



Simplifying Passenger Travel Program - Ideal Process Flow

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What is SPT?

- IATA-initiated
- Unique **partnership**: airports, airlines, government authorities, ground handlers, travel agents and technology suppliers.
- Purpose – to simplify the travel experience for passengers **without compromising security and border control**.



Current Environment

- Check-in, security and border clearance processes are resource intensive
- Too little risk management applied
- Aviation industry is recovering
 - congestion issues have returned
 - borders are becoming increasingly difficult to control
- A new more effective process is required



The SPT Vision

To measurably improve the passenger experience and enhance security by:

- *implementing new technologies;*
- *sharing information amongst service providers;*
- *enabling more efficient controls and services*



SPT Board Members

- Airports Council International
- Air Transport Association of America
- Arab Air Carriers Organization
- ARINC
- Association of Asia Pacific Airlines
- International Air Transport Association
- International Biometric Industry Association
- International Civil Aviation Organization
- SITA
- UFTAA
- World Customs Organisation
- World Tourism Organisation



WORLD CUSTOMS ORGANIZATION
ORGANISATION MONDIALE DES DOUANES



WORLD TOURISM ORGANIZATION



الاتحاد العربي للنقل الجوي
ARAB AIR CARRIERS ORGANIZATION



Government Members

➤ Australia



➤ Netherlands

➤ Austria



➤ New Zealand

➤ Bahrain



➤ Singapore

➤ Canada



➤ United Arab
Emirates

➤ Chile

➤ France

➤ Hong Kong

➤ Japan

➤ United
Kingdom

➤ United States



SPT Airlines and Ground Handlers

- Air France
- All Nippon Airways
- Austrian Airlines
- British Airways
- Cathay Pacific Airlines
- Emirates Airline
- Japan Airlines
- KLM
- Lufthansa
- Qantas Airways
- SAS
- Star Alliance Services
- Swiss International Airlines
- Swissport
- Virgin Atlantic Airways



SPT Airports

- Aeroport de Lyon
- Aéroports de Paris
- Airport Authority Hong Kong
- BAA
- Central Japan International Airport Co.
- Copenhagen Airports
- Fraport
- Luftfartsverket – Swedish Civil Aviation Authority
- Manchester International Airport
- Narita International Airport Corporation
- Port Authority of NY & NJ
- Unique Flughafen Zurich
- Vancouver International Airport



Technology Suppliers

- 3M
- Accenture
- ARINC
- Datel
- EDS
- IBM
- IER
- Lufthansa Systems
- National Biometric Security Project
- NTT Data Corporation
- Panasonic
- Raytheon
- Sabre
- SAGEM
- SITA
- Verified Identity Pass



SPT Stakeholders: What They Need

Passengers: Simplified procedures

Airports: Better resource use

Airlines: Customer satisfaction

Border Agencies: Improved controls

Technology Vendors: Solution Providers

...AND EVERYONE WANTS TO REDUCE COSTS AND INCREASE SECURITY



The Solution: SPT's Ideal Process Flow (IPF)



Ideal Process Flow

- The **Ideal Process Flow (IPF)** outlines a pragmatic view of the ideal passenger journey for the short to medium term (5 to 10 yrs)
- The IPF is based on **international standards** and uses **current technology**
- The IPF is a reasonable extrapolation of current **regulatory trends**



Information Exchange - Assumptions

- Where possible, Advance Passenger Information (API) data collection will take place prior to travel
- When required, the passenger will obtain an **Electronic Visa**
- An ICAO **Machine Readable Travel Document (MRTD)** will be used to validate and facilitate transmission of required data



Information Exchange - Assumptions

- Passenger authentication will be highly automated using **biometrics**.
- **Interactive Advance Passenger Information (iAPI)** will be transmitted to arrival, transit and departure governments.
- Arrival governments use iAPI data to perform checks to determine eligibility to travel and issue **"OK/NO Board Messages"** in real-time at check-in - on a passenger-by-passenger basis.



