

Israeli National Center of Passenger Information Analysis (NCPIA)

Data Submission Policy for PNR, DCS, APIS and iAPI

Version 1.2

October 2026

1 GENERAL

Revision History

Version	Date	Change Summary	Authors
1.0	28 January, 2025		Eliahou-Israel Amar, Yehonatan Arnon
1.1	17 March, 2025	Updated crew data submission to reference the NCPIA CREW PAXLST Guide instead of the IATA 05B Guide.	Eliahou-Israel Amar, Yehonatan Arnon
1.2	25 October, 2026	Updated crew data submission requirements to mandate an initial transmission no later than 48 hours before the Scheduled Time of Departure (STD), followed by an updated transmission no later than two hours before the Actual Time of Departure (ATD).	Eliahou-Israel Amar, Yehonatan Arnon

Document Control

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2 INTRODUCTION

2.1 Legal basis

The National Centre for Passenger Information Analysis (“**NCPIA**”), established within the Israeli Tax Authority, is tasked with receiving and analysing passenger and crew information from air carriers, acting as the "Single Window" for all passenger data (APIS, iAPI, PNR).

The "The Powers for Collection and Analysis of Passenger Data for Entry to and Exit from Israel Law, 5783-2023" ("**the Law**") took effect on April 3, 2023. Following this, NCPIA issued instructions for submitting data items through SITA Advanced Travel Solutions Limited (SITA).

Specific uses of passenger and crew data are detailed in Chapter IV of the Law.

Under the Law, NCPIA is authorized to mandate the submission of passenger and crew data for flights to or from Israel.

The data elements required for submission are outlined in Annex I of the Law.

Additionally, NCPIA transmits data to the Population, Immigration, and Border Authority (“**PIBA**”) under the "Entry into Israel Law, 5712-1952" ("**Entry Law**").

In specific cases, such as cargo flights or private jets, where the air carrier is not subject to the Law but is required to report under the Entry Law, the air carrier should contact PIBA at api@piba.gov.il to obtain the necessary guidelines.

In the event of any contradiction or discrepancy between the information provided in this document and the relevant provisions of the applicable laws, the provisions of the applicable laws shall prevail.

2.2 SITA's Role in NCPIA Operation

NCPIA has officially selected SITA to establish and operate computerized data systems within the Passenger Information Gateway.

NCPIA has entrusted SITA with the contract to develop a Gateway Solution for PNR, DCS, APIS and iAPI data on behalf of the Israeli government. This solution complies with all legal requirements.

SITA is tasked with developing the necessary interfaces with air carriers to ensure the effective delivery of these data types:

- PNR, DCS, APIS Data – via the SITA API/PNR Gateway.
- iAPI transactions – via the SITA iAPI Gateway.

Air Carriers using an integrated DCS systems:

This Policy contains information referring to the exclusive SITA connectivity for Israeli Government. It details the connectivity solutions and the supported message versions between air carriers using an integrated DCS system and SITA.

For Air Carriers that are not using an integrated DCS systems:

For air carriers that do not support this connectivity, the air carrier is required to contact SITA to receive instructions on how to submit data using the following options:

- The Online Manual Submission Portal (“OMS Portal”) for submitting PNR, DCS, and APIS data.
- The Multi-Government Carrier Portal (“MGCP”) for submitting Passenger iAPI transactions.

2.3 Scope of this Policy

This Data Submission Policy for PNR, DCS, APIS and iAPI (“**the Policy**”) provides a detailed overview of the procedures required for compliance with NCPIA data submission requirements for all data types.

This edition supersedes all previous versions that covered only PNR and DCS data submissions.

This Policy should be read in conjunction with the Israel-specific implementation guides for each data type, which describe the exact message structures and data content required to comply with the laws.

All NCPIA publications are available on <https://www.gov.il/en/pages/ncpia>.

The content of this Policy and associated documents may evolve over time to meet the business requirements of NCPIA. Any changes will be formally communicated.

2.4 Population, Immigration and Border Authority

PIBA holds exclusive authority to approve or deny boarding of passengers and crew on air carrier services entering, departing from, or transiting/transferring through Israel. API data is submitted to PIBA via the NCPIA using the SITA platform, and responses to iAPI messages are issued by PIBA through the same platform.

