



U.S. Customs & Border Protection

Enforcement Systems Branch

**Advance Passenger
Information (APIS) –
U.S. Manifest / MCL (PAXLST)
Message Implementation
Guideline for Airlines
UN/EDIFACT Message Set**

August 17, 2005

**Document Number:
2099001-UN-IMPLEMENTATION-GUIDE-1.02**

Executive Summary

Background

In response to the terrorist attacks of September 11, 2001, legislation was passed making it mandatory for all commercial airlines on international flights to send their passenger and crew manifest data to the U.S. Customs Service (USCS) for advance processing. Prior to the passage of this legislation, submission of advance passenger manifest data was done on a voluntary basis. A standard data format known as UN/EDIFACT – United Nations/Electronic Data Interchange for Administration, Commerce, and Trade – was adopted by the United Nations Economic Commission for Europe (UN/ECE). A version of the UN/EDIFACT “PAXLST” message set has been codified by the International Air Transport Association (IATA) and the World Customs Organization (WCO) for worldwide use by all scheduled air carriers and border control authorities. Additional PAXLST message segments, data elements, and code values have been defined by CBP as necessary to meet the requirements of U.S. regulations.

In order to implement the requirements of the UN/EDIFACT PAXLST message set, U.S. Customs and Border Protection (CBP) has made changes to its Advance Passenger Information System (APIS). This document is based on the WCO/IATA/ICAO Advanced Passenger Information Guidelines, with CBP additions, and contains the guidelines for IATA carriers to follow in the preparation and transmission of the passenger/crew manifest data for processing by CBP. (For purposes of this document, an “IATA” carrier is one whose flights are identified by a two- or three-character IATA or CBP-assigned carrier code, plus a one- to four-character flight number.) It does not cover reporting for non-IATA methods of transport, such as other types of commercial aircraft and ocean vessels, which will be covered in future documents.

Notes:

1. This document does not replace the previous set of guidelines contained in *API for Airlines*, Version 1.05, for IATA carriers who have been using the US/EDIFACT message set. The UN/EDIFACT message described in this document is quite different. There will be a brief transition period during which both the existing US/EDIFACT messages and the new UN/EDIFACT messages will be supported.
2. All examples in this document are fictional. There is no implication that any carriers operate flights with the numbers shown or fly these routes. Any resemblance to real people, their documents or itineraries, or any personal details, is strictly coincidental.

Revision History

Date	Document ID Number	Description of Revisions	Location in Document
8/17/05	2099001-UN-Implementation-Guide-1.02	<ul style="list-style-type: none"> • Minor editorial changes • Added "Crew Members" to the list of travelers for whom an address while in the U.S is not required; added "CBP Processing" to port/place of first U.S. arrival; corrected field length for IATA carrier code field. • Corrected Value description for MCL document type code BC. • Removed notes describing several fields as not required for deletions. • Modified column headings • Removed Note 1. • Corrected format of carrier code field description. • Clarified wording in Segment 3 description. • Changed references to "final APIS regulations" to "CBP final APIS regulations". • Modified wording in note 4 to reflect final text description definitions. • Corrected wording for notes on element 3227/value 179 to change "including" to "regardless of". • Added note 6. • DTM segments not shown noted as required. • Added note to clarify that in some examples, some information has been omitted to save space. • Corrected message example to reflect Japan resident. • Clarified APIS crew manifest notes for foreign carriers • Clarified pilot license data 	<ul style="list-style-type: none"> • pp 7, 11, 37, 38, 47, 65, 68, 75, 107, 110, 118,127 • Table 2 • Table 4 • Table 5 • Table 8 • Section 10.2 • Section 13.2 • Section 14 • Section 14.2 • Section 16.2 • Section 19.2 • Section 23.2 • Appendix A.3, note 4 • Appendix B • Appendix B.5 • Appendix G.1.2 • Appendix G.2.2

Date	Document ID Number	Description of Revisions	Location in Document
		elements suggested to ensure successful deletion.	
08/10/05	2099001-UN-Implementation-Guide-1.02	<ul style="list-style-type: none"> • Modified examples of Sample Outbound messages to not include LOC+174 and LOC+22. • Included FAX data in sample COM message segments. • Corrected sample UNH elements and LOC function code qualifiers to be consistent with MCL; • Corrected typo in G.2.2 explanation of Flight Type H (Delete). • Corrected typo in G.3.2 to include a field separator. • Removed 'DRAFT' page headings. 	<ul style="list-style-type: none"> • Appendix B.6, B.8 • Appendix G.2.1 • Appendix G.2.2 • Appendix G.3.2 • Throughout
01 AUG 05	2099001-UN-Implementation-Guide-1.02	<ul style="list-style-type: none"> • Requirement that Resident Alien cards have an expiration date has been removed. • CNT segment count on MCLs redefined to be number of crew reported on the MCL message, not the total crew from all MCLs. • Document Identifier / Number maximum length changed from 12 to 20. • Corrected Data Element numbers for First and Second Related Location Name(s). 3223 changed to 3222, and 3233 changed to 3232. 	<ul style="list-style-type: none"> • Table 8. • Section 26.2 • Appendix G.2.1 • Section 2.3 / Table 4 • Section 23 • Section 19.1 • Section 2.4 / Table 5
5/06/05	2099001-UN-Implementation-Guide-1.01	<ul style="list-style-type: none"> • Removed "Replacement" function and changed related sections and examples. • Added new section (2.7) and table (# 8) with comprehensive reporting rules for travel documents – this is now the common reference from all sections related to document. Re-numbered subsequent table references. Document Expiration Date made conditional. 	<ul style="list-style-type: none"> • Sections 1.4, 2.3, 10 ("BGM") and Appendix "B" and "G" examples. • New section 2.7. • Changed sections 2.1, 2.2, 2.4, 2.5, and 2.6. • Changed sections 23.2 ("DOC"), 24.2 ("DTM") and 25.2 ("LOC").

Date	Document ID Number	Description of Revisions	Location in Document
4/26/05	2099001-UN-Implementation-Guide-1.00	<ul style="list-style-type: none"> • Changes to name encoding examples. • Minor wording changes. • Changed document name to ESB naming standards. • New section 1.8 to explain the CBP message to confirm receipt of transmissions. • Section 10 (“BGM”) and examples – changed reporting of the type of crew flight manifest or MCL from data element # 1000 to element # 1004. Also changed all relevant examples. • Changed wording of various sections for consistency with CBP’s APIS FAQ document. 	<ul style="list-style-type: none"> • Section 16.2 notes. • Various sections. • Document name. • New section 1.8 • Section 10 (“BGM”) and Appendix “B” and “G” examples. • Various sections
4/18/05	OIT-SDD-TB-UN_EDIFACT_AIR_v.26	<ul style="list-style-type: none"> • Made changes in support of new APIS regulations published on April 7, 2005. • Split business rule tables (Section 2) to separate rules for crew manifests from the rules for passenger manifests. Revised some rules text. • Section 10 (“BGM”) – added element #1225 to explicitly indicate the message’s function as either an “Addition” or “Replacement”. • Appendix “G” – fixed text references to the BGM Document Name / Flight Type code, which replaces the use of TDT Flight Number suffixes. • Appendix “B” and “G” – corrected examples throughout the document. • Added rules and examples for Document Name / Flight Type “H” – MCL “Delete” function. 	<ul style="list-style-type: none"> • Whole document. • New sections 2.5 and 2.6. Changed sections 2.1 – 2.4. • Section 10 • Appendix “G” • Appendix “B” and “G” • New section G.2.2
6/25/04	OIT-SDD-TB-UN_EDIFACT_AIR_v.25	<ul style="list-style-type: none"> • Made changes in support of TSA requirements • Section 9 (“UNH” / #0057) – added ‘CBP’ value • Section 10 (“BGM” / #1001) – 	<ul style="list-style-type: none"> • Various text in document • Section 9 • Section 10

Date	Document ID Number	Description of Revisions	Location in Document
		<p>Added '336' value – Added element #1000 to explicitly indicate the type of crew flight manifest or MCL. This replaces the use of a Flight Number suffix.</p> <ul style="list-style-type: none"> • Section 13 (“TDT”) – removed text on Flight Number suffix • Section 16 (“NAD” / 3035) – Removed TSA codes from value list • Section 19 (“LOC”) – changed description of when Qualifier Code ‘22’ is required – replaced previous use of element 3224 for Place of Birth with set of elements 3225, 3223, and 3233 • Section 20 (“EMP”) – added this new segment. Following sections were renumbered. 	<ul style="list-style-type: none"> • Section 13 • Section 16 • Section 19 • Section 20
3/23/04	OIT-SDD-TB-UN_EDIFACT_AI R_v.24	<ul style="list-style-type: none"> • Removed appendix “F” – the standard ISO-3166 code set will apply. Appendices “G”, “H”, and the tables in those appendices were renumbered. 	<ul style="list-style-type: none"> • Appendices F, G, and H
3/19/04	OIT-SDD-TB-UN_EDIFACT_AI R_v.23	<ul style="list-style-type: none"> • Minor corrections 	<ul style="list-style-type: none"> • Whole document
2/25/04	OIT-SDD-TB-UN_EDIFACT_AI R_v.22	<ul style="list-style-type: none"> • Changes based on TSA-issued Security Directives and Emergency Amendments 	<ul style="list-style-type: none"> • Whole document
2/18/04	OIT-SDD-TB-UN_EDIFACT_AI R_v.21	<ul style="list-style-type: none"> • Minor corrections 	<ul style="list-style-type: none"> • Whole document
1/23/04	OIT-SDD-TB-UN_EDIFACT_AI R_v.20	<ul style="list-style-type: none"> • Added changes to various segments for new TSA crew data • Added new data element table for Master Crew Lists (MCL) • Added / changed other data element tables • Added section to explain coding rules for new TSA crew data • Changed examples that show crew manifests 	<ul style="list-style-type: none"> • TDT, NAD (group 4), LOC (group 4), DOC, and DTM (group 5) • New section 2.4 • Sections 2.1 and 2.2 • New Appendix H (became Appendix G as of 3/23/04) • Whole document
11/19/03	OIT-SDD-TB-UN_EDIFACT_AI	<ul style="list-style-type: none"> • Minor corrections and clarifications of some segments 	<ul style="list-style-type: none"> • Whole document

Date	Document ID Number	Description of Revisions	Location in Document
	R_v.19		
10/22/03	OIT-SDD-TB-UN_EDIFACT_AIR_v.18	<ul style="list-style-type: none"> Changes based on draft of final APIS regulations Added new section that relates APIS data items to PAXLST segments / elements Added a note that SITA Type "B" messages can now be up to 64KB long Removed Visas as a document type to be reported, along with the date and location that were visa-specific Numerous clarifications and corrections 	<ul style="list-style-type: none"> Whole document
5/01/03	OIT-SDD-TB-UN_EDIFACT_AIR_v.17	<ul style="list-style-type: none"> Numerous corrections to examples Rewrote rules for flight itinerary reporting Added "Registration" section to Appendix E 	<ul style="list-style-type: none"> Whole document Appendix A Appendix E
3/05/03	OIT-SDD-TB-UN_EDIFACT_AIR_v.14	<ul style="list-style-type: none"> Document file name includes version number Updated references to USCS and Customs 	<ul style="list-style-type: none"> Electronic file name Whole document
3/03/03	OIT-SDD-TB-UN_EDIFACT_AIR	Removed Appendix F	Appendix F
2/28/03	OIT-SDD-TB-UN_EDIFACT_AIR	<ul style="list-style-type: none"> Document number assigned Training Branch QA review and edit 	<ul style="list-style-type: none"> Title page Whole document
2/25/03	API_PAXLST_EDIT0128k	<ul style="list-style-type: none"> Corrections based on comments from IATA Additional material on communications and help desk support Revision of testing procedures 	<ul style="list-style-type: none"> Whole Document Appendices C, D, and F Appendix E
1/28/03	API_PAXLST_EDIT0128j	Further corrections	Whole Document
1/22/03	API_PAXLST_EDIT0108i	Further corrections	Whole Document
1/8/03	API_PAXLST_EDIT0108h	Further corrections. Also, changed figures from Visio objects to bitmaps to reduce document size	Whole Document
12/13/02	API_PAXLST_EDIT1213g	Corrections based on review of version 1106f	Whole Document

Date	Document ID Number	Description of Revisions	Location in Document
11/06/02	API_PAXLST_EDIT1106f	Corrections and additions as result of: <ul style="list-style-type: none"> • Review by ATA carriers 10/31 – 11/01 • Software testing • Decisions on qualification testing, contacts, and other operational issues 	Whole Document
10/30/02	API_PAXLST_EDIT1030e	Included updated PAXLST message structure, UNA segment, and Sample PAXLST message	Pages 12 and 14. Section 3; page 16
10/29/02	API_PAXLST_EDIT1029d	Additional revisions	Whole Document
10/29/02	API_PAXLST_EDIT1029c	Additional revisions	Whole Document
10/28/02	API_PAXLST_EDIT1028b	Input additional edits; including comments for questions	Whole Document
10/24/02	API_PAXLST_EDIT1024a	Revised with edits to clarify text and Sample PAXLST Message on page 8	Whole Document
10/23/02	API_PAXLST_EDIT1023	Revised with edits and re-formatting	Whole Document
9/30/02	API_PAXLST_draft	Original Document	Whole Document

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1. Introduction

In response to the terrorist attacks of September 11, 2001, legislation was passed making it mandatory for all commercial airlines on international flights to send their passenger and crew manifest data to the USCS Advance Passenger Information System (APIS) for processing before their arrival in the United States. Prior to the passage of this legislation, submission of advance passenger manifest data was voluntary.

The purpose of this manual is to provide guidelines to air carriers for the preparation and transfer of manifest data to APIS using the required UN/EDIFACT format. These implementation guidelines identify the unique data requirements of CBP for collecting passenger and crew data from air carriers flying into and out of the United States.

1.1 Advance Passenger Information System (APIS)

The APIS system facilitates research on passengers and crew members on international flights before their arrival into or departure from the U.S. Developed in 1988 by the United States Customs Service (USCS) in collaboration with the Immigration and Naturalization Service (INS), APIS collects passenger and crew biographical information from international air carriers and checks this information against the Interagency Border Inspection System (IBIS). IBIS includes data from the databases of CBP, INS, the State Department, and 21 other federal agencies.

1.2 UN/EDIFACT Message Format

In 2002, a standard Electronic Data Interchange (EDI) message set was approved for use by the United Nations/Electronic Data Interchange for Administration, Commerce, and Trade (UN/EDIFACT) under the auspices of the United Nations Economic Commission for Europe (UN/ECE). The International Air Transport Association (IATA) and the World Customs Organization (WCO) adopted the Passenger List (PAXLST) message set for use by all scheduled air carriers for the transmission of passenger and crew data to border control authorities. This UN/EDIFACT PAXLST Message Set documentation identifies the format and syntax rules that scheduled air carriers must follow in transmitting data to the appropriate authorities in the U.S.

CBP has found it necessary to extend the WCO/IATA standard PAXLST to meet certain legislative and regulatory requirements that are currently unique to the U.S. However, we have made every effort to conform to the overall UN PAXLST standard. The extensions use standard UN/EDIFACT segments and data elements, as well as private code sets in certain segments where they are allowed, and we have made every effort to conform to the overall UN PAXLST standard.

CBP has addressed issues raised by IATA and will continue to attempt to meet international standards as much as possible within U.S. government requirements.

1.3 Types of Data Supported by APIS UN/EDIFACT

APIS allows three types of transaction data to be reported using the UN/EDIFACT PAXLST. Each type of data must be explicitly identified at the “message” level (i.e. starting with the “UNH” segment) as one of the three types, and different types of data should not be mixed within the same “message”. However, passenger and crew flight manifest messages may be reported within the same transmission. The types of data are:

- a) A list of passengers on a passenger flight entering or leaving the U.S.
- b) A list of crew members or certain “non-crew” travelers on a flight:
 - entering or leaving the U.S., on either a passenger or a cargo flight (so-called “passenger” or “cargo” flights)
 - overflying U.S. territory (“overflights”)
 - landing at U.S. airports beyond the first U.S. port of arrival (“domestic continuance” flights)
 - landing at U.S. airports before the final U.S. port of departure (also a “domestic continuance” flight).

Specific definitions of “crew” and “non-crew” members are contained in the CBP APIS regulations.

- c) A Master Crew List (**MCL**) of all crew and non-crew members that a carrier intends to assign to any of the flights listed in item (a) or (b).

1.4 Types of Add / Update / Delete Functions Supported by APIS UN/EDIFACT

APIS supports the reporting of new passengers and crew for a flight or MCL, and various types of update and delete functions for crew members. Functions (a) and (b), below, do not have to be explicitly identified - CBP’s APIS system will recognize that a traveler record was previously reported (by exact Name / Date-of-Birth match), and replace the entire previous record with the new data. Functions (c) and (d), below, do have to be explicitly identified, as CBP sends this data on to TSA. Messages for different functions can be combined in the same transmission. The operations include:

- a) Add a passenger or crew/non-crew member to a flight manifest. Any traveler record not previously sent for a flight will be added to the manifest. A traveler will be considered to be unique for a flight if the Last Name + First Name + Date-of-Birth do not match an existing record.
- b) Replace a passenger or crew / non-crew record with a completely new record. Replacement is done by matching a transmitted traveler record to an existing record with the same Name and Date of Birth, so those data element values cannot be changed. (A different Name or Date of Birth is considered to be a new traveler, and CBP will add it to the manifest.) The entire previous record is

replaced, not specific data elements, so all previously reported segments and elements for the traveler must be reported even if their values have not changed. Any missing segments or elements in the replacement record will be lost. If the lost elements are required, the carrier may be assessed a penalty. The result is that the record for traveler "A" is replaced by a new version of traveler "A".

- c) "Change" a manifest with regard to the crew / non-crew listed. This is a change in the sense that the original crew list for the flight has been augmented by adding additional crew, or a record of an original crew member is being replaced. This function has specific coding requirements needed by TSA.
- d) Add, Change, or Delete crew / non-crew members on a Master Crew List (MCL). This function has specific coding requirements needed by TSA for the MCL.

1.5 Differences between US/EDIFACT and UN/EDIFACT Formats

There are some important differences between the format of the US/EDIFACT message currently being used and the new UN/EDIFACT message format. A few of them are listed in the following table. (Specific structural details of the UN message are described in Section 1.2, and details of the individual segments are described in Sections 6 through 28.)

Table 1: Comparison of US/EDIFACT AND UN/EDIFACT

	US/EDIFACT	UN/EDIFACT
Segment Usage and Repetition	Segment types are used for one specific purpose in one place. Except for PDT and LOC, they are not repeated.	Segment types are very general and can be used for multiple purposes in multiple places. Many of them contain a qualifier code that defines the particular use in a particular place. The usage is context-specific and depends on the "segment group" of which they are a part. Examples include NAD, LOC, and DTM segment types.

	US/EDIFACT	UN/EDIFACT
Segment Types Used in Only One Message	<p>The following segments are used in US/EDIFACT but not UN/EDIFACT:</p> <ul style="list-style-type: none"> • CTA • UNS • PDT 	<p>The following segments are used in UN/EDIFACT but not US/EDIFACT:</p> <ul style="list-style-type: none"> • BGM • NAD • COM • ATT • EMP • NAT • RFF • CNT <p>Note: A segment type may be used in both messages but it will often have a different syntax, mandatory data element values, and/or coding rules.</p>
Conciseness	<p>A business entity, such as a passenger, can usually be completely represented by a single segment type. For example, a PDT contains all of the data for a single passenger.</p>	<p>Most business entities need a group of segments to be fully described. For example, each passenger requires an NAD segment and usually requires a set of ATT, DTM, LOC, NAT, RFF, and DOC segments as well. These segments work together and must be coded properly for the context in which they are used. While not as concise as US/EDIFACT, this structure supports a great deal of additional data while allowing the flexibility to report only what is required.</p>
Functions Supported for Flight Manifests	<p>Only supports adding of records. (Changes and deletions are supported for MCLs)</p>	<p>Will support both add and replacement functions for flight manifests. (Also supports add, change, and delete functions for MCLs only.)</p>
Distinguishing US Messages from UN	<p>The UNB segment's Application Reference data element (#0026) has a value of "CEDIPAX."</p>	<ul style="list-style-type: none"> • The UNB segment's Application Reference data element (#0026) must have a value of "APIS." • In addition, for the IATA carriers covered by this document, the UNH segment's Association Assigned Code data element (#0057) must have a value of "IATA."

	US/EDIFACT	UN/EDIFACT
Carrier Code/Flight Number Identification and Arrival Date/Time	The UNH segment's Common Access Reference data element (#0068) is a 3-field concatenation of the Carrier Code and Flight Number, Arrival Date, and Arrival Time, separated by slashes.	<ul style="list-style-type: none"> The Carrier Code and Flight Number are reported on the TDT segment's Means of Transport Journey Identifier data element (#8028) as a concatenated field with no separation. Inbound Flights: The Arrival Date/Time is somewhat complicated. Following the TDT are two or more LOC segments that report the flight's itinerary. One of these LOCs must have a Function Code Qualifier data element (#3227) with the value "87" to denote Arrival Location. Following this segment will be one or two DTM segments and one of them will have a Function Code Qualifier data element (#2005) with the value "132" to denote Arrival Date/Time at that location. This is the local Arrival Date/Time of the flight in the U.S. Outbound Flights: The Departure Date/Time is reported in similar fashion to inbound Arrival Date/Time. The flight itinerary must have a LOC segment with Function Code Qualifier of "125" (Place of Departure) with a following DTM having Function Code Qualifier "189." This is the local Departure Date/Time of the flight from the U.S. The UNH segment's Common Access Reference data element may be used for the carrier's purposes, but CBP will ignore it. CBP will <u>not</u> use it to identify the carrier, flight, or arrival date/time.

1.6 Data Transmission

CBP currently supports receipt of transmissions primarily through two air industry oriented networks: Aeronautical Radio Incorporated (ARINC) and Societe Internationale de Telecommunications Aeronautique (SITA). Carriers desiring to use either of these

communication services should contact them directly for additional information and technical details. See **Appendix D: Connection – Testing and Production**.

These networks may have limits on the size of certain types of messages, which may require certain long messages to be split into multiple “blocks.”

(NOTE: SITA Type “B” messages are no longer limited to a length of 3840 bytes! It is our understanding that SITA and ARINC now support Type “B” message lengths up to 32K bytes. CBP strongly encourages use of the maximum block size, as this will simplify carriers’ systems and result in faster CBP processing.)

If a message is split into blocks, each block must constitute a stand-alone transaction that can be processed whether or not any other blocks are received. The following guidelines must be followed:

1. Each block must have a complete set of UNB, UNH, UNT, and UNZ header/trailer segments. If UNA, UNG, and UNE segments are used, they must also be present in each block.
2. Each block must have a BGM segment and contain the TDT and flight itinerary segments.
3. A traveler’s data must not be split into multiple blocks. If a traveler is identified in a block, all of his or her data must be contained in that block.
4. The sender may wish to use fields in the UNH segment to specify a block sequence number and indicate the initial and final blocks that are being sent. However, there is no guarantee that CBP will receive and process the blocks in the order that they were sent. CBP will use the block sequence numbers and the initial/final indicators for troubleshooting missing or corrupted blocks, but there is no automated validation or reporting of “missing” blocks.

CBP views a transmitted message as a single continuous bit stream; only an EDIFACT segment terminator serves to separate the message into “records” that have any meaning to the CBP APIS system. Some network protocols, such as SITA Type “B” messaging, may require the sender to insert line feeds to break a message into smaller units. CBP will remove any characters with a value less than x’40’, causing line feeds or carriage returns to be ignored.

1.7 Transmission Data Quality

With the increasing volume and importance of the data being sent to APIS, the quality and uniformity of data transmissions is of great concern. APIS filers should be aware of the following policies:

- Transmission syntax rules described in this document must be followed. This includes mandatory values for specified data elements and coding practices for groups of data segments (such as the flight itinerary). Transmissions that fail to follow these rules and practices may be rejected by the system. Also, certain syntax errors such as those involving a required segment for a segment group may cause the data for subsequent travelers in the transmission to be lost.
- No exceptions to the syntax rules will be made for any filer.
- Qualification testing must be passed before actual “live” flight data will be accepted. Do not submit UN/EDIFACT transmissions to the CBP production system without expressed prior approval.

1.8 Confirmation / Acknowledgement of Transmissions

CBP will send a confirmation message to the sender after receiving and processing an APIS transmission. The confirmation is sent as a text email message to an email address supplied by the sender; it is not sent as a UN/EDIFACT message. The email address for the sender should be provided to the APIS Account Manager upon registering to become a UN/EDIFACT sender (refer to Appendix E).

The confirmation message appears roughly as follows:

The following information is regarding the transmitted file(s) received.

```

Sender ID           :           BMX21TM3943

Confirmation #     :           AA6653443420030403
Carrier Cd        :           AA
Carrier Nbr       :           513
ETA Date          :           030412
ETA Time          :           120950

# Msgs Received   :           12

Msg Status
# Processed      :           10
# Not Processed/Fatal Errors: 01
# Processed w/errors:         01

```

Your transmitted file(s) contained errors and duplicates.

```

Counts
# Passengers processed:         104
# Crew processed:              12
# Intransit processed:         16

```

*This transmission has been identified as not containing valid sequence numbers and/or "F" block indicator. To avoid receiving multiple email receipts for a transmission, use valid sequencing numbers and final block indicators. Please refer to the U. S. Customs API Email Interface documentation for additional information on message formatting requirements.

CBP has received your submission. This email is not a confirmation of its completeness or validity, but only its receipt. You may be subject to penalties for failure to comply with the law at any time.

Do not reply to this email. No procedures are in place to process replies to this mailbox.

Notes:

1. The "Sender ID" field in the message is extracted from the UNB segment, and is used to determine the email address where the message is sent.
2. The "Confirmation #" field is generated by CBP.
3. The "Carrier Cd", "Carrier Nbr" (flight number), "ETA Date", and "ETA Time" fields are extracted from the sender's message that is being confirmed.
4. The "# Messages Received" field is the number of traveler records (i.e. Group 4 NAD segments) that we extracted from the sender's message.
5. The "Msg Status" count fields show the processing results for the extracted traveler records.
6. The "Counts" count fields show the totals for the consolidated flight manifest based on all messages we have received for the flight.
7. The bracketed text is an example of a particular error message. Some errors can be explicitly identified in the message. Other errors cannot be explicitly identified.

1.9 General Notes for this Guide

- This document is intended to be a technical guide for explaining the UN/EDIFACT PAXLST syntax as implemented by CBP. Some data elements marked as "conditional" under the PAXLST may be mandatory under CBP regulations. This guide does not attempt to explain all of the situations in which various conditional elements must be present, and it should not be seen as a substitute for CBP laws and regulations. Every attempt has been made to ensure that this guide conforms to those laws and regulations, but in all cases, the CBP laws and regulations take priority over the contents of this guide.
- Frequently, the word "person" or "traveler" is used when an explanation applies equally to either a passenger or a crew member.
- Unless otherwise noted, "crew" also refers to "non-crew". The terms are roughly defined as follows:
 - A "crew" member is defined as a pilot, copilot, flight engineer, airline management personnel authorized to travel in the cockpit, or cabin crew, or relief crew member.