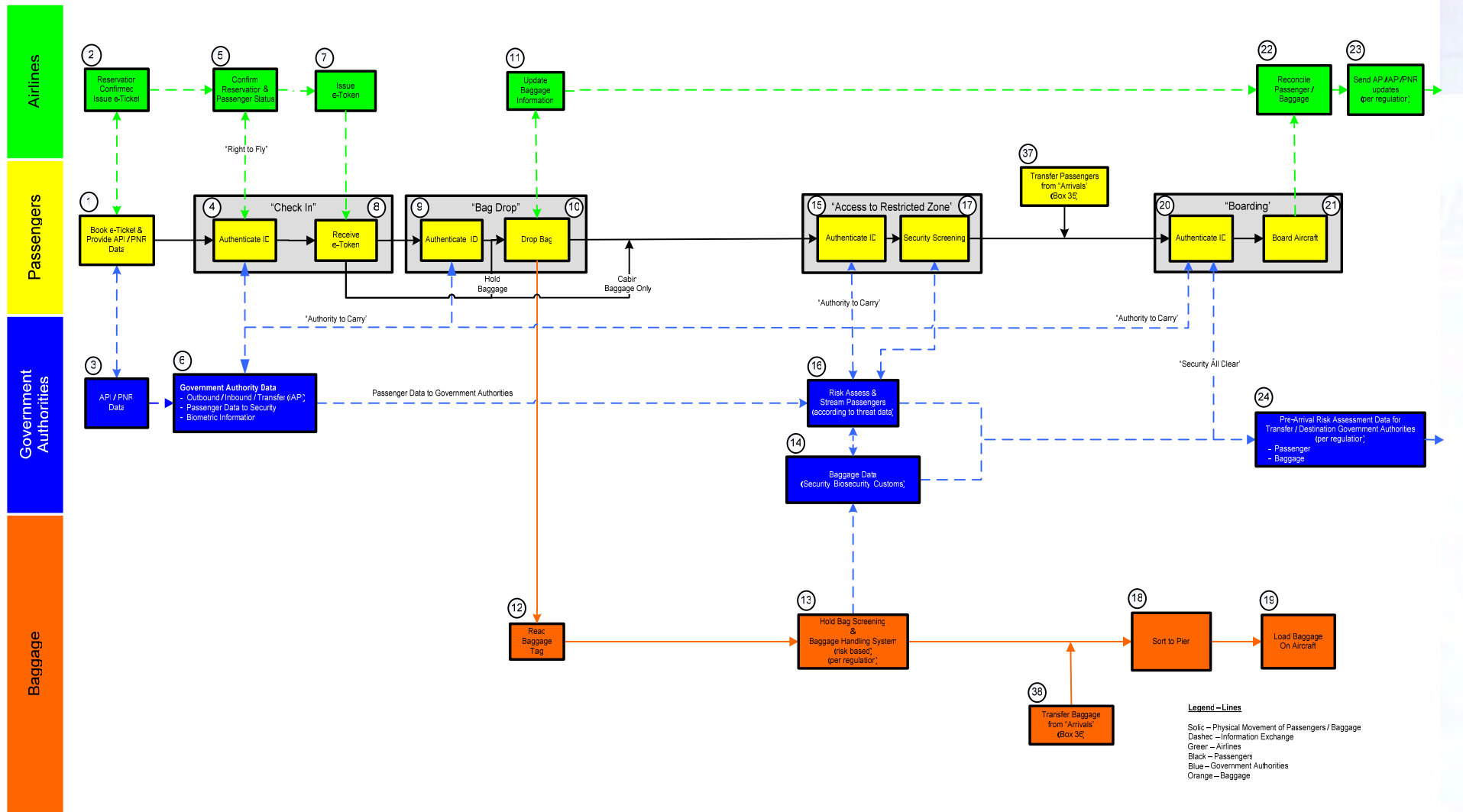
Information Exchange - Assumptions

- System responses for real-time **interactive Advance Passenger Information (iAPI)** transactions should, wherever possible, fit within existing business processes
- Border control agencies will conduct **passenger and baggage risk assessment** at the earliest possible opportunity in the travel process.
- Departure governments may share data with their security authorities, enabling passengers to be streamed through security according to “determined” risk.