Contact details:

iAPI@piba.gov.il

Flights operating to Israel +972-747086200

Flights operating from Israel +972-747086300

As mentioned above, in specific cases, such as cargo flights or private jets, where an air carrier is not subject to the Law but is required to report under the Entry Law, the air carrier should contact PIBA at api@piba.gov.il to obtain the relevant guidelines.

2.5 Transition to New Air Carrier Reporting System through NCPIA

The method of reporting air carrier information is transitioning from direct reporting to PIBA to reporting through the NCPIA via the SITA platform. PIBA will now receive and respond to information via this platform.

The "NCPIA Advance Passenger Information (API) UN/EDIFACT PAXLST Implementation Guide" ("**NCPIA PAXLST Guide**"), the "NCPIA UN/EDIFACT CUSRES Implementation Guide" ("**NCPIA CUSRES Guide**") and the "NCPIA Crew UN/EDIFACT PAXLST Implementation Guide" ("**NCPIA CREW PAXLST Guide**") have superseded the previously issued "Israel Population and Immigration Authority Advanced Passenger Processing System (APP) Implementation Guidelines for Airlines v3.5."

This is particularly relevant for air carriers that were previously reporting directly to PIBA. Passenger data must now be submitted in accordance with the NCPIA PAXLST Guide, while crew data must follow the NCPIA CREW PAXLST Guide.

During the certification period for the new method, these air carriers must continue reporting to PIBA while pursuing certification. Only after successful certification will NCPIA provide an official notification allowing air carriers to disable the previous reporting connections and fully adopt the new reporting channel. This ensures compliance with Israeli legal requirements.

2.6 Air carrier responsibility

Air carrier responsibility

The duties and responsibilities of air carriers for submitting passenger and crew information are detailed in Chapter II of the Law.

To comply with Israeli regulations on data transmission, air carriers are required to submit **only** the data elements specified by the NCPIA. **Air carriers must avoid transmitting any sensitive personal information to the NCPIA that is not legally mandated.**

Code Share

Code sharing refers to a practice where a flight operated by an airline is jointly marketed as a flight for one or more other airlines. For example, Airline A may sell tickets on Flight A123, and Airline B may sell tickets on flight B456. Only one flight occurs, and this is flown by one of the code share partners, known as the operating airline. The other airlines that sell seats on this flight are known as marketing airlines.

The operating airline is solely responsible for transmission of data for the flights of interest, including any code share passengers. The operating airlines are encouraged to ensure that their code share partner is aware of the data requirements in this policy.

Travel agents and third-party system providers

In accordance with the Law, specifically sections 2 and 3, air carriers are strictly required to provide the mandated data. This obligation includes ensuring the timely and accurate submission of passenger and crew data as outlined within this policy and any related guidelines.

This responsibility remains with air carriers, even when data processing is handled by third-party providers, travel agents or other intermediaries. Air carriers must enforce compliance with these requirements, to ensure the integrity, accuracy, and timeliness of the information submitted, as required by the Law.

3 DATA SUBMISSION REQUIREMENTS

3.1 Passenger Scope

Air Carriers must provide PNR, DCS, APIS and iAPI data to the Israel authorities for passengers, travelling on all international inbound/outbound flights to/from Israel including transit/transfer flights. This requirement applies to flights subject to a fee as outlined in the Law.

Crew members are not required to obtain prior authorization to board a flight through iAPI. Crew data shall be transmitted through APIS messages of the CREW PAXLST type.

Each airline is required to submit crew data no later than 48 hours before the Scheduled Time of Departure (STD). The airline shall resubmit the crew data, including any updates or changes to such data, during the standard check-in window for the flight and no later than two hours before Scheduled Time of Departure (STD). The airline shall also submit a complete and final crew list at the Actual Time of Departure (ATD).

3.2 Timing for the provision of PNR, DCS, and APIS information

Israel requires the PNR, DCS, APIS, Crew APIS data to be provided at the times specified below, where ATD refers to the Actual Time of Departure:

When required	PNR Data (booking)	DCS Data (check-in)	APIS	Crew APIS
T-48 before STD	V			V
No later than two hours before STD (in accordance with Section 3.3.)				V
ATD (Actual Time of Departure)	V	V	V	V

Note:

The data sent at ATD must be received in the SITA API/PNR Gateway no later than *15 minutes* after the Actual Time of Departure.