- A “non-crew” member is defined as an air carrier employee or family member, or person traveling onboard a commercial aircraft for the safety of the flight (e.g. an animal handler). Note that the non-crew definition only applies to all-cargo flights – these travelers should be reported as “passengers” on passenger or mixed passenger / cargo flights.

2. APIS Data Items Related to PAXLST Message Segments, Data Elements, and Element Values

The following tables list the data items required by APIS, as of October 4, 2005. Various characteristics of the elements are described, and the APIS items are related to the EDIFACT “PAXLST” message segments, data elements, and required values that are used to report them.

Arrival / Departure Flight Manifests, MCLs, and Control Segments

There are six tables of data items for arrival and departure flight manifests, MCLs, and control segments. The flight manifest and MCL data requirements are defined by APIS regulations based on the version published in the *Federal Register* on April 7, 2005. Control data is not defined in the APIS regulations, but is either required by the EDIFACT “PAXLST” standard or by the design of CBP’s automated APIS system.

- “Arrival Data – Passenger Manifests” lists the items to be reported on:
 - Passenger flight arrival manifests – passengers
- “Departure Data – Passenger Manifests” lists the items to be reported on:
 - Passenger flight departure manifests – passengers
- “Control Data” lists the items reported on header/trailer segments or otherwise providing information about the transmission.
- “Master Crew List (MCL) Data” lists the items to be reported for TSA’s new crew and non-crew requirements.
- “Arrival Data – Crew manifests” lists the items to be reported on:
 - Passenger flight arrival manifests – crew members
 - Cargo-only flight arrival manifests – crew members
 - Cargo-only flight arrival manifests – “non-crew” crew
 - Domestic continuance arrival manifests – crew members
 - Overflight manifests – crew members.
- “Departure Data – Crew Manifests” lists the items to be reported on:
 - Passenger flight departure manifests – crew members
 - Cargo-only flight departure manifests – crew members
 - Cargo-only flight departure manifests – “non-crew” crew
 - Domestic continuance departure manifests – crew members.

The tables have the following columns:

- “Data Element” describes the item. The font type indicates:
 - An item in non-italic font is required by CBP regulations

- An item in *italics* font is an APIS technical system requirement.
- “Sub-element” defines the components of the item.
- “Conditions” describes conditions where the item might not be mandatory. If no conditions are shown, the item is mandatory. The font type indicates:
 - A description in non-italic font is based on CBP regulations
 - A description in *italics* font is based on APIS technical system design.**Note: This cannot completely cover all possible situations and is no substitute for understanding the APIS regulations. When in doubt, contact your APIS Coordinator and/or transmit all data items.**
- “Format / Values” describes the item’s data format and/or fixed value. The font type indicates:
 - A description in non-italic font is based on CBP regulations
 - A description in italics font is based on IATA / WCO PAXLST standards.
- “PAXLST Segment (+ Function Qualifier Code) / Elements” describes the methods of coding the data item for transmission. This column will serve as a reference to the rest of this document where each Segment and Data Element is described in detail. This includes:
 - A Group Number and Segment ID;
 - A Function Qualifier Code, if applicable, which further defines the Segment’s function;
 - One or more Data Element numbers.

Note concerning “flight” vs. “traveler” itinerary:

APIS requires reporting of relevant ports in the itineraries of both the flight and the individual travelers. The itinerary of each individual traveler is required, even if it matches the flight itinerary. APIS will not extract a missing traveler itinerary from the flight itinerary.

Document Reporting Rules

This section has a table and notes describing the rules of which types of travel and immigration documents can be reported via APIS. The table lists the documents, whether they typically have a machine-readable zone, the name/type code sent to identify the document, rules about issuing-country and expiration-date reporting, and other relevant comments. If a traveler presents multiple allowable documents, it is the carrier’s responsibility to select and report the proper documents.

2.1 Arrival Data – Passenger Manifests

This data is to be reported on manifests for passengers on arriving passenger flights. This is in addition to the control segments and data elements described in section 2.3. Rules for arriving crew / non-crew manifests are given in table 6, in section 2.5.

Table 2: Coding Rules for Arrival (Inbound) Manifest Data – Passengers

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
<ul style="list-style-type: none"> non-italics – CBP rules <i>italics – system requirements</i> 	<ul style="list-style-type: none"> last first middle (if available) 	<ul style="list-style-type: none"> if this is blank, the data is mandatory non-italics – CBP rules <i>italics – system requirements</i> 	<ul style="list-style-type: none"> non-italics – CBP rules <i>italics – IATA / WCO</i> <i>PAXLST</i> 	
Full name	<ul style="list-style-type: none"> last first middle (if available) 		First name must be more than one character (i.e. not just an initial) unless traveler has a 1-character name.	Group 4 NAD / 3036 (2 to 3 repeats)
Date of birth			YYMMDD	Group 4 DTM + 329 / 2380
Gender			<ul style="list-style-type: none"> F = female M = male 	Group 4 ATT + 2 / 9019
Citizenship			ISO 3166 3-char country code	Group 4 NAT + 2 / 3293
Country of residence			ISO 3166 3-char country code	Group 4 LOC + 174 / 3225
Status on board the aircraft			<ul style="list-style-type: none"> FL = passenger DDU = IT passenger 	Group 4 NAD / 3035

Data Element <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 	Sub-elements	Conditions <ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP rules • <i>italics – system requirements</i> 	Format / Values <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Travel document type		For each document that is reported – refer to Table 8 for details.	Normally, report a passport, and alien/permanent resident card if applicable. Report no more than 2 documents. (Refer to Table 8 – APIS Travel Document Reporting Rules for details.)	Group 5 DOC / 1001, 1131, 3055 (Elements 1131 & 3055 indicate CBP code set) Non-ICAO 9303 codes may also use elements 1131 and 3055
Document number		For any reported document – refer to Table 8 for details.		Group 5 DOC / 1004
Document country of issuance		For any reported document – refer to Table 8 for details.	<i>ISO 3166 3-char country code</i>	Group 5 LOC + 91 / 3225
Document expiration date		If applicable – refer to Table 8 for details.	<i>YYMMDD</i>	Group 5 DTM + 36 / 2380
Address while in the United States	<ul style="list-style-type: none"> • number and street • city • state • code • zip code 	Not required for: <ul style="list-style-type: none"> • U.S. citizens • Lawful permanent residents • Travelers in-transit to a location outside the U.S. • Crew members If available		Group 4 NAD / 3042, 3164, 3229, 3251
Passenger Name Record locator		If available		Group 5 RFF + AVF / 1154

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
<ul style="list-style-type: none"> non-italics – CBP rules italics – system requirements 		<ul style="list-style-type: none"> if this is blank, the data is mandatory non-italics – CBP rules italics – system requirements 	<ul style="list-style-type: none"> non-italics – CBP rules italics – IATA / WCO PAXLST 	
Traveler itinerary: Foreign port/place where transportation to the U.S. began (“embarkation”)		Report a foreign airport code. Report the earliest known port in the itinerary, which may be different from the flight’s foreign departure port.	International Air Transport Association (IATA) airport code	Group 4 LOC + 178 / 3225
Traveler itinerary: Port/place of first U.S. arrival (“arrival”) (CBP processing)		Report a U.S. airport code	IATA airport code	Group 4 LOC + 22 / 3225
Traveler itinerary: Final port/place of destination (“debarcation”)		Report the final known airport code.	IATA airport code	Group 4 LOC + 179 / 3225
Airline carrier code			IATA carrier code (AN2 or AN3). Combined with flight number.	Group 2 TDT + 20 / 8028
Flight number			1-4 chars numeric. Combined with carrier code.	Group 2 TDT + 20 / 8028
Flight itinerary: Last foreign port/place of call (departure port code)			IATA airport code	Group 3 LOC + 125 / 3225
Date / time of aircraft departure			YYMMDDhhmm	Group 3 DTM + 189 / 2380, 2379 (Data element 2379 = “201” to indicate data format)
Flight itinerary: Port/place of first U.S. arrival (CBP clearance port code)			IATA airport code	Group 3 LOC + 87 / 3225

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
<ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 		<ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP rules • <i>italics – system requirements</i> 	<ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	Group 3 DTM + 232 / 2380, 2379 (Data element 2379 = "201" to indicate data format)

2.2 Departure Data – Passenger Manifests

This data is to be reported on manifests for passengers on departing passenger flights. This is in addition to the control segments and data elements described in section 2.3. Rules for departing crew / non-crew manifests are given in table 7, in section 2.6.

Table 3: Coding Rules for Departure (Outbound) Manifest Data – Passengers

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
<ul style="list-style-type: none"> non-italics – CBP rules <i>italics – system requirements</i> 	<ul style="list-style-type: none"> last first middle (if available) 	<ul style="list-style-type: none"> if this is blank, the data is mandatory non-italics – CBP rules <i>italics – system requirements</i> 	<ul style="list-style-type: none"> non-italics – CBP rules <i>italics – IATA / WCO PAXLST</i> 	
Full name			First name must be more than one character (i.e. not just an initial) unless traveler has a 1-character name.	Group 4 NAD / 3036 (2 to 3 repeats)
Date of birth			YYMMDD	Group 4 DTM + 329 / 2380
Gender			<ul style="list-style-type: none"> F = female M = male 	Group 4 ATT + 2 / 9019
Citizenship			ISO 3166 3-char country code	Group 4 NAT + 2 / 3293
Status on board the aircraft			<ul style="list-style-type: none"> FL = <i>passenger</i> DDU = <i>IT passenger</i> 	Group 4 NAD / 3035
Travel document type		For each document that is reported – refer to Table 8 for details.	Normally, report a passport, and alien/permanent resident card if applicable. Report no more than 2 documents. (Refer to Table 8 – APIS Travel Document Reporting Rules for details.)	Group 5 DOC / 1001, 1131, 3055 (Elements 1131 & 3055 indicate CBP code set) Non-ICAO 9303 codes may also use elements 1131 and 3055

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
<ul style="list-style-type: none"> non-italics – CBP rules <i>italics – system requirements</i> 		<ul style="list-style-type: none"> if this is blank, the data is mandatory non-italics – CBP rules <i>italics – system requirements</i> 	<ul style="list-style-type: none"> non-italics – CBP rules <i>italics – IATA / WCO PAXLST</i> 	
Document number		For any reported document – refer to Table 8 for details.		Group 5 DOC / 1004
Document country of issuance		For any reported document – refer to Table 8 for details.	ISO 3166 3-char country code	Group 5 LOC + 91 / 3225
Document expiration date		If applicable – refer to Table 8 for details.	YYMMDD	Group 5 DTM + 36 / 2380
Passenger Name Record locator		If available		Group 5 RFF + AVF / 1154
Traveler itinerary: Port/place of departure from the U.S. (“embarkation”)		Report <u>U.S.</u> airport code where traveler departed from the U.S.	International Air Transport Association (IATA) airport code	Group 4 LOC + 178 / 3225
Traveler itinerary: Port/place of final arrival		Report <u>foreign</u> airport code of final arrival, to the best of the carrier’s knowledge	IATA airport code	Group 4 LOC + 179 / 3225
Airline carrier code			IATA carrier code (AN2 or A3). Combined with flight number.	Group 2 TDT + 20 / 8028
Flight number			1-4 chars numeric. Combined with carrier code.	Group 2 TDT + 20 / 8028
Flight itinerary: Last U.S. port/place of call (departure port code)			IATA airport code	Group 3 LOC + 125 / 3225
Date / time of aircraft departure from last U.S. port			YYMMDDhhmm	Group 3 DTM + 189 / 2380, 2379 (2379 = “201” to indicate data format)

Data Element <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 	Sub-elements	Conditions <ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP rules • <i>italics – system requirements</i> 	Format / Values <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Flight itinerary: Port/place of first foreign arrival			<i>IATA airport code</i>	Group 3 LOC + 87 / 3225
Date / time of aircraft arrival at first foreign port			<i>YYMMDDhhmm</i>	Group 3 DTM + 232 / 2380, 2379 (2379 = “201” to indicate data format)

2.3 Control Data

Requirements for these elements are defined by UN/EDIFACT PAXLST standards and/or CBP system processing. None of them are defined in the APIS regulations.

Table 4: Coding Rules for Message Control Data – all Manifest and MCL Transmissions

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Transmission separators and indicators	<ul style="list-style-type: none"> • sub-element • element • decimal notation • release indicator • segment terminator 	<ul style="list-style-type: none"> • if this is blank, the data is mandatory Not needed if all UN/EDIFACT default values are used	Refer to Implementation Guide (section 6)	UNA
Interchange header	<ul style="list-style-type: none"> • syntax ID • syntax version • sender ID • sender ID qualifier • recipient ID • recipient ID qualifier • interchange date • interchange time • control reference number • application reference 	All are mandatory except the sender ID qualifier and recipient ID qualifier. For an MCL, Sender ID is always "MCCL*TSA".	Refer to Implementation Guide (section 7)	UNB / 0001, 0002, 0004, 0007, 0010, 0017, 0019, 0020, 0026

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Group header	<ul style="list-style-type: none"> • message group ID • sender ID / carrier name • sender ID qualifier • recipient ID • recipient ID qualifier • group date • group time • group reference number • controlling agency • message version number • message release number 	<ul style="list-style-type: none"> • if this is blank, the data is mandatory <p>Entire segment is conditional:</p> <ul style="list-style-type: none"> • Carriers who transmit their own flights do not need the UNG / UNE. • A service bureau, GDS, or other party transmitting for another carrier should include the UNG / UNE and report that carrier's <u>name</u> in the UNG. <p>– if present, certain elements are mandatory.</p>	Refer to Implementation Guide (section 8)	UNG / 0038, 0040, 0007, 0044, 0017, 0019, 0048, 0051, 0052, 0054
Message header	<ul style="list-style-type: none"> • message reference number • message type • message version number • message release number • controlling agency • association code • common access reference • sequence message transfer number • first / last sequence message transfer indicator 	<p>Segment is mandatory – some elements are optional</p>	Refer to Implementation Guide (section 9)	UNH / 0062, 0065, 0052, 0054, 0051, 0057, 0068, 0070, 0073

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Beginning of message – crew document name code		<ul style="list-style-type: none"> if this is blank, the data is mandatory 	<ul style="list-style-type: none"> 745 = Passenger manifest 250 = Crew manifest 336 = Master Crew List (MCL) 	BGM / 1001
Beginning of message – crew manifest / MCL document type code. Note: this replaces the use of suffixes on the flight number in the TDT segment.		Mandatory if document name code = 250 (Crew) or 336 (MCL). Not used if document name code = 745 (Passenger).	Crew / non-crew manifest: <ul style="list-style-type: none"> C = Passenger flight, regular scheduled crew CC = Passenger flight, crew change B = Cargo flight, regular scheduled crew BC = Cargo flight, crew change A = Overflight of passenger flight D = Overflight of cargo flight E = Domestic continuance of passenger flight, regular scheduled crew EC = Domestic continuance of passenger flight, crew change F = Domestic continuance of cargo flight, regular scheduled crew FC = Domestic continuance of cargo flight, crew change Master Crew List (MCL): <ul style="list-style-type: none"> G = "Add" record H = "Delete" record I = "Change" record 	BGM / 1004

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Reporting party	<ul style="list-style-type: none"> party name 	<ul style="list-style-type: none"> if this is blank, the data is mandatory Segment is optional. If used, the full name is reported in the single data element.		Group 1 NAD + MS / 3036
Communications contact	<ul style="list-style-type: none"> communication "address" (either telephone or fax number) code qualifier 	Segment is optional. If present, both sub-elements are needed for each contact address.		Group 1 COM / 3148, 3155 (this pair may be repeated up to 2 times in the segment.)
Total passengers or crew on the flight / MCL message		Report to the best of the carrier's knowledge at the time of transmission.	Flight Manifests: Total count of passengers or crew on the flight, not just this message. MCLs: Total count of crew reported on this MCL message, not the total on all MCLs.	CNT + 41 / 6066
Message trailer	<ul style="list-style-type: none"> number of segments in the message message reference number 		Message Reference Number must match the value on the UNH segment.	UNT / 0074, 0062
Group trailer	<ul style="list-style-type: none"> group control count group reference number 	Only send if the UNG segment is sent.	Group Reference Number must match the value on the UNG segment.	UNE / 0060, 0048
Interchange trailer	<ul style="list-style-type: none"> interchange control count interchange reference number 		Interchange Reference Number must match the value on the UNB segment.	UNZ / 0036, 0020

2.4 Master Crew List (MCL) Data

This data is to be reported for crew or non-crew members arriving at or departing from any U.S. airport, continuing within the U.S., or overflying U.S. territory. This is in addition to the control segments and data elements described in section 2.3.

- A “crew member” is defined as a pilot, copilot, flight engineer, airline management personnel authorized to travel in the cockpit, or cabin crew, or relief crew member.
- A “non-crew” member is defined as an air carrier employee or family member, or person traveling onboard a commercial aircraft for the safety of the flight (e.g. an animal handler). Note that the non-crew definition only applies to all-cargo flights – these travelers will be considered as “passengers” on passenger or mixed passenger / cargo flights.

Table 5: Coding Rules for TSA Master Crew List (MCL) Data

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
<ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 		<ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP / TSA rules • <i>italics – system requirements</i> 	<ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	
Full name	<ul style="list-style-type: none"> • last • first • middle (if available) 		First name must be more than one character (i.e. not just an initial) unless crew member’s legal name only has 1 character.	Group 4 NAD / 3036 (2 to 3 repeats)
Date of birth			YYMMDD	Group 4 DTM + 329 / 2380
Gender			<ul style="list-style-type: none"> • F = female • M = male 	Group 4 ATT + 2 / 9019
Citizenship			ISO 3166 3-char country code	Group 4 NAT + 2 / 3293
Country of residence			ISO 3166 3-char country code	Group 4 LOC + 174 / 3225
Status on board the aircraft - master			<ul style="list-style-type: none"> • <i>FM = Crew member</i> 	Group 4 NAD / 3035

Data Element <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 	Sub-elements	Conditions <ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP / TSA rules • <i>italics – system requirements</i> 	Format / Values <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Status on board the aircraft - detailed			<ul style="list-style-type: none"> • CR1 = cockpit crew and individuals inside cockpit • CR2 = cabin crew (e.g. flight attendants) • CR3 = airline operations management with cockpit access (e.g. instructors, safety personnel) • CR4 = cargo non-cockpit crew and/or non-crew individuals 	Group 4 EMP / 9005
Travel document type		For each document that is reported – refer to Table 8 for details.	Normally, report a passport, and a Pilot License if applicable. Report no more than 2 documents. (Refer to Table 8 – APIS Travel Document Reporting Rules for details.)	Group 5 DOC / 1001, 1131, 3055 (Elements 1131 & 3055 indicate CBP code set) Non-ICAO 9303 codes may also use elements 1131 and 3055 Group 5 DOC / 1004
Document number		For any reported document – refer to Table 8 for details.		Group 5 LOC + 91 / 3225
Document country of issuance		For any reported document – refer to Table 8 for details.	ISO 3166 3-char country code	Group 5 DTM + 36 / 2380
Document expiration date		If applicable – refer to Table 8 for details.	YYMMDD	

Data Element <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 	Sub-elements	Conditions <ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP / TSA rules • <i>italics – system requirements</i> 	Format / Values <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Home address (permanent residence)	<ul style="list-style-type: none"> • number and street • city • state • zip code • country 	Not required for “Delete” function	Refer to Group 4 NAD description (section 16)	Group 4 NAD / 3042, 3164, 3229, 3251, 3207
Place of birth – country code		Not required for “Delete” function	ISO 3166 3-char country code	Group 4 LOC + 180 / 3225
Place of birth – city name		Not required for “Delete” function		Group 4 LOC + 180 / 3222
Place of birth – state / province name		If applicable		Group 4 LOC + 180 / 3232
MCL transaction identifier	<ul style="list-style-type: none"> • carrier code • sequence number • “MCL” literal 		This identifier is formatted as: cccxMCL <ul style="list-style-type: none"> • “ccc” = carrier code • “xx” = sequence number (starts each day at “01”, up to “99”) • ‘MCL’ = literal value 	Group 2 TDT + 20 / 8028
Location of MCL filing		Two LOCs are required by APIS system processing (even though there is no actual flight leg.)	<ul style="list-style-type: none"> • XXX = filing location (1st LOC) • TST = reporting location (2nd LOC) 	Group 3 LOC + 188 / 3225 (1 st LOC) Group 3 LOC + 172 / 3225 (2 nd LOC)

Data Element <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 	Sub-elements	Conditions <ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP / TSA rules • <i>italics – system requirements</i> 	Format / Values <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Date of MCL filing			YYMMDD (or CCYYMMDD)	Group 3 DTM + 554 / 2380, 2379 (same values for DTMs under both Group 3 LOC segments.)

2.5 Arrival Data – Crew and “Non-crew” Flight Manifests

This data is to be reported for crew members and “non-crew” travelers on:

- arriving flights,
- domestic continuance segments of passenger and cargo flights arriving in the U.S., and
- overflights over U.S. territory.

This is in addition to the control segments and data elements described in section 2.3.

- A “crew member” is defined as a pilot, copilot, flight engineer, airline management personnel authorized to travel in the cockpit, or cabin crew, or relief crew member.
- A “non-crew” member is defined as an air carrier employee or family member, or person traveling onboard a commercial aircraft for the safety of the flight (e.g. an animal handler). Note that the non-crew definition only applies to all-cargo flights – these travelers will be considered as “passengers” on passenger or mixed passenger / cargo flights.

Table 6: Coding Rules for Arrival (Inbound) Manifest Data – Crew and “Non-crew”

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
<ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 		<ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP rules • <i>italics – system requirements</i> 	<ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	
Full name	<ul style="list-style-type: none"> • last • first • middle (if available) 		First name must be more than one character (i.e. not just an initial) unless traveler has a 1-character name.	Group 4 NAD / 3036 (2 to 3 repeats)
Date of birth			YYMMDD	Group 4 DTM + 329 / 2380
Gender			<ul style="list-style-type: none"> • F = female • M = male 	Group 4 ATT + 2 / 9019
Citizenship			ISO 3166 3-char country code	Group 4 NAT + 2 / 3293
Country of residence			ISO 3166 3-char country code	Group 4 LOC + 174 / 3225
Status on board the aircraft - master			<ul style="list-style-type: none"> • FM = crew member • DDT = IT crew 	Group 4 NAD / 3035

Data Element <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 	Sub-elements	Conditions <ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP rules • <i>italics – system requirements</i> 	Format / Values <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Status on board the aircraft - detailed			<ul style="list-style-type: none"> • CR1 = cockpit crew and individuals inside cockpit • CR2 = cabin crew (e.g. flight attendants) • CR3 = airline operations management with cockpit access (e.g. instructors, safety personnel) • CR4 = cargo non-cockpit crew and/or non-crew individuals • CR5 = pilots on board but not on duty (e.g. deadhead) 	Group 4 EMP / 9005
Travel document type		For each document that is reported – refer to Table 8 for details.	Normally, report a passport, and a Pilot License if applicable. Report no more than 2 documents. (Refer to Table 8 – APIS Travel Document Reporting Rules for details.)	Group 5 DOC / 1001, 1131, 3055 (Elements 1131 & 3055 indicate CBP code set)
Document number		For any reported document – refer to Table 8 for details.		Non-ICAO 9303 codes may also use elements 1131 and 3055 Group 5 DOC / 1004
Document country of issuance		For any reported document – refer to Table 8 for details.	<i>ISO 3166 3-char country code</i>	Group 5 LOC + 91 / 3225
Document expiration date		If applicable – refer to Table 8 for details.	<i>YYMMDD</i>	Group 5 DTM + 36 / 2380

Data Element <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 	Sub-elements	Conditions <ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP rules • <i>italics – system requirements</i> 	Format / Values <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Home address (permanent residence)	<ul style="list-style-type: none"> • number and street • city • state • zip code • country 		Refer to Group 4 NAD description (section 16)	Group 4 NAD / 3042, 3164, 3229, 3251, 3207
Place of birth – country code			ISO 3166 3-char country code	Group 4 LOC + 180 / 3225
Place of birth – city name				Group 4 LOC + 180 / 3223
Place of birth – state / province name		If applicable		Group 4 LOC + 180 / 3233
Passenger Name Record locator		If applicable		Group 5 RFF + AVF / 1154
Traveler itinerary: Initial port/place where transportation began (“embarkation”)		<ul style="list-style-type: none"> • For arriving flights or overflights, report <u>foreign</u> airport code • For “domestic continuance” flight manifests (for crew joining the flight in the U.S.), report <u>U.S.</u> airport code 	<i>International Air Transport Association (IATA) airport code</i>	Group 4 LOC + 178 / 3225

Data Element <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 	Sub-elements	Conditions <ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP rules • <i>italics – system requirements</i> 	Format / Values <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Traveler itinerary: Port/place of first U.S. arrival		<ul style="list-style-type: none"> • Not applicable to overflights • Might not apply to “Domestic Continuance” manifests for crew joining the flight within the U.S. 	IATA airport code	Group 4 LOC + 22 / 3225
Traveler itinerary: Final port/place of destination (“debarcation”)		Report U.S. or foreign airport code of destination for: <ul style="list-style-type: none"> • arriving passenger or cargo flights • “domestic continuance” flights 	IATA airport code	Group 4 LOC + 179 / 3225
Airline carrier code			IATA carrier code (AN2 or A3). Combined with flight number.	Group 2 TDT + 20 / 8028
Flight number			1-4 chars numeric. Combined with carrier code.	Group 2 TDT + 20 / 8028
Flight itinerary: Last foreign port/place of call (departure port code)		<ul style="list-style-type: none"> • For overflights, report the last foreign port before entering U.S. airspace 	IATA airport code	Group 3 LOC + 125 / 3225

Data Element <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 	Sub-elements	Conditions <ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP rules • <i>italics – system requirements</i> 	Format / Values <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Flight itinerary: Port/place of first arrival		<ul style="list-style-type: none"> • For all arriving flights (including domestic continuance), report the first U.S. airport • For overflights, report the first foreign port after leaving U.S. airspace 	<i>IATA airport code</i>	Group 3 LOC + 87 / 3225
Flight itinerary: Domestic U.S. airports after arriving in U.S.		Only for inbound TSA “Domestic Continuance” flight legs	<i>IATA airport code</i>	Group 3 LOC + 92 / 3225
Date / time of aircraft arrival (at <u>any</u> applicable airport)			<i>YYMMDDhhmm</i>	Group 3 DTM + 232 / 2380, 2379 (Data element 2379 = “201” to indicate data format)
Date / time of aircraft departure (from <u>any</u> applicable airport)			<i>YYMMDDhhmm</i>	Group 3 DTM + 189 / 2380, 2379 (Data element 2379 = “201” to indicate data format)

2.6 Departure Data – Crew and “Non-crew” Flight Manifests

This data is to be reported for crew members and “non-crew” travelers on departing passenger and cargo flights (including departing domestic continuance flights). This is in addition to the control segments and data elements described in section 2.3.