Departure





Make Reservation



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Make Reservation

Passenger

- Makes Reservation
- Provides API/PNR Data

Airline

- Receives payment
- Confirms reservation
- Issues e-ticket

Government

- Receives API/PNR Data

Standards/Guidelines

- IATA e-ticket
- WCO/IATA/ICAO API Guidelines



Check-in



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Check-in (Off Airport)

Passenger (at kiosk or online)

- Confirms intent to travel
- Establishes identity
- Prints boarding pass

Airline

- Validates information (Right to Fly)
- Issues boarding pass

Government

- Real-time Board/No Board response through iAPI (Authority to Carry)

Standards/Guidelines

- IATA CUSS
- IATA Bar-coded boarding pass
- WCO/IATA/ICAO API Guidelines



Check-in (At Airport)

Passenger (at kiosk or airline desk)

- Confirms intent to travel
- Confirms identity using MRTD/biometric
- Prints boarding pass
- Checks-in hold baggage

Airline

- Prints bag-tag(s)
- Accepts bag(s) sent for screening

Government

- Real-time Board/No Board response through iAPI (Authority to Carry)
- Screening per minimum international standards

Standards/Guidelines

- Hold baggage screening
 - IATA RFID bag tag
 - ICAO Doc 9303
- ICAO biometric blueprint
 - WCO/IATA/ICAO API Guidelines



Entry to Restricted Area



Entry to Restricted Area

Passenger

- Confirms identity using MRTD /boarding pass/biometrics

Government

- Real-time Board/No Board response through iAPI (Authority to Carry)

Standards/Guidelines

- IATA Bar-coded Boarding Pass
- ICAO Doc 9303
- ICAO biometric blueprint
- WCO/IATA/ICAO API Guidelines



Security



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Security

Passenger

- Passenger is screened
- Carry on baggage is screened

Government

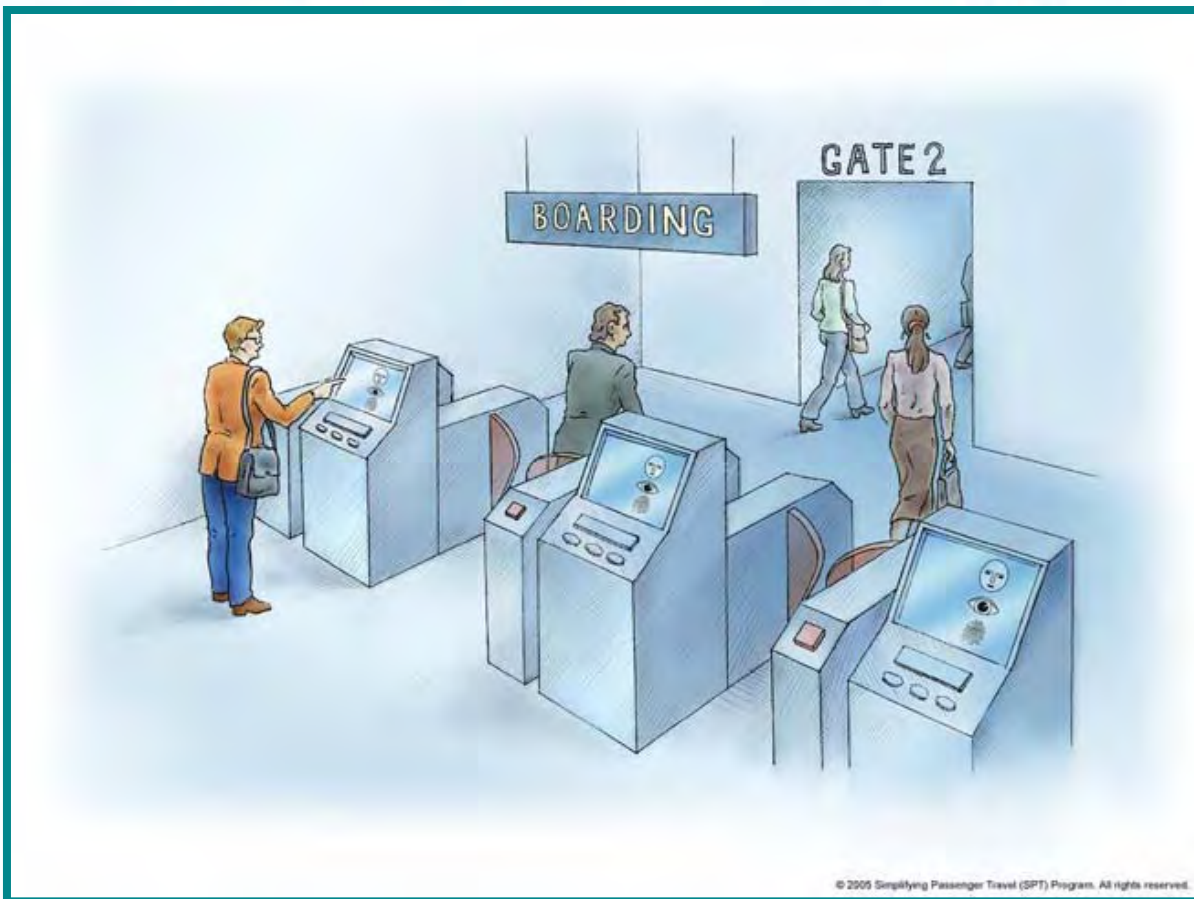
- Risk assessed streaming of passengers through security
- Screening per minimum international standards

