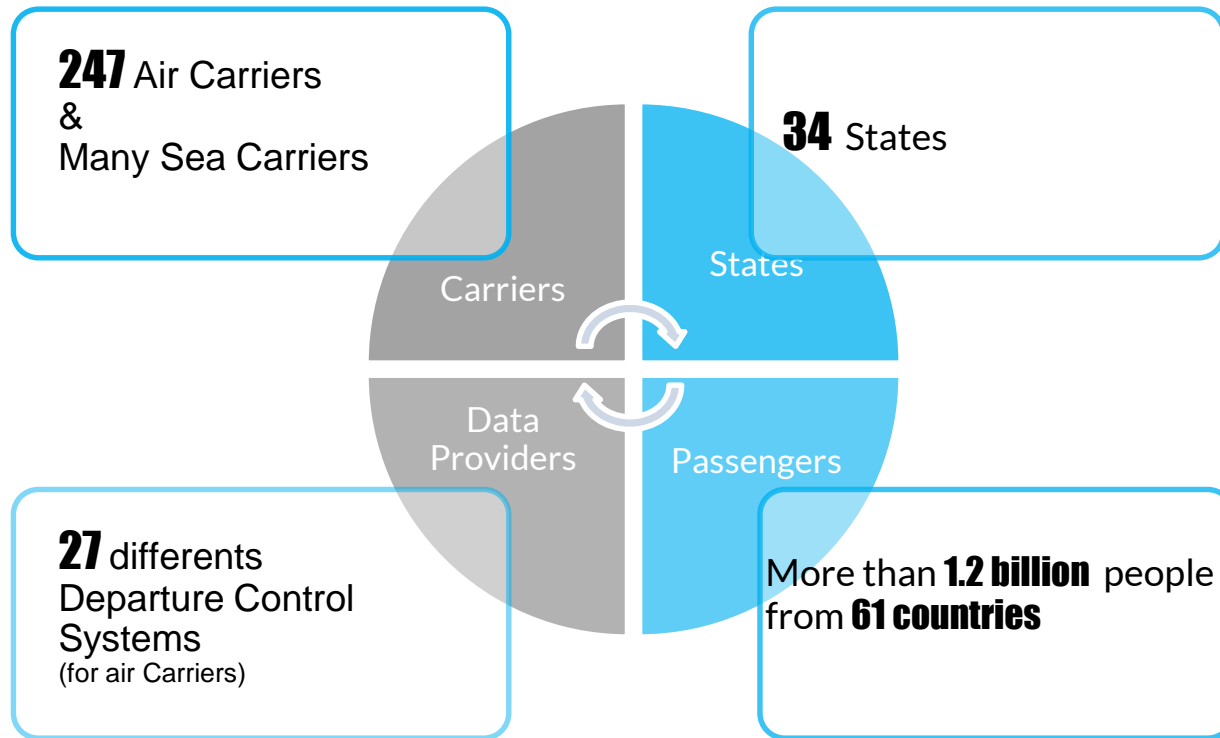


AGENDA

A hand holding a pencil is positioned over a document. A large red circle is centered over the image, containing the text 'Tackling the complexity'. Surrounding the red circle are several smaller circles of different colors (blue, white, black, grey, pink, yellow) and icons (lightbulb, puzzle pieces, thumbs up).

Tackling the complexity

A complex project because of the volume of data to process, the number of stakeholders and various number of systems to connect