- A “crew member” is defined as a pilot, copilot, flight engineer, airline management personnel authorized to travel in the cockpit, or cabin crew, or relief crew member.
- A “non-crew” member is defined as an air carrier employee or family member, or person traveling onboard a commercial aircraft for the safety of the flight (e.g. an animal handler). Note that the non-crew definition only applies to all-cargo flights – these travelers will be considered as “passengers” on passenger or mixed passenger / cargo flights.

Table 7: Coding Rules for Departure (Outbound) Manifest Data – Crew and “Non-crew”

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
<ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 		<ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP rules • <i>italics – system requirements</i> 	<ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	
Full name	<ul style="list-style-type: none"> • last • first • middle (if available) 		First name must be more than one character (i.e. not just an initial) unless traveler has a 1-character name.	Group 4 NAD / 3036 (2 to 3 repeats)
Date of birth			YYMMDD	Group 4 DTM + 329 / 2380
Gender			<ul style="list-style-type: none"> • F = female • M = male 	Group 4 ATT + 2 / 9019
Citizenship			<i>ISO 3166 3-char country code</i>	Group 4 NAT + 2 / 3293
Status on board the aircraft - master			<ul style="list-style-type: none"> • <i>FM = crew member</i> • <i>DDT = IT crew</i> 	Group 4 NAD / 3035

Data Element <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 	Sub-elements	Conditions <ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP rules • <i>italics – system requirements</i> 	Format / Values <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Status on board the aircraft - detailed			<ul style="list-style-type: none"> • CR1 = cockpit crew and individuals inside cockpit • CR2 = cabin crew (e.g. flight attendants) • CR3 = airline operations management with cockpit access (e.g. instructors, safety personnel) • CR4 = cargo non-cockpit crew and/or non-crew individuals • CR5 = pilots on board but not on duty (e.g. deadhead) 	Group 4 EMP / 9005
Travel document type		For each document that is reported – refer to Table 8 for details.	Normally, report a passport, and a Pilot License if applicable. Report no more than 2 documents. (Refer to Table 8 – APIS Travel Document Reporting Rules for details.)	Group 5 DOC / 1001, 1131, 3055 (Elements 1131 & 3055 indicate CBP code set) Non-ICAO 9303 codes may also use elements 1131 and 3055 Group 5 DOC / 1004
Document number		For any reported document – refer to Table 8 for details.		Group 5 LOC + 91 / 3225
Document country of issuance		For any reported document – refer to Table 8 for details.	ISO 3166 3-char country code	Group 5 DTM + 36 / 2380
Document expiration date		If applicable – refer to Table 8 for details.	YYMMDD	

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
<ul style="list-style-type: none"> non-italics – CBP rules <i>italics – system requirements</i> 	<ul style="list-style-type: none"> number and street city state zip code country 	<ul style="list-style-type: none"> if this is blank, the data is mandatory non-italics – CBP rules <i>italics – system requirements</i> 	<ul style="list-style-type: none"> non-italics – CBP rules <i>italics – IATA / WCO PAXLST</i> 	
Home address (permanent residence)			Refer to Group 4 NAD description (section 16)	Group 4 NAD / 3042, 3164, 3229, 3251, 3207
Place of birth – country code			ISO 3166 3-char country code	Group 4 LOC + 180 / 3225
Place of birth – city name				Group 4 LOC + 180 / 3223
Place of birth – state / province name		if applicable		Group 4 LOC + 180 / 3233
Passenger Name Record locator		If applicable		Group 5 RFF + AVF / 1154
Traveler itinerary: Port/place of departure from the U.S. (“embarkation”)		Report <u>U.S.</u> airport code where traveler departed from the U.S.	<i>International Air Transport Association (IATA) airport code</i>	Group 4 LOC + 178 / 3225
Traveler itinerary: Port/place of final arrival		Report <u>foreign</u> airport code of final arrival, to the best of the carrier’s knowledge	<i>IATA airport code</i>	Group 4 LOC + 179 / 3225
Airline carrier code			<i>IATA carrier code (AN2 or A3). Combined with flight number.</i>	Group 2 TDT + 20 / 8028
Flight number			<i>1-4 chars numeric. Combined with carrier code.</i>	Group 2 TDT + 20 / 8028
Flight itinerary: Last U.S. port/place of call (departure port code)			<i>IATA airport code</i>	Group 3 LOC + 125 / 3225

Data Element <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – system requirements</i> 	Sub-elements	Conditions <ul style="list-style-type: none"> • if this is blank, the data is mandatory • non-italics – CBP rules • <i>italics – system requirements</i> 	Format / Values <ul style="list-style-type: none"> • non-italics – CBP rules • <i>italics – IATA / WCO PAXLST</i> 	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Date / time of aircraft departure from last U.S. port			YYMMDDhhmm	Group 3 DTM + 189 / 2380, 2379 (2379 = “201” to indicate data format)
Flight itinerary: Port/place of first foreign arrival			IATA airport code	Group 3 LOC + 87 / 3225
Date / time of aircraft arrival at first foreign port			YYMMDDhhmm	Group 3 DTM + 232 / 2380, 2379 (2379 = “201” to indicate data format)

2.7 Travel Document Reporting

This table lists the types of traveler identification documents that may be presented for U.S. immigration purposes, and lists their characteristics and the rules for reporting them via APIS.

Table 8: APIS Travel Document Reporting Rules

Document	Has MRZ	Type Code	Has Doc Nbr	Has Issuing Country	Has Expire Date	Report On ?	Comments
Passport (U.S. or foreign)	Yes	"P"	Yes	Yes	Yes	FPM, FCM, MCL	
Permanent Resident Card (I-551) (a.k.a. <i>Resident Alien Card</i>)	Yes	"A" or "C"	Yes	Always USA	No	FPM, FCM	Normally, report the Type Code read from the MRZ.
Border Crossing Card (DSP-150 / I-586)	Yes	"B"	Yes	Always USA	Yes	FPM	
Re-Entry Permit (I-327)	Yes	"T"	Yes	Always USA	Yes	FPM	
Refugee Travel Document (I-571)	Yes	"T"	Yes	Always USA	Yes	FPM	
U.S. Naturalization Certificate	No	"N"	Yes	Always USA	No	FPM	Report the number of the Certificate itself.
Parole Letter (I-512)	No	"A"	Yes	Always USA	Yes	FPM	Report the traveler's related Alien / Permanent Resident number.
Notice of Action (I-797)	No	"A"	Yes	Always USA	No	FPM	Report the traveler's related Alien / Permanent Resident number.
Transportation Letter	No	"A"	Yes	Always USA	No	FPM	Report the traveler's related Alien / Permanent Resident number.
ADIT Stamp	No	"A"	Yes	Always USA	No	FPM	Report the traveler's related Alien / Permanent Resident number.
Military ID	No	"M"	Yes	Yes	No	FPM	Must be traveling on official orders.
Pilot License	No	"L"	Yes	Yes	No	FCM, MCL	Auxiliary document for TSA.
U.S. Birth Certificate	---	---	---	---	---	---	Do not report via APIS.
Canadian Citizenship Certificate	---	---	---	---	---	---	Do not report via APIS.

Document	Has MRZ	Type Code	Has Doc Nbr	Has Issuing Country	Has Expire Date	Report On ?	Comments
Visa (Immigrant or Non-Immigrant)	---	---	---	---	---	---	Do not report via APIS.

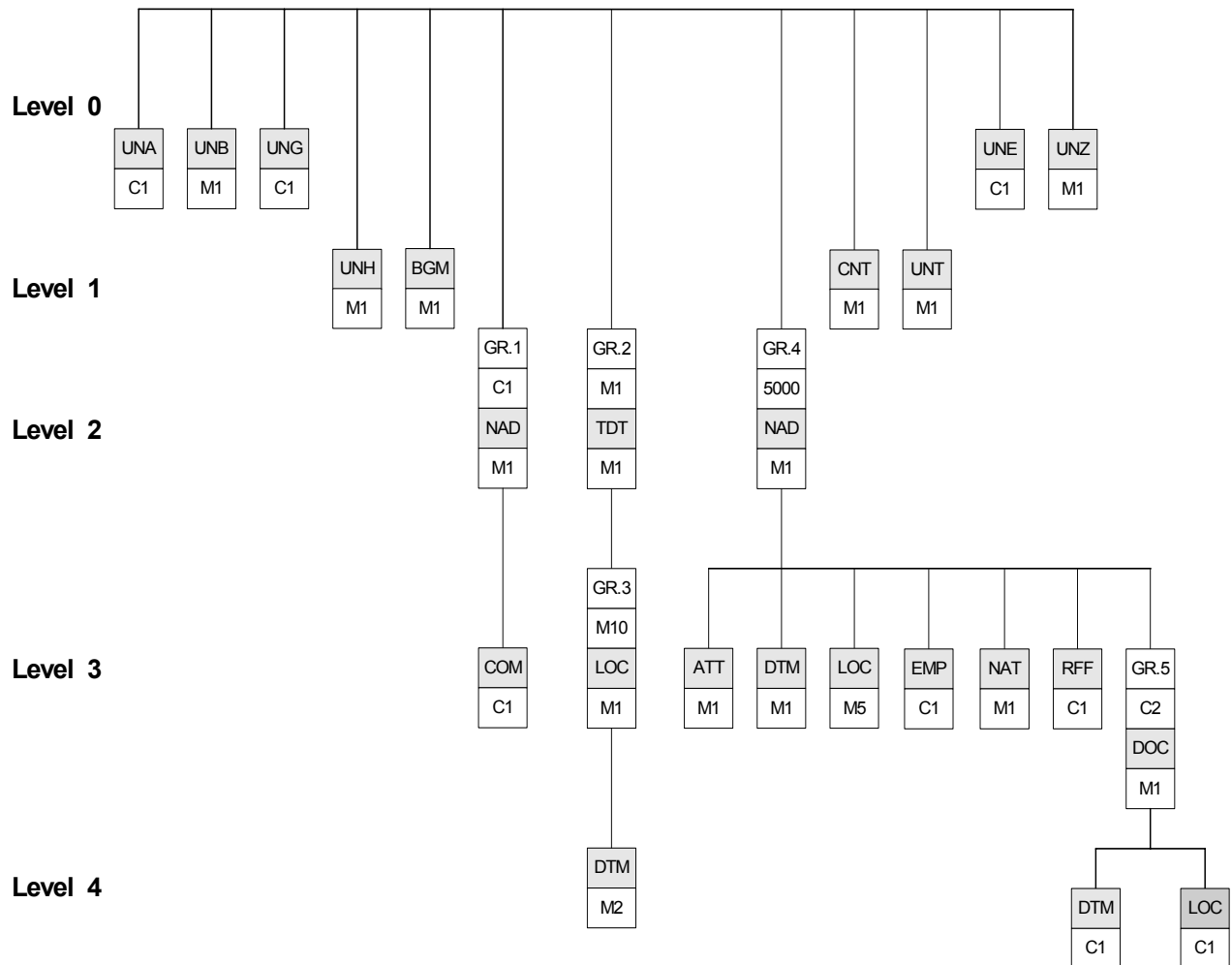
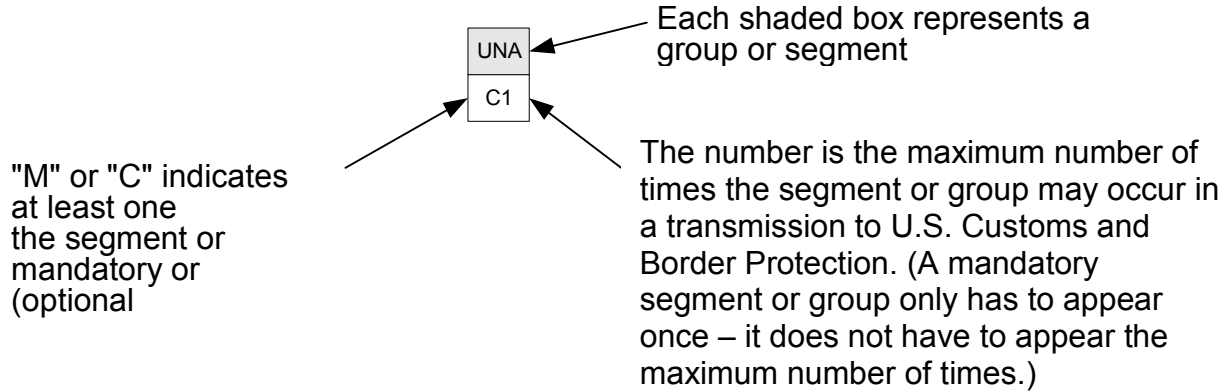
Notes:

1. "MRZ?" column indicates whether the document has a machine-readable zone.
Older versions of some documents that have not yet expired might not have an MRZ.
2. "Type Code" column indicates the code that should be transmitted to APIS to identify the type of document. This is sent in the Group 5 "DOC" segment, data element 1001.
3. "Doc Nbr?" column indicates whether a Document Number must be transmitted to APIS. This is sent in the Group 5 "DOC" segment, data element 1004.
4. "Issuing Country?" column indicates whether a Document Issuing Country must be transmitted. In some cases, a specific value is required. This is sent in the Group 5 "LOC" segment with Qualifier Code "91", in data element 3225, following the related "DOC" segment.
5. "Expire Date?" column indicates whether a Document Expiration Date must be transmitted to APIS. This is sent in the Group 5 "DTM" segment with Qualifier Code "36", in data element 2380, following the related "DOC" segment.
6. "Report On?" column indicates which type(s) of manifests or MCL the document may be transmitted on.
 - FPM – Flight Passenger Manifest
 - FCM – Flight Crew Manifest
 - MCL – Master Crew / Non-crew List.**Documents that have no entry in this column are not to be reported via APIS. Documents that are not reported include Birth Certificates, Canadian Citizenship Certificates, and Visas.**
7. "Comments" include any other factors affecting reporting of the document.
8. This table does not address exceptions to document reporting for U.S. and Canadian citizens traveling in the Western Hemisphere.

3. Message Structure

The UN/EDIFACT PAXLST message format hierarchy consists of five (5) segment levels and five (5) segment groups of information as depicted in the diagram below. Figure 1 illustrates the relationship between the PAXLST Segment Groups.

Figure 1: PAXLST Message Structure



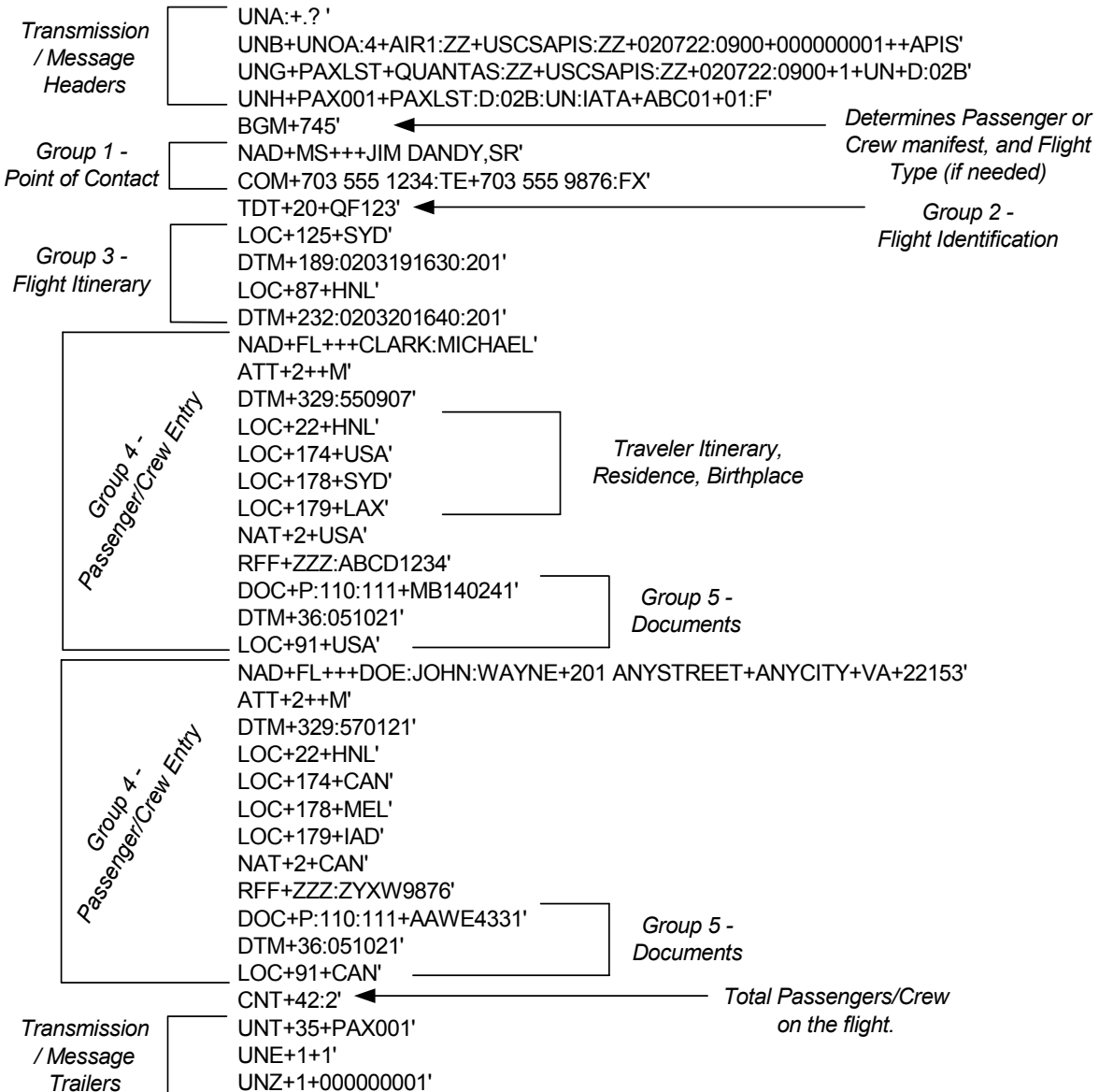
Please note the following characteristics:

- One PAXLST message will be used to report passengers on a specific flight. A separate PAXLST must be used to report crew member information. Separate PAXLST messages are also needed to report replacement records for travelers previously added to the manifest. The various messages may be transmitted separately or combined into one transmission. (A PAXLST message consists of the set of segments from the UNH to the UNT. This set may be repeated a second time within the single set of UNA, UNB, UNG, UNE, and UNZ segments that define a transmission. All PAXLST messages within a transmission must refer to the same flight and arrival date.)
- A Master Crew List (MCL) must be transmitted separately from flight manifests.
- There are five (5) Segment Groups, shown as GR.1 through GR.5. **Note:** A Group can be subordinate to another Group in the PAXLST. For example, Group 3 exists only if Group 2 is present. Both are mandatory for this implementation. There are also header/trailer and other control segments shown that are not considered part of a Group.
- Segments can be either mandatory or conditional (optional). **Note:** Some segments are defined as mandatory, but that applies only when the Group exists. If the Group is not used, the Segment should not be sent. Refer to the detailed Segment definitions in the following sections.
- CBP APIS implementation guidelines may differ from the IATA/WCO versions of the PAXLST in the following ways:
 - APIS business rules may require that certain “conditional” data is always required, so CBP has defined certain segments as mandatory that IATA and WCO have defined as conditional.
 - In other cases, CBP collects less data than allowed by the IATA/WCO format, so a group or segment occurs less often than the maximum number of occurrences in the standard.
 - CBP has also added segments and data elements to the IATA/WCO format that are needed to satisfy requirements of U.S. regulations.
 - Certain “private” data element code sets are specified, where allowed by the UN/EDIFACT PAXLST and the standard UN code sets do not contain all the values needed by CBP.

4. Sample PAXLST Message

Figure 2: Basic Sample UN/EDIFACT Message

This is a sample APIS message in UN/EDIFACT format for a passenger manifest, with one line per segment. (Some segments and data elements that are only used for crew manifests or MCLs are not shown.)



5. Key

PAXLST transmissions observe a standard set of syntax rules. This section describes the rules as generally used in this document and the APIS system, but it is not a substitute for a complete understanding of the UN/EDIFACT standard. APIS follows the following syntax rules:

- All message data is in UPPERCASE text.
- The message is divided into segments. UNH, BGM, NAD, etc. are Segment Tags.
- The UNA segment defines special characters used to separate data elements and to terminate the segment. All examples in this document use the default characters, which the APIS system will use if there is no UNA segment to specify different ones.

The defaults are applied as follows:

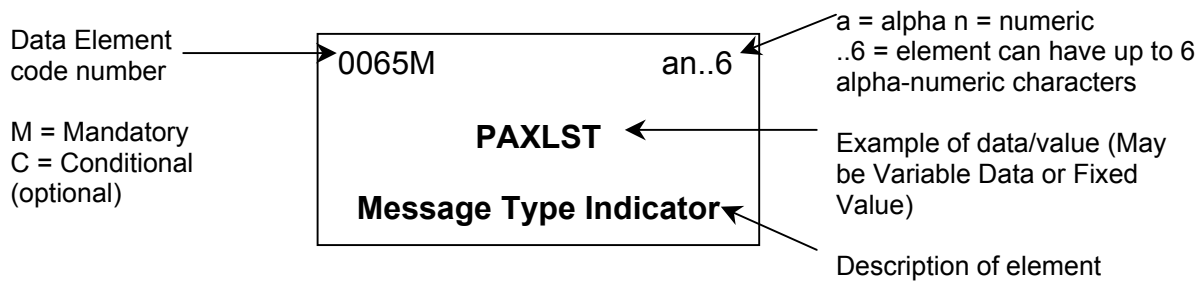
- To end a segment, use a single quote (') as the segment terminator.
- Segments are divided into Data Elements. To separate Data Elements, use a plus sign (+).
(If conditional elements are not present at the end of a segment, their separators are not transmitted.)
- Elements may have sub-elements. To separate sub-elements, use a colon (:).
(If conditional sub-elements are not present at the end of a data element, their separators are not transmitted.)

A different set of control characters may be specified by using the UNA segment.

- Messages must be transmitted as a continuous bit stream. "Lines" have no meaning; there is no such thing as a "maximum" or "minimum" segment length, other than that specified in the segment definitions. (For clarity, example messages in this guide are shown with a line break between segments. This is completely arbitrary and these "lines" could be shown just as well with a partial segment or more than one segment. Refer to the example in **Appendix B.1** for a different view of a PAXLST message.)
- In general, telecommunications transmissions require various header and trailer data for addressing, security, and other purposes. The UN/EDIFACT standard does not define this data, and none of the examples in this guide show it. The header and trailer segments that are shown (e.g. UNB, UNH, and UNT) are part of the APIS transaction. If a value-added network such as SITA or ARINC is used for APIS transmissions, their requirements for additional headers and trailers must be followed. Information on communications headers and trailers required by CBP is described in **Appendix D, Connection – Testing and Production**.

- Example: Each large box describes a Data Element. The example below describes the “Message Type Indicator” element.

Figure 3: Data Element Format Diagram – Key



The following pages identify the syntax and the order in which the segments will appear in the PAXLST; these reflect the requirements of CBP. In comparison to the WCO/IATA/ICAO PAXLST, some WCO/IATA/ICAO data elements are not used, some data elements are shorter, and some data elements have specific mandatory values or are required by CBP regulations. Also, CBP has extended the WCO/IATA/ICAO PAXLST to add some segments and data elements needed to meet U.S.-specific regulations.

6. Service String Advice (UNA)

Purpose: A segment to define characters used as separators and indicators. If used, this segment must be the first one in the transmission and must appear before the UNB segment.

Segment Level: 0

Segment Usage: Conditional

- If the UNA is not sent, the values shown in this example will be used as defaults.

6.1 UNA Example

UNA	: (colon)	+ (plus sign)	. (period)
	Sub-element separator	Element Separator	Decimal Notation
...	? (question mark)	 (space)	' (single quote)
	Release Indicator	Reserved for future use	Segment Terminator

6.2 UNA Element Definitions

Sample Image

UNA:+.? '

Sample Element Value	Element Definition
UNA	Segment label.
: (colon)	To separate a sub-element.
+ (plus sign)	To separate data elements.
. (period)	To locate a decimal point.
? (question mark)	To restore the original meaning to any character used as a separator in PAXLST syntax. For example: O?'Leary:Kris. In this case, the apostrophe is valid data and not a segment terminator.
 (space)	Reserved for future use – no function in this PAXLST implementation. The space must be present in the UNA segment but does not have a function.
' (apostrophe/single quote)	To mark the end of a segment.

Notes:

1. A space must not be used as a separator or other formatting indicator. The exception is the fifth character, because this character has no function in this implementation.
2. Imbedded spaces in text fields such as names, addresses, and contact numbers do not have to be preceded with a release character.

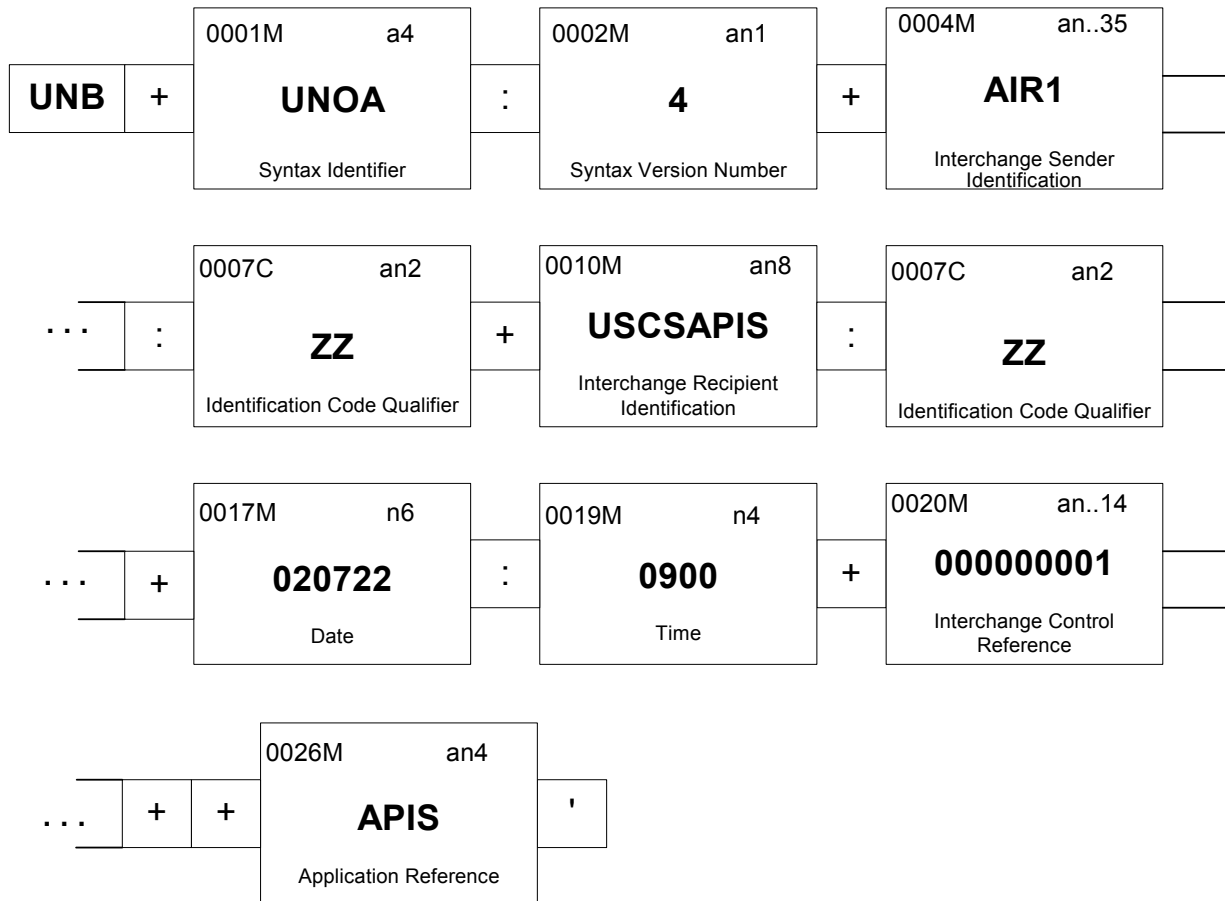
7. Interchange Header (UNB)

Purpose: To identify an interchange.

