	Communication Contact	C	1	
NAT	Nationality	M	1	
RFF	Reference	M	9	
	Segment Group 5	M		5
DOC	Document/Message details	M	1	
DTM	Date/Time/Period	C	5	
LOC	Place/Location Identification	M	2	
CNT	Control Total	M	1	
UNT	Message Trailer	M	1	
UNE	Functional Group Trailer	C	1	
UNZ	Interchange Trailer	M	1	

4.3.1 Characteristics of data groups

4.3.1.1 Each data group is given the properties of mandatory or conditional as well as the max number of times to be used. The PAXLST message must be built in accordance with instructions given herein to avert invalid data parsing and failed API data retrieving.

4.3.1.2 A data group may be at the sublevel of another group. For example - Segment Group 3 of PAXLST belongs to Segment Group 2 and can be found only when Segment Group 2 exists.

4.3.2 Types of segment groups

Based on segment group classification, the PAXLST data is described below:

1. Message envelope header: UNA-UNB-UNG-UNH-BGM-RFF.
2. Segment group 1: Operator name and contacts in data segments of NAD-COM.
3. Segment group 2: Flight number and airline information in segment TDT.
4. Segment group 3: Flight landing and taking off time and location in data segment of LOC-DTM.

5. Segment group 4: Basic passenger and crew data and itinerary information list of the flight in data segments of NAD-ATT-DTM-FTX-LOC-COM-NAT-RFF.
   Data segment must be in sequence described below:
   NAD: Name and address
   ATT: Gender
   DTM: Date of birth
   FTX: Special notes about passenger
   LOC: Airport
   COM: Telephone number
   NAT: Nationality
   RFF: Unique passenger ID (if the AVF number is not unique then the ABO number must specifically identify each passenger in one flight when sending interactive data.)
6. Segment group 5: official travel document information of passenger and crew on board the flight in data segments of DOC-DTM-LOC.
7. Message package footer: footer related information corresponding to packet header in data segments of CNT-UNT-UNE-UNZ.

4.3.3 PAXLST standard message syntax rules

The two standard messages, PAXLST and CUSRES of UN/EDIFACT share the same syntax standards. That is, both are of the same data structure and data segments and are used for different purposes respectively. The message packet is handled as a single continuous bit stream. Messages arrived at the IAPI system must be of good format and must be PAXLST syntax rules compliant. For data transmission by message queue, each MQ message can contain one PAXLST message. When the number of message packets outnumber the defined upper limits, the airline operator should divide the message into multiple data blocks before transmission. Each data block should be an independent and processable UN/EDIFACT PAXLST message as long as all the packets contained in it are received even if any other blocks are not received or not processable, for data transaction operation.

In addition to format guideline compliance, the PAXLST and CUSRES transmission must observe the following syntax rules:

4.3.3.1 One PAXLST envelope (from UNB to UNZ) can contain one standard message. If more than one standard message is added in one envelope, it will be rejected.

4.3.3.2 Message data must be in upper case.

4.3.3.3 Data message is divided according to the guideline, into different data segment. Each segment is separated by different tags as in the case of UNH, BGN, and NAD etc.

4.3.3.4 Multiple data elements of relevant definitions may be contained in one data segment and separated with specific character.

4.3.3.5 The PAXLST data segment can have only one 1-byte segment terminator to divide the message into different records.

4.3.3.6 Every data message must contain at least one pair of complete header (UNB and UNH) and footer (UNT and UNZ) data segments.

4.3.3.7 Every data message must contain one BGM data segment as well as the TDT and flight itinerary relevant segments.

4.3.3.8 API data of one passenger cannot be divided into different data blocks.

4.3.3.9 The message sender may use the UNH segment to assign specific sequence numbers to packets contained in data message and to indicate the beginning and ending data blocks. In case of missed and damaged data packets, the IAPI system may use the sequence number in data packets to determine receiving status.

4.3.3.10 One PAXLST can contain at most ten passengers' data for the IAPI system.

4.3.3.11 For iAPI, the PIBA IAPI system is designed to reply by up to four seconds to a PAXLST message containing up to ten passengers data.

4.3.3.12 The UNA segment is used to define the delimiters for data parsing. Examples in this document employ the default delimiters given by UNA. For message transaction without UNA data segment, the delimiters described in table 6 are used for data parsing.

Table 6 Function definition of delimiters

Message	Default delimiters	Definition
UNA1	Colon (:)	Separate sublevel data elements in data element.
UNA2	Plus sign(+)	Separate data elements in data segment.
UNA3	Period (.)	Indicate floating-point decimal numbers.
UNA4	Question mark (?)	This is an escape code for all the other delimiters. When used together with other delimiters, it is treated not as a special code but as a code to revoke the function of the character used together with it. Take example: “0?’NEILL” functions the same as “0’NEILL”.
UNA5	Space ( )	Separation symbol for strings.
UNA6	Single quotation mark (‘)	The ending mark for each data segment.

4.3.4 Data transmission quality

Transmitting passenger API data in the correct format is critical to the IAPI system’s capacity in processing huge amount of passenger data and interacting with other interface systems. When transmitting data packets, the airline operators are required to observe syntax rules, give mandatory values defined in fields of data elements, and iAPIlying digital code defined herein. Failing to do so may lead to missing and lost passenger API data contents and rejected message during data parsing.

When sending passenger API data, the airline operators must follow the guideline contained in this document issued by the PIBA and qualify the interface by test to assure its full compliance to this document before transmitting passenger data formally.

4.3.5 PAXLST segment description

The PAXLST data uses multiple segments to assign data contents with special definition. Contents in data segment are composed of multiple data elements with relevant definitions.

Figure 3 illustrates how data elements herein are expressed and used hereafter to describe format definition of each data element.

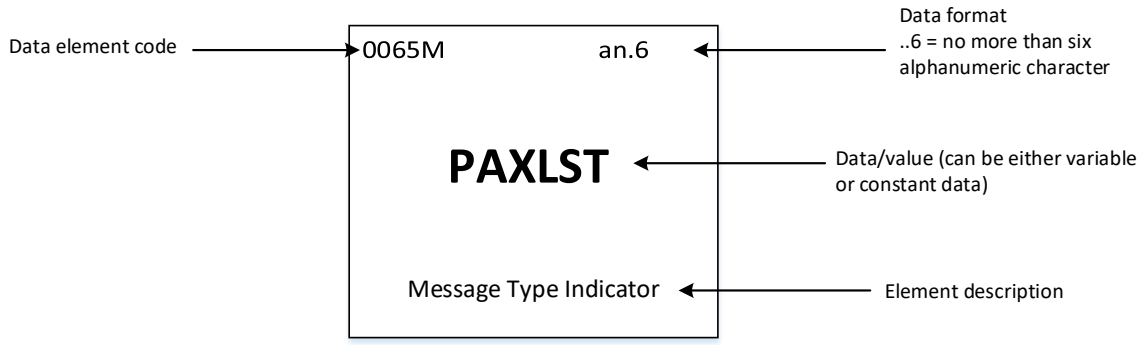

Figure 3 Definition of a data element format

Element Code, in the upper left corner of the diagram, has the following meanings:

- *M: Mandatory*
- *C: Conditional/Optional*

Format Code, in the upper right corner of the diagram, has the following meanings:

- a: alphabet
- n: number
- an: alphanumeric

5 PAXLST Applications

Applications of specific data segments and elements are described hereafter.

5.1 UNA: Service string advice

5.1.1 Function: Define delimiters used for separating data or special character for tag marker. If this tag is used, it must be placed at the beginning of the entire message and before the UNB segment.

5.1.2 M/C: Conditional

5.1.3 Example: UNA:+.? '

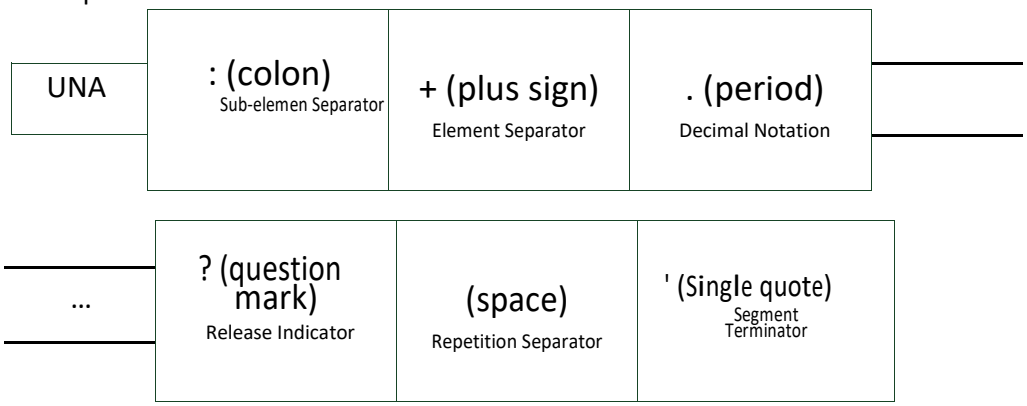

Figure 4 UNA data structure

Notes:

- If the UNA segment does not exist, the above-mentioned default delimiters are used.
- If the escape character is followed by a delimiter, then the latter one is treated as a normal character.
- Blank space in data element is not treated as delimiter.

5.2 UNB: Interchange Header

5.2.1 Function: Identify a data message exchange or syntax.

5.2.2 M/C: Mandatory

5.2.3 Example: UNB+UNOA:4+RANDOMAIRLINES:ZZ+ILPIBA:ZZ+240619:0900+000000000001++APIS'

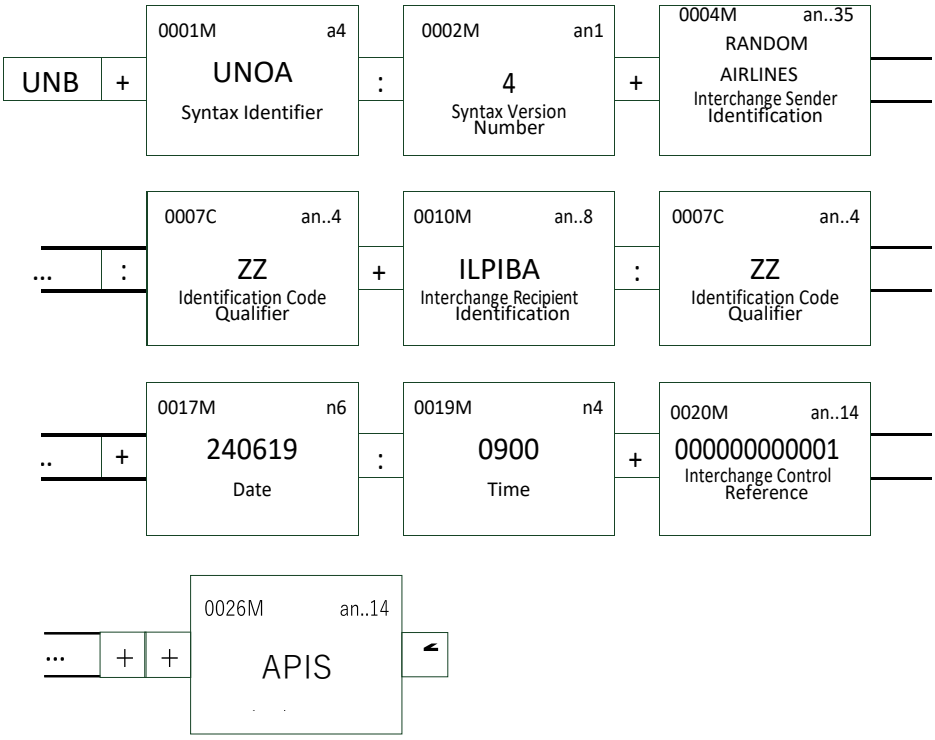

Figure 5 UNB data structure

Table 7 UNB data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			UNB
0001	Syntax Identifier	a4	M	Constant “UNOA”
0002	Syntax Version Number	an..1	M	Constant “4”
0004	Sender Identification	an..35	M	Name of carrier or sender’s ID when the message was sent by other party than the carrier itself
0007	Identification Code Qualifier	an..4	C	Any value
0010	Interchange Recipient Identification	an..8	M	Constant “ILPIBA” for PIBA
0007	Identification Code Qualifier	an..4	C	Constant “ZZ” if required
0017	Date	n6	M	Local date the message was sent (in format of YYMMDD).
0019	Time	n4	M	Local time the message was sent (in format of hhmm).