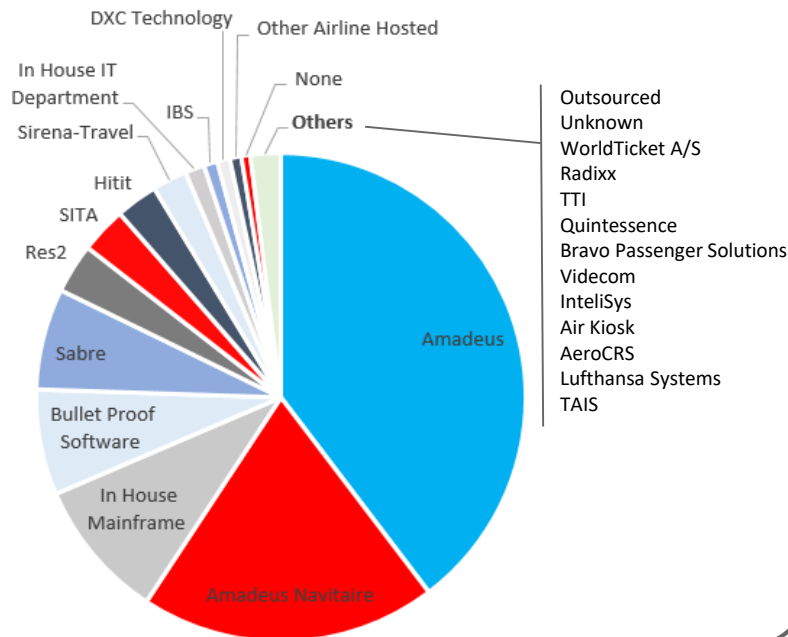


Only 30% of airlines will be able to connect via the interactive API

4

247 airlines (regular, charter and mixed) will be impacted by ETIAS process

Distribution of the Departure Control System in Europe By nb of PAX processed



Only 76 airlines, representing 74% of European passengers, can handle connection with the Interactive API and check ETIAS status in real time.

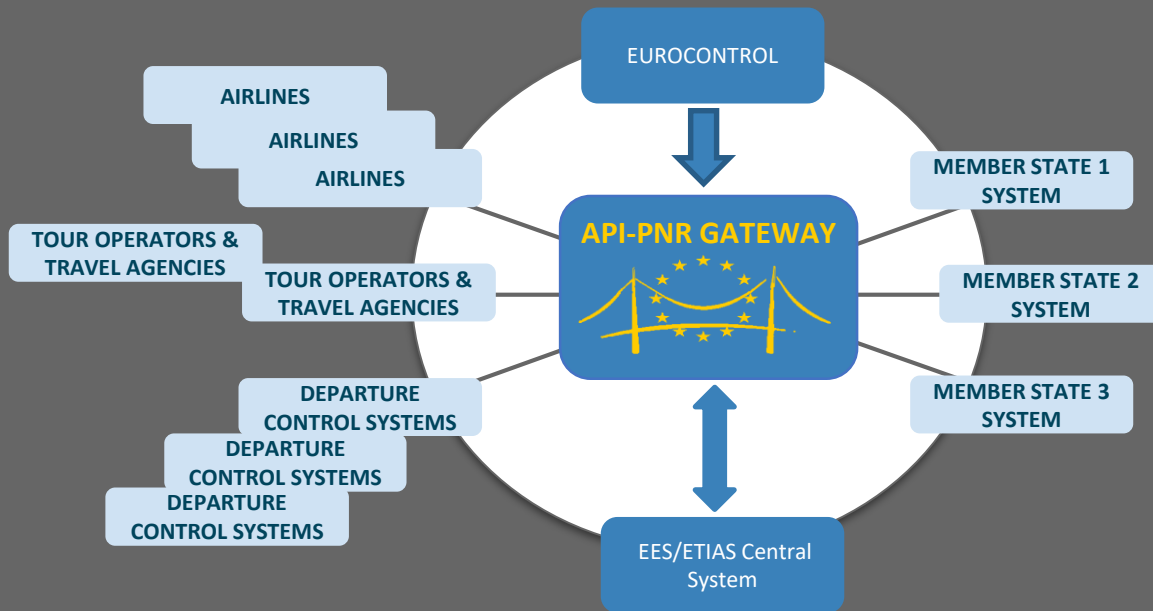
As they are using one of the following DCS : Amadeus, Navitaire, Easyjet, Sabre...

→ 171 airlines will have to connect to ETIAS in an other way

A hand holding a pencil is writing on a document. A large red circle is overlaid on the center of the image, containing the text "Our proposed solution". Surrounding the red circle are several smaller circles of different colors (blue, white, black, grey, pink, yellow) and icons (lightbulb, puzzle piece, thumbs up).