Segment Level: 0

Segment Usage: Mandatory

7.1 UNB Example



7.2 UNB Element Definitions

Sample Image

UNB+UNOA:4+AIR1:ZZ+USCSAPIS:ZZ+020722:0900+000000001++APIS'

Sample Element Value	Element Definition
UNB	Segment label.
UNOA	Code identifying the agency that controls the syntax, and the character range used in an interchange. Always 'UNOA'.
4	Version number of the syntax. Always '4'.
AIR1	Sample carrier name or coded identification of the sender of the interchange. This is the "Sender ID" of the message transmitter. The carrier's CBP APIS Coordinator will assign this ID. If the sender is a service bureau, GDS, or other party transmitting on behalf of some other carrier, this is the ID of the transmitter, not the carrier. <p style="text-align: center;">---- TSA ----</p> <i>When a Master Crew List (MCL), is being sent this will always be "MCCL*TSA" for <u>all</u> Senders, regardless of the Sender ID used for all other types of messages.</i>
ZZ	The identification code qualifier. Optional – may have any value the carrier chooses. CBP recommends using the carrier code, or 'ZZ' if the carrier code is 3 characters.
USCSAPIS	Name or coded identification of the recipient of the interchange. Always 'USCSAPIS'.
ZZ	The default identification code qualifier. Optional – always 'ZZ,' if present.
020722	Local date when an interchange or a group was prepared. Format as YYMMDD.
0900	Local time of day when an interchange or a group was prepared. Format as HHMM.
000000001	Unique reference assigned by the sender to an interchange. Can be anything the sender wants, but is mandatory and must match element # 0020 on the UNZ segment.
APIS	Identification of the application area to which the messages in the interchange relate. Always 'APIS'.

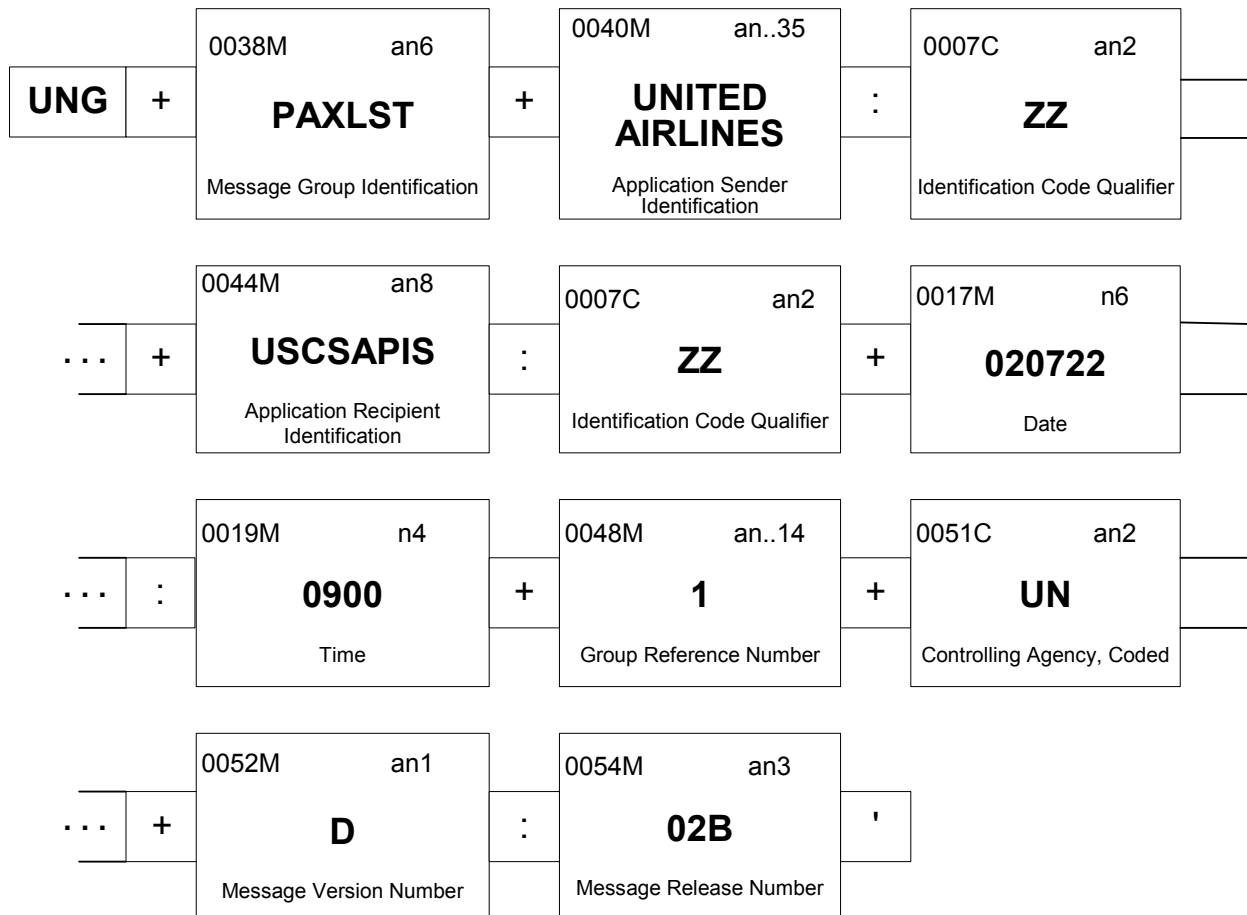
8. Group Header (UNG)

Purpose: To specify a group of messages and/or package. Only one grouping of transactions will be allowed for this implementation.

Segment Level: 0

Segment Usage: Conditional. Only one transaction group is allowed.
If a service bureau, GDS, or other party is transmitting the message on behalf of the carrier, this segment is mandatory and should specify the name of the carrier of record (not the transmitter). The transmission sender is reported on the UNB segment – a carrier who sends its own messages does not need to send a UNG segment.

8.1 UNG Example:



8.2 UNG Element Definitions

Sample Image

UNG+PAXLST+UNITED AIRLINES:ZZ+USCSAPIS:ZZ+020722:0900+1+UN+D:02B'

Sample Element Value	Element Definition
UNG	Segment label.
PAXLST	Identification of the single message type in the group. Always 'PAXLST'.
AIR1	Name or coded identification of the application sender. This is the <u>name</u> of the carrier of record. It identifies the party responsible for the business content of the message – it is <u>not</u> the Sender ID of a service bureau or other party who is transmitting the message on behalf of the operating carrier.
ZZ	The identification code qualifier. Optional – may have any value the carrier chooses. CBP recommends using the carrier code, or 'ZZ' if the carrier code is 3 characters.
USCSAPIS	Name or coded identification of the application recipient (for example, a division, a branch, or a computer system/process). Always 'USCSAPIS'.
ZZ	The default identification code. Optional – always 'ZZ,' if present.
020722	Local date when an interchange or a group was prepared. Format as YYMMDD.
0900	Local time of day when an interchange or a group was prepared. Format as HHMM.
1	Unique reference number for the group within an interchange. Can be anything the sender wants, but is mandatory and must match element # 0048 on the UNE segment (if the UNG and UNE are sent.)
UN	Controlling agency code. Always 'UN.'
D	Version number of a message type. Always 'D.'
02B	Release number within the current message version number. Always '02B.'

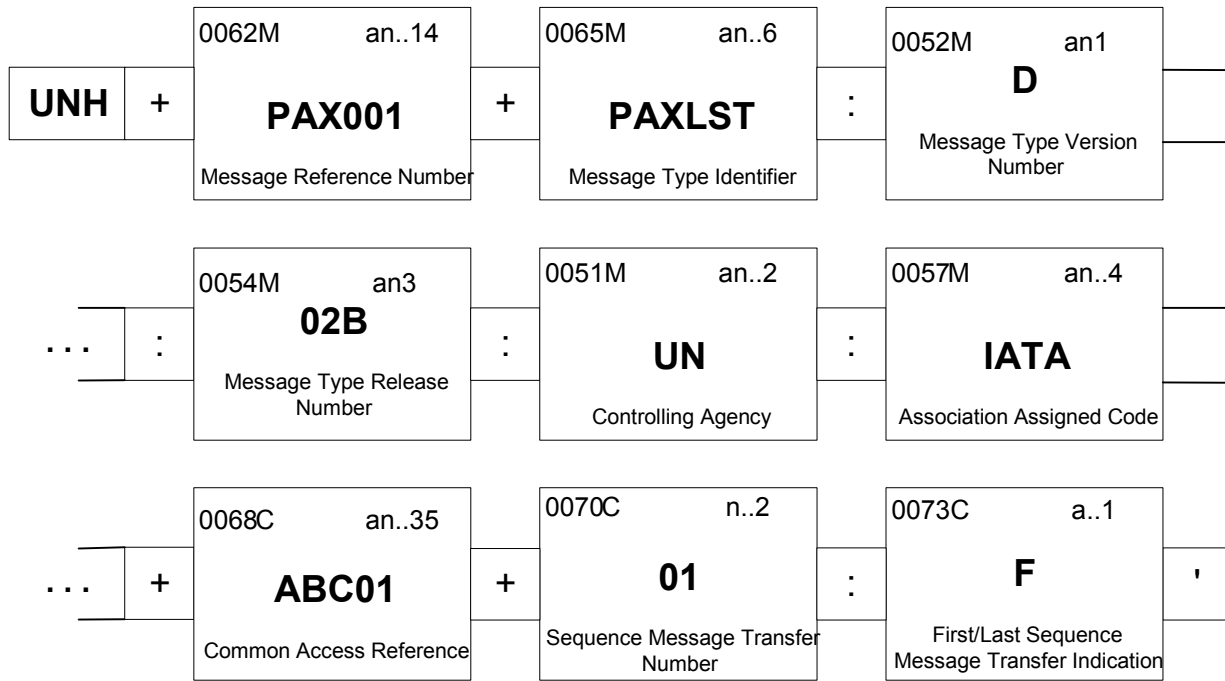
9. Message Header (UNH)

Purpose: A service segment starting and uniquely identifying a message. The message type code for the Passenger List Message is PAXLST.

Segment Level: 1

Segment Usage: Mandatory

9.1 UNH Example:



9.2 UNH Element Definitions

Sample Image

UNH+PAX001+PAXLST:D:02B:UN:IATA+ABC01+01:F'

Sample Element Value	Element Definition
UNH	Segment label.
PAX001	Unique message reference assigned by the sender.
PAXLST	Type of message code; assigned by its controlling agency. Always 'PAXLST'.
D	Message type version number. Always 'D'.
02B	Release number within the current message type version number. Always '02B'.
UN	The agency controlling the maintenance and publication of the message type. Always 'UN'.
IATA	The association responsible for the design and maintenance of the message type concerned. <ul style="list-style-type: none"> • Use 'IATA' for flight manifests. • Use 'CBP' for master crew lists (MCLs).
ABC01	Used at the carrier's discretion.
01	Number assigned by the sender to indicate that the message is part of a set of messages related to the same topic. Optional. May be used to indicate an incremented <u>two-digit</u> sequence number assigned by the Sender to identify associated PAXLST transactions in a transmitted sequence. For example, a block number, used if a manifest is too long to fit into one message. (To assist in processing, CBP encourages carriers to use block numbering sequence.)
F	Indicator used for the first and last message in a sequence of the same type of message relating to the same topic. Optional. <ul style="list-style-type: none"> • 'C' = Initial passenger/crew reporting where Data Element 0070 (Sequence Number) = '01' • 'F' = FINAL* transmission of passenger/crew list *If a message reporting FINAL information does not contain information for at least one traveler, the message will be discarded. CBP will note that it was received, but no further processing will be done. <p>CBP strongly encourages carriers to develop systems that do <u>not</u> transmit messages that do not contain any passenger or crew data. Empty data blocks are a significant drain on APIS resources.</p>

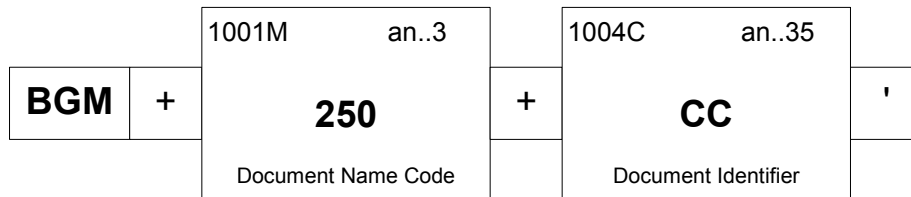
10. Beginning of Message (BGM)

Purpose: A segment to indicate the type and function of the message.

Segment Level: 1

Segment Usage: **Mandatory**

10.1 BGM Example



10.2 BGM Element Definitions

Sample Images

BGM+745'
BGM+250+CC'

Sample Element Value	Element Definition
BGM	Segment label.
745	Document Name Code. Values are: <ul style="list-style-type: none"> '745' = Passenger List (flight manifest) '250' = Crew List (flight manifest) '336' = Master Crew List (MCL)

CC	<p>Document Identifier. This reports the “Crew Manifest Flight Type Code”. It is <u>not</u> used for a Passenger List flight manifest (Document Name Code = ‘745’).</p> <p>The previous concept was to append this as a suffix to the Flight Number, but it must now be reported separately, on the BGM segment.</p> <p>For Crew Flight Manifests (Document Name Code = ‘250’), use one of the following Flight Type Codes:</p> <ul style="list-style-type: none">• “C” = Passenger Flight, Regular Scheduled Crew• “CC” = Passenger Flight, Crew Change• “B” = Cargo Flight, Regular Scheduled Crew• “BC” = Cargo Flight, Crew Change• “A” = Overflight, Passenger• “D” = Overflight, Cargo• “E” = Domestic Continuance, Passenger Flight, Regular Scheduled Crew• “EC” = Domestic Continuance, Passenger Flight, Crew Change• “F” = Domestic Continuance, Cargo Flight, Regular Scheduled Crew• “FC” = Domestic Continuance, Cargo Flight, Crew Change <p>For Master Crew Lists (MCL, Document Name Code = ‘336’), use:</p> <ul style="list-style-type: none">• “G” = Add Record• “H” = Delete Record• “I” = Change Record
----	---

Note:

1. If a record is sent for a traveler who was previously reported for the flight, CBP will check to see if any data has changed. If so, the entire record from the new transmission, with any additional or changed data elements, will replace the previous version. Because this is a full replacement, all required data elements must be sent with the new transmission.

11. Name and Address (NAD) – Reporting Party

Purpose: A segment to identify the party reporting manifest information to CBP.
It is strongly recommended that this identify a 24-hour contact that can re-transmit the message.

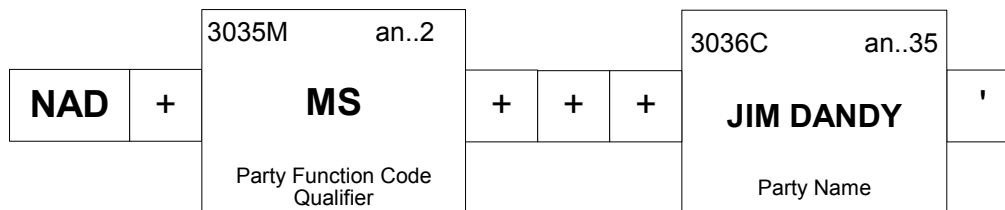
Segment Group: Group 1 (Conditional)

Segment Level: 2

Segment Usage: Conditional (Mandatory if Group 1 is present)

- The Group 1 loop (Point of Contact) begins with an NAD segment.

11.1 NAD Example



11.2 NAD Element Definitions

Sample Image

NAD+MS+++JIM DANDY'

Sample Element Value	Element Definition
NAD	Segment label.
MS	Code identifying the party. Always 'MS'.
JIM DANDY	Full Name of a party responsible for reporting the transmitted manifest information. Note that the <u>entire</u> name is reported in this field, and that imbedded spaces and punctuation characters are allowed. CBP does not parse this into first/last name components.

Note:

1. CBP will maintain a point-of-contact database. However, the database will not be automatically updated by APIS PAXLST transmissions.

12. Communication Contact (COM) – Reporting Party

Purpose: A segment used to identify contact information (e.g., telephone number and/or fax number) for the party reporting manifest information to CBP.

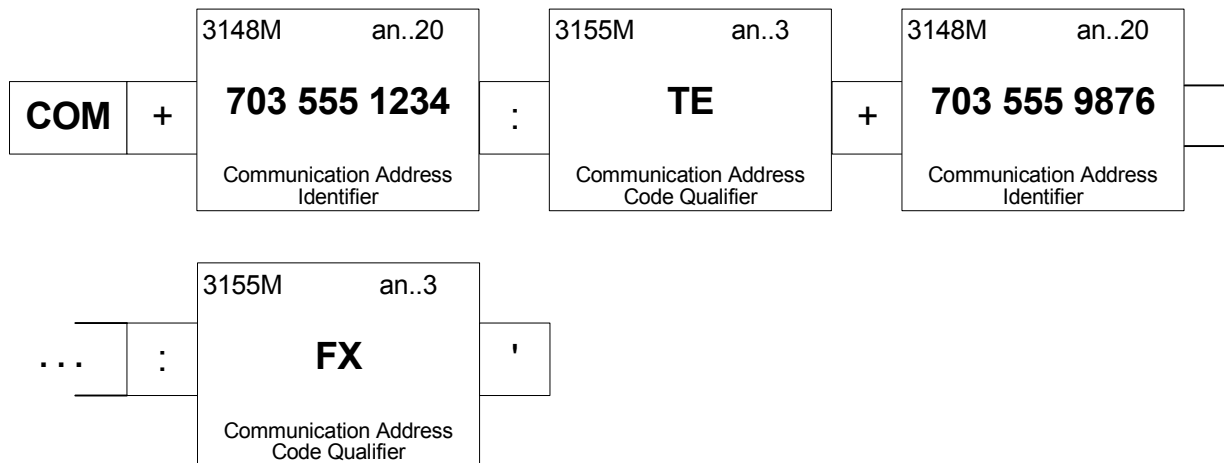
Segment Group: Group 1 (Conditional)

Segment Level: 3

Segment Usage: Conditional

- The COM segment contains a composite data element. Up to two (2) occurrences of this composite in a single segment may be used to report a telephone and fax number. The segment is sent once. The numbers may occur in either order.

12.1 COM Example



12.2 COM Element Definitions

Sample Image

COM+703 555 1234:TE+703 555 9876:FX'

Sample Element Value	Element Definition
COM	Segment label.
703 555 1234	First communication address. Maximum of 20 characters for a Telephone or Fax number, including imbedded spaces and punctuation.
TE	Code qualifying the first communication address. <ul style="list-style-type: none"> 'TE' = Telephone
703 555 9876	Second communication address.
FX	Code qualifying the second communication address. <ul style="list-style-type: none"> 'FX' = Fax

13. Details of Transport (TDT) – *Flight ID*

Purpose: A segment used to identify carrier and flight number. (In the case of the new TSA Master Crew List, this identifies the filing.)

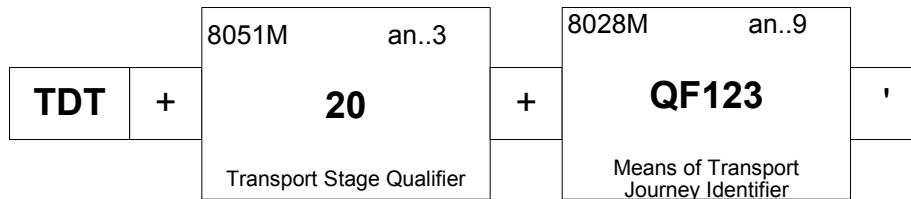
Segment Group: Group 2 (Mandatory)

Segment Level: 2

Segment Usage: **Mandatory**

- Group 2 (Flight Identification) consists entirely of this TDT segment.

13.1 TDT Example



13.2 TDT Element Definitions

Sample Image

TDT+20+QF123'

Sample Element Value	Element Definition
TDT	Segment label.
20	A specific stage of transport. Always '20'.

Sample Element Value	Element Definition
QF123	<p>Carrier code/flight number. There are two general types of flight identifier formats:</p> <p>1. IATA – used by regularly scheduled carriers. Up to seven (7) characters of data are accepted, formatted as carrier code and flight number:</p> <ul style="list-style-type: none"> • Carrier code is in IATA / ICAO format, either AN2 or AN3 • Flight number is up to 4 digits numeric <p>Note: a carrier’s operational suffix should <u>not</u> be sent, as is the current practice in US/EDIFACT formatted messages.</p> <p>2. Tail Number – sometimes used by charter carriers. CBP strongly encourages these carriers to use a unique flight number system, rather than tail numbers.</p> <ul style="list-style-type: none"> • Registered aircraft tail number, up to 7AN. <p style="text-align: center;">---- TSA ----</p> <p><i>TSA Regulations require a special flight number format for Master Crew Lists (MCLs):</i></p> <ul style="list-style-type: none"> • Format is “cccxxMCL”, where <ul style="list-style-type: none"> • “ccc” – the IATA Carrier Code • “xx” – a sequence number for the date of the list filing, starting at “01” and going up to “99” (i.e. 1st filing on a given day has “01”, 2nd has “02”, etc. The sequence restarts the next day.) • “MCL” – literal value

Note:

1. For Master Crew List manifests, refer to the rules for the Group 3 LOC and DTM segments (sections 14 and 15) for special coding requirements.

14. Place/Location Identification (LOC) – *Flight Itinerary*

Purpose: A segment used here to specify airport departure and arrival locations, and other airports in the flight itinerary.

Segment Group: Group 3 (Mandatory)

- According to IATA standards, Segment Group 3 (Flight Itinerary) may be used to report up to ten (10) airport locations.

Note: CBP final APIS regulations indicate that only the flight leg that crosses the U.S. border is reported. Only the start and end airports for that flight leg are needed. So only two LOC segments are needed.

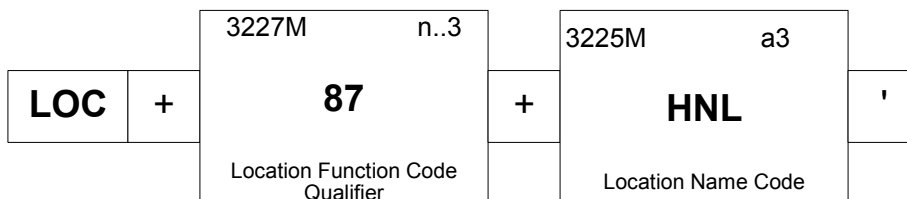
- At least two (2) locations must be reported for a flight. Somewhere in the itinerary there must be a segment with qualifier '125' for Departure followed immediately by a segment with qualifier '87' for Arrival. **The only exception is for the new Master Crew List required by TSA – this is not a real flight, but has an LOC with qualifier that is always '188' followed by an LOC with qualifier that is always '172'.**

Segment Level: 3

Segment Usage: Mandatory

- Each Group 3 loop (Flight Itinerary) begins with an LOC segment.

14.1 LOC Example



14.2 LOC Element Definitions

Sample Image

LOC+87+HNL'

Sample Element Value	Element Definition
LOC	Segment label
87	<p>Inbound flight (arriving in the U.S.) codes:</p> <ul style="list-style-type: none"> • '125' = Airport of departure; last non-U.S. airport before the flight arrives in the U.S. • '87' = Airport of initial arrival in the U.S. <p>Outbound flight (departing from the U.S.) codes:</p> <ul style="list-style-type: none"> • '125' = Airport of departure; last U.S. airport before the flight leaves the U.S. • '87' = Airport of initial arrival outside U.S. territory <p style="text-align: center;">---- TSA ----</p> <p><i>TSA Regulations require reporting of the following:</i></p> <p>Domestic Continuance flights – the entire flight itinerary on a domestic continuance flight must be reported for any crew members that boarded the flight in the U.S. but were not on the flight when it crossed the U.S. border.</p> <p>For inbound flights, use:</p> <ul style="list-style-type: none"> • '92' = Routing airport in U.S. following initial arrival airport <p>For outbound flights, use:</p> <ul style="list-style-type: none"> • '92' = Routing airport in U.S. prior to final departure airport <p>Overflights – these are reported with the last foreign airport before entering U.S. airspace and the first foreign airport after leaving U.S. airspace:</p> <ul style="list-style-type: none"> • '125' = Airport of departure; last foreign airport before the flight enters U.S. airspace • '87' = Airport of arrival; first foreign airport after the flight leaves U.S. airspace <p>Master Crew List (MCL) – the following fixed values must be used:</p> <ul style="list-style-type: none"> • 1st LOC: '188' = Filing Location • 2nd LOC: '172' = Reporting Location
HNL	The airport/location. This is a three-character IATA Code.

Notes:

1. Refer to **Appendix A, Segment Group Coding Rules**, for significant rules that govern the reporting of flight itineraries.

For normal flight manifests, the CBP final APIS regulations only require reporting of the flight segment that crosses the U.S. border, and “domestic continuance” segments within the U.S. (Foreign segments outside the U.S. border are only reported on overflights.) This eliminates the need for qualifier code ‘130.’

TSA Regulations require reporting of crew members on domestic continuance flights, so qualifier code ‘92’ will still be used.

2. **TSA Regulations require filing of Master Crew Lists, which must be transmitted with specific coding of the “flight” itinerary segments as follows:**

LOC+188+XXX’

DTM... (refer to section 15)

LOC+172+TST’

DTM... (refer to section 15)

15. Date/Time/Period (DTM) – *Flight Leg Arrival / Departure*

Purpose: A segment used to indicate local dates and/or times for departures and/or arrivals.