Standards/Guidelines

- Carry on baggage screening
 - Magnetometer
- WCO/IATA/ICAO API Guidelines



Boarding



Boarding

Passenger

- Confirms identity using MRTD /boarding pass/biometrics

Airlines

- Passenger and hold baggage reconciled
- Final API manifest

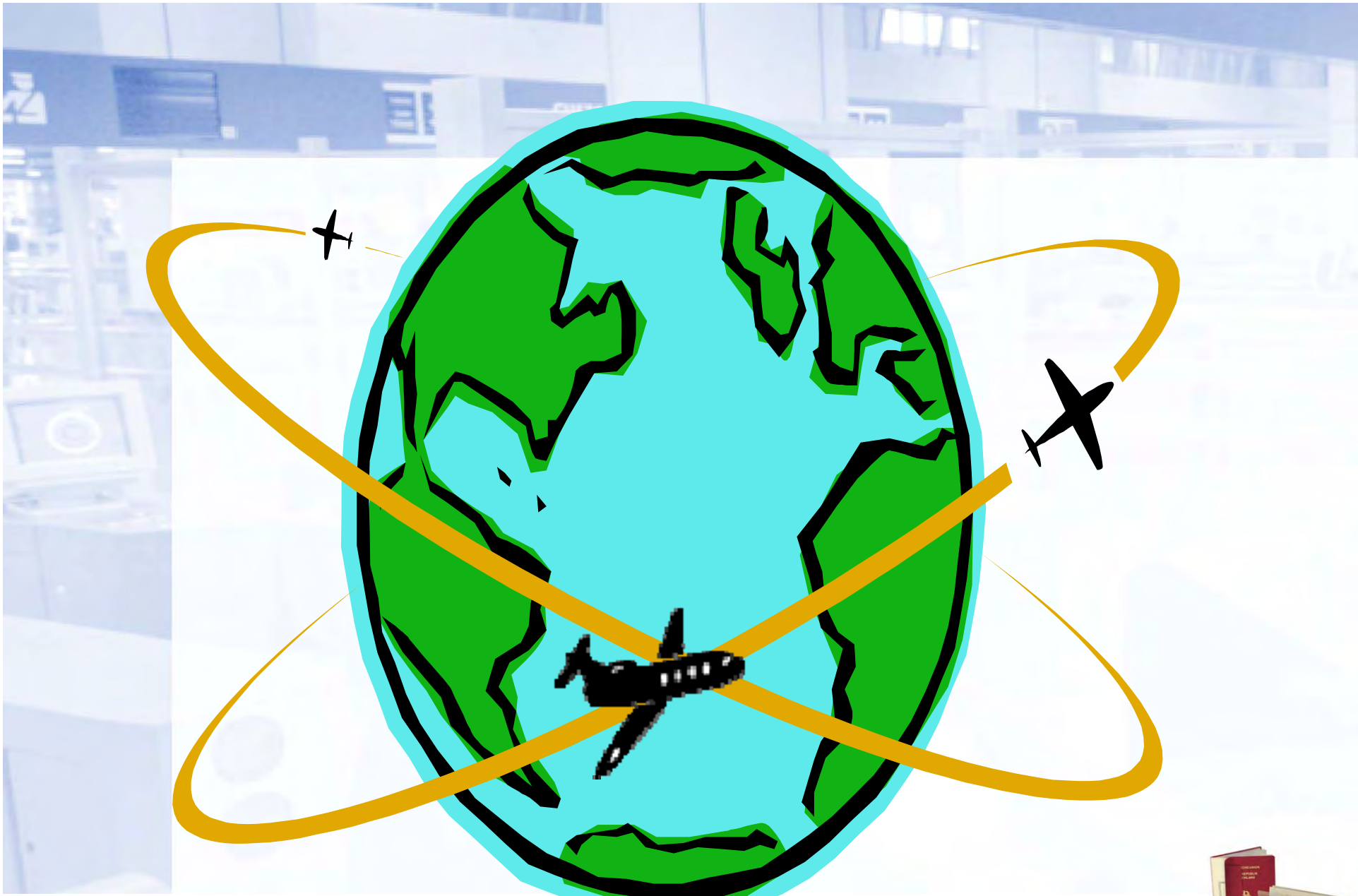
Government

- Real-time Board/No Board using iAPI (for connecting passengers)
- Passenger and baggage information sent for pre-arrival risk assessment