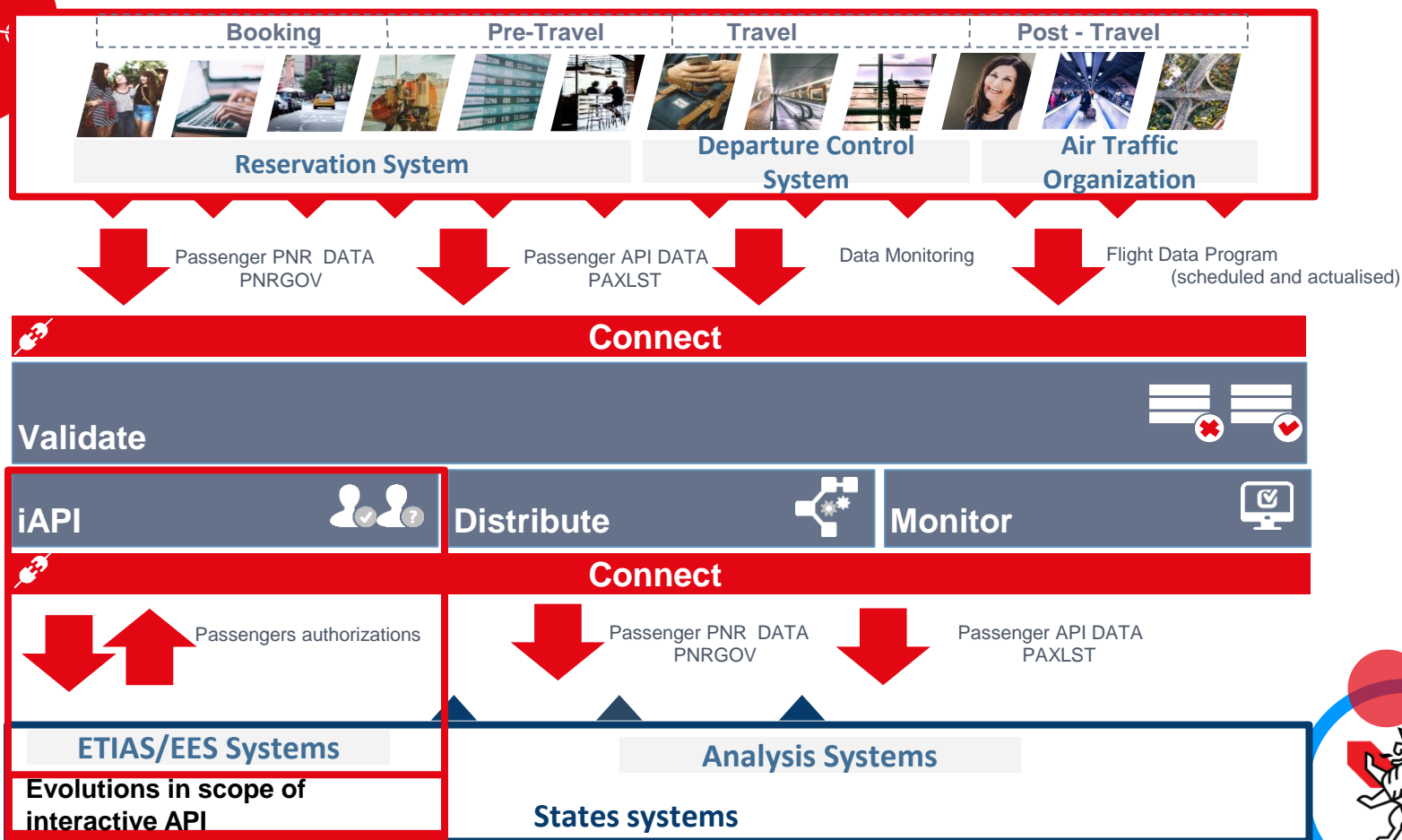
Our proposed
solution

Our solution by integrating a connection to EES/Etias systems and additional features to ease airlines workload



A solution streamlining the connections

A central point of interconnecting carriers, EES/ETIAS Systems and Member State systems