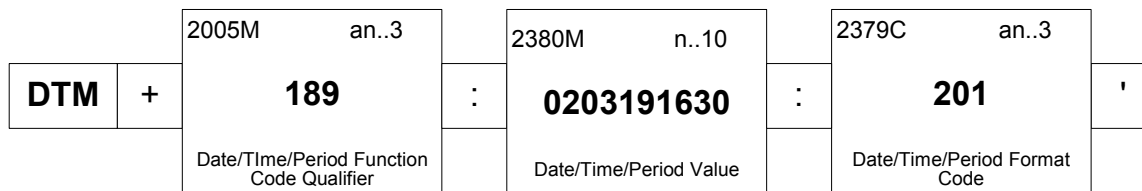
Segment Group: Group 3 (Mandatory)

Segment Level: 4

Segment Usage: **Mandatory**

- Up to two (2) DTM Segments may be sent with a parent LOC segment to reflect BOTH Departure and Arrival Date/Time information for the location.
Note: According to CBP final APIS regulations, only the flight leg that crosses the U.S. border is reported. Only the start and end airports for that leg are needed. So, only the departure date/time for the starting airport and the arrival date/time for the ending airport are needed.
- At least **ONE (1)** DTM segment must be present for each LOC segment in the flight itinerary.

15.1 DTM Example



15.2 DTM Element Definitions

Sample Images

DTM+189:0203191630:201'
DTM+554:040123'

Sample Element Value	Element Definition
DTM	Segment label.
189	<p>Possible code values are as follows:</p> <ul style="list-style-type: none"> • '189' = Departure date/time, scheduled • '232' = Arrival date/time, scheduled <p style="text-align: center;">---- TSA ----</p> <p><i>TSA Regulations require reporting of a Master Crew List (MCL), which has no real flight leg. There will be a unique method of coding the Group 3 LOC and DTM segments. Two LOC and DTM segments are required. Both DTMs will use:</i></p> <ul style="list-style-type: none"> • '554' = Filing Date
0203191630	<p>The value of a date, a date and time, or a period. All date and times reported should reflect the local date/time of the airport to which they refer.</p> <p>Date/time value formatted as 'YYMMDDhhmm' where:</p> <ul style="list-style-type: none"> • YY = Year • MM = Month • DD = Day • hh = Hour • mm = Minute <p style="text-align: center;">---- TSA ----</p> <p><i>TSA Regulations require reporting of a Master Crew List (MCL), which has no real flight leg. There will be a unique method of coding the Group 3 LOC and DTM segments. Two LOC and DTM segments are required. Both DTMs are used to report the current date, but not the time, formatted as either:</i></p> <ul style="list-style-type: none"> • YYMMDD = Year / Month / Day <li style="padding-left: 40px;">-- or -- • CCYYMMDD = Century / Year / Month / Day

201

Date/time period format code. If not present, the format is assumed to be **YYMMDD**. Possible values are:

- '102' = **CCYYMMDD**
- '201' = **YYMMDDhhmm**

---- TSA ----

TSA Regulations require reporting of a Master Crew List (MCL), which has no real flight leg. There will be a unique method of coding the Group 3 LOC and DTM segments.

Note:

1. **TSA Regulations require filing of Master Crew Lists, which must be transmitted with specific coding of the flight itinerary segments as follows:**
 - LOC+188+XXX'** (refer to section 14)
 - DTM+554:yymmdd** (date only, with or without century; use date and format code of '102' if necessary)
 - LOC+172+TST'** (refer to section 14)
 - DTM+554:yymmdd** (same date and format as the first DTM)

16. Name and Address (NAD) – Traveler

Purpose: A segment specifying the name and address of a traveler.

Note: TSA Regulations require Home Address, including Country, for crew members.

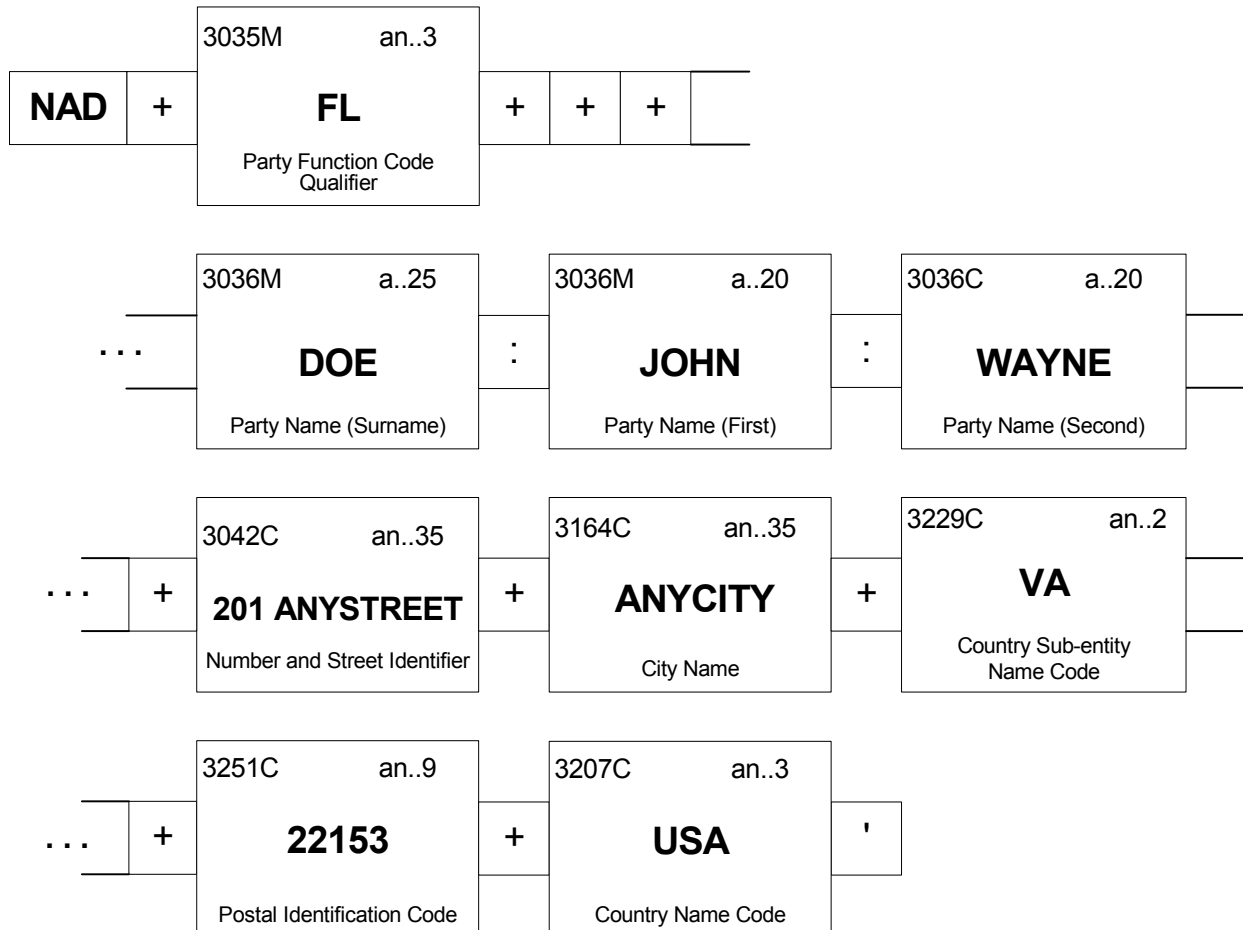
Segment Group: Group 4 (Mandatory)

Segment Level: 2

Segment Usage: **Mandatory**

- Each Group 4 loop (Passenger/Crew Entry) begins with an NAD segment.
- One Group 4 loop is required for every traveler being reported.

16.1 NAD Example



16.2 NAD Element Definitions

Sample Image

NAD+FL+++DOE:JOHN:WAYNE+201 ANYSTREET+ANYCITY+VA+22153+USA'

Sample Element Value	Element Definition
NAD	Segment label.
FL	Code identifying the party. <ul style="list-style-type: none"> • 'FL' = Passenger • 'FM' = Crew member • 'DDT' = In-transit crew member • 'DDU' = In-transit passenger
DOE	Last name of the traveler.
JOHN	First (given) name of the traveler.
WAYNE	Second name or initial of the traveler.
201 ANYSTREET	Number and street: <ul style="list-style-type: none"> • Passengers: of U.S. destination • Crew members: of Home Address
ANYCITY	City name. <ul style="list-style-type: none"> • Passengers: of U.S. destination • Crew members: of Home Address
VA	State code. <ul style="list-style-type: none"> • Passengers: of U.S. destination • Crew members: of Home Address
22153	Postal code or route code. <ul style="list-style-type: none"> • Passengers: of U.S. destination • Crew members: of Home Address
USA	Country code: <ul style="list-style-type: none"> • Passengers: destination, if transiting to a non-US city • Crew members: of Home Address <p>Must be an ISO 3166 3-character code.</p>

Notes:

1. Last and first Names must be complete. First name may not be an initial, although a first name that legitimately consists of a single character will be accepted.
2. Imbedded spaces are allowed in all name fields (i.e., all 3 occurrences of element 3036). Numeric characters are not allowed in these fields.
3. Name components should be reported in the same manner as they exist on the ICAO-standard machine-readable zone (MRZ) of the primary travel document (usually the passport). Take into consideration the following general points:
 - An MRZ separator of "<<" (double caret) translates into a sub-element separator ("."). A "<" (single caret) translates into a space on the APIS message – make

sure that you do not just remove the caret and concatenate two name components. (I.e. "SMITH<JONES" becomes "SMITH JONES", not "SMITHJONES".)

- It is safer to extract and report the name from a scannable document's MRZ than from a reservation system. This will eliminate titles (such as "Mr.", "Mrs.", "Dr.", honorific suffixes such as "MD", and embedded hyphens or other punctuation such as "Smith-Corona"). CBP confirms a traveler's arrival by scanning the MRZ of a travel document, so using the MRZ to collect APIS data will facilitate the confirmation process and reduce inspector modifications.
- If a name component on the MRZ exceeds the length provided for in this segment definition, CBP will truncate the extra characters for that component.

Some examples:

- An MRZ of "DOE<<JOHN<WAYNE" should be reported as "DOE:JOHN WAYNE".
 - If there is a name suffix, such as "Jr." in "Robert Johnson Jr.", the ICAO standard for MRZ would exclude the name suffix. Therefore, this should be reported as "JOHNSON:ROBERT".
 - If a name component has more than one fragment or has embedded punctuation, follow the format of the MRZ:
 - If Juan Jesus Ramirez has a passport with an MRZ of "RAMIREZ<<JUAN<JESUS", report it as "RAMIREZ:JUAN JESUS".
 - James O'Reilly may be on the MRZ as "OREILLY<<JAMES" (report as "OREILLY:JAMES") or "O<REILLY<<JAMES" (report as "O REILLY:JAMES").
4. Address elements (Number/Street, City, State, and Postal Code) are conditional on a number of factors. According to the April 7 regulations:
- U.S. Destination Address is required for all passengers on Inbound flights except:
 - U.S. citizens
 - legal permanent residents
 - in-transit passengers
 - crew members

If a passenger is joining a ship or is en route to a foreign destination, provisions have been defined to accept a description of the destination as follows: "Transit to Caribbean Princess, Miami, FL, USA, 99999". This is deemed acceptable as long as all fields contain accurate information.

Persons moving in transit should indicate the flight name and number in the street field and should include the departure city and state. The postal code of 99999 is also seen acceptable.

- **TSA Regulations require Home Address, including Country, for all crew members.**

17. Attribute (ATT) – *Traveler Gender*

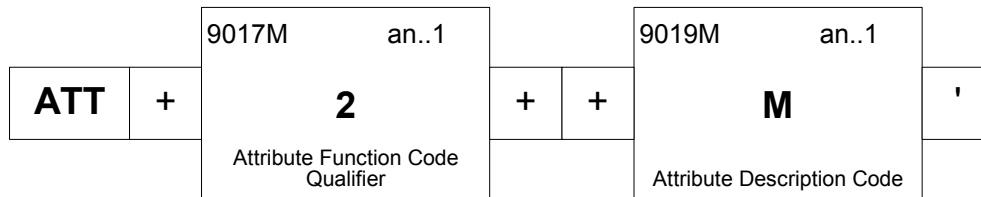
Purpose: A segment indicating the traveler's gender.

Segment Group: Group 4 (Mandatory)

Segment Level: 3

Segment Usage: **Mandatory**

17.1 ATT Example



17.2 ATT Element Definitions

Sample Image

ATT+2++M'

Sample Element Value	Element Definition
ATT	Segment label.
2	Code identifying the purpose of the attribute. Always '2'.
M	<ul style="list-style-type: none"> 'F' = Female 'M' = Male <p>Note: Current APIS regulations do not allow transmission of a value of "unknown."</p>

18. Date/Time/Period (DTM) – Traveler Date of Birth

Purpose: A segment to specify the traveler’s Date of Birth.

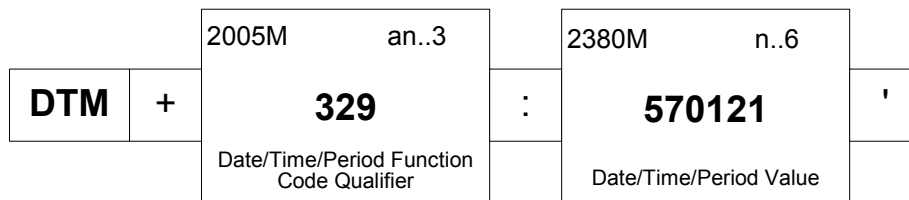
Segment Group: Group 4 (Mandatory)

Segment Level: 3

Segment Usage: **Mandatory**

- There is one occurrence of the DTM segment to identify Date of Birth of the traveler.

18.1 DTM Example



18.2 DTM Element Definitions

Sample Image

DTM+329:570121'

Sample Element Value	Element Definition
DTM	Segment label.
329	Code identifying the purpose of the date. Always '329'.
570121	Date of Birth. Value formatted 'YYMMDD' as follows: <ul style="list-style-type: none"> • YY = Year • MM = Month • DD = Day

Note:

1. The birth date should match the value as scanned from the travel document’s machine-readable zone (MRZ), not including any check digit. For example, a passport with DOB of 16 Sep 1956 might have an MRZ field of “5609165”, which should be reported as “DTM+329:560916”.

19. Place/Location Identification (LOC) – Residence / Itinerary / Birth

- Purpose:** A segment indicating one of the following:
- Traveler’s country of primary residence;
 - Airport where the traveler arrives in the U.S.;
 - Airport where the traveler began the current journey;
 - Airport where the traveler will end the current journey;
 - Place of Birth (for crew members).

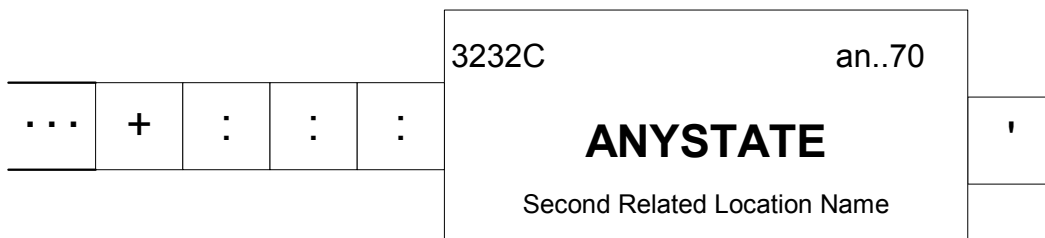
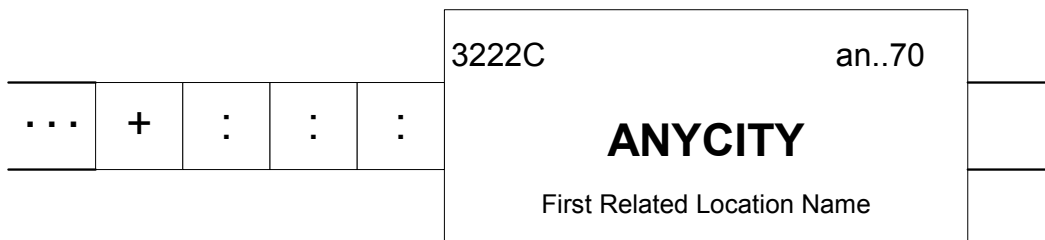
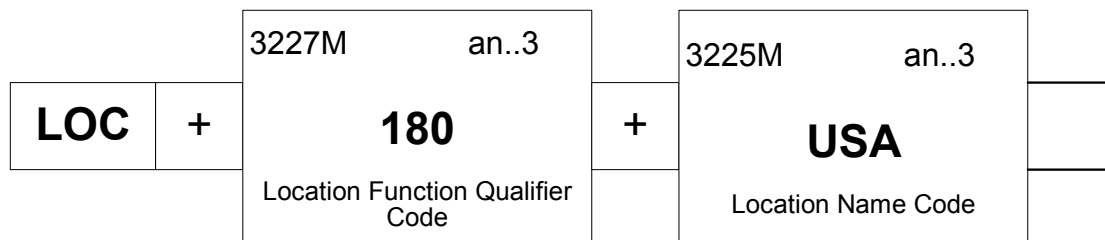
Segment Group: Group 4 (Mandatory)

Segment Level: 3

Segment Usage: Conditional

- Up to five (5) LOC segments may be sent, one for each of the locations listed above. Specific locations for the traveler are dependent on the APIS final rule.

19.1 LOC Example



19.2 LOC Element Definitions

Sample Images

LOC+174+CAN'
LOC+180+USA+:::ANYCITY+:::ANYSSTATE'

Sample Element Value	Element Definition
LOC	Segment label.
174	Code identifying the purpose of the location. Possible code values are: <ul style="list-style-type: none"> • '22' = Port of First U.S. Arrival (only for Inbound flights) • '174' = Country of Residence (only for Inbound flights) • '178' = Port of Embarkation • '179' = Port of Debarkation • '180' = Place of Birth (only for Crew members)
CAN	Code specifying the location. Values to be identified as follows: <ul style="list-style-type: none"> • When qualifier element 3227 = '22,' this element will contain an <i>IATA Airport Code</i> identifying the airport where the traveler first arrives in the U.S. (This will normally be where the traveler is processed through CBP clearance procedures, except where clearance was already done at a foreign pre-clearance airport.) Only required on Inbound manifests – do not report on Outbound or Overflight manifests. • When qualifier element 3227 = '174,' this element will identify the <i>3-character ISO 3166 Country Code</i> specifying the Country of Primary Residence of the traveler. Only required on Inbound manifests. • When qualifier element 3227 = '178,' this element will contain an <i>IATA Airport Code</i> identifying the airport where the traveler began the journey, regardless of any connecting flights before the one being reported. Report to the best of the carrier's knowledge. • When qualifier element 3227 = '179,' this element will contain an <i>IATA Airport Code</i> identifying the airport where the traveler ends the journey, regardless of any connecting flights after the one being reported. Report to the best of the carrier's knowledge. • When qualifier element 3227 = '180,' this element will contain the crew member's Country of Birth (3 character ISO 3166 code). Only required for crew / non-crew members.

Sample Element Value	Element Definition
ANYCITY	Text field for City of Birth. Only used if qualifier element 3227 = '180'.
ANYSSTATE	Text field for State / Province of Birth. Only used if qualifier element 3227 = '180'.

Notes:

1. The traveler's itinerary ports (qualifier codes '22', '178,' and '179') should be reported even if they are the same as the flight itinerary.
2. CBP expects the carrier to report itinerary ports of a traveler, to the best of the carrier's knowledge. This should include the earliest port of embarkation and the latest port of debarkation that are known.
3. The traveler's port of first U.S. arrival is a proxy for the CBP clearance port (qualifier code '22). Even if the flight is pre-cleared at a foreign port, this should be a U.S. airport code. It is only required for Inbound flights.
4. **TSA Regulations require a Place of Birth (qualifier code '180') for Crew members, on both a Flight Crew Manifest and an MCL. This should not be reported for Passengers.**

20. Employment Details (EMP) – Crew Member Status / Function

Purpose: A segment specifying details about the status and function of a crew member on a flight.

Note 1: TSA Regulations require these additional Status Codes for crew members, to report a specific class of function on the flight. See list on next page.

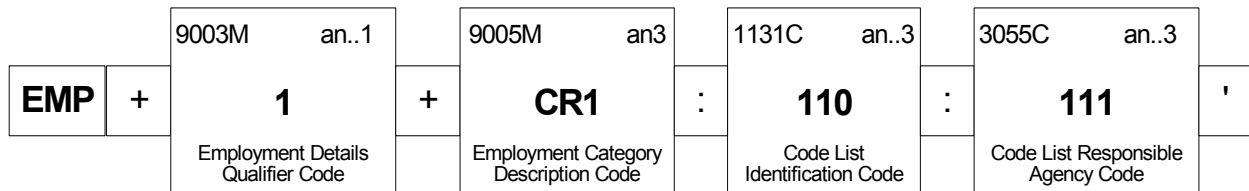
Segment Group: Group 4 (Mandatory)

Segment Level: 2

Segment Usage: **Conditional**

- This may be reported on a Master Crew List (MCL) and/or a Flight Crew Manifest.
- It is not reported for passengers on a Flight Passenger Manifest.

20.1 EMP Example



20.2 EMP Element Definitions

Sample Image

EMP+1+CR1:110:111'

Sample Element Value	Element Definition
EMP	Segment label.
1	Employment details code qualifier. Always '1'.
CR1	(Employment) Status code. <i>TSA Regulations require reporting crew member status in more detail than what is provided by the 'FM' status code value on the Group 4 NAD segment. Additional values are:</i> <ul style="list-style-type: none"> • 'CR1' = Cockpit crew and individuals in the cockpit • 'CR2' = Cabin crew (e.g. flight attendants) • 'CR3' = Airline operation management with cockpit access (e.g. safety inspectors, instructors) • 'CR4' = Cargo non-cockpit crew and/or non-crew individuals • 'CR5' = Pilots on aircraft but not on duty (deadhead).
110	Identifier of the code list that contains the Employment Status code. Always '110' – CBP Special Codes.
111	The agency responsible for a code list. Always '111' – Customs and Border Protection.

21. Nationality (NAT) – *Traveler Citizenship*

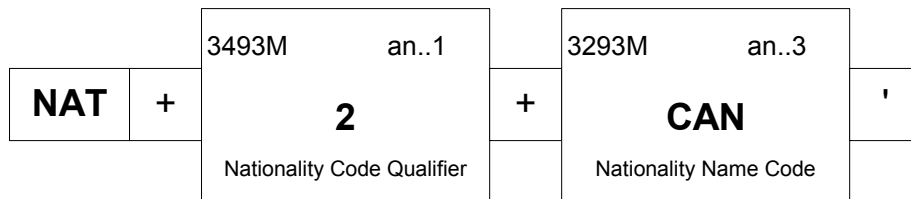
Purpose: A segment to indicate the nationality (current citizenship) of a traveler.

Segment Group: Group 4 (Mandatory)

Segment Level: 3

Segment Usage: **Mandatory**

21.1 NAT Example



21.2 NAT Element Definitions

Sample Image

NAT+2+CAN'

Sample Element Value	Element Definition
NAT	Segment label.
2	Always '2' (Current Nationality).
CAN	Nationality code. Use 3-character ISO 3166 Country Code to report Country of Nationality (Citizenship).

22. Reference (RFF) – Reservation Number

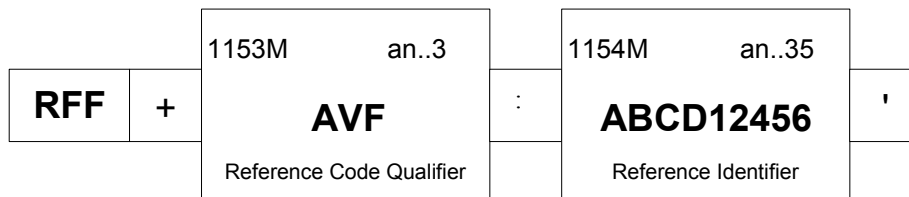
Purpose: A segment to identify a passenger’s reservation number. (Also known as Passenger Locator Number or PNR number.)

Segment Group: Group 4 (Mandatory)

Segment Level: 3

Segment Usage: Conditional – report if available.

22.1 RFF Example



22.2 RFF Element Definitions

Sample Image

RFF+AVF:ABCD12456'

Sample Element Value	Element Definition
RFF	Segment label.
AVF	Reference code. Always 'AVF'.
ABCD12456	Passenger flight reservation number. Maximum of 35 characters.

Note: CBP will not require a carrier to establish a unique PNR recording process if one is not already in place.

23. Document/Message Details (DOC) – *Traveler Document(s)*

Purpose: A segment to identify the traveler's travel document(s), such as a passport, that will be presented to CBP.

Note: A visa should not be reported.

Segment Group: Group 5 (Conditional)

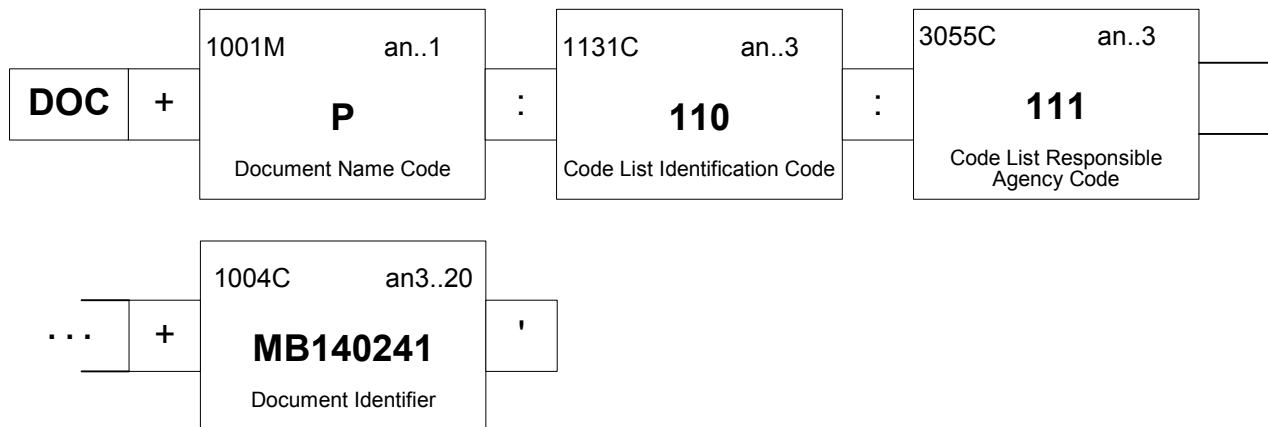
- A DOC segment group may be sent to report the traveler's documents. (Documents are not always required for travelers; an example would be a U.S. or Canadian citizen traveling in the Western Hemisphere, however TSA requirements for crew members may always require documents.)

Segment Level: 3

Segment Usage: **Mandatory** (if Group 5 is reported)

- Each Group 5 loop (Documents) begins with a DOC segment.