0020	Interchange Control Reference	an..14	M	Any value
0026	Application Reference	an..14	M	Constant “APIS”

5.3 UNG: Group Header

5.3.1 Function: Define a specific message group. Here only one group is permitted.

5.3.2 M/C: Conditional

5.3.3 Example: UNG+PAXLST+RANDOM AIRLINES:ZZ+ILPIBA: ZZ +101229:0900+1+UN+D:05B'

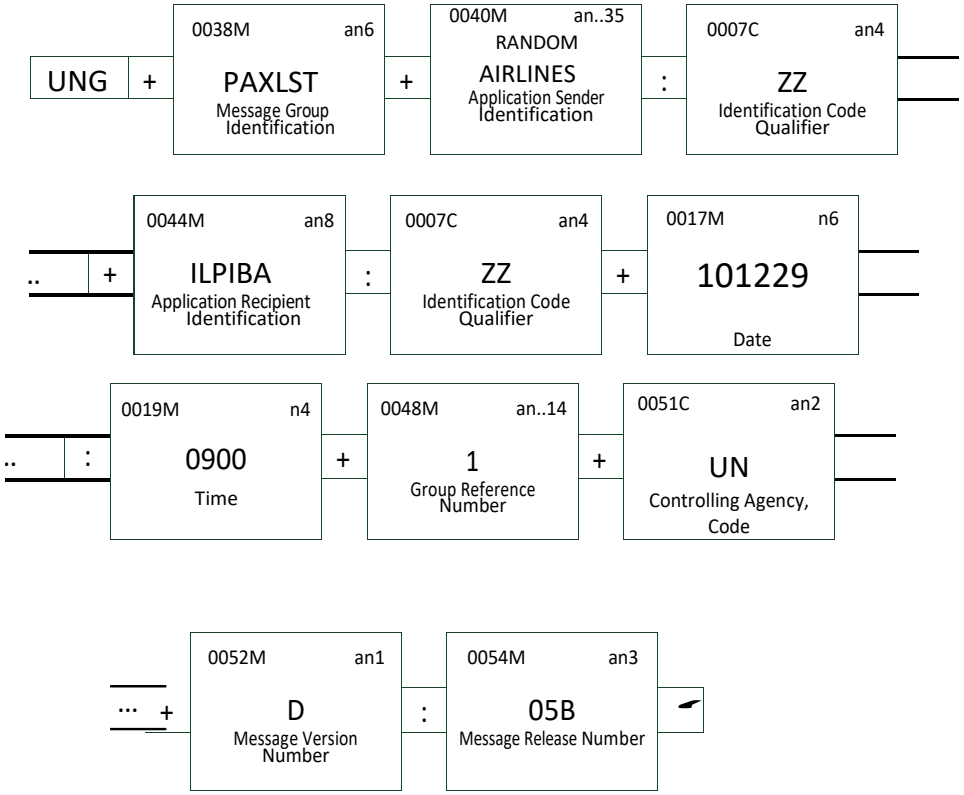

Figure 6 UNG data structure

Table 8 UNG data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			UNG
0038	MessageGroup Identification	an..6	M	Constant “PAXLST”
0040	ApplicationSender Identification	an..35	M	Name of carrier in English
0007	Identification Code Qualifier	an..4	C	Any value
0044	Application Recipient Identification	an..8	M	Constant “ILPIBA” for PIBA
0007	Identification Code Qualifier	an..4	C	Constant “ZZ” if required
0017	Date	n6	M	Local date the message was sent (in format of YYMMDD).
0019	Time	n4	M	Local time the message was sent (in format of hhmm).
0048	Group Reference Number	an..14	M	Any value
0051	Controlling Agency Code	an..2	C	Constant “UN”
0052	Message Type Version Number	an..1	M	Version of message type. Constant “D”
0054	Message Type Release Number	an..3	M	Message type release code

	under version 0052. Constant “05B”

Notes:

- UNG/UNE segment is not required when names of carrier and sender are the same.
- UNG segment is required if the message is sent by any third party other than the carrier.

5.4 UNH: Message Header

5.4.1 Function: Beginning tag of PAXLST message.

5.4.2 M/C: Mandatory

5.4.3 Example: UNH+PAX001+PAXLST:D:05B:UN:IATA+ FB1011080129+01:F'

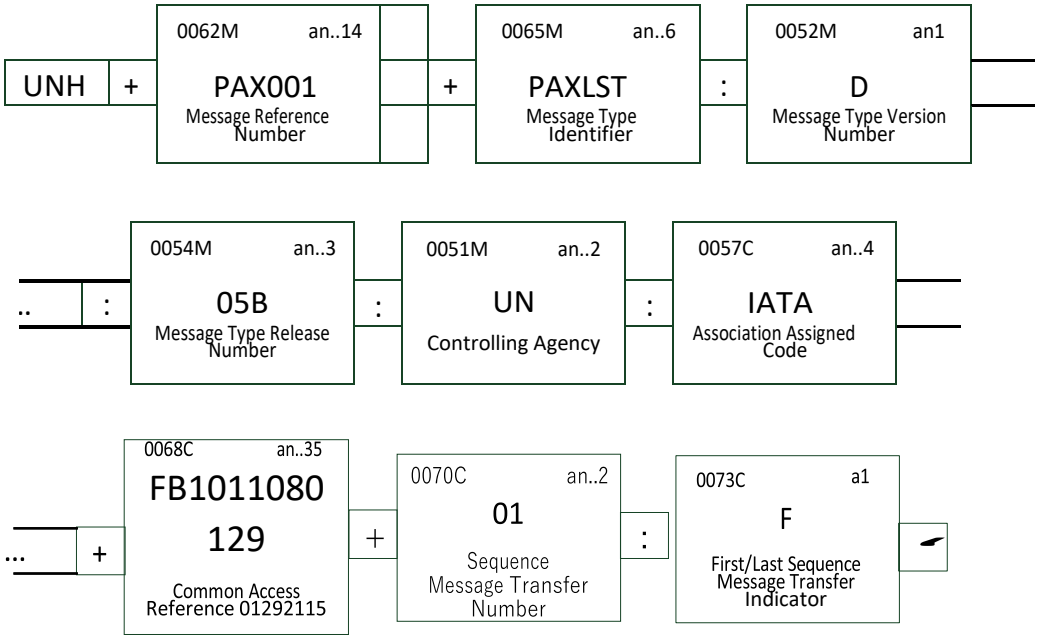

Figure 7 UNH data structure

Table 9 UNH data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			UNH
0062	MessageReference Number	an..14	M	Any value
0065	MessageType Identifier	an..6	M	Constant “PAXLST”
0052	Message Type Version Number	an..1	M	Constant "D”

0054	Message Type Release Number	an..3	M	Constant “05B”
0051	Controlling Agency	an..2	M	Constant “UN”
0057	Association Assigned	an..4	C	Constant “IATA” Code
0068	Common Access Reference	an..35	C	The unique message ID composed of the IATA airline operator code and the message sending time in format of YYMMDDhhmm.
0070	Sequence Message Transfer Number	an..2	C	A message block sequence number is required for message divided into multiple blocks. The number starts at “01” and ascends at step of one. For message of one block, the sequence code is “01” or ignored.
0073	First/Last Sequence Message Transfer Indicator	a	C	For message sent in multiple blocks, letter “C” means “to be continued” and “F” indicates the last block. For message in one block, use letter is “F” or left in blank.

Notes:

- Data element 0068 is added into other data blocks when data parsing. When sending message in multiple data blocks, data element 0070 is required to assign different sequence value to each data block.

5.5 BGM: Beginning of Message

5.5.1 Function: Define PAXLST message as passenger or crew list.

5.5.2 M/C: Mandatory

5.5.3 Example: BGM+266+XF'

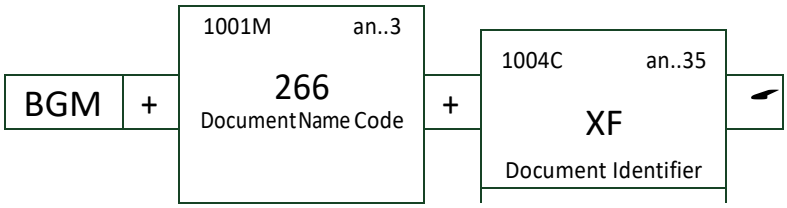

Figure 8 BGM data structure

1.1 Usage Guidelines

BGM+250’	Clear Crew Request
BGM+250+CC'	Change Crew Data
BGM+745’	Clear Passenger Request
BGM+745+CP’	Change Passenger Data
BGM+266+CF'	Change Flight/Itinerary Data
BGM+266+CLNB’	Flight Close-Out – Identifies Passengers Not Boarded
BGM+266+CLOB’	Flight Close-Out - Identifies Passengers On Board
BGM+266+XF’	Cancel Flight
BGM+745+XR’	Cancel Reservation

Table 10 BGM data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			BGM
1001	Document Name Code	an..3	M	Value code 250 for FCM 266: flight status update 745: passenger list
1004	Document Identifier	an..35	C	This data element is NOT used for standard clear passenger requests, nor for standard clear crew requests . For reporting changes to Passenger information previously reported to PIBA, (Document Name Code = 745), the below values may be used in this data element: CP - Change Passenger Data. For reporting changes to Crew information previously reported to PIBA, (Document Name Code = 250), the below values may be used in this data element: CC - Change Crew Data. For reporting changes to Flight Itinerary information previously reported to PIBA, (Document Name Code = 266), the below values may be used in this data element: CF - Change Flight Data. See notes below. For reporting Flight Close-Out information previously reported to PIBA, (Document Name Code = 266), the below values may be used in this data element with full passengers details: CLNB - Flight Close-Out – reporting No Boards

	CLOB - Flight Close-Out – reporting On Boards XF - Cancel Flight XR- Cancel Reservation

Note:

- For Flight Close-Out, please send on-board passenger data. For each passenger only NAD and RFF segments are mandatory from all segments in group segments 4 and 5. The No Boards data is optional.
- In case of cancel reservation for the original flight of a passenger, and a rebook on a different flight, use code 745+XR followed by new 745.
- For Flight Cancel, the message should not include passengers' data. PIBA will update the flight data for all passengers and crew previously sent for the original flight.
- For Change Flight, the message should not include passengers' data. PIBA will update the flight data for all passengers and crew previously sent for the original flight. There are 3 cases for Change Flight:
    1. Update the time within the same day or update the departure/arrival airport - a CF message should be sent with the updated time/airport.
    2. Update the flight date - In case of flight postponed to the next day, the updated flight number will be similar to the original one, with an additional alphabetical character at the end, in order to prevent duplication of two flights on the same day.
    3. Update the flight number - in this case a Cancel Flight XF message should be sent and then new messages for the new flight.

  For all 3 cases however, a CLOB message with all passengers should be sent after departure.

5.6 RFF: Reference

5.6.1 Function: To specify message reference.

5.6.2 M/C: Conditional

5.6.3 Example: RFF+TN:ABC123456789:::001'

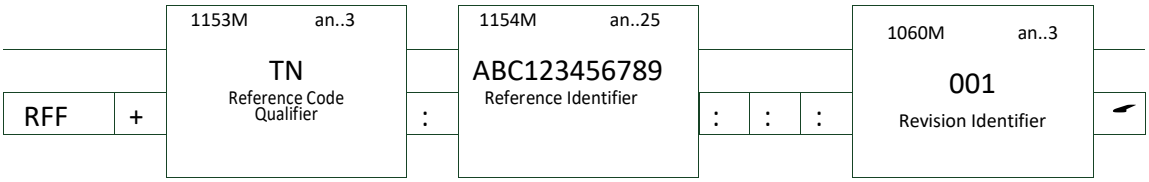

Figure 9 RFF data structure

Table 11 RFF data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			RFF
1153	Reference Code Qualifier	an..3	M	constant “TN”
1154	Reference Identifier	an..25	M	Any value, returned in the PIBA CUSRES within the RFF segment
1060	Revision Identifier	an..3	M	To identify a revision

5.7 NAD: Name and Address – Reporting Party

5.7.1 Function: Operator who sends the data.

5.7.2 M/C: Mandatory

5.7.3 Example: NAD+MS+++ DAVID COHEN'

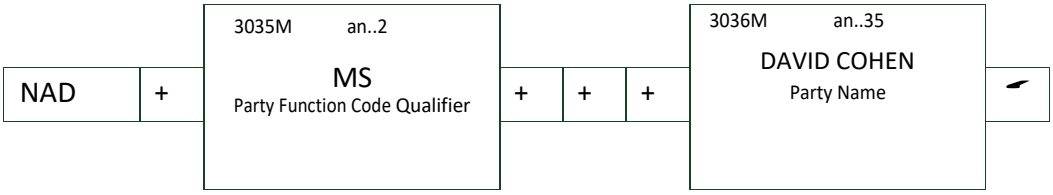

Figure 10 NAD data structure

Table 12 NAD data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			NAD
3035	Party Function Code Qualifier	an..2	M	constant “MS” (Message Sender)
3036	Party Name	an..35	M	Name of the message sender