A single solution to manage all EU mandatory Passengers Data workflows

Able to interconnect all types of airlines

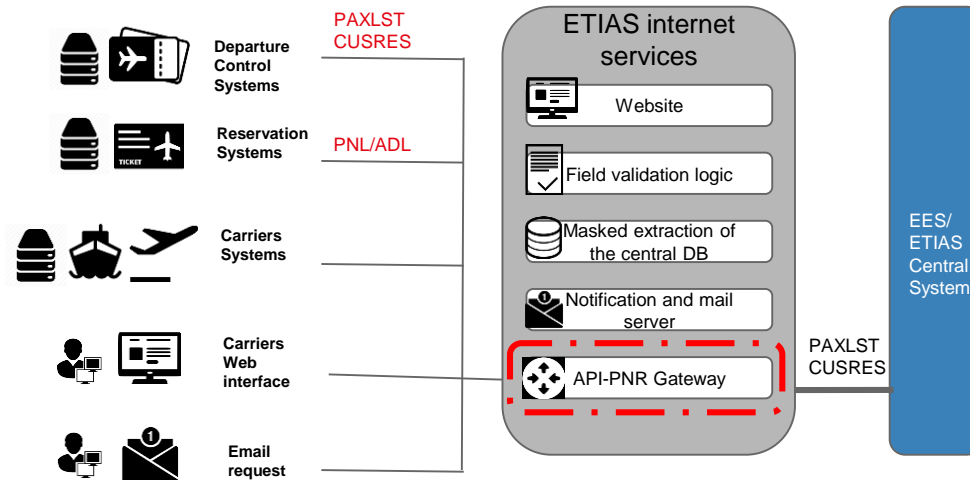
- ❑ With standard and structured message format sent to EES/ETIAS and States systems
- ❑ Whatever the systems used to generate the requested message
- ❑ With a tool to generate the requested message in case of none structured data
- ❑ With a native connection to Eurocontrol flight publication for real time permanent check

Understanding the message generation complexity for Airlines

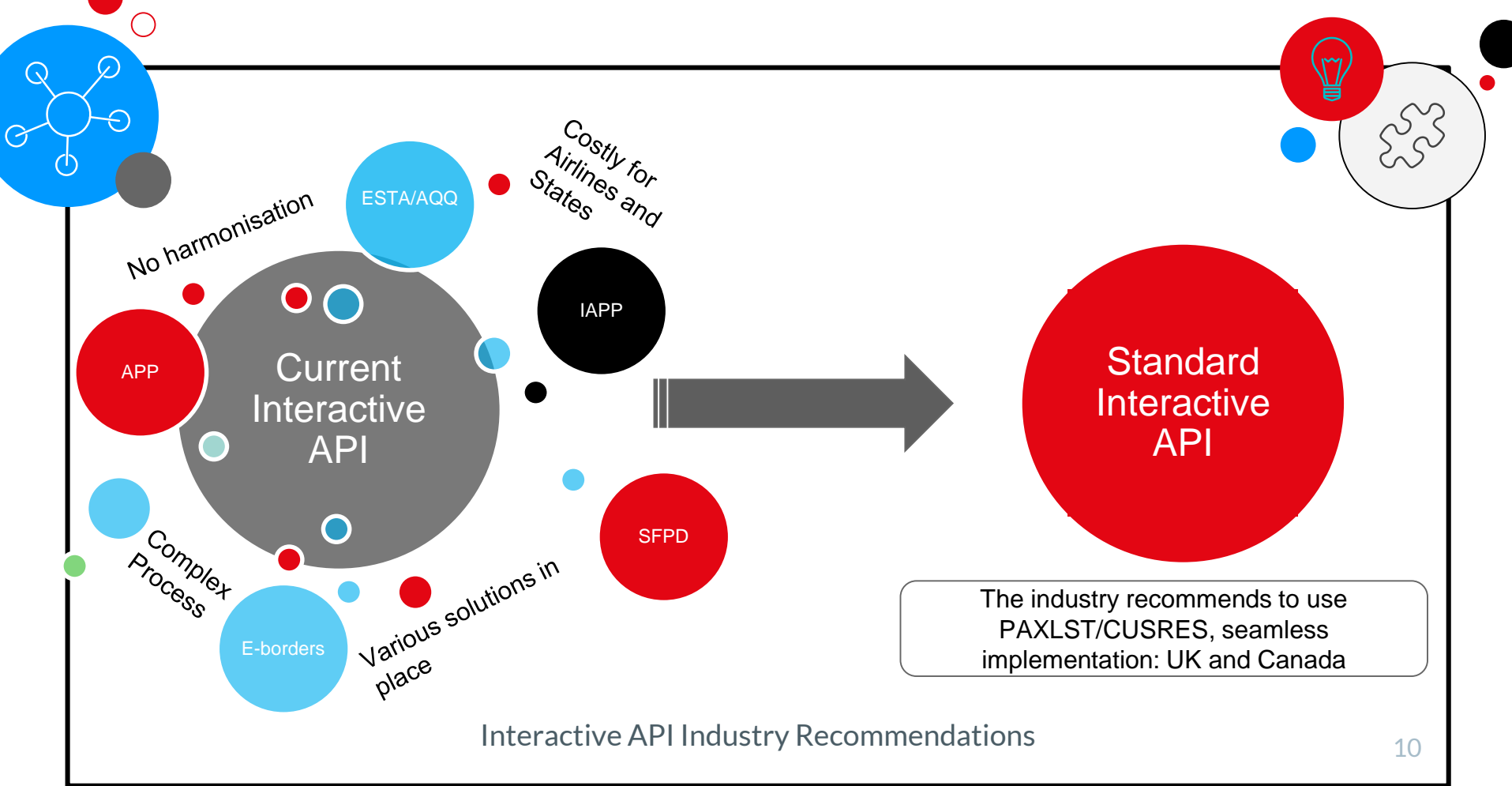
	Booking Process system	Boarding Process system	Crew Process system	Message generation process	Messages generated
 Regular Flight	PSS	DCS	CMS	From their own system Or from DCS Or from PSS	EES/Etias : PAXLST/CUSRES or PNL/ADL API-PNR: PAXLST (batch) + PNRGOV
 Charter Flight	TO System Unstructured data	DCS	CMS	Manually No existing structured data	EES/Etias : PAXLST/CUSRES or PNL/ADL API-PNR: PAXLST (batch) + PNRGOV ?
 Mixed Flight	TO System & PSS	DCS	CMS	From PSS & DCS Or from TO, PSS & DCS	EES/Etias : PAXLST/CUSRES or PNL/ADL API-PNR: PAXLST (batch) + PNRGOV (2 parts)?