3.3 Crew data submission

Crew data must be submitted in compliance with the NCPIA CREW PAXLST Guide, which defines the required data elements, message structure, and transmission requirements for APIS reporting. This requirement applies exclusively to Crew Data. Passenger Data must be submitted separately and strictly in accordance with the NCPIA PAXLST Guide.

The Crew APIS submission is required via standard integration. For those without direct integration, data must be submitted through the SITA Online Manual Submission Portal.

Initial Submission — T-48

Crew data must be submitted no later than 48 hours before the Scheduled Time of Departure (STD).

By this deadline, the air carrier must transmit an initial message containing the complete list of all crew members assigned to the flight.

Additional Submission

From the time of the initial submission until departure, the airline is required to submit an updated CREW PAXLST message during the standard check-in window for the flight and no later than two hours before the Scheduled Time of Departure (STD), regardless of whether any changes have occurred since the previous submission.

The updated message must contain the complete and most up-to-date crew list for the flight, including any additions, removals, or replacements of crew members, as well as any modifications to reportable data elements, rather than only the data that has changed

Final Submission — ATD

In addition, a final and complete CREW PAXLST message must be transmitted at Actual Time of Departure (ATD) and received by the SITA API/PNR Gateway no later than 15 minutes after ATD.

The initial and additional submissions do not replace the requirement to submit the final crew manifest.

Crew data must be submitted separately from passenger data and in accordance with the NCPIA CREW PAXLST Guide.

3.4 Timing for the provision of iAPI transactions

Israel requires the iAPI transactions for passengers to be provided at the times specified below, where:

STD	Scheduled Time of Departure
ATD	Actual Time of Departure
STA	Scheduled Time of Arrival
ATA	Actual Time of Arrival

Transaction Type	When required	Latest Acceptable time
Passenger Check-in	Real time	No later than 30 minutes prior to STD
Update to Passenger Check-in	Real time	No later than 30 minutes prior to STD
Change of details for a Flight	Real time	Not later than ATA
Flight Cancellation	Real time	Not later than STA
Flight Close On Board (CLOB)	ATD	Receipt by SITA no later than 15 minutes after ATD
Flight Close Not on Board (CLNB)	ATD	Receipt by SITA no later than 15 minutes after ATD

It must be noted that the NCPIA can hold further reviews of all data submission timings.

3.5 PNR Data

A passenger provides reservation information at the time of booking a trip. The reservation information is contained in a Passenger Name Record (“**PNR**”), which usually resides in the airline’s Reservation System (“**RES**”), or potentially in a Global Distribution System (“**GDS**”).

The PNR must be provided in the PNRGOV format at the mandated times mentioned in 3.2 above, in the following formats.

Message Format	Supported Version
EDIFACT	PNRGOV v11.1, v12.1, v13.1, v15.1 v15.1 is the preferred version for the Israel government and should be sent if supported by your system. This may be reviewed in accordance with changes in SITA and NCPIA business requirements.

The UNB and UNG Application Recipient identification should always be **ILPIU**.

Whilst these messages conform to the general IATA PNRGOV guidelines for each version, the Israel specific PNRGOV EDIFACT implementation guides that conform to the Israel law can be provided by the NCPIA and should be used as a technical reference by airlines and host providers for implementing this message type.

Airlines may send either Full Drops (MSG22) at both T-48 and T-0 (ATD), or they may send a Full Drop (MSG22) at T-48 and an Additions, Updates, and Cancellations Message (MSG141) at T-0 (ATD). In case of changes to previously transmitted PNR data, the airlines must provide all data elements for an updated PNR rather than providing the updated elements only.

The T-0 (ATD) drop must contain the full DCS data for all active passengers where applicable to the type of service operated.

Where the size of a PNRGOV message exceeds the airlines’ application or network connectivity capability, then the message may be sent in multiple parts in accordance with the PNRGOV guidelines for EDIFACT.

3.6 DCS (Check-in) Data

DCS (Check-in) information is gathered at the time of passenger check-in. The check-in information usually resides in the airline's Departure Control System (“**DCS**”) or in another DCS handling the Check-in operations for the flight. DCS data is usually included within the PNRGOV Message and should be provided at T-0 (Actual Time of Departure) as defined by the Law.