Standards/Guidelines

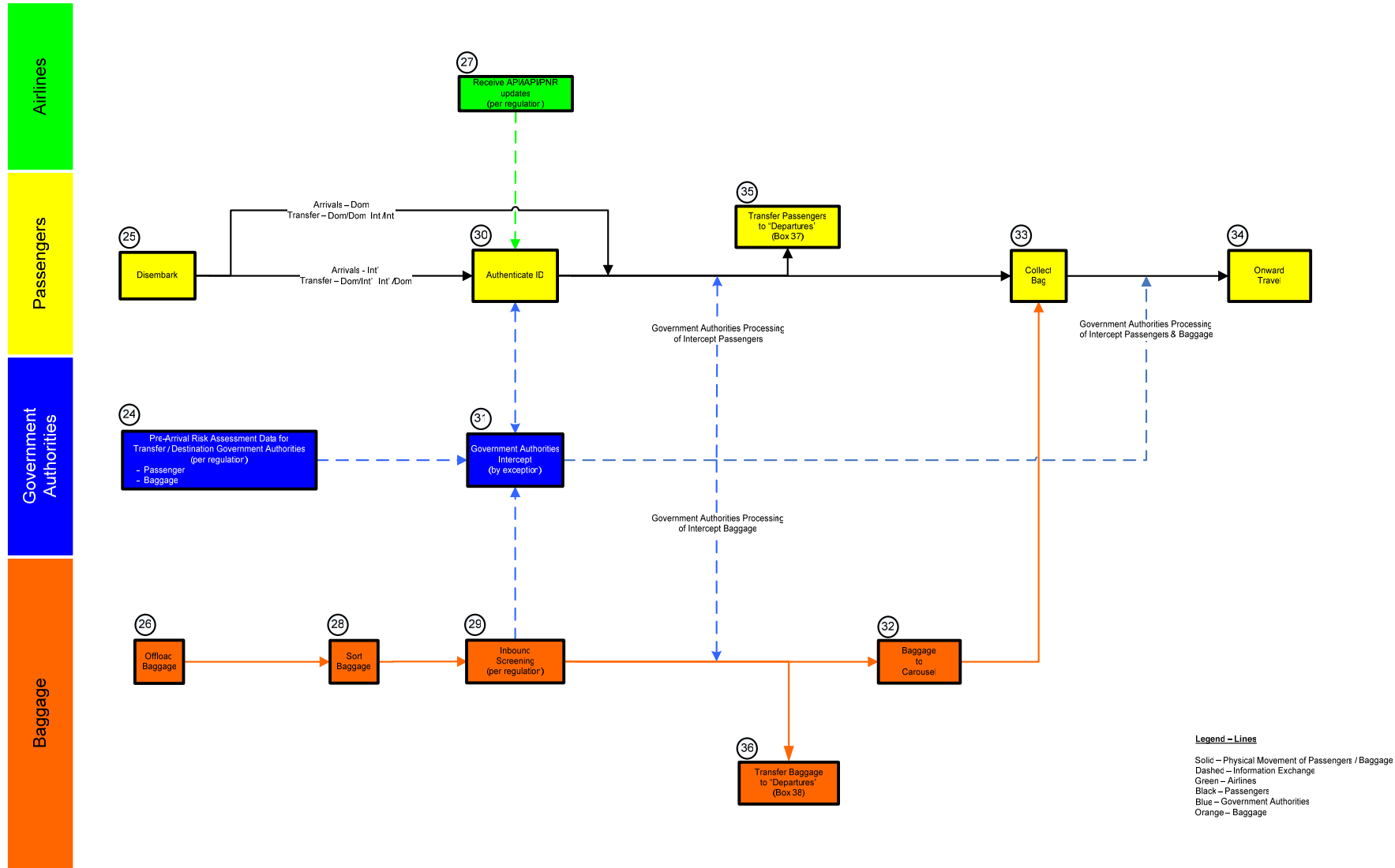
- IATA Bar-coded boarding pass
- ICAO Doc 9303