The gateway manages all types of connections and simplify the check process for carriers with unstructured data

- 01** 'API-like' connection
Type B, VPN/MQ, AS4
- 02** Connection of the main reservation systems/networks
Type B, VPN/MQ, AS4
- 03** Web Interface
Easy process to check ETIAS passenger status via simple push of PNL/ADL
- 04** Email channel
Use in case of failure of other channels



Compliant with synchronous & asynchronous connection modes, allowing EES/ETIAS status check while checking



iAPI Industry Feedback

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- The existing implementation standard guidelines do not provide clear guidance to states as to how implement the Interactive API
- An evolution of current standard messages (PAXLST/CUSRES) is required to assess states and airlines needs:
 - ◆ Multileg: considering the full itinerary or only the trans border leg (segments in group 2 and 3 TDT, LOC and DTM)
 - ◆ UNB and UNZ to be mandatory?
 - ◆ Clear guidelines for unicity of transaction Reference Number (UPRI) and RFF ABO after document swap or name change
- ETIAS iAPI guidelines to be provided



Based on state-of-the-art
technical standard

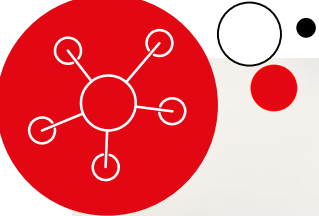
Technical + Airlines experts

24/7 technical support with a secured access to your
collection tool

24/7 technical monitoring and supervision of the
infrastructure

A daily management of error from incoming messages by
Experts of airlines IT environment

- ☒ Privacy by design
- ☒ High availability
- ☒ High scalability
- ☒ Interoperability
- ☒ Compliant to last regulation
- ☒ Auditable
- ☒ Possibility to be hosted in EU-LISA
premises (legal mandate requested)