5.8 COM: Communication Contact

5.8.1 Function: Contacts of the one in charge of the message contents.

5.8.2 M/C: Mandatory

5.8.3 Example: COM+97239123456:TE+97239123456:FX+abcd@ef.ghi:EM'

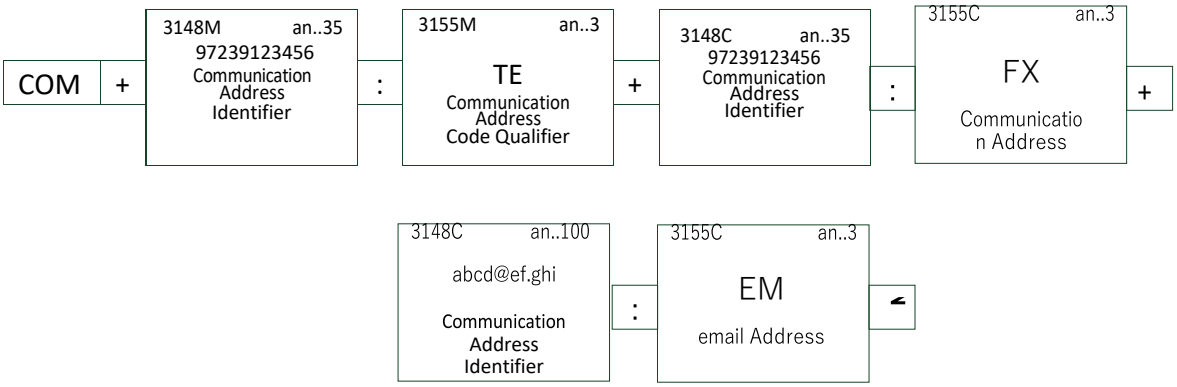

Figure 11 COM data structure

Table 13 COM data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			COM
3148	Communication Identifier	an..35	M	Tel. number of the one in charge of the message contents.
3155	Communication Code Qualifier	a..3	M	Value code: TE: tel. number
3148	Communication Identifier	an..35	C	Fax number of the one in charge of the message contents.
3155	Communication Code Qualifier	a..3	C	Value code: FX: fax number
3148	Communication Identifier	an..100	C	Email address of the one in charge of the message contents.

3155	Communication Code Qualifier	a..3	C	Value code: EM: email address

Note:

- Data element 3148 and 3155 can repeat up to five times to provide complete contacts data of the one in charge of message contents.
- Do not segment telephone numbers with symbol ”-“ nor with symbol "/". Use a blank space instead.

5.9 TDT: Details of Transport

5.9.1 Function: Define the airline operator's international code and flight number.

5.9.2 M/C: Mandatory

5.9.3 Example: TDT+20+LY002+++LY'

Figure 12 TDT data structure

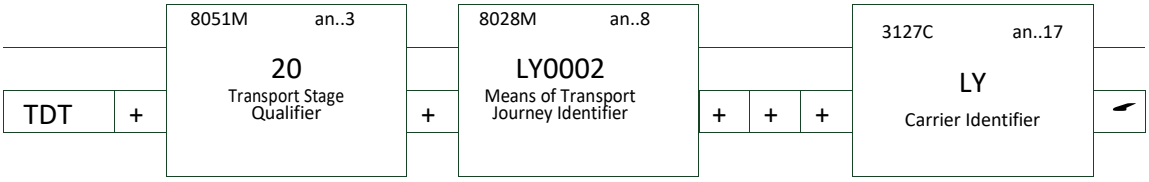

Table 14 TDT data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			TDT
8051	Transport Stage Qualifier	an..3	M	Constant "20"
8028	Journey Identifier	an..8	M	The combination code is composed of either: (1) The airline operator's international code followed by flight number. 1. Airline operator's international code: the specific 2 alphanumeric characters given by IATA or the specific 3 alphanumeric characters given by ICAO. 2. Flight number: up to 4 digits. 3. An alphabetical suffix in case needed for flight delayed to the next day (2) Tail number: commercial charter plane's registration number.
3127	Carrier Identification	an..17	C	The airline's international code: specific 2 alphanumeric characters given by IATA or the

specific 3 alphanumeric characters given by ICAO.

5.10 LOC: Place/Location Identification – Flight Itinerary

5.10.1 Function: Define flight entry and exit airports for specific reply flights.

5.10.2 M/C: Mandatory

5.10.3 Example: LOC+125+JFK'

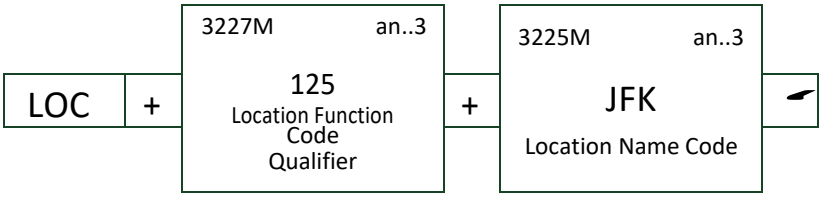

Figure 13 LOC data structure

Table 15 LOC data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			LOC
3227	Location Function Code Qualifier	an..3	M	Value code: 87: first arrival airport in Israel for entry flight (inbound) or the first foreign arrival airport after leaving Israel for exit flight (outbound). 125: last foreign exit airport before entering Israel for entry flight or the last exit airport before leaving Israel for exit flight. 92: transit airports in foreign countries before entering Israel. This data segment is required if the flight went through foreign transit airports.
3225	Location Name Code	an..3	M	Airport code given by IATA.

5.11 DTM: Date/Time/Period – Flight Time

5.11.1 Function: Define flight entry and exit date and time for specific reply flight.

5.11.2 M/C: Mandatory

5.11.3 Example: DTM+189:1012292000:201'

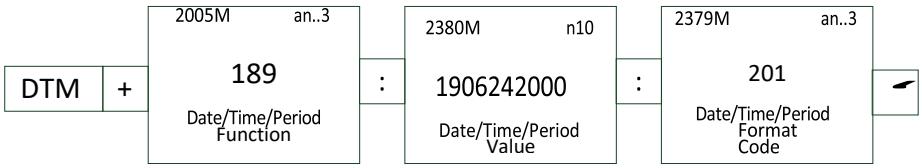

Figure 14 DTM data structure

Table 16 DTM data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			DTM
2005	Date/Time Period Function Code Qualifier	an..3	M	Value code: 189: for STD 232: for STA
2380	Date/Time Period Value	n10	M	Local time in format of YYMMDDhhmm: YY - year MM - month DD - day hh - hour mm – minute
2379	Date/Time Period Format Code	an..3	M	Constant “201”

5.12 NAD: Name and Address – Traveler

5.12.1 Function: Define passenger or crew name and Israel destination address for inbound flights.

5.12.2 M/C: Mandatory

5.12.3 Example: NAD+FL+++BRYANT:JOHN SMITH+1 MENACHEM BEGIN ROAD +TEL AVIV+101101+ISR'

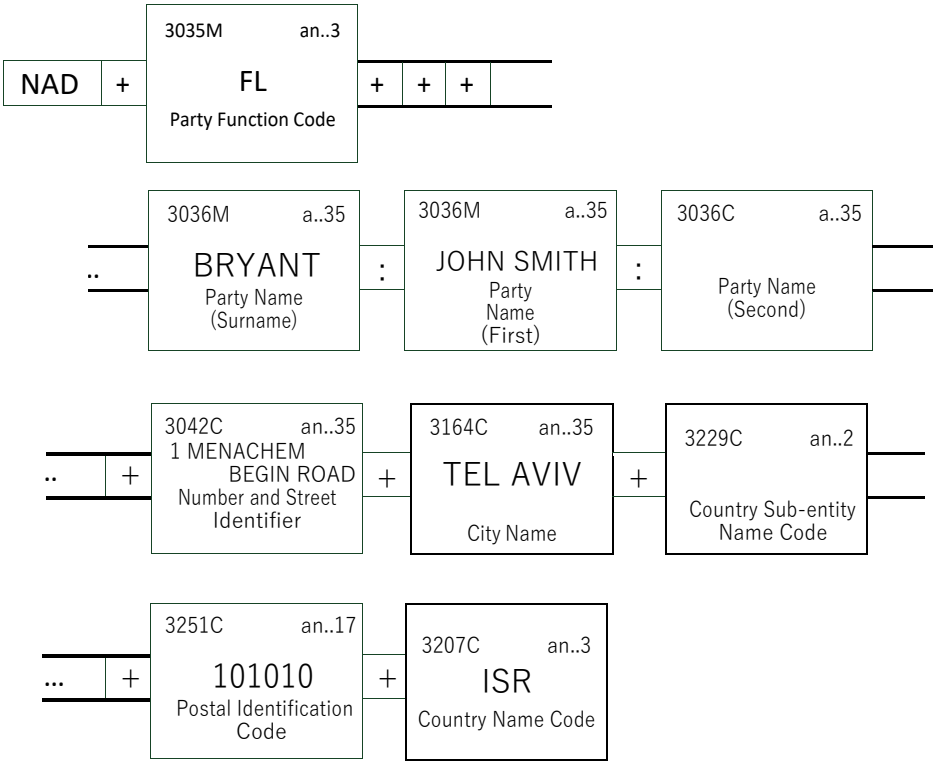

Figure 15 NAD data structure

Table 17 NAD data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			NAD
3035	Party Function Code Qualifier	an..3	M	Value code: FL passenger FM Crew member DDU transit passenger DDT Intransit Crew Member ZZZ Flight Close Out ZZZ Cancel Reservation
3036	Party Name (Surname)	a35	M	Last name
3036	Party Name (First)	a35	M	First name
3036	Party Name (Second)	a35	C	Middle name
3042	Number and Street Identifier	an..35	C	Passenger address (street)
3164	City Name	an..35	C	Passenger address (city and district)
3229	Country Sub-entity Code	an..2	C	Passenger address (state/province)
3251	Postal Identification Code	an..17	C	Passenger address (Zip code)
3207	Country Name Code	a..3	C	Passenger address (The three character country code given by ISO 3166-1)

Notes:

- A transit passenger is one who arrives in Israel for passing over to other country but not to other airports in Israel.
- For passengers without first name, please fill his/her last name in mandatory data element 3036 (Party Name (Surname)) and "FNU" (First Name Unknown) in mandatory data element 3036 (Party Name (First)).
- Destination Address may be specifically required for a passenger on inbound flights upon demand.

5.13 ATT: Attribute

5.13.1 Function: Define passenger or crew gender of specific reply flight.

5.13.2 M/C: Mandatory

5.13.3 Example: ATT+2++M'

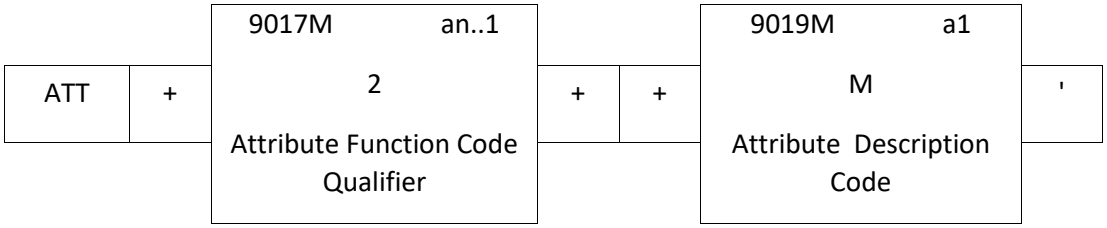

Figure 16 ATT data structure

Table 18 ATT data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			ATT
9017	Attribute Function Code Qualifier	an..1	M	Constant “2”
9019	Attribute Description Code	a1	M	Value code: F: female M: male X or U: Unknown

5.14 DTM: Date/Time/Period – Date of Birth

5.14.1 Function: Define passenger or crew date of birth of specific reply flight

5.14.2 M/C: Mandatory

5.14.3 Example: DTM+329:871016'

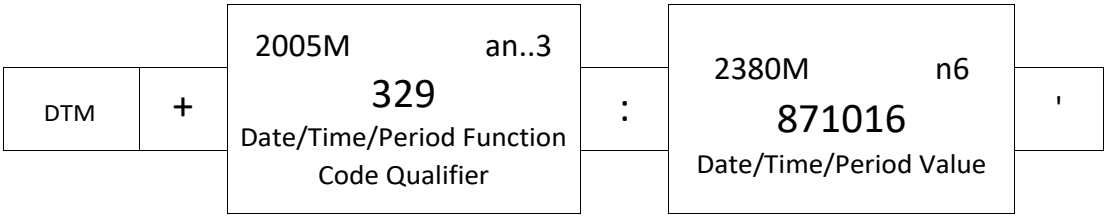

Figure 17 DTM data structure

Table 19 DTM data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			DTM
2005	Date/Time/Period Function Code Qualifier	an..3	M	Constant “329”
2380	Date/Time/Period Value	n6	M	Date of birth in format of “YYMMDD”: YY – year MM – month DD – day