- ICAO biometric blueprint
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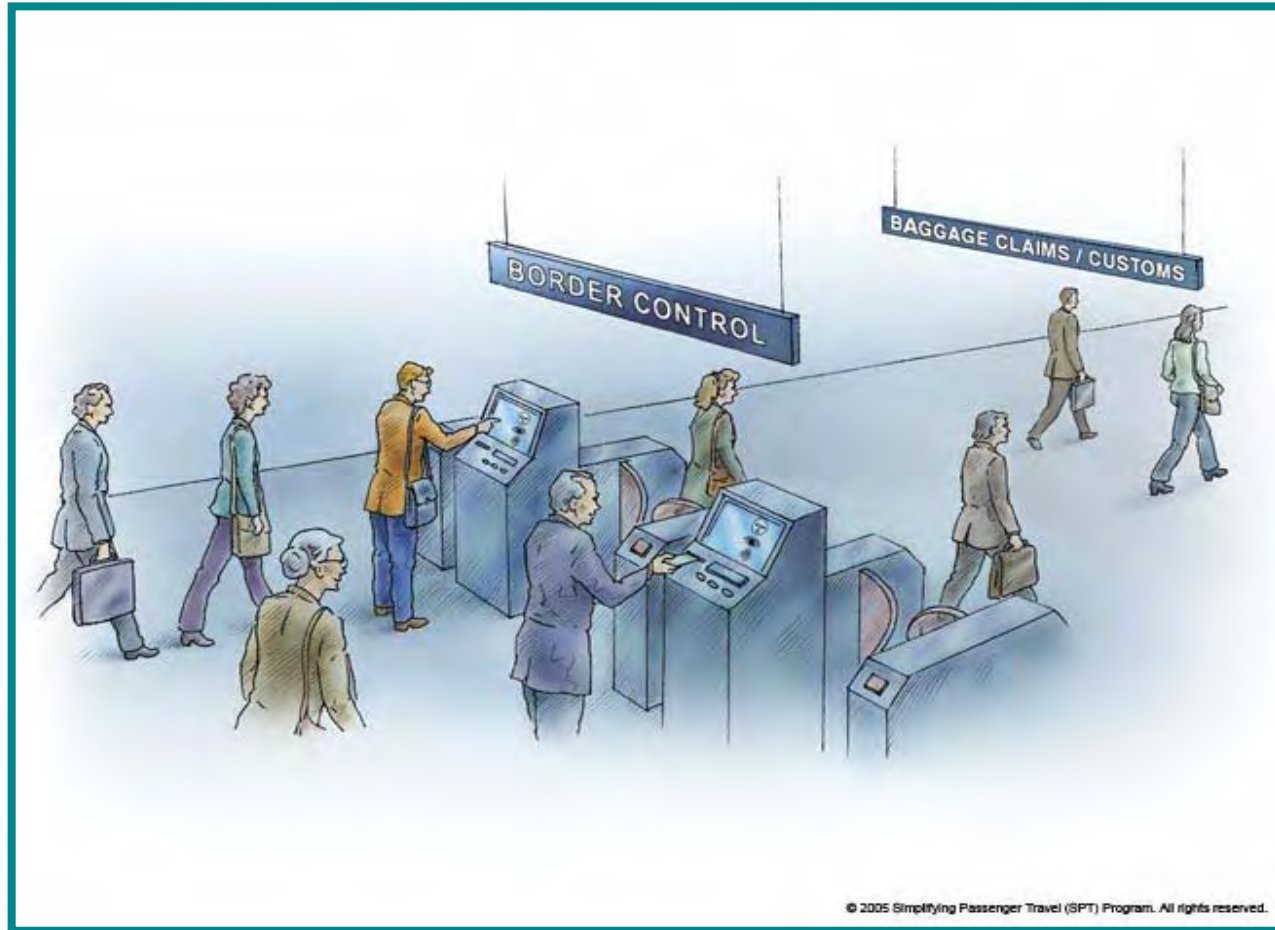