Air Carriers who are unable to provide the DCS information in their PNRGOV message may transmit the DCS check-in data to SITA using a PRL (Passenger Reconciliation List) message format over a SITA Type B transmission method.

The Type B addresses below are generic addresses that may be used for ALL Type B DCS PRL messages for flights involving any government managed through the SITA API/PNR Gateway.

SITA SYSTEM	Type B address
Quality Assurance / Certification	LONAQXS
Production	LONPPXS

3.7 iAPI (Interactive APIS)

Detailed information about the data elements and data quality can be found in NCPIA PAXLST Guide.

The UNB and UNG Application Recipient identification should always be **ILPIBA** to correspond with the respective APIS transactions that will be used for post-departure reconciliation.

Typically, most air carriers will establish the following MQ Servers paths to SITA:

- One for all Query PAXLST traffic for iAPI
- One for all Response CUSRES traffic

However, if required, SITA can establish another response queue for the Unsolicited CUSRES messages.

PIBA supports PAXLST transaction types as defined in the NCPIA PAXLST Guide.

PIBA supports CUSRES response transaction types, which are to be delivered via the designated response queue(s), as specified in NCPIA CUSRES Guide.

For all check-in related transactions, both SITA and PIBA will validate message syntax and structure, along with elements such as the Location codes, Country Codes and data formats—as detailed in NCPIA CUSRES Guide.

3.8 APIS

Detailed information about the data elements and data quality can be found in the NCPIA PAXLST Guide.

The NCPIA requires air carriers to provide APIS data for passenger and crew for flights arriving in or departing from Israel, including transit/transfer flights, at T-0 Actual Time of Departure.

Typically, most air carriers will establish the following MQ Servers paths to SITA:

- One for all Query PAXLST traffic for APIS (Manifest)

Separate APIS messages must be sent for passengers and crew, in accordance with the **NCPIA PAXLST Guide** for passenger data and the **NCPIA CREW PAXLST Guide** for crew data.

Passenger APIS data shall be submitted in accordance with the transmission schedule established in this Policy.

Each APIS message must contain all information associated to every passenger or crew member boarded. Passenger APIS messages will be reconciled with any associated iAPI transaction previously sent; therefore, it is essential that all necessary unique identifiers within the RFF segment be present for each checked-in traveler.

Crew APIS data shall be submitted separately, no later than 48 hours before the Scheduled Time of Departure (STD). The airline shall resubmit the crew data, including any updates or changes to such data, during the standard check-in window for the flight and no later than two hours before Scheduled Time of Departure (STD). The airline must also resubmit a complete and final crew manifest at Actual Time of Departure (ATD), in accordance with Section 3.3.

The Type B addresses below are SPECIFIC addresses that may be used only for Type B messages concerning flights to / from Israel, for delivery to the Israel government only.

Where a flight routing involves governments that each require APIS data, independent messages must be sent for each government involved, to ensure the exclusivity of the Israel information.

SITA SYSTEM	Type B address
Quality Assurance / Certification	TLV1QXS
Production	TLV1PXS



The UNB and UNG Application Recipient identification should always be **ILPIBA** to correspond with the respective iAPI transactions to which it will be reconciled.

3.9 Network and MQ Connectivity to SITA Gateways

The diagram below shows the logical connectivity from the air carrier systems or airline host systems to each SITA Gateway, for each data type.