5.15 FTX: Free Text (Baggage details)

5.15.1 Function: To indicate the description and bag tag numbers of the passenger or crew effects.

5.15.2 M/C: Conditional

5.15.3 Example: FTX+BAG+++LY987654' – Single Bag Tag reference

5.15.4 Example 2: FTX+BAG+++LY123456:3' – Bag Tag identification with sequential reference

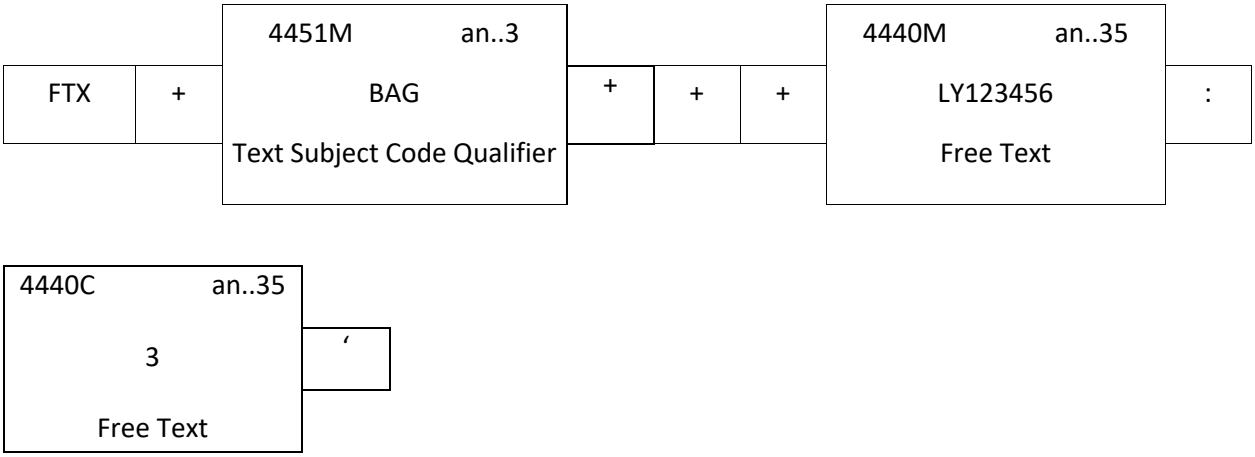

Figure 18 FTX data structure

Table 20 FTX data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			FTX
4451	Text Subject Code Qualifier	an..3	M	Constant "BAG"
4440	Free Text	an..35	M	Passenger Baggage ID
4440	Free Text	an..35	C	Baggage sequential reference

5.16 LOC: Place/Location Identification –Residence/Itinerary/Birth

5.16.1 Function: Define passenger or crew data including residence, airports in travel itinerary, place of birth and others.

5.16.2 M/C: Mandatory

5.16.3 Example: LOC+178+JFK'

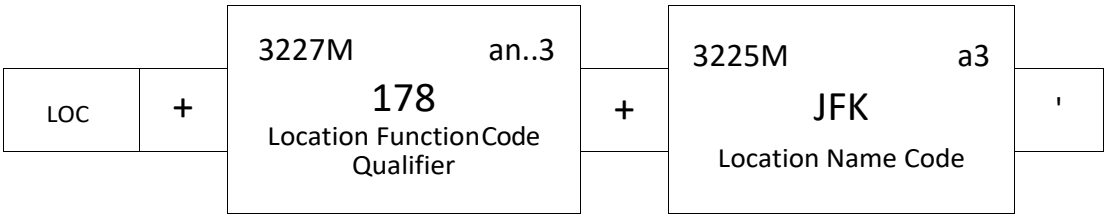

Figure 19 LOC data structure

Table 21 LOC data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			LOC
3227	Location Function Code Qualifier	an..3	M	Value code: 178: embarking airport in passenger's travel itinerary, may differ from the initial departing airport of the flight. 179: final airport in passenger's travel itinerary, may differ from the final landing airport of the flight.
			C	22: airport where the passenger clears customs.
			C	174: primary residence
			C	180: place of birth
3225	Location name Code	a3	M	IATA airport code

Note:

- Passenger's travel itinerary data must be provided even if it matches the flight itinerary.
- When element 3227 (location code qualifier) is 174 or 180. Then element 3225 will be a 3-letter ISO 3166-1 country code.

5.17 COM: Communication Contact

5.17.1 Function: Contacts of the passenger.

5.17.2 M/C: Conditional

5.17.3 Example: COM+97239123456:TE+97239123456:FX'+abcd@ef.ghi:EM'

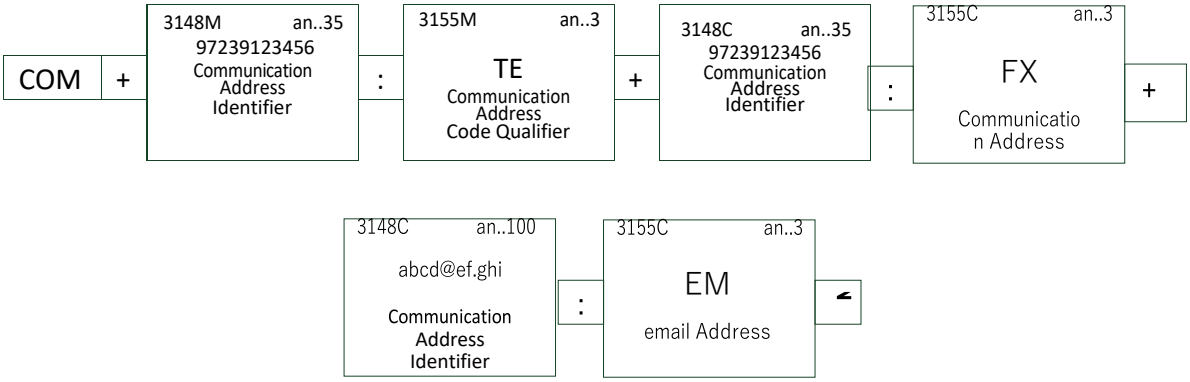

Figure 20 COM data structure

Table 22 COM data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			COM
3148	Communication Identifier	an..35	M	Tel. number of the passenger or crew member.
3155	Communication Code Qualifier	a..3	M	Value code: TE: tel. number
3148	Communication Identifier	an..35	C	Fax number of the passenger or crew member.
3155	Communication Code Qualifier	a..3	C	Value code: FX: fax number
3148	Communication Identifier	an..100	C	Email address of the passenger or crew member.
3155	Communication Code Qualifier	a..3	C	Value code: EM: email address

Note:

- Data element 3148 and 3155 can repeat up to five times to provide complete contacts data of the passenger or crew member.
- Do not segment telephone numbers with symbol ”-“ nor with symbol "/". Use a blank space instead.

5.18 NAT: Nationality

5.18.1 Function: Define nationality of passenger or nationality of crew.

5.18.2 M/C: Mandatory

5.18.3 Example: NAT+2+ISR'

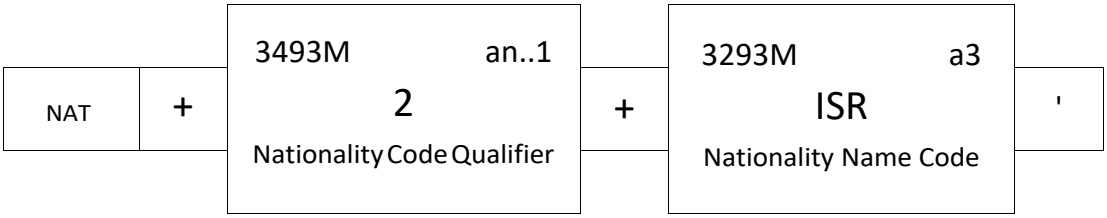

Figure 21 NAT data structure

Table 23 NAT data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			NAT
3493	Nationality Code Qualifier	an..1	M	Constant “2”
3293	Nationality Name Code	a3	M	The three character country code given by ISO 3166-1.

5.19 RFF: Reference

5.19.1 Function: Confirms passenger identification.

5.19.2 M/C: Mandatory

5.19.3 Example: RFF+AVF:DDHHDS'

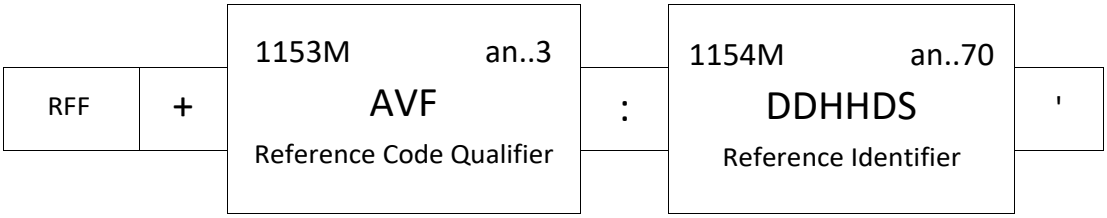

Figure 22 RFF data structure

Table 24 RFF data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			RFF
1153	Reference Code Qualifier	an..3	M	Valid values : AVF: for passenger name record ABO: Unique reference code AEA: code given by government agency SEA: seat number
1154	Reference Identifier	an..70 Varies with element 1153	M	

AVF -> an..6

SEA -> an..13

AEA -> an..13

ABO -> an..25

Notes:

- This segment does not iAPIly to crewmembers.
- AVF (Passenger name record) is not required when it is not available.
- ABO (Unique Passenger Reference number) must be supplied when sending interactive data. The carrier may select to use this lable to identify a crew member, in order to enable PIBA to reply with a curses message for a specific crew member.
- AEA (Code given by Government) is the Conditional Data field in the second line MRZ of the passenger's/crew member's passport, and is not required when it is not available.
- SEA (Seat number) is not required when it is not available.

5.20 DOC: Document/Message Details

5.20.1 Function: Define passenger or crew official travel documents

5.20.2 M/C: Mandatory

5.20.3 Example: DOC+P:110:111+13579110'

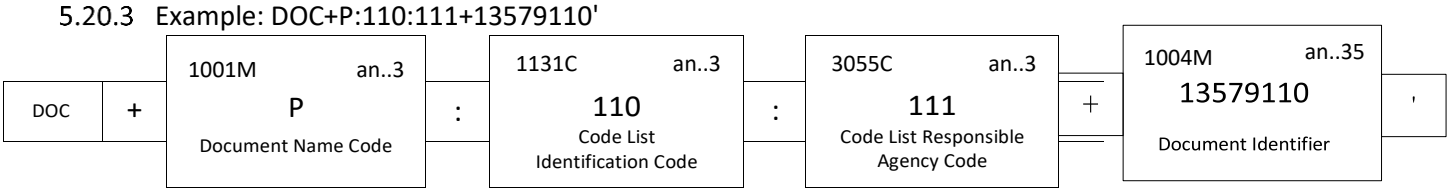

Figure 23 DOC data structure

Table 25 DOC data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			DOC
1001	Document Name Code	an..2	M	Travel document type, ICAO 9303 compliant. See Note for details.
1131	Code List Identification Code	an..3	C	Constant “110” if used.
3055	Code List Responsible Agency Code	an..3	C	Constant “111” if used.
1004	Document Identifier	an..35	M	Travel document number without any special characters.

Note:

- See Table 25 for acceptable travel documents code types, ICAO compliant.

Table 26 Accepted travel documents and their ICAO MRZ codes

Travel document	MRZ Code	Notes
National Passport	P,P(x)	Also known as: *"Citizenship Passport"* or *"Regular Passport"* (x)=The code can be more than one character as long as it is not L, E, O, S, D, T, P For example: PM
Diplomatic Passport	PD	
Travel Document	PT,TD,PL,PP, T	Also known as: "*laissez-passer"*
Official Passport	PO	
Service Passport	PS	
Emergency Passport	PE, F	Also known as: *"Temporary Passport"*
Military ID	M	

Note:

Carriers not capable of handling 2 characters DOC types can sent only the first character of the DOC type from the travel document MRZ. In that case the values P, T, F and M only are valid.