Arrivals





Arrivals Border Control



Arrivals Border Control

Passenger

- Confirms identity using MRTD /boarding pass/biometrics

Government

- Pre-arrival risk assessment already completed for passengers and baggage
- Passenger interception / interview (where appropriate)

Standards/Guidelines

- ICAO Doc 9303
- ICAO biometric blueprint
- WCO/IATA/ICAO API Guidelines



Arrivals Customs



Arrivals Customs

Passenger

- Collects bag
- Exits through appropriate customs channel

Government

- Passenger interception / interviews (where appropriate)

Standards/Guidelines

- IATA RFID bag tag
- WCO/IATA/ICAO API Guidelines



Benefits

- Expedited processing of passengers according to risk.
- Optimization of facilities – increased capacity and reduced congestion.
- More efficient and secure passenger authentication.
- Reduction in fraudulent documents and inadmissible passengers.
- Easier, quicker travel experience for passengers.
- Lower costs for all parties.



SPT Initiatives – Around the World

CANPASS-Air

NEXUS-Air

CB PASS

UK miSense

UK Trial

UK e-Borders

CDG Boarding

SAS Biometric

ABG FRA

Privium

Ben Gurion

E-Gate DXB

ANA e-check-in

JAL e-check-in

NRT RFID Trial

NRT Hands-Free Trial

HKG SPEED

HKG Auto Imm

SIN IACS & FAST

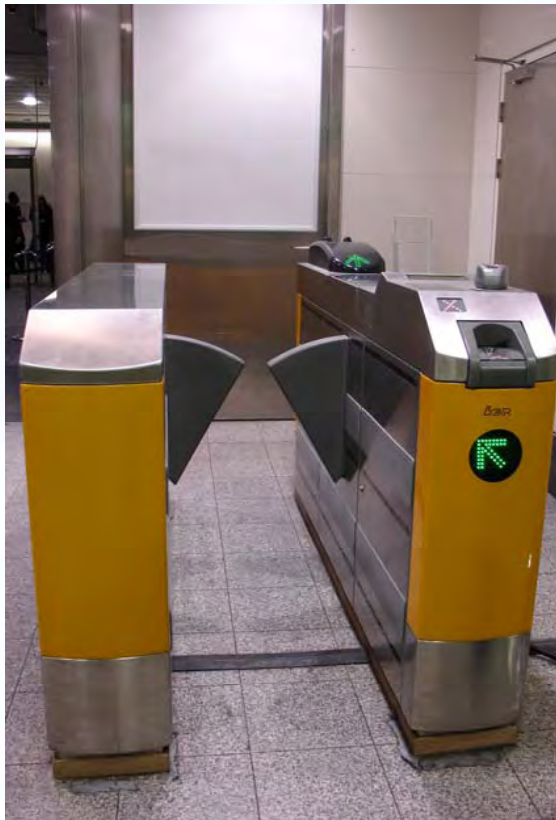
SmartGate

ETA, APP, PACE

Remote Biosecurity

IPF – Proof of Concept Trials

miSense (U.K.)



SPEED (Hong Kong)



SPT Card - Front
Size: 86mm(W) x 54mm(H)



SPT Card - Back
Size: 86mm(W) x 54mm(H)



Roadblocks

- Harmonization of standards not realised
- Global interoperability not yet achieved
- Lack of trust between governments – processes are still being duplicated
- Insufficient trials to test concepts in live environments



Thank you!

Questions?



For more information

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