23.1 DOC Example



23.2 DOC Element Definitions

Sample Image

DOC+P:110:111+MB140241'

Sample Element Value	Element Definition
DOC	Segment Label.
P	The document name code. Refer to Table 8 – “APIS Travel Document Reporting Rules” for a list of valid APIS document types and type codes.
110	Identifier of the code list that contains the document name code. Not needed if Document Name (Type) Code is one of the ICAO 9303 codes, but is allowed. Always ‘110’ – CBP Special Codes.
111	The agency responsible for a code list. Not needed if Document Name (Type) Code is one of the ICAO 9303 codes, but is allowed. Always ‘111’ – Customs and Border Protection.
MB140241	Unique number assigned to the document identified in Data Element 1001.

Notes:

1. Refer to Section 2.7, Table 8 – “APIS Travel Document Reporting Rules” for a list of valid APIS document types and type codes. This table also contains information about which documents have MRZs, which require reporting of Issuing Country and/or Expiration Date, and other comments relating to the document type.
2. At this time, the current code set values for U.S. entry overlaps the ICAO 9303 code set. There are additional U.S. documents that are not in ICAO 9303. Not all ICAO 9303 documents apply to the U.S.
3. This Guide does not imply which of these documents may be required for a given traveler. If documents are required at all, the APIS regulations specify:
 - For arriving or departing passengers, a passport and alien registration (where applicable)
 - For arriving or departing crew members, a passport and either:
 - pilot’s license (where applicable), or
 - alien registration (if no pilot’s license and the crew member is a legal permanent resident)
 - For MCLs, a passport and pilot’s license (if applicable).

Birth certificates, driver’s licenses, etc. should not be reported.

4. **TSA Regulations require a Pilot’s License for crew members who have one. This is reported on both an MCL and a Flight Crew Manifest. A related LOC**

segment for Country of Issue of the license is also required, but no DTM segment for Date of Issue or Expiration of the license should be reported.

- 5. Only two Group 5 sets of document data should be reported. If a crew member has a Pilot's License, only report one other identifying document (i.e. the passport.)**
- 6. Crew members having a passport and alien registration card and requiring the reporting of their pilot's license number should have their passport and pilot's license reported on a flight crew manifest or MCL. The crew member must travel with their residence card to show proof of legal residence when entering the United States.**

Date/Time/Period (DTM) – *Document Expiration*

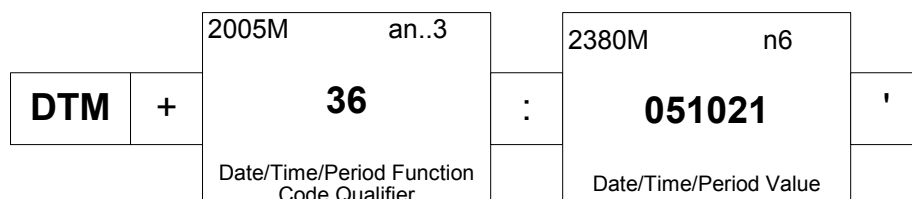
Purpose: A segment used to specify associated dates/times related to documents.

Segment Group: Segment Group 5 (Conditional)

Segment Level: 4

Segment Usage: Conditional (not all document types require this.)

23.3 DTM Example



23.4 DTM Element Definitions

Sample Image

DTM+36:051021'

Sample Element Value	Element Definition
DTM	Segment label.
36	A date, time, or period. <ul style="list-style-type: none"> • '36' = Document Expiration Date
051021	The value of a date, a date and time, a time, or of a period. Date formatted 'YMMDD' as follows: <ul style="list-style-type: none"> • YY = Year • MM = Month • DD = Day

Notes:

1. Function Code Qualifier '36' is used for all documents.
2. Refer to Section 2.7, Table 8 – "APIS Travel Document Reporting Rules" for a list of valid APIS document types and type codes. This table also contains information about which documents have MRZs, which require reporting of Issuing Country and/or Expiration Date, and other comments relating to the document type.
3. **For TSA Regulations – No DTM is reported if the related document is a Pilot's License.**

24. Place/Location Identification (LOC) – Document Issuing Country

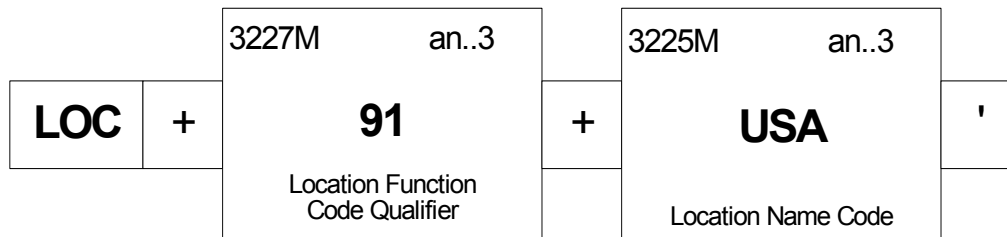
Purpose: A segment indicating the country that issued the document.

Segment Group: Segment Group 5 (Conditional)

Segment Level: 4

Segment Usage: Conditional (not all document types require this.)

24.1 LOC Example



24.2 LOC Element Definitions

Sample Images

LOC+91+USA'

Sample Element Value	Element Definition
LOC	Segment label.
91	Location code. Always '91' (Place of document issue).
USA	Code specifying the name of the country that issued the document. Mandatory. Must be a 3-character ISO 3166 Country Code.

Notes:

1. Refer to Section 2.7, Table 8 – “APIS Travel Document Reporting Rules” for a list of valid APIS document types and type codes. This table also contains information about which documents have MRZs, which require reporting of Issuing Country and/or Expiration Date, and other comments relating to the document type.
2. **For TSA Regulations – The LOC for Country of Issue is required if the related document is a Pilot’s License.**

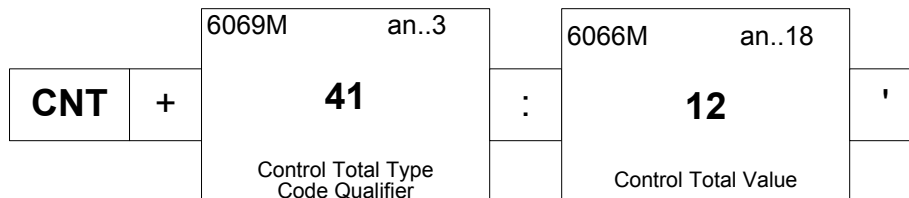
25. Control Total (CNT)

Purpose: A segment specifying the total number of passengers or crew members on the flight.

Segment Level: 1

Segment Usage: Mandatory

25.1 CNT Example



25.2 CNT Element Definitions

Sample Image

CNT+41:12'

Sample Element Value	Element Definition
CNT	Segment label.
41	The type of total. Possible code values are: <ul style="list-style-type: none"> • '41' = Total number of crew • '42' = Total number of passengers
12	The value of the control total *. *For flight manifests, this value should reflect total number of passengers or crew members for a specific flight, <u>not</u> the number being reported in this transaction. (For example, if there are 50 passengers on the flight, and 30 are reported on this transaction, the control total should be 50). When a transaction is sent for a given departure airport, the total should include all travelers known to the departure control system at that port. This should include travelers who may have boarded at an earlier port in the flight itinerary, but who have not left the plane and reboarded. For MCLs, this is the count of crew being reported on this message, not the total of all crew that have been reported to TSA in all MCLs.

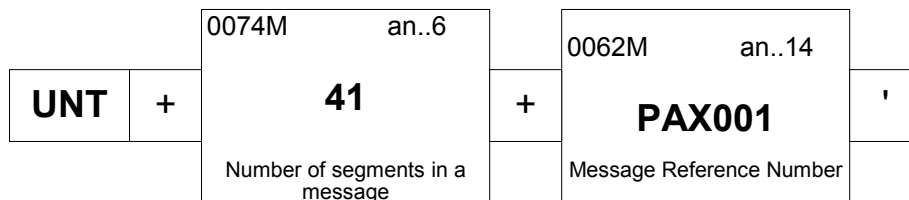
26. Message Trailer (UNT)

Purpose: A service segment ending a message, giving the total number of segments in the message (including UNH and UNT) and the control reference number of the message.

Segment Level: 1

Segment Usage: Mandatory

26.1 UNT Example



26.2 UNT Element Definitions

Sample Image

UNT+41+PAX001'

Sample Element Value	Element Definition
UNT	Segment label.
41	Control count of number of segments in a message. (A “message” consists of the segment group starting with a UNH and ending with this UNT. This control count does not include any UNA, UNB, UNG, UNE, or UNZ segments.)
PAX001	Unique message reference assigned by the sender. The value should be identical to value contained in Data Element 0062 of the preceding UNH segment.

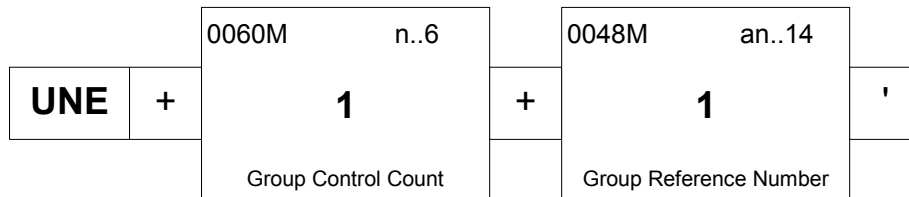
27. Group Trailer (UNE)

Purpose: To end and check the completeness of a group.

Segment Level: 0

Segment Usage: Conditional – only used if the UNG segment was sent.

27.1 UNE Example



27.2 UNE Element Definitions

Sample Image

UNE+1+1'

Sample Element Value	Element Definition
UNE	Segment label.
1	The number of messages and packages in a group. (Will usually have the value 1; if the transmission includes both Crew and Passenger lists, it will be 2.)
1	Unique reference number for the group within an interchange. Value should be identical to the value in UNG segment (if sent); Data Element 0048.

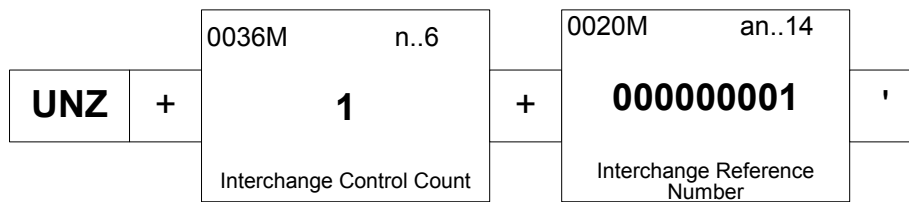
28. Interchange Trailer (UNZ)

Purpose: To end and check the completeness of an interchange.

Segment Level: 0

Segment Usage: Mandatory

28.1 UNZ Example



28.2 UNZ Element Definitions

Sample Image

UNZ+1+000000001'

Sample Element Value	Element Definition
UNZ	Segment label.
1	The number of messages and packages in an interchange or, if used, the number of groups in an interchange. Always 1.
000000001	Unique reference assigned by the sender to an interchange. Value should be identical to the value in UNB segment; Data Element 0020.

Appendices

Appendix A. Segment Group Coding Rules – Passenger Manifests

Segment Groups were described in Section 3 “Message Structure”, and many of the individual segments defined above are contained in one of the groups. The importance of segment groups is that they are a set of related segments that work together to report an important business entity. To do this properly, many of the groups have coding rules that provide the context for the rules of individual segments. This appendix describes the PAXLST segment groups and their rules in detail.

Note: TSA regulations require different coding for some segment groups for Master Crew Lists and crew member manifests. Some of those exceptions are described in this appendix. Also, refer to Appendix “G” for MCL and crew manifest coding rules that differ from the passenger manifest rules stated in this appendix.

A.1. Group 1 – Reporting Party

This group describes the party responsible for the data being reported. CBP will contact this party if any problems are found with the transmission. It is an optional group, but CBP expects that all filers will provide accurate data with the transmission, and/or maintain current information on our APIS point-of-contact database.

A.2. Group 2 – Flight Identification

This group is mandatory and consists of a single TDT segment that identifies the carrier and flight number. If this segment is missing or invalid, the APIS message will be discarded.

Note: For Crew manifests, TSA regulations require an added suffix to the flight number to specify the type of flight being reported – refer to section G.1.2. Also, Master Crew Lists have specific requirements for reporting a “flight” ID – refer to section G.1.3.

A.3. Group 3 – Flight Itinerary

There are some important differences in Group 3 coding between: (a) passenger manifests, (b) crew member manifests, and (c) Master Crew Lists. This section applies only to passenger manifests. Crew member manifests are described in Appendix G.1.2. Master Crew List coding rules are described in Appendix G.1.3.

This group is subordinate to Group 2. In the WCO/IATA/ICAO standard, it consists of 2 to 10 loops, each containing a LOC segment and 1 or 2 DTM segments. The LOC reports an airport in the flight’s itinerary, and the DTM(s) report the scheduled Arrival and Departure date/time at that airport (in the local time zone).

Notes:

(1) APIS regulations will only require the flight leg crossing the U.S. border to be reported for normal passenger manifests. However, a crew manifest reporting “domestic continuance” may require additional U.S. flight legs to be reported.

(2) Crew member manifest rules are different, due to TSA requirements for reporting crew changes on flight legs within the U.S. Refer to Appendix G.1.2.

1. Maximum and minimum number of LOC – DTM loops:

- Only two LOC-DTM loops are expected. These loops report the Departure airport (LOC+125 segment) and Arrival airport (LOC+87 segment). (**Note:** “125” and “87” are the Location Function Code Qualifiers for departure and arrival, respectively.) These are:
 - For Inbound flights, the port of last foreign departure (LOC+125) and the first port of U.S. arrival (LOC+87).
 - For Outbound flights, the port of last U.S. departure (LOC+125) and the first port of foreign arrival (LOC+87).

2. “Progressive”, Pre-clearance, Final Destination, and In-Transit airports:

- Inbound “progressive” flights may have additional airports after their initial Arrival airport. CBP clearance at any port other than the first Arrival port will be granted on a case-by-case basis. The first Arrival port should be reported to APIS.
- “Pre-clearance” of inbound travelers is done at specific foreign airports prior to the flight’s departure for entry into the U.S. (for example, in Montreal for a flight to New York). These flights must be reported to APIS, with the foreign port (e.g., Montreal) as the Departure location and the U.S. port (e.g., New York) as the Arrival location.
- If the final destination of the **flight number** is not the first port after crossing the U.S. border, it should not be reported in the flight itinerary. However, it should be reported for the traveler, if known.
- Additional “in-transit” ports where the flight lands should not be reported. However, a flight that transits through the U.S. must be reported as both an Inbound and an Outbound flight in two separate PAXLST messages. (Refer to rule #4 below).

3. Date/Time Reporting:

- It is expected that the first airport reported in the itinerary will only have a scheduled Departure date/time, and the last reported airport will only have an Arrival date/time.

4. Flights Transiting Through the U.S.:

- If a flight transits through the U.S., it must be reported as both an Inbound flight and an Outbound flight. (Refer to rule #4 below.) For example, a flight itinerary of GIG – GRU – LAX – NRT would be reported as:
 - An Inbound flight, with itinerary
LOC+125+GRU
LOC+87+LAX
(Required DTM segments not shown)
 - An Outbound flight, with itinerary
LOC+125+LAX
LOC+87+NRT
(Required DTM segments not shown)
- It is logically impossible for the APIS system to process a transmission as both Inbound and Outbound. So, a flight that transits through the U.S. must be reported in two transactions, one for the Inbound leg(s) and one for the Outbound leg(s). For example, a London – New York – Toronto flight must be split into two transmissions, one for London – New York and the other for New York – Toronto. The London – New York leg will be processed as an Inbound flight and the New York – Toronto leg will be an Outbound flight. If it is not reported this way, CBP will not recognize the New York – Toronto leg as an Outbound flight.

This condition also applies to “round robin” flights where a carrier operates a round-trip flight that leaves and returns to the U.S. (or enters and then leaves the U.S.) under a single flight number. As above, report this type of flight using two separate transmissions.

5. Determining Inbound or Outbound status:

- Inbound/Outbound status is vital to correct processing of the flight, as it controls a number of system and manual processes that are significantly different. The PAXLST format does not have a way to explicitly report that the flight is arriving into the U.S. or departing from the U.S.; the country where the first airport in the itinerary is located determines this. If the first airport is in the U.S., the flight is Outbound; if the first airport is outside the U.S., the flight is Inbound.

A.4. Group 4 – Persons

Note: Coding rules for Person segments on Master Crew Lists and Crew member manifests are different. In particular, additional segment types may be required for crew members, and the structure of certain segments is different for crew members than for passengers. Refer to Appendix G.1.2.

- At least one occurrence of this group is mandatory. A message sent without any travelers will be received and stored but will not be processed, and might not be acknowledged.

Carriers are strongly encouraged to avoid sending messages without traveler names. Processing of blank blocks of data negatively affects the efficiency of APIS processing.

- This group consists of a number of segments. The following order of transmission must be followed for each traveler:
 - NAD (Traveler Type, Name, and Address)
 - ATT (Gender)
 - DTM (Date of Birth)
 - LOCs (Traveler's Itinerary, and Country of Residence if sent)
 - EMP (Crew / Non-crew Status/Function, if sent)
 - NAT (Nationality/Citizenship)
 - RFF (Reservation/Passenger Name Reference (PNR) Locator, if sent)
 - Group 5 Documents (refer to section A.5)

Note: If a traveler's segments are transmitted in a different order, the traveler might not be processed correctly. Also, subsequent travelers in the message might be discarded and not processed at all. This could result in penalties to the carrier.

- The NAD segment is mandatory for each traveler. Presence of an NAD indicates the beginning of data for a new traveler.

Carrier accuracy is based on matching the data transmitted via APIS to the data provided by the arriving traveler, therefore carriers should base their data on the traveler's identification document (usually a passport). The ICAO standard for machine-readable documents has 2 name fields (Surname and Given Name, separated by "<<" characters) and allows numerous sub-fields (separated by "<"). The NAD segment allows up to 3 fields for name components and allows embedded spaces. In general, a name scanned from a document can be transmitted using 2 NAD fields – for sub-fields, the "<" character should be converted to an embedded space. Special characters, such as an apostrophe, should also be converted to spaces. Examples of this are given in the description of the Group 4 NAD segment in section 16.

- If data is transmitted for a traveler via one or more ATT, DTM, LOC, EMP, NAT, RFF, and/or DOC segments, and there is no preceding NAD for the traveler, data for subsequent travelers in the transmission may be lost.
- The NAD's Party Function Code Qualifier should be consistent with the type of list indicated on the BGM segment.
- The CBP APIS Final Rule has established rules for name and address reporting using the NAD segment. Refer to the APIS regulations for clarification.
- The ATT and DTM segments are mandatory.

- Rules for reporting data using various LOC segments have been established by CBP.
 - LOCs are used to report the traveler's Country of Residence and itinerary (Embarkation, Debarkation, and Customs Clearance locations).
 - The traveler's itinerary is especially important when it does not correspond exactly to the flight itinerary that was reported.
 - Even if the traveler's itinerary does match the flight itinerary, it **must** still be reported for the traveler in Group 4 LOC segments.
- The EMP segment is only used on crew manifests and MCLs.
- The NAT segment is mandatory.
- Rules for reporting PNR data using the RFF segment have been established by the CBP APIS Final Rule. Refer to the APIS regulations for clarification.

A.5. Group 5 – Documents

Note: Document segment rules are the same for Passenger and Crew member manifests and MCLs. However, the required types of documents may be different.

This group is subordinate to Group 4. In the IATA/WCO standard, it consists of 0 to 2 loops, each containing 1 DOC segment, 0 to 2 DTM segments, and 0 or 1 LOC segment.

- The Group 5 segments should be transmitted in the following order:
 - DOC (Document Type code and Number)
 - DTM (Date of Expiration – if applicable)
 - LOC (Country of Issue – if applicable)
- The DOC segment is mandatory if the group appears. If document data is transmitted for a traveler via one or more DTM and/or LOC segments, and if there is no preceding DOC for the document, data for subsequent travelers in the transmission may be lost.
- The DOC segment has the Type code and the Number. Refer to the description of the Group 5 DOC segment in section 23.
- The DTM segment reports the document's expiration date, if applicable. Refer to the description of the Group 5 DTM segment in section 24.
- The LOC segment reports the country that issued the document, if applicable. Refer to the description of the Group 5 LOC segment in section 25.

Appendix B. Business Scenarios and PAXLST Examples

Following are examples of PAXLST messages for Passenger manifests. Some of them also include segments that represent Crew member manifest data, although most carriers will not combine Passenger and Crew member manifests in the same transmission. Examples of Master Crew Lists and Crew member manifests are shown in Appendix G. The following notes apply to all examples:

- Examples may use data that resembles real airlines and individuals. Any resemblance to actual airlines or individuals is coincidental and does not imply that the airlines or individuals took the actions being reported by the example.
- For clarity, example messages in this guide are shown with a line break between segments. This is completely arbitrary and line breaks have no meaning in the syntax. (Refer to example B.1). Messages must be transmitted as a continuous bit stream.
- None of the examples show any communications header or trailer data that may be required by CBP, SITA, ARINC, or any other network. Details of any such data is outside the scope of this guide.
- Where the example shows a complete APIS transmission, it may be too long to fit into size limitations of various message types. The examples do not show this, and it may be necessary for the message to be split into two or more blocks that will be transmitted separately. If this is done, each block must have a complete set of header/trailer segments, a BGM segment, and flight ID and flight itinerary segments. **(Note: It is our understanding that SITA Type B messages can be 64K long and ARINC Type B messages can be 32K, so it is less likely that multiple blocks will be needed.)**
- In some examples, notations of certain items are shown in parentheses and italic font.
- In some examples, information may have been intentionally left out due to space limitations.

B.1. Sample UN/EDIFACT Message, Displayed with Arbitrary Line Breaks

This message is shown with line breaks that are defined by the page width and Microsoft Word formatting rules. It can be seen that the message segments are contiguous, and there is no intervening break between the terminator of one segment and the segment label of the next.

```
UNA:+.?. 'UNB+UNOA:4+AIR1:ZZ+USCSAPIS:ZZ+030421:0900+000000001++  
APIS'UNG+PAXLST+AIR1:ZZ+USCSAPIS:ZZ+030421:0900+1+UN+D:02B'UNH+  
PAX001+PAXLST:D:02B:UN:IATA+ABC01+01:F'BGM+745'NAD+MS+++JIM DAN  
DY'COM+703 555 1234:FX+703 555 9876:TE'TDT+20+QF123'LOC+125+SYD  
'DTM+189:0304210830:201'LOC+87+HNL'DTM+232:0304201840'NAD+FL+++  
CLARK:MICHAEL'ATT+2++M'DTM+329:550907'LOC+22+HNL'LOC+174+USA' LO  
C+178+SYD'LOC+179+LAX'NAT+2+USA'RFF+AVF:ABCD1234'DOC+P+MB140241  
'DTM+36:051021'LOC+91+USA'NAD+FL+++DOE:JOHN:WAYNE+201 ANYSTREET  
+ANYCITY+VA+22153'ATT+2++M'DTM+329:570121'LOC+22+HNL'LOC+174+US  
A'LOC+178+MEL'LOC+179+SFO'NAT+2+CAN'RFF+AVF:ZYXW9876'DOC+P+AAWE  
4331'DTM+36:051021'LOC+91+CAN'CNT+42:2'UNT+38+PAX001'UNE+1+1'UN  
Z+1+000000001'
```

B.2. Sample Inbound – Single Leg Flight with a Passenger Clearing at Arrival

Flight/Route: Qantas #123, SYD – HNL

This message is an addition to the manifest. The flight itinerary follows the TDT segment. There must be an LOC+125 segment to show departure, followed by an LOC+87 segment to show arrival.

The passenger is a Canadian citizen residing in the U.S., presenting a Canadian passport upon arrival.

Information may have intentionally been omitted from this example for space considerations.

UNA:+.? '
 UNB+UNOA:4+BUD1:ZZ+USCSAPIS:ZZ+040219:1545+000000001++APIS'
 UNG+PAXLST+BUD1:ZZ+USCSAPIS:ZZ+040219:1545+1+UN+D:02B'
 UNH+PAX001+PAXLST:D:02B:UN:IATA'
 BGM+745' *(This is a Passenger list)*
 NAD+MS+++JOHN SMITH *(Point of Contact – Name)*
 TDT+20+QF123' *(Flight QF123)*
 LOC+125+SYD'
 DTM+189:0402191540:201' *(Flight departure date/time from Sydney)*
 LOC+87+HNL'
 DTM+232:0402200130:201' *(Flight estimated arrival date/time in Honolulu)*

 NAD+FL+++CLARK:MICHAEL+123 E MAIN ST+NEW YORK+NY+10053+USA' *(Passenger name and U.S. destination address)*
 ATT+2++M' *(Gender)*
 DTM+329:720907' *(Date of Birth)*
 LOC+22+HNL' *(Traveler's U.S. arrival in Honolulu)*
 LOC+178+SYD' *(Traveler started journey in Sydney)*
 LOC+179+HNL' *(Traveler's destination is Honolulu)*
 LOC+174+USA' *(U.S. resident)*
 NAT+2+CAN' *(Canadian citizen)*
 DOC+P:110:111+MB140241' *(110 and 111 optional for passports)*
 DTM+36:051021' *(Passport expiration date)*
 LOC+91+CAN' *(Canadian passport)*

 CNT+42:240' *(240 passengers on flight; "42" used for Passengers)*
 UNT+21+PAX001' *(21 segments in UNH – UNT "message")*
 UNE+1+1'
 UNZ+1+000000001'

B.3. Sample Inbound – Multiple-Leg Flight with a Passenger Clearing at Arrival

Flight/Route: American #995, EZE – BOG – MIA

The flight itinerary is Buenos Aires – Bogota – Miami.

Only the Bogota and Miami locations must be reported on the flight itinerary.

The passenger boarded in Buenos Aires, clears CBP at Miami, and presents an Argentine passport. The passenger's itinerary should show Buenos Aires as port of embarkation.

Information may have intentionally been omitted from this example for space considerations.

UNA:+.? '

UNB+UNOA:4+BUD1:ZZ+USCSAPIS:ZZ+040219:1100+000000001++APIS'

UNG+PAXLST+BUD1:ZZ+USCSAPIS:ZZ+040219:1100+1+UN+D:02B'

UNH+AA995-020722+PAXLST:D:02B:UN:IATA'

BGM+745'

(This is a Passenger list; note "FL" on NAD)

NAD+MS+++KELLY JACKSON'

(Point of Contact – Name)

COM+305 555 6789 X519:TE+305 555 6911:FX'

TDT+20+AA995'

LOC+125+BOG'

(Departure to U.S., using LOC+125)

DTM+189:0402191540:201'

LOC+87+MIA'

(U.S. Arrival, using LOC+87)

DTM+232:0402191830:201'

NAD+FL+++BORGES:MIGUEL:SANTOS+2216 FLAGLER BLVD SW+MIAMI+FL+33219'

ATT+2++M'

DTM+329:670517'

LOC+22+MIA'

(CBP clearance in Miami)

LOC+178+EZE'

(Passenger embarks at Buenos Aires)

LOC+179+MIA'

(Passenger destination is Miami)

LOC+174+ARG'

(Argentine resident)

NAT+2+ARG'

(Argentine citizen)

RFF+AVF+23234987'

(Passenger Name Record Locator)

DOC+P:110:111+XY426241'

DTM+36:051021'

(Passport expiration date)

LOC+91+ARG'

(Argentine passport)

CNT+42:269'

(269 passengers on flight; "42" used)

UNT+23+AA995-020722'

UNE+1+1'

UNZ+1+000000001'

B.4. Sample Inbound – Multiple-leg Flight. Passenger Itinerary Differs from Flight Itinerary, and Passenger is Transiting to Another Country.