5.21 DTM: Date/Time/Period – Travel Document

5.21.1 Function: Define expiry date of the official travel document

5.21.2 M/C: Conditional

5.21.3 Example: DTM+36:101229'

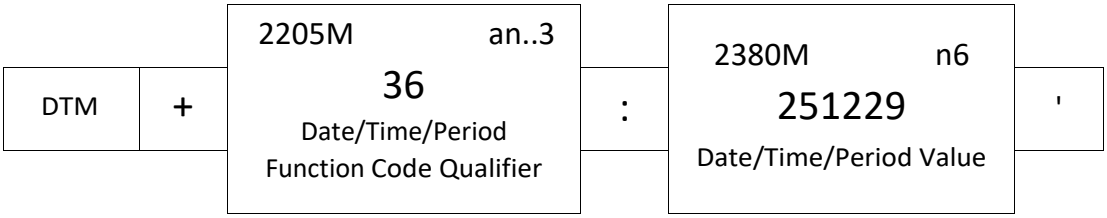

Figure 24 DTM data structure

Table 27 DTM data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			DTM
2005	Date/Time/Period Function Code Qualifier	an..3	M	Value code: constant "36"
2380	Date/Time/Period Value	n6	M	Date in format of "YYMMDD": YY - year MM - month DD – day

5.22 LOC: Place/Location Identification – Travel Document

5.22.1 Function: Define the issuing country of the official travel document

5.22.2 M/C: Mandatory

5.22.3 Example: LOC+91+ISR'

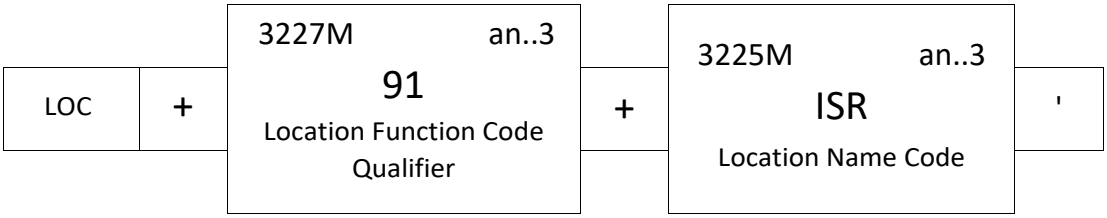

Figure 25 LOC data structure

Table 28 LOC data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			LOC
3227	Location Function Code Qualifier	an..3	M	Constant “91”
3225	Location Name Code	an..3	M	The three character country code given by ISO 3166-1.

5.23 CNT: Control Total

5.23.1 Function: Define volume information of control message

5.23.2 M/C: Mandatory

5.23.3 Example: CNT+42:160'

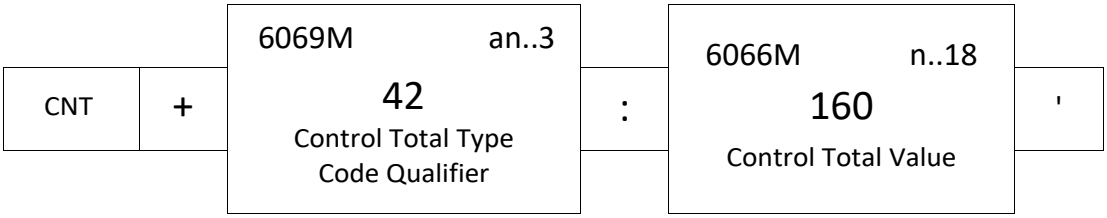

Figure 26 CNT data structure

Table 29 CNT data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			CNT
6069	Control Total Type Code Qualifier	an..3	M	Valid value is: 41: for total number of crewmembers 42: for number of passengers reply
6066	Control Total Value	n..18	M	CLOB: Total number of onboard passengers Others: Passenger count in a message

Note:

- The data value in CNT segment is the passengers or crew count in most messages, except the ”Flight Close-Out” message in which the total number of passengers onboard the flight should be included.

5.24 UNT: Message Trailer

5.24.1 Function: Reply number of data segments (from UNH to UNT) used in the return message and close the message.

5.24.2 M/C: Mandatory

5.24.3 Example: UNT+21+PAX001'

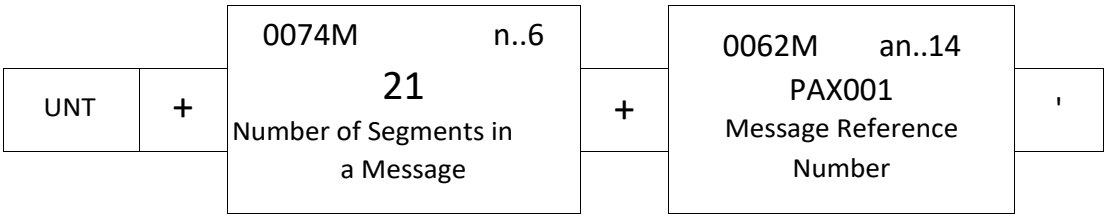

Figure 27 UNT data structure

Table 30 UNT data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			UNT
0074	Number of Segments in a Message	n..6	M	Reply number of segments (from UNH to UNT) being used.
0062	Message Reference Number	an..14	M	Message transaction number (must match the message reference number contained in data element 0062 of UNH).

5.25 UNE: Group Trailer

5.25.1 Function: Ending message group

5.25.2 M/C: Conditional

5.25.3 Example: UNE+1+1'

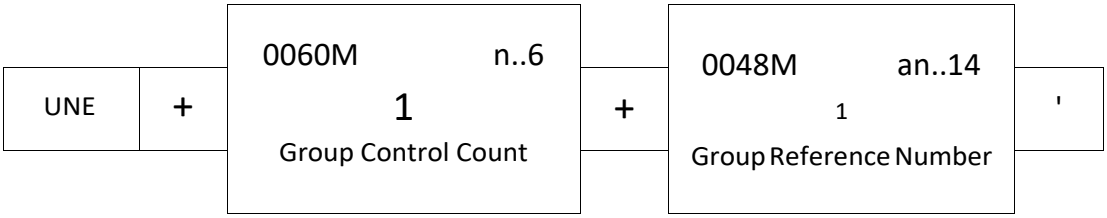

Figure 28 UNE data structure

Table 31 UNE data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			UNE
0060	Number of messages	n6	M	Constant “1”
0048	Group Reference Number	an..14	M	Must match with data element 0048 of UNG.

Note:

- If UNG tag is used then the UNE tag is mandatory.

5.26 UNZ: Interchange Trailer

5.26.1 Function: End the data exchange and provide integrity check

5.26.2 M/C: Mandatory

5.26.3 Example: UNZ+1+000000000001'

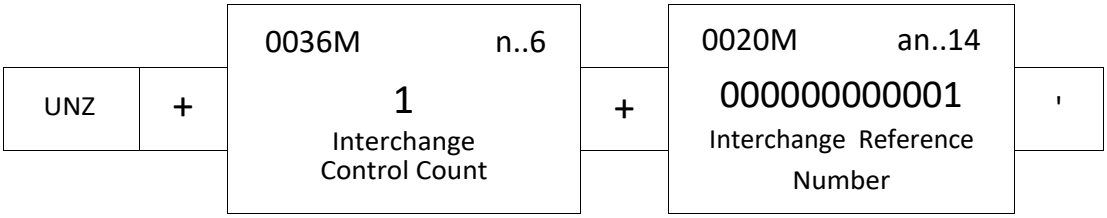

Figure 29 UNZ data structure

Table 32 UNZ data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			UNZ
0036	Interchange Control Count	n6	M	Constant “1 “
0020	Interchange Reference Number	an..14	M	Must match with data element 0020 of UNB.

6 UN/EDIFACT-- CUSRES data message implementation guideline

6.1 CUSRES message application type

The IAPI system and the airline operator interchange CUSRES messages in three cases, as described hereinafter.

CUSRES message format shall be based on the PAXLST format guideline.

6.1.1 Response to PAXLST message

The IAPI system responds to PAXLST messages submitted by the airline operator for information covering passengers and crewmembers in a flight. (BGM+962)

6.1.2 Unsolicited message of passenger status and information

The IAPI system may sent proactive CUSRES messages to indicate status changes of passengers relative to the original CUSRES response for these passengers, or in order to require additional information of specific passengers identified earlier in the original CUSRES response. (BGM+132)

6.1.3 Response to Unsolicited message

The airline operator responds to unsolicited messages submitted by the IAPI system for information covering passengers and crewmembers in a flight. (BGM+312)

6.2 CUSRES message structure

Similar with PAXLST, the UN/EDIFACT—CUSRES message is composed of hierarchical relations with the third and the fourth segment groups. Relations between and number of times being used for each segment group and segment are shown in Table 33:

Table 33 CUSRES message structure

Segment ID	Segment Description	Segment Requirement	Maximum Segment Occurs	Maximum Group Occurs
UNA	Service Segment Advice	C	1	
UNB	Interchange Header	M	1	
UNG	Functional Group Header	C	1	
UNH	Message Header	M	1	
BGM	Beginning of Message	M	1	
Segment Group 3		C		11
RFF	Reference	M	2	
DTM	Date/Time/Period	M	2	
LOC	Place/Location Identification	M	2	
Segment Group 4		C		999
ERP	Error Point Details	M	1	
RFF	Reference	C	9	
ERC	Application Error Information	C	9	
FTX	Free Text	C	9	
UNT	Message Trailer	M	1	
UNE	Functional Group Trailer	C	1	
UNZ	Interchange Trailer	M	1	

Notes:

1 The RFF of segment 3 is mandatory in the CUSRES structure but not so in the PAXLST one. In case no RFF exists in the PAXLST, the RFF in the CUSRES shall contain the Flight Number as reported in the PAXLST message.

2 Attributes of segment group

2.1 Each segment group is defined for being mandatory or Conditional as well as the maximum number of uses. The CUSRES message must be built in accordance with instructions given herein to avert invalid data parsing and failed API data retrieving.

2.2 Only the third and the fourth segment groups are used.

3 Types of segment group

Based on segment group classification, the CUSRES data structure functions are described below:

3.1 Message envelope header: UNA — UNB — UNG — UNH — BGM

3.2 UNH Data element 0065 will be returned by PIBA within the CUSRES with the constant value "CUSRES". See example in section 7.1.1.

3.3 Segment group 3: Flight landing and take-off time and location in data segment of RFF — DTM — LOC

3.4 Segment group 4: Basic passenger data and itinerary information of the flight in data segments of ERP — RFF — ERC — FTX

3.5 Message package footer: Footer related information corresponding to packet header in data segments of UNT — UNE — UNZ

6.3 CUSRES data segment description

The CUSRES data segment resembles the PAXLST one very much. Segment group 3 and Segment group 4 are described below. Refer to PAXLST for the other data segments.

6.3.1 Segment Group 2

6.3.1.1 BGM: Beginning of message

6.3.1.1.1 Function: Identifying the type and the reference number of the message to which the CUSRES is a response.

6.3.1.1.2 M/C: Mandatory

6.3.1.1.3 Example: BGM+962’

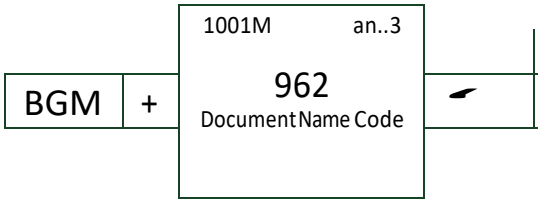

Figure 30 BGM Data Structure

Table 34 BGM Data Definition

Data element	Name	Format	M/C	Remarks
	Segment Label			BGM
1001	Document Name Code	an..3	M	Code specifying the document name. Values: 962 - PIBA Response to PAXLST received from Aircraft Operator 132 - PIBA Unsolicited Message (generated by PIBA as a result of changes in passenger status) 312 – Aircraft operator acknowledgement response

6.3.2 Segment Group 3

6.3.2.1 RFF: A segment identifying references

Function: Each RFF segment sent by PIBA IAPI system or returned by the aircraft operator as an acknowledgement should contain the same information sent in the PAXLST message. This RFF segment reports the Transaction Reference Number and Flight Number information.

6.3.2.1.1 M/C: Mandatory

6.3.2.1.2 Examples: RFF+TN:ABC123456789:::1’ RFF+AF:BR123'

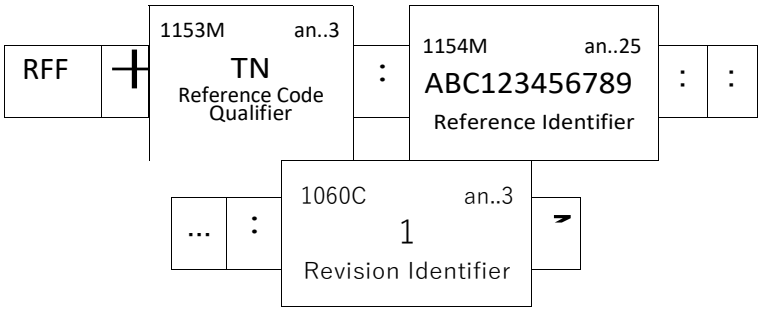

Figure 31 RFF data structure

Table 35 RFF data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			RFF
1153	Reference	an..3	M	When this Data Element contains a value of ' TN' , the value in Data Element 1154 contains the Reference Identifier similar to the Reference Identifier sent in RFF segment Data Element 1154 of the PAXLST. When this Data Element contains a value of 'AF', the value in Data Element 1154 contains the Flight Number as reported on the

				PAXLST message to PIBA.
1154	Reference identifier	an..25	M	The value in this data element will be either the TN or Flight Number depending upon the value contained in Data Element 1153.
1060	Revision identifier	an..3	C	The value in this data element should be the same as iAPIeared on the PIBA IAPI.