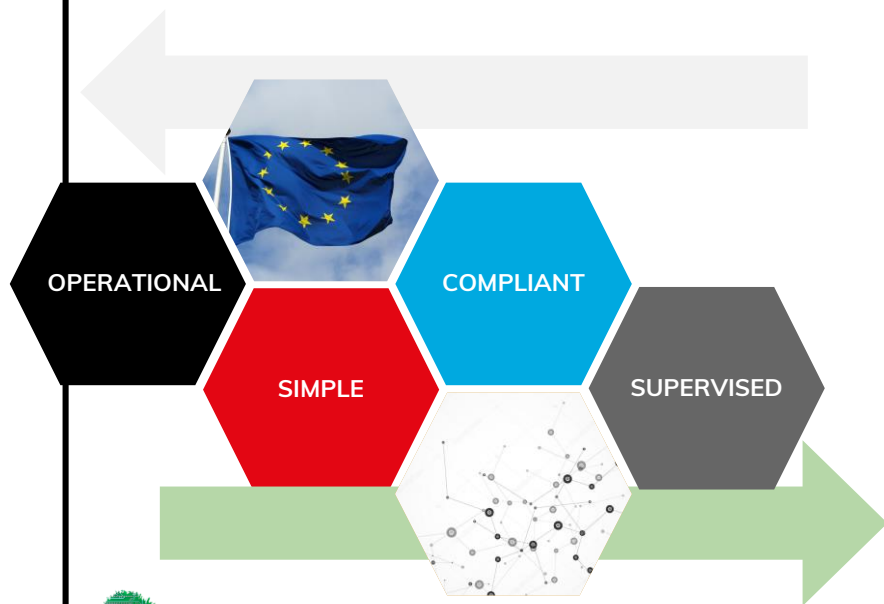
API-PNR Gateway Luxembourg Project Status

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- API-PNR Gateway V1.0 deployed in production on February 2018 with Luxair
- API-PNR Gateway V1.1 with Eurocontrol Dashboard under test - first deployment May 2018
- Amadeus connectivity in place for test and production, with API and PNR
- Connectivity in place for test and production, with API and PNR for:
 - Amadeus
 - Turkish airlines
 - Easyjet
 - Air France / KLM
- Connectivity with Navitaire on-going
- Certification finalized for:
 - Luxair (Amadeus, iPort, Aviapartner, SITA and Resiber)
 - Turkish Airlines
 - Hahn air



Ease the collection & distribution of all data workflows between EU, Governments, & Airlines



Green IT Strategy to reduce the environmental footprint

Key Values

OPERATIONAL

- Plug & play solution with fast implementation
- Already connected to many data providers and airlines

SIMPLE

- Rationalized links between all stakeholders : carriers, ETIAS and states
- Centralized solution and resources to ensure simplicity

COMPLIANT

- Total compliance with States and ETIAS/EES requirements
- Permanent automated checks of standards formats and contents

SUPERVISED

- Supported by a pool of experts of the air industry data and systems
- 24/7 monitoring and supervision

Any questions?

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stephane.levy@police.etat.lu

Annex

Current API Landscape - Regulatory systems

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APIS	E-BORDERS	ESTA/AQQ	SFPD	APP	IAPP
<ul style="list-style-type: none">• Standard and regulatory process• At flight closure, DCS sends a recap of all pax on board• More than 35 countries using APIS• Communication: Type B or MQ link	<ul style="list-style-type: none">• Standard and regulatory process• 72h before departure, DCS send the list of all passengers on board• Regulatory system used by UK• Communication: MQ link	<ul style="list-style-type: none">• Electronic System for Travel Authorization, a replacement of US VISA process• ESTA status returned to DCS system: OK to board/ Not OK to board• Regulatory system used by USA• Migration on-going to SFPD process	<ul style="list-style-type: none">• Batch message sent at -72hrs prior to departure• After the batch, any modification/creation is sent via an interactive message• Regulatory system used by USA• Communication: SFPD link with TSA(USA)	<ul style="list-style-type: none">• Interactive message per pax sent with synchronous response• System maintained by SITA• 8 countries using the APP: Australia , Bahrain, New Zealand, Saudi Arabia, South Africa, Qatar, United Arab Emirates and Thailand• Communication: MQ link	<ul style="list-style-type: none">• Batch message sent at -72hrs prior to departure• After the batch, any modification/creation is sent via an interactive message• Regulatory system used by Korea and Taiwan• Communication: MQ link for Taiwan/Korea via ARINC