Flight/Route: Air France #25 CDG – JFK – IAD

- Passenger Elisabeth Porizkova is a Czech citizen living in Switzerland. She started her journey in Geneva, will change planes in New York, and transit on to Montreal.
- Not shown in this example, but the JFK – IAD leg would have to be reported as a Domestic Continuance manifest message if there was a crew change at JFK.

Information may have intentionally been omitted from this example for space considerations.

UNA:+.?'

UNB+UNOA:4+BUD1:ZZ+USCSAPIS:ZZ+030722:1400+000000001++APIS'

UNG+PAXLST+BUD1:ZZ+USCSAPIS:ZZ+030722:1400+1+UN+D:02B'

UNH+030722-056+PAXLST:D:02B:UN:IATA'

BGM+745'

NAD+MS+++JEAN POTHIER'

COM+33 1 797 2025:TE+33 1 788 4689:FX'

TDT+20+**AF25**'

LOC+**125+CDG**'

(Flight departs from CDG for the US)

DTM+189:0307221350:201'

LOC+**87+JFK**'

(Flight arrives at JFK; IAD leg not needed)

DTM+232:0307221740:201'

NAD+**DDU**+++PORIZKOVA:ELISABETH:R'

(Code 'DDU' for In-Transit; no address)

ATT+2++F'

DTM+329:720623'

LOC+178+**GVA**'

(Passenger embarks at GVA)

LOC+22+**JFK**'

(Passenger clears CBP at JFK)

LOC+179+**YUL**'

(Passenger transits to Montreal)

LOC+174+**CHE**'

(Residence in Switzerland)

NAT+2+**CZE**'

(Czech citizen)

RFF+AVF:PORELI-020713-33762'

DOC+P:110:111+564SBB415'

DTM+36+051210'

LOC+91+**CZE**'

(Czech passport)

CNT+42:347'

UNT+23+030722-056'

UNE+1+1'

UNZ+1+000000001'

B.5. Sample Inbound – Combined Crew and Passenger Lists.

Flight/Route: JL #16, NRT – SEA

This is an example of a transmission that contains both a Crew list and a Passenger list.

- There is one set of UNA, UNB, UNG, UNE, and UNZ segments for the entire transmission. The UNE group count is 2, since there are two lists.
- There are two UNH – UNT loops, or “messages,” one for each list. Note that the first has a message reference of “PAX001,” and the second has a reference of “PAX002.”
- The first list (Crew) has a BGM value of 250; the second list (Passengers) has a BGM of 745. The order of the lists is not important.
- Since both lists should refer to the same flight, the segments in Groups 2 and 3 (TDT, LOC, DTM) for flight identification and itinerary are the same.

This example includes changes for TSA crew requirements:

- **BGM Flight Type code of “CC” (Passenger Flight, Crew Change)**
- **Home address for crew members on Group 4 NAD**
- **Place of Birth on Group 4 LOC**

Information may have intentionally been omitted from this example for space considerations.

UNA:+.? ’
 UNB+UNOA:4+BUD1:ZZ+USCSAPIS:ZZ+040219:1545+040219PXL0837++APIS’
 UNG+PAXLST+BUD1:ZZ+USCSAPIS:ZZ+040219:1545+JLDC020319+UN+D:02B’
 UNH+**PAX001**+PAXLST:D:02B:UN:IATA’ *(Start of 1st UNH – UNT “message”)*
 BGM+**250+CC**’ *(Crew list, for change of crew)*
 NAD+MS+++YOSHIKAZU SUZUKI’
 COM+81 3 555 1000 X519:TE+81 3 555 6789:FX’
 TDT+20+JL16’ *(Flight JL16)*
 LOC+125+NRT’ *(Departure from Narita)*
 DTM+189:0402191540:201’
 LOC+87+SEA’ *(Arrival in Seattle)*
 DTM+232:0402200130:201’
 NAD+**FM**+++KAWASHIMA:TAKATSUGU+1100 WATER ST+SEATTLE+WA+97611+USA’
 ATT+2++M’
 DTM+329:620907’
 LOC+22+SEA’
 LOC+178+NRT’
 LOC+179+SEA’
 LOC+174+JPN’ *(Japan resident – note NAD address)*
LOC+180+JPN+:::OSAKA’ *(Place of Birth – no state/province name)*
EMP+1+CR2:110:111’ *(Status detail – CR2 flight attendant)*
 NAT+2+JPN’

DOC+P:110:111+KT2937AB7'
DTM+36:051021'
LOC+91+JPN'
CNT+41:14' (Crew count)
UNT+22+PAX001' (End of 1st UNH – UNT “message”)
UNH+PAX002+PAXLST:D:02B:UN:IATA' (Start of 2nd UNH – UNT “message”)
BGM+745' (Passenger list)
NAD+MS+++YOSHIKAZU SUZUKI' (Same point of contact as Crew list)
COM+81 3 555 1000 X519:TE+81 3 555 6789:FX'
TDT+20+JL16' (Same flight/itinerary as Crew list)
LOC+125+NRT'
DTM+189:0402191540:201'
LOC+87+SEA'
DTM+232:0402200130:201'
NAD+FL+++GATES:WILLIAM:R' (Address not required for U.S. citizens)
ATT+2++M'
DTM+329:600717'
LOC+22+SEA'
LOC+178+NRT'
LOC+179+SEA'
LOC+174+USA'
NAT+2+USA'
RFF+AVF+543234987'
DOC+P:110:111+XY426241'
DTM+36:051021'
LOC+91+USA'
CNT+42:269' (Passenger count)
UNT+29+PAX002' (End of 2nd UNH – UNT “message”)
UNE+2+JLDC020319'
UNZ+1+040219PXL0837'

B.6. Sample Outbound – Single-Leg Flight.

Flight/Route: Continental #1601, HOU – MEX

- The flight itinerary is Houston – Mexico City.
- The passenger began his journey in Atlanta.
- CBP regulations have defined rules concerning required data for outbound passengers. In this example, documents needed to enter Mexico, such as a Mexican visa, are not shown.

Information may have intentionally been omitted from this example for space considerations.

UNA:+.? '
 UNB+UNOA:4+BUD1:ZZ+USCSAPIS:ZZ+040219:1125+BBBB++APIS'
 UNG+PAXLST+BUD1:ZZ+USCSAPIS:ZZ+040219:1125+GGGG+UN+D:02B'
 UNH+HHHH+PAXLST:D:02B:UN:IATA'
 BGM+745'
 NAD+MS+++JOHN WAGNER'
 COM+713 555 2345:TE+703 555 9876:FX'
 TDT+20+CO1601'
 LOC+125+**HOU**' *(Departure from U.S., using LOC+125)*
 DTM+189:0402191140:201'
 LOC+87+**MEX**' *(Arrival in Mexico City, using LOC+87)*
 DTM+232:0402191330:201'
 NAD+FL+++EWING:JAMES:R'
 ATT+2++M'
 DTM+329:670517'
 LOC+178+**ATL**' *(Trip started in Atlanta)*
 LOC+179+**MEX**' *(Trip ends in Mexico City)*
 NAT+2+USA'
 RFF+AVF+SA654234987'
 DOC+P:110:111+XY426241'
 DTM+36:051021'
 LOC+91+USA'
 CNT+42:269'
 UNT+23+HHHH'
 UNE+1+GGGG'
 UNZ+1+BBBB'

B.7. Sample Outbound – Multiple Legs in U.S. Before Departure From U.S.

Flight/Route: Delta #510, IAD – JFK – LHR – FRA

- The reported flight itinerary is New York – London. IAD and FRA are not required.
- The passenger is continuing on to Frankfurt. His debarkation location is reported as Frankfurt.

Information may have intentionally been omitted from this example for space considerations.

UNA:+.? '
 UNB+UNOA:4+BUD1:ZZ+USCSAPIS:ZZ+030722:1150+BBBB++APIS'
 UNG+PAXLST+BUD1:ZZ+USCSAPIS:ZZ+030722:1150+GGGG+UN+D:02B'
 UNH+HHHH+PAXLST:D:02B:UN:IATA'
 BGM+745'
 NAD+MS+++JOHN WAGNER'
 COM+713 555 2345:TE+713 555 9876:FX'
 TDT+20+DL510'
 LOC+125+JFK' *(Departure from U.S./JFK, using LOC+125)*
 DTM+189:0307221445:201'
 LOC+87+LHR' *(Arrival at LHR, using LOC+87)*
 DTM+232:0307230027:201'
 NAD+FL+++ROOSEVELT:JAMES:T'
 ATT+2++M'
 DTM+329:470522'
 LOC+178+IAD' *(Trip started at Dulles)*
 LOC+179+FRA' *(Trip ends at Frankfurt)*
 NAT+2+GER'
 RFF+AVF+AP2100-6778'
 DOC+P:110:111+RJ223987'
 DTM+36:051021'
 LOC+91+GER'
 CNT+42:314'
 UNT+23+HHHH'
 UNE+1+GGGG'
 UNZ+1+BBBB'

B.8. Flight Transiting Through the U.S. – Reported as Both Inbound and Outbound

Flight/Route: Varig #100 GIG – GRU – LAX – NRT

The flight itinerary is Rio – Sao Paulo – LA – Tokyo. Since the flight transits through the U.S., separate manifests must be reported for the Inbound and Outbound legs. It is assumed that the carrier's reservation and departure control systems have access to complete activity data at all the stations.

- The Inbound itinerary is GIG – GRU – LAX. Only GRU and LAX must be reported. In this example, there are two Inbound transmissions:
 - One for the travelers boarding at GIG. (This is optional – the carrier may transmit a single manifest from GRU containing all travelers, including those who boarded at GIG.)
 - One for travelers boarding at GRU.
- The Outbound itinerary is LAX – NRT.
(There is no explicit designation of the flight as Inbound or Outbound. They can only be distinguished by a logic rule: a flight is considered “Outbound” if the first airport in the flight itinerary is in the U.S., e.g., LAX.)

During the course of the flight, it carries 3 passengers:

- P1 boards in Rio and stops in LA. (Reported on inbound transmission #1).
- P2 boards in Sao Paulo and transits to Tokyo. (Reported on both inbound transmission #2, and the outbound transmission).
- P3 boards in LA, and goes to Tokyo. (Reported on the outbound transmission).

Information may have intentionally been omitted from this example for space considerations.

Inbound – Transmission #1 (for travelers known at time of departure from GIG)

UNA:+.?'

UNB+UNOA:4+BUD1:ZZ+USCSAPIS:ZZ+040222:1400+000000001++APIS'

UNG+PAXLST+BUD1:ZZ+USCSAPIS:ZZ+040222:1400+1+UN+D:02B'

UNH+RG020322-056+PAXLST:D:02B:UN:IATA'

BGM+745'

NAD+MS+++CONTACT 1'

COM+33 1 797 2025:TE+33 1 797 2999:FX'

TDT+20+**RG100**'

LOC+125+**GRU**'

(Flight will depart for the U.S. Use LOC+125)

DTM+189:0402221710:201'

LOC+87+**LAX**'

(Flight will arrive at LAX. Use LOC+87)

DTM+232:0402222230:201'

NAD+FL+++**P1:P1**'

(Code 'FL' for this passenger.)

ATT+2++F'
 DTM+329:720623'
 LOC+178+**GIG**' (Passenger embarks at GIG)
 LOC+22+**LAX**' (Passenger clears CBP at LAX)
 LOC+179+**LAX**' (Passenger debarks at LAX)
 LOC+174+USA' (Residence in USA)
 NAT+2+USA' (US citizen)
 RFF+AVF:P1REF1'
 DOC+P:110:111+US12345'
 DTM+36+051210'
 LOC+91+USA'
 CNT+42:347' (Flight starts with 347 passengers to U.S.)
 UNT+26+RG020322-056'
 UNE+1+1'
 UNZ+1+000000001'

Inbound – Transmission #2 (for travelers known at time of departure from GRU)

UNA:+.? '
 UNB+UNOA:4+BUD1:ZZ+USCSAPIS:ZZ+040222:1520+000000002++APIS'
 UNG+PAXLST+BUD1:ZZ+USCSAPIS:ZZ+040222:1520+2+UN+D:02B'
 UNH+RG020322-059+PAXLST:D:02B:UN:IATA'
 BGM+745'
 NAD+MS+++CONTACT 2'
 COM+33 1 797 2025:TE+703 555 9876:FX'
 TDT+20+**RG100**'
 LOC+125+**GRU**' (Flight will depart for the U.S. Use LOC+125)
 DTM+189:0402221710:201'
 LOC+87+**LAX**' (Flight will arrive at LAX. Use LOC+87)
 DTM+232:0402222230:201'
 NAD+FL+++**P1:P1**' (Passenger P1 does not have to be reported again, but is)
 ATT+2++F'
 DTM+329:720623'
 LOC+178+GIG'
 LOC+22+LAX'
 LOC+179+LAX'
 LOC+174+USA'
 NAT+2+USA'
 RFF+AVF:P1REF1'
 DOC+P:110:111+US12345'
 DTM+36+051210'
 LOC+91+USA'
 NAD+**DDU**+++**P2:P2**' ('DDU', because P2 is In-transit. No address.)
 ATT+2++F'
 DTM+329:720623'
 LOC+178+**GRU**' (Passenger embarks at GRU)
 LOC+22+**LAX**' (Passenger "clears" CBP at LAX)
 LOC+179+**NRT**' (Passenger debarks at NRT)
 LOC+174+BRA' (Residence in Brazil)
 NAT+2+BRA' (Brazilian citizen)

RFF+AVF:P2REF2'
 DOC+P:110:111+BR23456' (Passport only)
 DTM+36+041121'
 LOC+91+BRA'
 CNT+42:416' (Flight continues with 416 passengers to U.S.)
 UNT+26+RG020322-059'
 UNE+1+2'
 UNZ+1+000000002'

Outbound (for travelers going from LAX to NRT)

UNA:+.? '
 UNB+UNOA:4+BUD1:ZZ+USCSAPIS:ZZ+040222:1130+000000003++APIS'
 UNG+PAXLST+BUD1:ZZ+USCSAPIS:ZZ+040222:1130+3+UN+D:02B'
 UNH+RG020322-065+PAXLST:D:02B:UN:IATA'
 BGM+745'
 NAD+MS+++CONTACT 3'
 COM+33 1 797 2025:TE+33 1 797 2999:FX'
 TDT+20+**RG100**'
 LOC+125+**LAX**' (Flight departs from the U.S. Use LOC+125)
 DTM+189:0402221147:201'
 LOC+87+**NRT**' (Flight will arrive in Tokyo. Use LOC+87)
 DTM+232:0402230230:201'
 NAD+**DDU+++P2:P2**' (Passenger P2 is In-transit to NRT, and must be reported)
 ATT+2++F'
 DTM+329:720623'
 LOC+178+**GRU**' (Passenger embarked at GRU)
 LOC+179+**NRT**' (Passenger debarks at NRT)
 NAT+2+BRA' (Brazilian citizen)
 RFF+AVF:P2REF2'
 DOC+P:110:111+BR23456' (Passport only)
 DTM+36+041121'
 LOC+91+BRA'
 NAD+**FL+++P3:P3**' (Passenger P3 has function code 'FL.')
 ATT+2++M'
 DTM+329:820421'
 LOC+178+**LAX**' (Passenger embarks at LAX)
 LOC+179+**NRT**' (Passenger debarks at NRT)
 NAT+2+JPN' (Japanese citizen)
 RFF+AVF:P3REF3'
 DOC+P:110:111+JP98735' (Passport only)
 DTM+36+041121'
 LOC+91+JPN'
 CNT+42:416' (Flight continues with 319 passengers leaving U.S.)
 UNT+26+RG020322-065'
 UNE+1+3'
 UNZ+1+000000003'

Appendix C. CBP Help Desk Support

The CBP Help Desk is the point of contact for the trade users to report problems. The CBP Help Desk is available 24 hours a day, 365 days a year.

C.1. Help Desk Responsibilities

The CBP Help Desk supports problems in the following areas:

- Computer Hardware
- Network Systems Communications Line Errors
- Modem Failures
- System Software errors
- Applications Software Errors and ABENDs
- Computer Availability
- Problem Resolution
- Monitoring Problem Resolutions and Status.

In addition to what is listed, the Help Desk will assist with any other computer-related problems or questions.

C.2. Problem Reporting

When a computer-related problem has been encountered, call the CBP Help Desk immediately and report the situation:

Commercial: (703) 921-6000
800 Service: 1 800 927-8729

A Help Desk Technician will ask for the following information:

- Company Name
- Point Of Contact Name
- Phone Number
- Location
- Error Messages
- Problem Description
- TCP/IP address.

The Help Desk Technician will:

- Open a trouble ticket.
- Assist with the resolution or refer the problem to appropriate support group.
- Follow up with status or verify problem resolution with the reporter of the problem.
- Be available for additional inquiries or other information.

Note: When calling about the status of a previously reported problem, please have the assigned trouble ticket number available for reference.

Appendix D. Connection – Testing and Production

Customs and Border Protection maintains connections to both the ARINC and SITA networks. APIS participants wishing more information concerning a connection with ARINC or SITA can refer to the following Web sites:

ARINC: <http://www.arinc.com>

SITA: <http://www.sita.com>

For those APIS participants already connected to ARINC or SITA, the CBP IATA addresses for the routing of passenger manifests are as follows:

APIS Production: DCAUCCR

APIS Testing: This will be given by the APIS Coordinator assigned to the carrier or developer.

Appendix E. Registration, Qualification Testing, and Production Monitoring

E.1. Introduction

Before using APIS, carriers and software/service providers must register with CBP. The purpose of registration is to provide points of contact, an email address to receive confirmation messages, and some information about how APIS will be used. This allows CBP to validate users, assign an Account Manager, and provide better service.

Senders will be required to submit test data in the UN/EDIFACT format for evaluation by the CBP testing team. The purpose of qualification testing is to ensure that the carriers' systems and operational procedures will allow for consistent transmissions of data that will follow UN/EDIFACT syntax rules and CBP validation processing. CBP anticipates a large volume of users of the new UN/EDIFACT PAXLST to begin transmitting in a short time period, and it would cause a great deal of trouble to the APIS system if even a small percentage of these users were to transmit bad data. Also, it will be much easier for CBP to analyze and help debug bad transmissions in a test environment than it would be in production. So, CBP will not allow carriers to transmit data to the APIS production system until CBP has had a chance to review their transmissions for completeness and correctness.

Data quality is the responsibility of the carriers and the software they use. Some carriers might build their own software or hire a vendor to do so, while others might use a global distribution system (GDS). CBP expects each carrier to carry out testing with us to ensure not only the quality of the software but also the ability of the carrier's personnel to use it correctly. However, if a carrier is using software that has been used successfully by other carriers, the process should go quickly. CBP will also qualify a GDS or a vendor package.

CBP realizes that not all carriers will use the same software in all airports. It is common practice for carriers to contract out operations (such as passenger check-in and departure control) at airports where they have few flights. This may result in data for a flight being sent from a number of systems. CBP expects carriers to have procedures that allow them to correctly report all passengers no matter what system(s) are used.

CBP will test and qualify transmission of Passenger lists, Crew lists, and MCLs separately. If the carrier generates different types of messages from different systems, one can be transmitted using the UN/EDIFACT message set while the others continue to use the eAPIS system or the US/EDIFACT set (until October 4, 2005).

E.2. Registration

Registration can be accomplished through the APIS web site at:

http://www.customs.gov/xp/cgov/travel/inspections_carriers_facilities/apis/un_edifact_trans_reg_form.xml

Within three business days, a confirmation message will be sent with the name, email address, and telephone number of the UN/EDIFACT tester to contact in order to coordinate testing. If no confirmation is received, contact the UN/EDIFACT administrator at unadministrator@dhs.gov. to determine the status of your application.

E.3. Outline of Testing Procedure

Qualification testing will cover the ability to transmit data according to the UN/EDIFACT format and will uncover technical errors. However, it will not necessarily uncover all conditions that could result in a penalty error for failing to provide complete and correct data on all travelers. Testing will focus on two areas:

1) Communications

Carriers will send transmissions from their system to the CBP testing system using the teletype address provided for this purpose. This address will be given to carriers or software developers who have registered with the APIS program.

This will test the carrier's communications link with CBP and will result in the data being run through a copy of the APIS system. Unless there are errors, data will be reviewed only to see if it shows up on the proper screens. As with Stage 1, a representative sample of flights and passengers must be provided.

2) Message Format

A representative sample of all types of flight and passenger itineraries and MCLs must be included in this stage. At a minimum, the scenarios covered by the examples in Appendices B and H must be covered (except example B-05, combined Crew and Passenger lists) unless the carrier can attest that it has no operations that follow these examples.

Once these tests are successful, the sender and/or carrier will receive an authorization letter, then will be allowed to switch transmissions to the production teletype address and begin submitting data to the production system.

E.4. Production monitoring

CBP will continue to monitor the results of production transmissions. If an increase in errors is observed and CBP finds that these errors are wasting resources that affect the ability of other carriers to successfully transmit their passenger lists, CBP reserves the right to cancel a carrier's production access. In this case, a carrier may be required to re-qualify after fixing its system(s).

E.5. Available Help and Feedback

CBP is establishing an e-mail address specifically for the purposes of responding to questions during development, testing, and production. This mailbox address will be given to carriers or software developers who have registered with the APIS program. Members of the support staff will monitor the mailbox and attempt to answer questions in the order received. The address is:

unadministrator@dhs.gov

Note that CBP will provide answers to issues when a definitive response can be given. If a question addresses an issue that requires an interpretation or ruling by CBP, the carrier or software developer will be referred to the appropriate party by their APIS Coordinator.

CBP has also developed an APIS Web site and will maintain links to pages covering topics such as the latest version of this guide, TSA crew reporting requirements, commonly asked questions and answers, and eAPIS. Refer to the following URL:

http://cbp.gov/xp/cgov/travel/inspections_carriers_facilities/apis/

Appendix F. U.S. State Codes

The following table contains valid U.S. State codes in ascending order by State Name. Some of these codes might not be valid for purposes of reporting the U.S. Destination Address. Refer to CBP regulations for details.

Table 9: U.S. State Codes

State Name/Description	Code
ALABAMA	AL
ALASKA	AK
AMERICAN SAMOA	AQ
APO/FPO MILITARY (ZIPS 090-098)	AE
APO/FPO MILITARY (ZIPS 340)	AA
APO/FPO MILITARY (ZIPS 962-966)	AP
ARIZONA	AZ
ARKANSAS	AR
CALIFORNIA	CA
CANTON & ENDERBURY ISLANDS	EQ
COLORADO	CO
CONNECTICUT	CT
DELAWARE	DE
DISTRICT OF COLUMBIA	DC
FLORIDA	FL
FOREIGN COUNTRIES	XX
GEORGIA	GA
GUAM	GQ
HAWAII	HI
IDAHO	ID
ILLINOIS	IL
INDEPENDENT INDIAN NATION	II
INDIANA	IN
IOWA	IA
JOHNSTON ATOLL	JQ
KANSAS	KS
KENTUCKY	KY
LOUISIANA	LA
MAINE	ME
MARYLAND	MD
MASSACHUSETTS	MA
MICHIGAN	MI
MIDWAY ISLANDS	MQ
MINNESOTA	MN
MISSISSIPPI	MS
MISSOURI	MO
MONTANA	MT

State Name/Description	Code
NEBRASKA	NE
NEVADA	NV
NEW HAMPSHIRE	NH
NEW JERSEY	NJ
NEW MEXICO	NM
NEW YORK	NY
NORTH CAROLINA	NC
NORTH DAKOTA	ND
NORTH MARIANA ISLANDS	CQ
OHIO	OH
OKLAHOMA	OK
OREGON	OR
PENNSYLVANIA	PA
PUERTO RICO	RQ
RHODE ISLAND	RI
RYUKYU ISL - SO.	YQ
SOUTH CAROLINA	SC
SOUTH DAKOTA	SD
SWAN ISLANDS	SQ
TENNESSEE	TN
TEXAS	TX
TRUST TERRITORY OF PACIFIC ISLANDS	TQ
U.S. MISCELLANEOUS CARIBBEAN	BQ
U.S. MISCELLANEOUS PACIFIC ISLANDS	IQ
UNKNOWN - OTHER STATE	UN
UTAH	UT
VERMONT	VT
VIRGIN ISLANDS	VQ
VIRGINIA	VA
WAKE ISLAND	WQ
WASHINGTON	WA
WEST VIRGINIA	WV
WISCONSIN	WI
WYOMING	WY

Appendix G. Coding Rules for TSA Crew Member Reporting

G.1. Introduction

This appendix describes the requirements and rules for using APIS to report crew member data to comply with the Transportation Security Administration (TSA) requirements. Requirements are described for the electronic submission of:

- APIS Crew Manifests
- Master Crew List (MCL)

For the most part, these messages are coded the same way as for passenger manifests, as described in Appendix "A". However, there are some important differences, which are described in this section.

G.1.1. Data Requirements

The following data elements shall be transmitted to fulfill both APIS crew manifest and Master Crew List (MCL) requirements:

- Flight Crew Status
- Last Name
- First Name
- Middle Name
- Date of Birth
- Gender
- Document Type
- Document Number
- Document Country Code
- Pilot License Number and Issuing Country Code
- Country of Residence
- Home Address
- Place of Birth

Refer to the table of MCL data elements and their coding rules in section 2.4 for more details.

G.1.2. APIS Crew Manifest

Carriers shall communicate the following crew manifests for both passenger and cargo flights:

- Crew members of passenger and cargo flights arriving into the United States
- Crew members of passenger and cargo flights departing the United States
- Crew members of passenger and cargo flights overflying the United States
- Crew members serving on flights arriving internationally, with domestic continuance to other U.S. airports (foreign carriers only)
- Crew members that serve on flights inside the United States with domestic continuance on to U.S. airports, prior to an international departure (foreign carriers only)
- Crew changes for all such flights, except overflights.