6.3.2.2 DTM: Date/Time/Period

6.3.2.2.1 Function: A segment identifying a date related to the preceding RFF. DTM segments returned to the aircraft operator will correspond with the Flight information reported by the aircraft operator in the PAXLST message.

6.3.2.2.2 M/C: Mandatory

6.3.2.2.3 Example: DTM+189:1012292000:201'

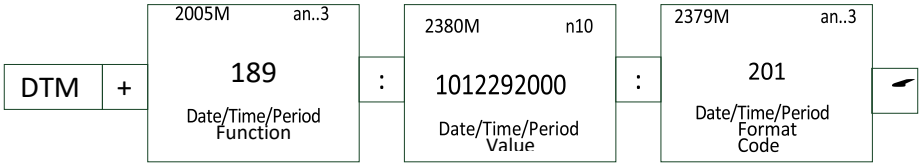

Figure 32 DTM data structure

Table 36 DTM data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			DTM
2005	Date/Time Period Function Code Qualifier	an..3	M	Value code: 189: for STD 232: for STA
2380	Date/Time Period Value	n10	M	Local time in format of YYMMDDhhmm: YY - year MM - month DD - day hh - hour mm – minute

2379	Date/Time Period Format Code	an..3	M	Constant “201”

6.3.2.3 LOC: Place/Location Identification – Flight Itinerary

6.3.2.3.1 Function: Define flight entry and exit airports for specific reply flights.

6.3.2.3.2 M/C: Mandatory

6.3.2.3.3 Example: LOC+125+TLV'

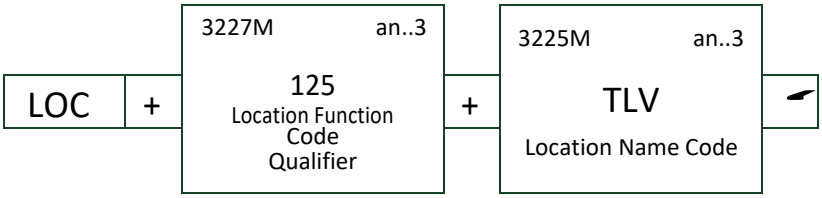

Figure 33 LOC data structure

Table 37 LOC data structure

Data element	Name	Format	M/C	Remarks
	Segment Label			LOC
3227	Location Function Code Qualifier	an..3	M	Value code: 87: first arrival airport in Israel for entry flight (inbound), or the first foreign arrival airport after leaving Israel for exit flight (outbound).
				125: last foreign departure airport before entering Israel for entry flight or the last departure airport before leaving Israel for exit flight.
				92: transit airports in foreign countries before entering Israel. This data segment is required if the flight went through foreign transit airports.
3225	Location Name Code	an..3	M	Airport code given by IATA.

6.3.3 Segment Group 4

6.3.3.1 ERP: Error Point Detail

6.3.3.1.1 Function: Describe error point in detail.

6.3.3.1.2 M/C: Mandatory

6.3.3.1.3 Example: ERP+2'

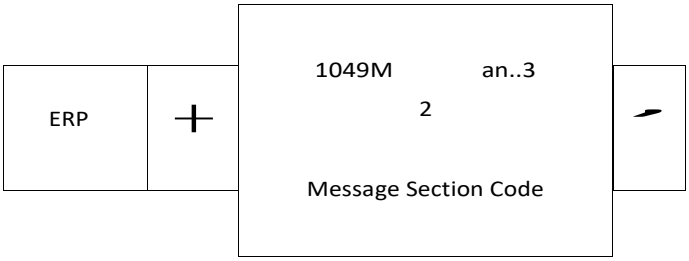

Figure 34 ERP data structure

Table 38 ERP data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			ERP
1049	Message section code	an..3	M	1- Acknowledgement for cancel message where a detailed passenger passport data is not provided
				2- Acknowledgement for cancel message where a detailed passenger passport data is provided

6.3.3.2 RFF: Traveler Identification

6.3.3.2.1 Function: passenger ID code

6.3.3.2.2 M/C: Conditional

6.3.3.2.3 Example: RFF+AVF:ABC123'

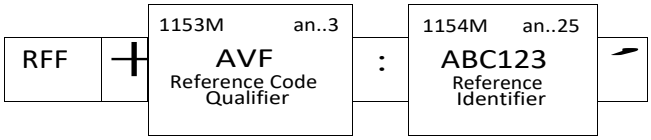

Figure 35 RFF data structure

Table 39 RFF data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			RFF
1153	Reference code qualifier	an..3	M	Reference code
				AVF: passenger reference code
				ABO: unique passenger reference code
1154	Reference identifier	an..25	M	Passenger reference identifier

6.3.3.3 ERC: Application Error Information

6.3.3.3.1 Function: Confirm returned message of Cleared, Not-Cleared, Advisory or ERROR.

6.3.3.3.2 M/C: Conditional

6.3.3.3.3 Example: ERC+4Z'

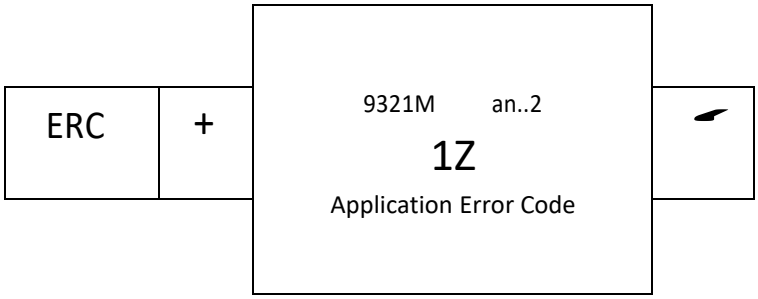

Figure 36 ERC data structure

Table 40 ERC data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			ERC
9321	Application Error Code	an..2	M	First Char is for security reason and second char is for immigration reason Values could be one of these: 0A, 0B, 0D, 0Z, 1Z, 2Z, 4X, 4Z 0Z: Cleared (boarding pass granted) – **Old value** 0A: Cleared (boarding pass granted) – **New value to support the ETA-IL program**
				0B: Immigration Not Cleared (ETA-IL is missing, boarding pass denied, can override if passenger is exempted) **New value to support the ETA-IL program**

				0D: Immigration Not Cleared (VISA is missing, boarding pass denied, can override if passenger is exempted) **New value to support the ETA-IL program** 1Z: Not-Cleared for security reasons (boarding pass denied) **Old value still Applicable to support the ETA-IL program**
				2Z: Advisory (like "Investigation is required")
				4Z: Error (some data is missing or invalid; like "Invalid Expiry date") **Old value** 4X: Error (some data is missing or invalid; like "Invalid Expiry date") **New value to support the ETA-IL program**

Note:

- Letter Z was meaningless and had been ignored.
- At the new ETA-IL program, first character is to describe security reason, and second character is for immigration reason.

6.3.3.4 FTX: Free Text

6.3.3.4.1 Function: Provide specific explanation or supplementary description for the returned message.

6.3.3.4.2 M/C: Conditional

6.3.3.4.3 Example: FTX+17+++ MISSING COUNTRY OF BIRTH'

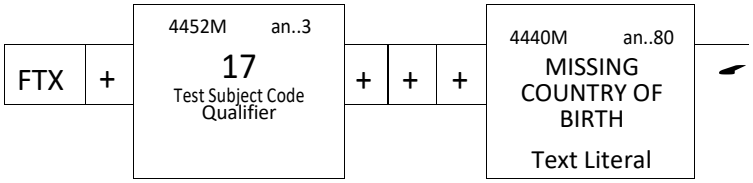

Figure 37 FTX data structure

Table 41 FTX data definition

Data element	Name	Format	M/C	Remarks
	Segment Label			FTX
4452	Text Subject Code Qualifier	an..3	M	Employs the 2-digit codes given in the Entry/exit Inspection Result Reference table. Range 0-9 is reserved for Cleared messages; 10-39 for Error messages; 40-69 for Advisory messages; 70-99 for Not-Cleared messages. OR AHN code for carrier acknowledgement for unsolicited message
4440	Text Literal	an..80	M	Up to 80 characters For AHN code use Y- for already printed boarding pass or N- for boarding pass not printed yet

6.3.4 Passenger inspection result messages

Table 42 Cross reference of the Cleared, Advisory, Not-Cleared and Error reply results

Response	**ERC&FTX (Returned Message)**	**Meaning**	**Remarks**
Cleared	ERC+0Z' OR ERC+0A' FTX+00+++STATUS IS CLEARED'	Boarding pass granted	IAPIroves boarding pass for passengers of any nationality.
Error	ERC+4Z' OR ERC+4X' FTX+10+++FIRST NAME IS MISSING OR INVALID'	data missing or invalid: First name	The airline operator's check in counter staff must fill the missed/invalid data and send the API data again.
Error	ERC+4Z' OR ERC+4X' FTX+11+++DUPLICATE RECORD SENT'	Two different Identifiers sent for the same person	Revise message and check for the passenger/crew member data.
Error	ERC+4Z' OR ERC+4X' FTX+12+++SURNAME IS MISSING OR INVALID'	data missing or invalid: Surname	The airline operator's check in counter staff must fill the missed/invalid data and send the API data again.
Error	ERC+4Z' OR ERC+4X' FTX+13+++NATIONALITY IS MISSING OR INVALID'	data missing or invalid: Nationality	The airline operator's check in counter staff must fill the missed/invalid data and send the API data again.
Error	ERC+4Z' OR ERC+4X' FTX+14+++DOCUMENT MISSING OR INVALID'	data missing or invalid: Document number	The airline operator's check in counter staff must fill the missed/invalid data and send the API data again.
Error	ERC+4Z' OR ERC+4X' FTX+15+++GENDER IS MISSING OR INVALID'	data missing or invalid: Gender	The airline operator's check in counter staff must fill the missed/invalid data and send the API data again.
Error	ERC+4Z' OR ERC+4X'	data missing or invalid:	The airline operator's check in counter staff must fill the

	FTX+16+++BIRTH DATE IS MISSING OR INVALID’	Date of birth	missed/invalid data and send the API data again.
Error	ERC+4Z’ OR ERC+4X' FTX+17+++INVALID UPDATE FOR A CLOSED FLIGHT’	data missing or invalid:	The airline operator’s check in counter staff must fill the missed/invalid data and send the API data again.
Error	ERC+4Z’ OR ERC+4X' FTX+18+++INVALID DATE TIME’	Invalid Date Time Period Value	The airline operator’s check in counter staff must fill the invalid data and send the API data again.
Error	ERC+4Z’ OR ERC+4X' FTX+19+++ EXPIRY DATE INVALID'	Data invalid: Expiry Date	The airline operator’s check in counter staff must fill the invalid data and send the API data again.
Error	ERC+4Z’ OR ERC+4X' FTX+20+++INMSGSTR'	Invalid message structure	Contact your IT for revision.
Error	ERC+4Z’ OR ERC+4X' FTX+21+++UNKNOWN PAX OR CREW MEMBER'	An update/delete was sent for an unknown passenger or crew member	Revise message and check for the passenger/crew member existence in flight.
Error	ERC+4Z’ OR ERC+4X' FTX+22+++UNKNOWN FLIGHT'	An update/delete was sent for an unknown flight	Revise message and check for flight number.
Error	ERC+4Z’ OR ERC+4X' FTX+23+++INVALID LOCATION NAME CODE'	Invalid Location Name Code	The airline operator’s check in counter staff must fill the invalid data and send the API data again.
Error	ERC+4Z’ OR ERC+4X' FTX+24+++DOC TYPE MISSING OR INVALID'	Document type is missing or invalid	The airline operator’s check in counter staff must fill the missed/invalid data and send the API data again.