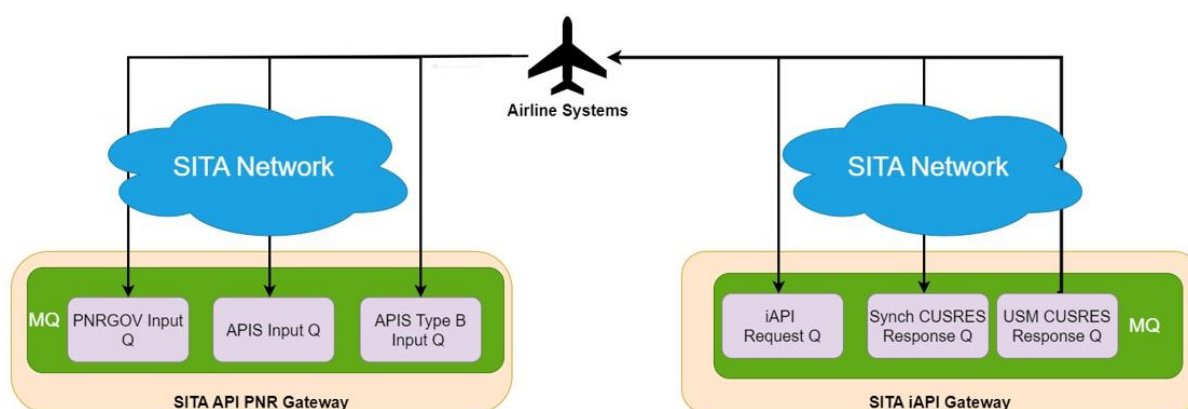
Due to the sensitivity of the data being transmitted, all messages except Type B must be sent over the SITA network via the SITA Private Network, or over an IPsec VPN Connection.

The definition of each Network Channel pair, and MQ Server pair, will be agreed using the respective SITA MQ Configuration forms that will be sent by SITA at the start of each air carrier engagement.

For Type B traffic, it is possible to connect to the SITA Megaswitch in Atlanta via the SITA Private Network, or an IPSEC VPN Connection. The Megaswitch will then deliver the message to the respective application MQ Server.

Details for this connectivity will be sent by SITA at the start of each air carrier engagement.

Note except for the PNR MQ and DCS PRL message paths, all Type B APIS, and all APIS and iAPI MQ Server connectivity is required to be dedicated to the Israel government, in order that SITA can uniquely identify the messages and process them in accordance with Israel government requirements.



4 IMPLEMENTATION PLANS

The air carrier engagement process for all data types is grouped into the main stages highlighted below.

4.1 Stage 1 – Air Carrier Engagement

The air carrier engagement includes the following steps:

- A SITA Service Indication Form (“**SIF**”) will be sent by SITA for the air carrier to complete and return to SITA, which details airline contact personnel and their system readiness.
- A SITA Network Configuration form will be sent by SITA for the air carrier to complete with agreement from SITA technical teams.
- A SITA MQ Server Configuration form will be sent by SITA for the air carrier to complete with agreement from SITA technical teams.
- Upon receipt of these forms, SITA and the air carrier will agree on the Implementation timeframe.

Note: For Air Carriers that currently don’t have any existing RES/DCS systems may require to manually submit the data via API/PNR User Portal or Multi-Government Carrier Portal. The Air Carrier Engagement Teams will provide guidance accordingly for these options.

4.2 Stage 2 – Development

The Development stage includes:

- Air Carriers to carry out any development, if required, and changes on their Reservations and DCS and Crew Management and all other relevant host systems.
- SITA will work with the air carriers to establish and test any network configuration required to communicate with their relevant host systems using the SITA network on both test and production.
- SITA will provide air carriers the necessary documentations including:
 - Technical documentation (specific Implementation Guides for each data type)
 - A Certification test plan (specific test cases for each data type)
NOTE: iAPI Certification will be a combinations of test cases to prove the Middleware validation, and Use Case test cases defined by PIBA to prove the risk assessment and data acceptance needs of their application
 - A Schedule of the duration of certification

4.3 Stage 3 - Certification

The Certification stage includes:

- Air Carrier performs necessary work to prepare for certification testing if required. SITA will communicate with airlines if certification test is required.
- Air Carrier submits the certification test transactions (if required) to SITA Gateways and gets certified by SITA.
- SITA and NCPIA to provide testing approval and sign-off for the air carrier (PNR, DCS and APIS)
- PIBA to provide testing approval and sign-off for the air carrier (iAPI)

4.4 Stage 4 - Cutover

The Cutover stage includes:

- Air Carriers to ensure their operational readiness.
- Cutover date agreed between the air carrier and SITA.
- Air Carrier begins providing data in Production.
- Air Carriers with production issues on this service should contact the SITA worldwide Airline Support Desk:

SITA Service Desk Amman

Email : ssd.amm.gsl@sit.aero

For Border Management Support please access

<https://www.sita.aero/about-us/contact-us/general-inquiries/support-inquiries/>

to find your In-Country SITA Toll Free number, Option 0 PIN 475