Carriers are required to identify each crew manifest by suffixing the flight number with one of the codes identified in Table 10, “Crew Manifest Flight Type Codes”:

Table 10. Crew Manifest Flight Type Codes

Code	Definition
C	Passenger Flight, Regularly Scheduled Crew
CC	Passenger Flight, Crew Change
B	Cargo Flight, Regularly Scheduled Crew
BC	Cargo Flight, Crew Change
A	Overflight, Passenger
D	Overflight, Cargo
E	Domestic Continuance, Passenger Flight, Regularly Scheduled Crew
EC	Domestic Continuance, Passenger Flight, Crew Change
F	Domestic Continuance, Cargo Flight, Regularly Scheduled Crew
FC	Domestic Continuance, Cargo Flight, Crew Change
G	Master Crew List, Add Record
H	Master Crew List, Delete Record
I	Master Crew List, Change Record

Note: The absence of a flight number suffix means that the manifest is reporting passengers for a U.S. inbound or outbound flight. Passengers are not reported for all-Cargo flights, Overflights, Domestic Continuance flights, or a Master Crew List.

Carriers are required to identify the status of each crew member on a passenger or all-Cargo flight. “Non-crew members” on all-Cargo flights must also be reported and identified. Use one of the codes identified in Table 11 – “Status Identification Codes”:

Table 11. Status Identification Codes

Code	Definition
FM	“Crew members” include pilots, copilots, flight engineers, airline management personnel, cabin crew, and any relief or deadheading personnel in any of these categories.

Code	Definition
CR1	Cockpit crew and individuals inside cockpit.
CR2	Cabin crew (e.g. flight attendants).
CR3	Airline operations management with cockpit access (e.g. instructors, safety personnel)
CR4	Cargo non-cockpit crew and “non-crew” members. This includes aircraft operator employees, family members, and persons transported for the safety of the flight (e.g. animal handlers) who are not classified as one of the “crew member” groups. Applies only to all-cargo flights.
CR5	Pilots on board but not on duty (e.g. deadhead)

Coding rules for crew member manifests are normally the same as for passenger manifests, as described in Appendix “A” with exceptions noted for crew members. (Also refer to specific business data element coding requirements listed in Section 2.5 / Table 6, “Coding Rules for Arrival Manifest Data – Crew and Non-Crew” and Section 2.6 / Table 7, “Coding Rules for Departure Manifest Data – Crew and Non-Crew”.) The following rules for coding the Group 3 Flight Itinerary are different enough to be described in this section:

Coding Rules: Group 3 – Flight Itinerary

There are some important differences in coding Group 3 between passenger manifests, crew member manifests, and Master Crew Lists. This section applies only to crew member manifests – passenger manifests are described in Appendix A.3 and Master Crew List coding rules are described in Appendix G.1.3.

This group is subordinate to Group 2. In the WCO/IATA/ICAO standard, it consists of 2 to 10 loops, each containing a LOC segment and 1 or 2 DTM segments. The LOC reports an airport in the flight’s itinerary, and the DTM(s) report the scheduled Arrival and Departure date/time at that airport (in the local time zone).

Maximum and minimum number of LOC – DTM loops:

- ***“Domestic Continuance” manifests:***
A Domestic Continuance manifest is only required if: (a) the carrier is a foreign-flagged carrier; and (b) the flight arrives at or departs from a U.S. airport; and (c) the crew list on the flight for any segment within the U.S. differs from the crew list when the flight crossed the U.S. border. (For example, an inbound flight picks up a crew member in the U.S. and proceeds to another U.S. airport, or a crew member on an outbound flight boarded at one U.S. airport then leaves the flight before the flight departs the U.S.) If this is not the case, a Domestic Continuance manifest is not needed – the flight is reported as a normal passenger or all-cargo flight, and the maximum and minimum number of LOC-DTM loops is the same as that stated in Appendix A.3.
- All U.S. segments must be reported, using a Location Function Code Qualifier of “92”. Report a maximum of 9 such airports.

- Only one foreign airport is reported:
 - On inbound flights, it is the airport of the last foreign departure before arrival in the U.S., and has a Location Function Code Qualifier of “125”.
 - On outbound flights, it is the airport of the first foreign arrival after departure from the U.S., and has a Location Function Code Qualifier of “87”.
- *“Overflight” manifests:*

An Overflight manifest overflies U.S. territory without ever landing at a U.S. airport. (It may land at a U.S. pre-clearance airport, e.g. Montreal, located in a foreign country.)

 - Only report the airports where the flight lands immediately before and immediately after overflying U.S. territory, using a Location Function Code Qualifier of “92”. Normally, there will only be 2 such airports.

“Progressive”, Pre-clearance, and Final Destination airports:

- “Progressive” flights are considered the same as “domestic continuance” flights, and are coded using the rules in the “Maximum and minimum number of LOC-DTM Loops” section described above.
- “Pre-clearance” of inbound travelers is done at a few foreign airports before the flight departs for entry into the U.S. (for example, in Montreal for a flight to New York). These flights are coded using the same rules as Appendix A.3.
- Final destination is coded using the same rules as Appendix A.3.
- A flight that transits through the U.S. must be reported as both an Inbound and an Outbound flight in two separate PAXLST messages.

Date/Time Reporting:

- This follows the same rules as Appendix A.3.

Flights Transiting Through the U.S.:

- If a flight transits through the U.S., it must be reported as both an Inbound flight and an Outbound flight in two separate PAXLST messages.

G.1.3. Master Crew List

Carriers are required to electronically transmit a list via APIS of all employed crew members, using the same mechanism as used to transmit crew member(s) of scheduled flights. This electronic transmission does not constitute a real flight arrival, departure, or overflight. Its sole purpose is to allow TSA to electronically receive and “authorize” a carrier’s crew member(s). **Crew members who have not been authorized prior to serving on one of the flight types in Table 10 – “Crew Manifest Flight Type Codes” may be detained upon arrival in the U.S, and the carrier may face penalties.**

Coding rules for MCLs shall follow the UN/EDIFACT message syntax standards defined in this Implementation Guide. These are normally the same as for passenger manifests, as described in Appendix “A” with exceptions noted for crew members and MCLs. (Also, refer to Section 2.4 / Table 5, “Coding Rules for TSA Master Crew List Data” for requirements of specific data elements.) Following is a list of specific exceptions or clarifications to the Appendix “A” rules:

- In the UNB segment, Sender ID, for all senders, shall always read ‘MCCL*TSA’. This is regardless of the Sender ID used for any other type of APIS transmission.
- In the BGM segment, Document Identifier will be ‘G’ for adds (i.e. a new crew member), ‘H’ for deletes (i.e. the crew member is to be removed from the MCL), or ‘I’ for changes (to a previously filed crew member).
- In the TDT segment:
 - Flight Number format shall be ‘cccxxMCL’ where:
 - ‘ccc’ is the carrier’s IATA carrier code (either 2 or 3 characters)
 - ‘xx’ is a sequence number (01-99). The first MCL sent on a given day will have “01”, the second “02”, up to “99”. (There is a limit of 99 MCL messages on any given day.)
 - A single transaction must not exceed 5,000 crew members. Multiple transactions shall be required for carriers with an MCL that exceeds 5,000 crew members. As described above in the flight number format, the carrier shall increment the sequence number for each transaction that reports additional crew members on the same day.
- Group 3 Flight Itinerary:
 - Only 2 “airports” are coded:
 - First “airport”:
 - The LOC segment must have a Location Function Code Qualifier of “188” (for Filing Location), and a Location Name Code of “XXX”.
 - The DTM segment must have a Location Function Code Qualifier of “554” (for Filing Date), and the current date in YYMMDD format. (If the date is

formatted as CCYYMMDD, a Date/Time Period Format Code of "102" must follow the date.)

- Second "airport":
 - The LOC segment must have a Location Function Code Qualifier of "172" (for Reporting Location), and a Location Name Code of "TST".
 - The DTM segment must have a Location Function Code Qualifier of "554" (for Filing Date), and the current date in YYMMDD format. (If the date is formatted as CCYYMMDD, a Date/Time Period Format Code of "102" must follow the date.)
- Subsequent transactions that add, delete, or update crew members shall have DTM segment to report the date of when the addition, deletion, or update occurred.

G.2. Master Crew List Coding Examples

G.2.1. Master Crew List, Adding Crew Member Records

Description

This message is used to report additions to the list of crew members that might be assigned to one of the carrier's flights for which manifests must be reported. Section G.1.3, Table 10 – “Crew Manifest Flight Type Codes” lists those types of flights. The coding rules for individual data elements are described in Section 2.4, Table 5, “Coding Rules for TSA Master Crew List (MCL) Data”.

Example

Flight/Route: Lufthansa is the carrier. There is no flight / route – the MCL is not for a specific flight. The TDT flight number is always the same for a given carrier, except for a sequence number within the date of the report (on Group 3 DTMs following the Group 3 LOCs). The Group 3 LOC segments have fixed values. Since the MCL is not for a specific flight, there is no itinerary for the crew members.

Information may have intentionally been omitted from this example for space considerations.

UNA:+.? '
 UNB+UNOA:4+MCCL*TSA:ZZ+USCSAPIS:ZZ+040227:1235+000000001+++APIS'
 UNG+PAXLST+MCCL*TSA:ZZ+USCSAPIS:ZZ+040227:1235+1+UN+D:02B'
 UNH+PAX001+PAXLST:D:02B:UN:CBP'
 BGM+**336+G**' (*“336” is always used on an MCL; “G” is an “Add”*)
 NAD+MS+++GUNTHER STRAUSS'
 TDT+20+**LH01MCL**' (*Lufthansa, Sequence “01”*)
 LOC+188+**XXX**'
DTM+554:040227' (*Filing date of the MCL addition*)
 LOC+172+**TST**'
 DTM+554:040227'
 NAD+**FM+++SCHMIDT:JOHANN+LANGE STRASSE 5-9+FRANKFURT++RHEIN+GER**'
(Includes home address)
 ATT+2++M'
 DTM+329:650716'
 LOC+174+GER'
LOC+180+GER+:::HAMBURG' (*Place of Birth*)
EMP+1+CR1:110:111' (*Status details – pilot*)
 NAT+2+GER'
 DOC+P+987345384'
 DTM+36:051021'
 LOC+91+GER'
 DOC+L:**110:111**+12345678' (*Document Type “L” for Pilot’s License*)
 LOC+91+GER' (*German-issued license*)
 CNT+**41:1**' (*1 total crew reported on this MCL message*)

UNT+21+PAX001'
UNE+1+1'
UNZ+1+000000001'

(21 segments in UNH – UNT “message”)

G.2.2. Master Crew List, Deleting Crew Member Records

Description

This message is used to report deletions of crew members from a previously reported MCL (refer to section G.2.1 “Master Crew List, Adding Crew Member Records”). The data reported in this transaction will identify the crew member to be deleted. The BGM Document Identifier / Flight Type will have a suffix of “H” instead of “G”.

Example

The following example represents a manifest that reports deletions of previously reported crew members. Only the BGM line is shown – all other aspects of the manifest are the same as in example G.2.1, and must be used for adequate processing.

BGM+336+H' (*“336” is always used on an MCL; “H” is a “Delete”*)

Note: A crew member previously reported on an MCL will not be deleted unless an exact match can be found to a previous record. At minimum, this requires the following crew member identification:

- Last and First Names (and Middle, if previously reported)
- Date of Birth

Additional data elements will help ensure a successful deletion, and reduce the need to resolve duplicate or missing crew members. These elements include:

- Gender
- Document Type, Number, and Issuing Country
- Pilot License number and country of issuance¹¹⁸

G.2.3. Master Crew List, Changing Crew Member Records

Description

This message is used to report changes to data values for crew members who have previously been reported on an MCL transaction (refer to section G.2.1 “Master Crew List, Adding Crew Member Records”). The data reported in this transaction will replace previously reported data, therefore all data elements must be reported, not just those being changed. Change records will resemble the “Master Crew List, Adding Crew member Records” transaction, but the BGM Document Identifier / Flight Type will have a suffix of “I” instead of “G”.

Example

The following example represents a manifest that reports changes to previously reported crew members. Only the BGM line is shown – all other aspects of the manifest are the same as in example G.2.1, and must be used for adequate processing.

BGM+336+I'

("336" is always used on an MCL; "I" is a "Change")

G.3. Flight Manifest Coding Examples

G.3.1. Passenger Flight, Regularly Scheduled Crew

Description

This reports the crew members scheduled to work a flight. It must be filed no later than 1 hour before scheduled takeoff from the last foreign port of departure for the U.S. The flight number has a suffix of "C".

Example

Flight/Route: Quantas #123, SYD – HNL

The reported crew member (a pilot) is a Canadian citizen residing in the U.S. Note the time difference of more than 1 hour between the UNB / UNG (12:35) and the departure DTM (15:40) segments. This example includes changes for new TSA crew requirements:

- Flight Type of "C" on the BGM (Passenger Flight, Regularly Scheduled Crew)
- Home address for crew members on Group 4 NAD
- Place of Birth on Group 4 LOC
- Status details code on Group 4 EMP
- Document (Group 5 DOC) and Place of Issue (Group 5 LOC) for Pilot's License

Information may have intentionally been omitted from this example for space considerations.

UNA:+.? '

UNB+UNOA:4+BUD1:ZZ+USCSAPIS:ZZ+040219:1235+000000001++APIS'

UNG+PAXLST+BUD1:ZZ+USCSAPIS:ZZ+040219:1235+1+UN+D:02B'

UNH+PAX001+PAXLST:D:02B:UN:IATA'

BGM+250+C'

(This is a Crew list, with Flight Type "C")

NAD+MS+++JOHN SMYTHE'

TDT+20+QF123'

LOC+125+SYD'

DTM+189:0402191540:201'

(Departure from Sydney at 15:40)

LOC+87+HNL'

DTM+232:0402200130:201'

NAD+FM+++CLARK:MICHAEL+123 E MAIN ST+NEW YORK+NY+10053+USA'

(Home address)

ATT+2++M'

DTM+329:720907'

LOC+22+HNL'

LOC+178+SYD'

LOC+179+HNL'

LOC+174+USA' (U.S. resident)
LOC+180+CAN+:::TORONTO+:::ONTARIO' (Place of Birth)
EMP+1+CR1:110:111' (Status "CR1" – cockpit crew)
NAT+2+CAN'
DOC+P+MB140241'
DTM+36:051021'
LOC+91+CAN'
DOC+L:110:111+12345678' (Document Type "L" for Pilot's License)
LOC+91+CAN' (Canadian-issued license)
CNT+41:14' (14 crew on flight; "41" used for Crew)
UNT+25+PAX001' (25 segments in UNH – UNT "message")
UNE+1+1'
UNZ+1+000000001'

G.3.2. Passenger Flight, Crew Change

Description

A crew “change” means that a carrier is submitting additional and/or replacement crew members for the flight less than 1 hour prior to the flight’s departure. (Do not report crew member deletions from the flight via APIS transmissions.) A crew change does not represent data value changes, such as document number or address, for crew members who have already been reported for the flight.

It differs from a “Passenger Flight Regularly Scheduled Crew” manifest by having a BGM Flight Type Code of “CC”.

Example

Flight/Route: JL #16, NRT – SEA

A crew member has been added to a flight less than 1 hour before takeoff for the U.S. from the last foreign port of departure. Note the time difference of less than 1 hour between the UNB / UNG (15:20) and the departure DTM (15:40) segments. This example includes changes for new TSA crew requirements:

- Flight Type of “CC” on the BGM (Passenger Flight, Crew Change)
- Home address for crew members on Group 4 NAD
- Place of Birth on Group 4 LOC

Information may have intentionally been omitted from this example for space considerations.

UNA:+.? ’

UNB+UNOA:4+BUD1:ZZ+USCSAPIS:ZZ+040219:1520+040219PXL0837++APIS’

UNG+PAXLST+BUD1:ZZ+USCSAPIS:ZZ+040219:1520+JLDC020319+UN+D:02B’

UNH+**PAX001**+PAXLST:D:02B:UN:IATA’ *(Start of 1st UNH – UNT “message”)*

BGM+**250+CC**’ *(Crew list – change)*

NAD+MS+++YOSHIKAZU SUZUKI’

COM+81 3 555 1000 X519:TE+81 3 555 6789:FX’

TDT+20+JL16’

LOC+125+NRT’

DTM+189:040219**1540**:201’ *(Departure from Narita at 15:40)*

LOC+87+SEA’

DTM+232:0402200130:201’

NAD+**FM+++KAWASHIMA:TAKATSUGU+1100 WATER ST+SEATTLE+WA+97611+USA**’

(Home address)

ATT+2++M’

DTM+329:620907’

LOC+22+SEA’

LOC+178+NRT’

LOC+179+SEA'

LOC+174+USA'

LOC+180+JPN+:::OSAKA'

(Place of Birth – no state/province name)

EMP+1+CR2:110:111'

(Status “CR2” – flight attendant)

NAT+2+JPN'

DOC+P:110:111+KT2937AB7'

DTM+36:051021'

LOC+91+JPN'

CNT+41:14'

(Crew count after change)

UNT+22+PAX001'

G.3.3. Cargo Flight, Regularly Scheduled Crew

Description

A cargo flight is one that does not transport paying passengers. APIS should never receive a passenger manifest for a cargo flight. However, any “non-crew members” on the flight (as described in Table 11 – “Status Identification Codes”) must be reported on the crew manifest using a Group 4 NAD segment Party Function Qualifier Code (“Status”) of “CR4”.

A “Cargo Flight Regularly Scheduled Crew” manifest differs from a “Passenger Flight Regularly Scheduled Crew” manifest by having a Flight Type of “B” on the BGM.

Example

The only difference from example G.3.1 is the BGM segment.

BGM+**250+B** *(Flight Type of ‘B’ for cargo flight, scheduled crew)*

G.3.4. Cargo Flight, Crew Change

Description

A crew “change” means that a carrier is submitting additional and/or replacement crew members for the flight less than 1 hour prior to the flight’s departure. (Do not report crew member deletions from the flight via APIS transmissions.) A crew change does not represent data value changes, such as document number or address, for crew members who have already been reported for the flight.

It differs from a “Cargo Flight, Regularly Scheduled Crew” manifest by having a Flight Type of “BC” on the BGM.

Also, all-cargo flight manifests must report any “non-crew” crew on board, using a Group 4 NAD segment Party Function Qualifier Code (“Status”) of “CR4” (refer to Table 11 – “Status Identification Codes”).

Example

The only difference from example G.3.2 is the BGM segment.

BGM+**250+BC**'

(Flight Type of 'BC' for cargo flight, crew change)

G.3.5. Overflight, Passenger

Description

An overflight is a flight that passes over U.S. airspace without ever landing at a U.S. airport. Only a crew manifest is required at this time.

An “Overflight, Passenger” crew manifest differs from a “Passenger Flight” manifest by:

- Flight Type of “A” on the BGM.
- Having no U.S. airport in its flight itinerary. The only leg reported is the leg overflying the U.S.

Example

The differences from example G.3.1 are the BGM segment, and no U.S. airport in the flight itinerary.

BGM+250+A'	<i>(Flight Type of 'A' for passenger overflight)</i>
LOC+125+YYZ'	<i>(Departure from Toronto)</i>
DTM+189:0402190915:201'	
LOC+87+MEX'	<i>(Arrival at Mexico City)</i>
DTM+232:0402191357:201'	

G.3.6. Overflight, Cargo

Description

A cargo overflight is one that flies over U.S. airspace without ever landing at a U.S. airport. Only a crew manifest is required, at this time.

An “Overflight Cargo” manifest differs from an “Overflight Passenger” manifest by having a Flight Type of “D” on the BGM.

Also, all-cargo flight manifests must report any “non-crew” crew on board, using a Group 4 NAD segment Party Function Qualifier Code (“Status”) of “CR4” (refer to table 11, “Status Identification Codes”).

Example

The difference from example G.3.5 is the BGM segment.

BGM+**250+D** *(Flight Type of ‘D’ for cargo overflight)*

G.3.7. Domestic Continuance, Passenger Flight, Regularly Scheduled Crew

Description

For an arriving flight, a “domestic continuance” flight is one that flies to additional U.S. airports after the initial U.S. arrival airport. For a departing flight, a “domestic continuance” flight is one that lands at other U.S. airports before the U.S. port of final departure.

A separate Domestic Continuance manifest is only required if crew members will **differ between** the international and domestic segments of the flight – if the crew manifest is the same for all segments, no Domestic Continuance manifest is required. If one or more domestic continuance manifests are submitted, the flight itinerary must show the foreign port of departure and all U.S. airports flown to for the submitted manifest. The itinerary for each crew member being reported must show those airports where the crew member will embark and debark from the flight.

This type of manifest is used to report the crew members scheduled for a passenger flight prior to 1 hour before departure. This differs from an “Overflight Passenger” manifest by having a Flight Type of “E” on the BGM.

Example

Flight/Route: Air France #789, CDG – JFK – ORD

The reported crew member (non-duty pilot) is joining the flight in New York for the flight segment to Chicago. The entire flight itinerary is reported, including the arrival and departure dates/times. The crew member’s itinerary only shows the JFK – ORD segment. (Note: the crew member is already in the U.S., so there is no U.S. arrival port / LOC+22.) This example includes changes for new TSA crew requirements:

- Flight Type of “E” on the BGM (Domestic Continuance, Passenger Flight, Regularly Scheduled Crew)
- Party Function (“Status”) Qualifier Code on Group 4 NAD of “FM” (not “CRx”).
- Home address for crew members on Group 4 NAD
- Place of Birth on Group 4 LOC
- Document (Group 5 DOC) and Place of Issue (Group 5 LOC) for Pilot’s License

Information may have intentionally been omitted from this example for space considerations.

UNA:+.? '
 UNB+UNOA:4+BUD1:ZZ+USCSAPIS:ZZ+040219:0635+000000001++APIS'
 UNG+PAXLST+BUD1:ZZ+USCSAPIS:ZZ+040219:0635+1+UN+D:02B'
 UNH+PAX001+PAXLST:D:02B:UN:IATA'
 BGM+250+E' *(This is a Crew manifest for Domestic Continuance, passenger, scheduled crew)*
 NAD+MS+++JEAN BOISVERT'
 TDT+20+AF789'
 LOC+125+CDG'
 DTM+189:0402190945:201' *(Departure from Paris at 09:45)*
 LOC+87+JFK'
 DTM+232:0402201107:201' *(Arrival in New York at 11:07)*
 DTM+189:0402191421:201' *(Departure from New York at 14:21)*
 LOC+92+ORD' *(Additional "routing" within U.S.)*
 DTM+232:0402201639:201' *(Arrival in Chicago at 16:39)*
 NAD+FM+++DUPONT:YVES+6 RUE VICTOR COUSIN+PARIS++75005+FRA' *(Home address)*
 ATT+2++M'
 DTM+329:720907'
 LOC+178+JFK' *(Port of Embarkation)*
 LOC+179+ORD' *(Port of Debarkation)*
 LOC+174+FRA' *(French resident)*
 LOC+180+FRA+:::BORDEAUX' *(Place of Birth)*
 EMP+1+CR5:110:111' *(Status "CR5" – "deadhead" pilot)*
 NAT+2+FRA'
 DOC+P+123498701'
 DTM+36:051021'
 LOC+91+FRA'
 DOC+L:110:111+12345678' *(Document Type "L" for Pilot's License)*
 LOC+91+FRA' *(French-issued license)*
 CNT+41:12'
 UNT+24+PAX001'
 UNE+1+1'
 UNZ+1+000000001'

G.3.8. Domestic Continuance, Passenger Flight, Crew Change

Description

For an arriving flight, a “domestic continuance” flight is one that flies to additional U.S. airports after the initial U.S. arrival airport. For a departing flight, a “domestic continuance” flight is one that lands at other U.S. airports prior to the U.S. port of final departure.

A separate Domestic Continuance manifest is only required if crew members will **differ between** the international and domestic segments of the flight – if the crew manifest is the same for all segments, no Domestic Continuance manifest is required. If one or more domestic continuance manifests are submitted, the flight itinerary must show the foreign port of departure and all U.S. airports flown to for the submitted manifest. The itinerary for each crew member being reported must show those airports where the crew member will embark and debark from the flight.

This type of manifest is used when a carrier is submitting additional and/or replacement crew members for the flight less than 1 hour prior to the flight’s departure. (Do not report crew member deletions from the flight via APIS transmissions.) This differs from a “Domestic Continuance, Passenger Flight, Regularly Scheduled Crew” manifest by having a Flight Type of “EC” on the BGM.

Example

The difference from example G.3.7 is the BGM segment.

BGM+**250+EC** *(Flight Type of ‘EC’ for domestic continuance, passenger flight, crew change)*

G.3.9. Domestic Continuance, Cargo Flight, Regularly Scheduled Crew

Description

For an arriving flight, a “domestic continuance” flight is one that flies to additional U.S. airports after the initial U.S. arrival airport. For a departing flight, a “domestic continuance” flight is one that lands at other U.S. airports prior to the U.S. port of final departure.

A separate Domestic Continuance manifest is only required if crew members will differ between the international and domestic segments of the flight – if the crew manifest is the same for all segments, no Domestic Continuance manifest is required. If one or more domestic continuance manifests are submitted, the flight itinerary must show the foreign port of departure and all U.S. airports flown to for the submitted manifest. The itinerary for each crew member being reported must show those airports where the crew member will embark and debark from the flight.

This type of manifest is used to report the crew members scheduled 1 hour prior to departure to work a cargo flight. This differs from a “Domestic Continuance, Passenger Flight, Regularly Scheduled Crew” manifest by having a Flight Type of “F” on the BGM.

Also, all-cargo flight manifests must report any “non-crew” crew on board, using an NAD segment Party Function Qualifier Code (“Status”) of “CR4” (refer to Table 11 – “Status Identification Codes”).

Example

The difference from example G.3.7 is the BGM segment.

BGM+250+F' *(Flight Type of 'F' for domestic continuance, cargo, scheduled crew)*

G.3.10. Domestic Continuance, Cargo Flight, Crew Change

Description

For an arriving flight, a “domestic continuance” flight is one that flies to additional U.S. airports after the initial U.S. arrival airport. For a departing flight, a “domestic continuance” flight is one that lands at other U.S. airports prior to the U.S. port of final departure.

A separate Domestic Continuance manifest is only required if crew members will **differ between** the international and domestic segments of the flight – if the crew manifest is the same for all segments, no Domestic Continuance manifest is required. If one or more domestic continuance manifests are submitted, the flight itinerary must show the foreign port of departure and all U.S. airports flown to for the submitted manifest. The itinerary for each crew member being reported must show those airports where the crew member will embark and debark from the flight.

This type of manifest is used when a carrier is submitting additional and/or replacement crew members for the flight less than 1 hour prior to the flight’s departure. (Do not report crew member deletions from the flight via APIS transmissions.) This differs from a “Domestic Continuance, Cargo Flight, Regularly Scheduled Crew” manifest by having a Flight Type of “FC” on the BGM.

Also, all-cargo flight manifests must report any “non-crew” crew on board, using an NAD segment Party Function Qualifier Code (“Status”) of “CR4” (refer to Table 11 – “Status Identification Codes”).

Example

The difference from example G.3.7 is the BGM segment.

BGM+**250+FC**’ (*Flight Type of ‘FC’ for domestic continuance, cargo, crew change*)