Error	ERC+4Z' OR ERC+4X' FTX+25+++ISSUING COUNTRY MISSING OR INVALID'	Document issuing country is missing or invalid	The airline operator's check in counter staff must fill the missed/invalid data and send the API data again.
Error	ERC+4Z' OR ERC+4X' FTX+26+++BOTH ARRIVAL AND EXIT AIRPORTS ARE NOT IN ISRAEL'	Both Arrival and Exit airports are not in Israel	Revise message and check for airport in ISRAEL
Error	ERC+4Z' OR ERC+4X' FTX+27+++ISR OR PS OR PSE PASSPORT INVALID'	Israeli/Palestinian passport record not found in Israel population Registry	Revise message and check for passport data
Error	ERC+4Z' OR ERC+4X' FTX+30+++MISSING MANDATORY SEGMENT'	Missing Mandatory Segment	The airline operator's check in counter staff must fill the missing data and send the API data again.
Error	ERC+4Z' OR ERC+4X' FTX+31+++INVALID FIELD FORMAT'	Invalid field format	The airline operator's check in counter staff must fill the invalid data and send the API data again.
Error	ERC+4Z' OR ERC+4X' FTX+32+++INVALID PHONE NUMBER'	Invalid Phone Number	The airline operator's check in counter staff must fill the invalid data and send the API data again.
Error	ERC+4Z' OR ERC+4X' FTX+33+++INVALID PARTY FUNCTION CODE QUALIFIER'	Invalid Party Function Code Qualifier	The airline operator's check in counter staff must fill the invalid data and send the API data again.
Error	ERC+4Z' OR ERC+4X' FTX+35+++ABO NUMBER MISSING FOR PASSENGERS WITH THE SAME AVF'	When sending interactive data ABO must be included if the AVF number is not unique	The airline operator's check in counter staff must fill ABO number for passengers with the same AVF and send the API data again.
Error	ERC+4Z' OR ERC+4X'	Invalid Operator Party Name	The airline operator's check in counter staff must fill the

	FTX+36+++INVALID OPERATOR PARTY NAME'		invalid data and send the API data again.
Error	ERC+4Z' OR ERC+4X' FTX+37+++MISSING MANDATORY FIELD XXX'	Missing mandatory field, where XXX is the field name	The airline operator's check in counter staff must fill the missing data and send the API data again.
Error	ERC+4Z' OR ERC+4X' FTX+38+++INVALID CARRIER IDENTIFICATION'	Invalid Carrier Identification	The airline operator's check in counter staff must fill the missed/invalid data and send the API data again.
Error	ERC+4Z' OR ERC+4X' FTX+39+++SITA VALIDATION'	Error due to SITA validation checks	Contact SITA technical support by phone for more details.
Advisory	ERC+2Z' FTX+46+++INVESTIGATION IS REQUIRED'	Investigation is required	Contact PIBA operations by phone for more details.
Not-Cleared	ERC+1Z' OR ERC+0B' FTX+93+++ETA IS MISSING IN ISRAEL BORDER CONTROL SYSTEM'	ETA-IL is missing	Contact PIBA operations by phone or email for more details.
Not-Cleared	ERC+1Z' FTX+94+++OUTBOUND PROHIBITED'	exit denied	Deny boarding pass for passengers of any nationality.
Not-Cleared	ERC+1Z' FTX+95+++ INBOUND PROHIBITED'	Entry denied	Deny boarding pass for passengers of any nationality.
Not-Cleared	ERC+1Z' FTX+96+++DOCUMENT EXPIRED'	Document expired	Deny boarding pass for passengers of any nationality.
Not-Cleared	ERC+1Z' FTX+97+++STOLEN DOCUMENT'	A Stolen document	Deny boarding pass for passengers of any nationality.
Not-Cleared	ERC+1Z' FTX+98+++LOST DOCUMENT'	A Lost Document	Deny boarding pass for passengers of any nationality.

Not-Cleared	ERC+1Z' OR ERC+0D' FTX+99+++VISA IS MISSING IN ISRAEL BORDER CONTROL SYSTEM'	Visa is missing	Contact PIBA operations by phone or email for more details.

6.3.5 Notes for table 42 - the cross reference reply results

6.3.5.1 For passengers with last name only

For passengers of some countries, the passport may bear the last name without first name. Fill in FNU, First Name Unknown, in the first name field, as this is a mandatory.

6.3.5.2 Not-Cleared Passengers or crewmembers

For passengers prohibited from entry or exit, the IAPI system replies a 'Not-Cleared' message and the boarding pass, in turn, is denied.

6.3.5.3 The PIBA

In case the airline operator's check in counter staff needs the PIBA assistance in order to decide whether a boarding pass shall be given or not, he or she may consult the PIBA API Operations center by calling a 24H hot line. After a positive iAPIroval is granted and before issuing the boarding pass, the API data of the specific passenger must be sent to the IAPI system again for issuance of 'Cleared' result message.

6.3.5.4 Passenger status modification

Passengers may iAPIeal for changed to 'Cleared' subject to the Border Control Officers iAPIroval. After the status change, a boarding pass may be granted to the passenger. In any case, an iAPIroval is only valid for the specific flight.

PIBA technical support phone number for any technical issues and error results in Cusres or Unsolicited Cusres is: +972(74) 7086078

PIBA operations phone number for advisory and for denial reasons is +972 (74) 7086200 for inbound flights to Israel while calling from countries out of Israel, and 074 7086300 for outbound flights from Israel while calling from Israel, or by email iapi@piba.gov.il .

7 UN/EDIFACT data message implementation examples

7.1 PAXLST message of one passenger (example 1)

Passenger David Cohen exits US from JFK Airport, NYC, by flight LY0002 of ELAL Israel Airlines for entry at TLV Airport, TLV, IL, with scheduled time of departure(STD) on 17/12/2019 17:00 PM and scheduled time of arrival(STA) on 18/12/2019 10:20 AM. He uses Israeli passport with expiry date on 16/10/2026.

```
UNA:+.? '
UNB+UNOA:4+ELAL AIRLINES+ILPIBA+171219:1400+100++ APIS'
UNH+PAX001+PAXLST:D:05B:UN:IATA+ LY19121400+01:F'
BGM+745'
RFF+TN:123456789:::1'
NAD+MS+++QUEEN:HARLEY'
COM+44 2 1234567:TE+44 2 1234568:FX'
TDT+20+LY0002'
LOC+125+JFK'
DTM+189:1912171700:201'
LOC+87+TLV'
DTM+232:1912181020:201'
NAD+FL+++COHEN:DAVID'
ATT+2++M'
DTM+329:741206'
LOC+178+JFK'
NAT+2+ISR'
RFF+AVF:ABC123'
RFF+AEA:331516159'
DOC+P:110+132151321'
DTM+36:261016'
LOC+91+ISR'
CNT+42:1'
UNT+20+PAX001'
UNZ+1+100'
```

Note:
Packet header and footer codes should match. In this example, the code value is 100.
Message header and footer codes matched at value PAX001.

7.1.1 CUSRES of one passenger with “Cleared” identification status (response to example 1)

The IAPI system's reply to passenger David Cohen with border control clearance message (“Cleared” passenger identification status).

```
UNA:+.? '
UNB+UNOA:4+ ILPIBA + ELAL AIRLINES +191217:1700+100++ APIS'
```

UNH+PAX001+ CUSRES:D:05B:UN:IATA+ LY19121400+01'
BGM+962'
RFF+TN:123456789:::1'
RFF+AF: LY0002'
DTM+189: 1912171700:201'
DTM+232: 1912181020:201'
LOC+125+JFK'
LOC+87+TLV'
ERP+2'
RFF+AVF:ABC123'
ERC+0Z'
UNT+12+PAX001'
UNZ+1+100'

Note:
The CUSRES and PAXLST transaction codes match.

7.1.2 CUSRES of one passenger with missing data (response to example 1)

Take the same passenger, David Cohen. The IAPI system responds with message that "Some of the passenger data is missing for further investigation and a piece of specific message (passenger's phone number is required) is added". Text (passenger's phone number is required) is highlighted in red as shown in response message below.

UNA:+.? '
UNB+UNOA:4+ ILPIBA + ELAL AIRLINES+191217:1400+100++ APIS'
UNH+PAX001+ CUSRES:D:05B:UN:IATA+ LY19121700+01'
BGM+962'
RFF+TN:123456789:::1'
RFF+AF: LY0002'
DTM+189: 1912171700:201'
DTM+232: 1912181020:201'
LOC+125+JFK'
LOC+87+TLV'
ERP+2'
RFF+AVF:ABC123'
ERC+4Z'
FTX+45+++ PHONE NUMBER IS REQUIRED'
UNT+13+PAX001'
UNZ+1+100'

7.2 PAXLST of three passengers (example 2)

Passengers David Cohen, Chang Li, and John Smith exit LHR Airport, by flight LY0316 of ELAL AIRLINES for entry at Ben Gurion International Airport, TLV, Israel, with STD on 17/12/2019 14:20

PM and STA on 17/12/2019 at 21:05 PM. One of them use valid passport of Israel and one of them uses a passport of China and one uses a passport of USA.

UNA:+.? '
UNB+UNOA:4+ELAL AIRLINES+ILPIBA+191217:1120+1912171120++ APIS'
UNG+PAXLST+ ELAL AIRLINES + ILPIBA +191217:1120+200+UN+D:05B'
UNH+PAX002+PAXLST:D:05B:UN:IATA+IAPI1912171120+01:F'
BGM+745'
RFF+TN:987654321:::1'
NAD+MS+++QUEEN:HARLEY'
COM+44 2 1234567:TE+44 2 1234568:FX'
TDT+20+LY0316'
LOC+125+LHR'
DTM+189: 1912171420:201'
LOC+87+TLV'
DTM+232: 1912172105:201'
NAD+FL+++COHEN:DAVID'
ATT+2++M'
NAT+2+ISR'
RFF+AVF:ABC111'
RFF+ABO:34630001'
RFF+AEA:331516159'
DOC+P:110+132151321'
DTM+36:261208'
LOC+91+USA'
NAD+FL+++CHANG:LI '
ATT+2++M'
NAT+2+CHN'
RFF+AVF:ABC111'
RFF+ABO:34630102'
DOC+P:110+132151333'
DTM+36:260608'
LOC+91+CHN'
NAD+FL+++SMITH:JOHN'
ATT+2++M'
NAT+2+USA'
RFF+AVF:ABC333'
RFF+ABO: 34630115'
DOC+P:110+132151332'
DTM+36:260208'
LOC+91+USA'
CNT+42:3'
UNT+37+PAX002'

UNE+1+200'
UNZ+1+1912171120

Note:
Packet header and footer codes should match. In this example the code value is 1912171120. Group header and footer codes matched at value 200. Message header and footer codes matched at value PAX002.

7.2.1 CUSRES message of multiple passengers with “Cleared” identification status (response to example 2).

The IAPI system's reply to passengers David Cohen, Chang Li, and John Smith with Borders Control clearance message (“Cleared” passenger identification status).

UNA:+.? '
UNB+UNOA:4+ILPIBA+ELAL AIRLINES+191217:1120+000006641++ APIS'
UNG+CUSRES+ ILPIBA+ ELAL AIRLINES +191217:1120+6641+UN+D:05B'
UNH+PAX002+CUSRES:D:05B:UN:IATA+ IAPI1912171120+01'
BGM+962'
RFF+TN:987654321:::1'
RFF+AF: LY0316'
DTM+189: 1912171420:201'
DTM+232: 1912172105:201'
LOC+125+LHR'
LOC+87+TLV'
ERP+2'
RFF+AVF:ABC111'
RFF+ABO:34630001'
ERP+2'
RFF+AVF:ABC111'
RFF+ABO: 34630102'
ERC+0Z'
ERP+2'
RFF+AVF:ABC333'
RFF+ABO:34630115'
ERC+0Z'
UNT+20+PAX002'
UNE+1+6641'
UNZ+1+000006641'

Note:
The CUSRES and PAXLST transaction codes match at value 987654321.

7.2.2 CUSRES of multiple passengers with missing data (response to example 2)

The IAPI system responds to passengers David Cohen, Chang Li, and John Smith with Borders Control clearance message that (David Cohen and John Smith being of normal status and Chang Li of missing data).

```
UNA:+.? '
UNB+UNOA:4+ILPIBA+ELAL AIRLINES+191217:1120+000006641++ APIS'
UNG+CUSRES+ ILPIBA+ ELAL AIRLINES +191217:1120+6641+UN+D:05B'
UNH+PAX002+CUSRES:D:05B:UN:IATA+ IAPI1912171120+01'
BGM+962'
RFF+TN:987654321:::1'
RFF+AF: LY0316'
DTM+189: 1912171420:201'
DTM+232: 1912172105:201'
LOC+125+LHR'
LOC+87+TLV'
ERP+2'
RFF+AVF:ABC111'
RFF+ABO:34630001'
ERC+0Z'
ERP+2'
RFF+AVF:ABC111'
RFF+ABO: 34630102'
ERC+2Z'
FTX+46+++INVESTIGATION IS REQUIRED'
ERP+2'
RFF+AVF:ABC333'
RFF+ABO: 34630115'
ERC+0Z'
UNT+22+PAX002'
UNE+1+6641'
UNZ+1+000006641'
```

7.2.3 CUSRES of multiple passengers with one of them being prohibited from exiting (response to example 2)

The IAPI system responds to passengers David Cohen, Chang Li, and John Smith with Borders Control clearance message that (David Cohen and John Smith being of normal status and Chang Li of being prohibited from exiting).

```
UNA:+.? '
UNB+UNOA:4+ILPIBA+ELAL AIRLINES+191217:1120+000006641++ APIS'
UNG+CUSRES+ ILPIBA+ ELAL AIRLINES +191217:1120+6641+UN+D:05B'
UNH+PAX002+CUSRES:D:05B:UN:IATA+ IAPI1912171120+01'
BGM+962'
```

RFF+TN:987654321:::1'
RFF+AF: LY0316'
DTM+189: 1912171420:201'
DTM+232: 1912172105:201'
LOC+125+LHR'
LOC+87+TLV'
ERP+2'
RFF+AVF:ABC111'
RFF+ABO:34630001'
ERC+0Z'
ERP+2'
RFF+AVF:ABC111'
RFF+ABO: 34630102'
ERC+1Z'
FTX+99+++VISA IS MISSING IN ISRAEL BORDER CONTROL SYSTEM'
ERP+2'
RFF+AVF:ABC333'
RFF+ABO: 34630115'
ERC+0Z'
UNT+22+PAX002'
UNE+1+6641'
UNZ+1+000006641’

7.3 PAXLST message of one Crew member (example 3)

Crew member John Smith exits US from JFK Airport, NYC, by flight LY0002 of ELAL Israel Airlines for entry at TLV Airport, TLV, IL.

UNA:+.? '
UNB+UNOA:4+ELAL AIRLINES+ILPIBA+201006:1000+100++ APIS'
UNG+PAXLST+ELAL AIRLINES:LY+ILPIBA+201006:1000+2010061000+UN+D:05B'
UNH+LY02-201006C+PAXLST:D:05B:UN:IATA+ LY2010062300'
BGM+250'
NAD+MS+++ DAVID COHEN'
COM+97239123456:TE+97239123456:FX'
TDT+20+LY0002'
LOC+125+JFK'
DTM+189:2010062300:201'
LOC+87+TLV'
DTM+232:2110061020:201'
NAD+FM+++SMITH:JOHN'
ATT+2++M'

DTM+329:741206'
LOC+178+JFK'
NAT+2+ISR'
DOC+P:110+132151321'
DTM+36:261016'
LOC+91+ISR'
CNT+42:1'
UNT+19+PAX001'
UNE+1+2010061000'
UNZ+1+100'

7.4 Change flight (example 4)

Continue with example 2, a total of 150 passengers exit LHR International Airport, by flight LY0316 of ELAL AIRLINES for entry at Ben Gurion International Airport, TLV, Israel, with **new** STD on 17/12/2019 15:50 PM and **new** STA on 17/12/2019 at 22:35 PM

UNA:+.? '
UNB+UNOA:4+ELAL AIRLINES+ILPIBA+191217:1120+1912171120++ APIS'
UNG+PAXLST+ ELAL AIRLINES + ILPIBA +191217:1120+200+UN+D:05B'
UNH+PAX002+PAXLST:D:05B:UN:IATA+IAPI1912171120+01:F'
BGM+266+CF'
NAD+MS+++QUEEN:HARLEY'
COM+44 2 1234567:TE+44 2 1234568:FX'
RFF+TN:987654321:::2'
TDT+20+LY0316'
LOC+125+LHR'
DTM+189: 1912171550:201'
LOC+87+TLV'
DTM+232: 1912172235:201'
CNT+42:0'
UNT+13+PAX002'
UNE+1+200'
UNZ+1+1912171120’

7.4.1 CUSRES for Change flight (response of example 4)

Continue with example 4 where the flight is delayed. A total of 150 passengers exit LHR International Airport, by flight LY0316 of ELAL AIRLINES for entry at Ben Gurion International Airport, TLV, Israel, with **new** STD on 17/12/2019 15:50 PM and **new** STA on 17/12/2019 at 22:35 PM.

UNA:+.? '
UNB+UNOA:4+ELAL AIRLINES+ILPIBA+191217:1120+1912171120++ APIS'
UNG+PAXLST+ ELAL AIRLINES + ILPIBA +191217:1120+200+UN+D:05B'

UNH+PAX002+CUSRES:D:05B:UN:IATA+IAPI1912171120+01:F'
BGM+962'
RFF+TN:987654321:::2'
RFF+AF: LY0316'
DTM+189: 1912171550:201'
DTM+232: 1912172235:201'
LOC+125+LHR'
LOC+87+TLV'
ERP+1'
UNT+10+PAX002'
UNE+1+200'
UNZ+1+1912171120’

7.5 Change flight (example 5)

With a flight date update and a suffix character is added to the flight number.

Continue with example 2, a total of 150 passengers exit LHR International Airport, by flight LY0316 of ELAL AIRLINES for entry at Ben Gurion International Airport, TLV, Israel, with new STD on 18/12/2019 14:20 PM and new STA on 18/12/2019 at 21:05 PM

UNA:+.? '
UNB+UNOA:4+ELAL AIRLINES+ILPIBA+191217:1120+1912171120++ APIS'
UNG+PAXLST+ ELAL AIRLINES + ILPIBA +191217:1120+200+UN+D:05B'
UNH+PAX002+PAXLST:D:05B:UN:IATA+IAPI1912171120+01:F'
BGM+266+CF'
NAD+MS+++QUEEN:HARLEY'
COM+44 2 1234567:TE+44 2 1234568:FX'
RFF+TN:987654321:::2'
TDT+20+LY0316**A**'
LOC+125+LHR'
DTM+189: 1912171420:201'
LOC+87+TLV'
DTM+232: 1912172105:201'
CNT+42:0'
UNT+13+PAX002'
UNE+1+200'
UNZ+1+1912171120’

7.5.1 CUSRES for Change flight (response of example 5)

Continue with example 5 where the flight is delayed. A total of 150 passengers exit LHR International Airport, by flight LY0316 of ELAL AIRLINES for entry at Ben Gurion International Airport, TLV, Israel, with **new** STD on 1**8**/12/2019 14:20 PM and **new** STA on 1**8**/12/2019 at 21:05 PM.

UNA:+.? '

UNB+UNOA:4+ELAL AIRLINES+ILPIBA+191217:1120+1912171120++ APIS'
UNG+PAXLST+ ELAL AIRLINES + ILPIBA +191217:1120+200+UN+D:05B'
UNH+PAX002+CUSRES:D:05B:UN:IATA+IAPI1912171120+01:F'
BGM+962'
RFF+TN:987654321:::2'
RFF+AF: LY0316**A**'
DTM+189: 1912171420:201'
DTM+232: 1912172105:201'
LOC+125+LHR'
LOC+87+TLV'
ERP+1'
UNT+10+PAX002'
UNE+1+200'
UNZ+1+1912171120’

7.6 Flight close-out (example 6)

Continue with example 2, a total of 150 passengers exit LHR International Airport, by flight LY0316 of ELAL AIRLINES for entry at Ben Gurion International Airport, TLV, Israel, with STD on 17/12/2019 14:20 PM and STA on 17/12/2019 at 21:05 PM.

UNA:+.? '
UNB+UNOA:4+ELAL AIRLINES+ILPIBA+191217:1120+1912171120++ APIS'
UNG+PAXLST+ ELAL AIRLINES + ILPIBA +191217:1120+200+UN+D:05B'
UNH+PAX002+PAXLST:D:05B:UN:IATA+IAPI1912171120+01:F'
BGM+266+CLOB'
RFF+TN:987654321:::1
NAD+MS+++QUEEN:HARLEY'
COM+44 2 1234567:TE+44 2 1234568:FX'
TDT+20+LY0316'
LOC+125+LHR'
DTM+189: 1912171420:201'
LOC+87+TLV'
DTM+232: 1912172105:201'
NAD+ZZZ'
RFF+AVF:ABC111'
RFF+ABO:ABC0111'
NAD+ZZZ'
RFF+AVF:ABC222'
RFF+ABO:ABC0222'
NAD+ZZZ'
RFF+AVF:ABC333'
RFF+ABO:ABC0333'
…

CNT+42:150'
UNT+461+PAX002'
UNE+1+200'
UNZ+1+1912171120'
Note: Compare on-board and not on-board passengers. (In practice, only the on-board passenger data is sent, the not on-board ones need not be sent.)

7.7 Flight cancel (example 7)

Continue with example 2, a total of 150 passengers exit LHR International Airport, by flight LY0316 of ELAL AIRLINES for entry at Ben Gurion International Airport, TLV, Israel, with STD on 17/12/2019 14:20 PM and STA on 17/12/2019 at 21:05 PM.

UNA:+.? '
UNB+UNOA:4+ELAL AIRLINES+ILPIBA+191217:1120+1912171120++ APIS'
UNG+PAXLST+ ELAL AIRLINES + ILPIBA +191217:1120+200+UN+D:05B'
UNH+PAX002+PAXLST:D:05B:UN:IATA+IAPI1912171120+01:F'
BGM+266+XF'
RFF+TN:987654321:::2'
NAD+MS+++QUEEN:HARLEY'
COM+44 2 1234567:TE+44 2 1234568:FX'
TDT+20+LY0316'
LOC+125+LHR'
DTM+189: 1912171420:201'
LOC+87+TLV'
DTM+232: 1912172105:201'
CNT+42:0'
UNT+13+PAX002'
UNE+1+200'
UNZ+1+1912171120’

7.7.1 CUSRES for flight cancel (response of example 7)

Continue with example 7 where the flight is cancelled. A total of 150 passengers exit LHR International Airport, by flight LY0316 of ELAL AIRLINES for entry at Ben Gurion International Airport, TLV, Israel, with STD on 17/12/2019 14:20 PM and STA on 17/12/2019 at 21:05 PM.

UNA:+.? '
UNB+UNOA:4+ELAL AIRLINES+ILPIBA+191217:1120+1912171120++ APIS'
UNG+PAXLST+ ELAL AIRLINES + ILPIBA +191217:1120+200+UN+D:05B'
UNH+PAX002+CUSRES:D:05B:UN:IATA+IAPI1912171120+01:F'
BGM+962'
RFF+TN:987654321:::2'
RFF+AF: LY0316'
DTM+189: 1912171420:201'

DTM+232: 1912172105:201'
LOC+125+LHR'
LOC+87+TLV'
ERP+1'
UNT+10+PAX002'
UNE+1+200'
UNZ+1+1912171120’

7.8 Unsolicited message for passenger status changed (continued with Example 2)
Continue with example 2 where passenger Chang Li (unique reference number ABC222) is prohibited from exiting by updated file and status of all the others remain intact. A total of 150 passengers exit LHR International Airport, by flight LY0316 of ELAL AIRLINES for entry at Ben Gurion International Airport, TLV, Israel, with STD on 17/12/2019 14:20 PM and STA on 17/12/2019 at 21:05 PM. An unsolicited message is initiated and sent by PIBA.

UNA:+.? '
UNB+UNOA:4+ELAL AIRLINES+ILPIBA+191217:1120+1912171120++ APIS'
UNG+PAXLST+ ELAL AIRLINES + ILPIBA +191217:1120+200+UN+D:05B'
UNH+PAX002+CUSRES:D:05B:UN:IATA+IAPI1912171120+01:F'
BGM+132'
RFF+TN:987654321:::1
RFF+AF: LY0316'
DTM+189: 1912171420:201'
DTM+232: 1912172105:201'
LOC+125+LHR'
LOC+87+TLV'
ERP+2'
RFF+AVF:ABC222'
RFF+ABO: 34630102'
ERC+1Z'
FTX+99+++VISA IS MISSING IN ISRAEL BORDER CONTROL SYSTEM'
UNT+14+PAX002'
UNE+1+200'
UNZ+1+1912171120’

7.8.1 The airline operator replies for acknowledgement, copies the CUSRES message from the IAPI system, and echo the ERC value to the value sent in BGM+132 as shown below.

UNB+UNOA:4+ ELAL AIRLINES + ILPIBA +191217:1120+1912171120++ APIS'
UNG+CUSRES+ FOO AIRWAY + TWNIA +191217:1120+200+UN+D:05B'
UNH+PAX002+CUSRES:D:05B:UN:IATA+ IAPI1912171120+01:F'
BGM+312'
RFF+TN:987654321:::1

RFF+AF: LY0316'
DTM+189: 1912171420:201'
DTM+232: 1912172105:201'
LOC+125+LHR'
LOC+87+TLV'
ERP+2'
RFF+AVF:ABC333'
RFF+ABO: 34630102'
ERC+1Z'
FTX+AHN+++N’
UNT+13+PAX002'
UNE+1+200'
UNZ+1+1912171120'

7.9 Cancel Reservation example

ELAL Airlines sends a Cancel Reservation for a passenger with PNR ABC333.

UNA:+.? '
UNB+UNOA:4+ELAL AIRLINES+ILPIBA+191217:1120+1912171120++ APIS'
UNG+PAXLST+ ELAL AIRLINES + ILPIBA +191217:1120+200+UN+D:05B'
UNH+PAX002+PAXLST:D:05B:UN:IATA+IAPI1912171120+01:F'
BGM+745+XR'
RFF+TN:987654321:::2'
NAD+MS+++QUEEN:HARLEY'
COM+44 2 1234567:TE+44 2 1234568:FX'
TDT+20+LY0316'
LOC+125+LHR'
DTM+189: 1912171420:201'
LOC+87+TLV'
DTM+232: 1912172105:201'
NAD+ZZZ'
RFF+AVF: ABC333'
CNT+42:0'
UNT+13+PAX002'
UNE+1+200'
UNZ+1+1912171120’