Advance Passenger Information (API) Finland Implementation Guide - UN/EDIFACT PAXLST

Version: 1.10A
Status: Approver for use
Date: Nov 18, 2019

Revision History

Version	Date	Major Changes
1.00	2015-03-02	First version of document
1.10	2016-11-04	Typos fixed, added conditional REF segment, added example of crew list
1.10A	2019-11-18	Minor fixes.

Contents

1 Introduction

The aim of this Implementation Guide is to inform airlines that operate flights to international airports, about the Advance Passenger Information (API) requirements of Finland.

All commercial airlines transporting passengers are obliged to collect and provide API to the border authorities of Finland. API information is required for all flights to and from Finland that originate or terminate in an airport located in a country outside of the Schengen Area also including cargo flights (crew API-lists). API-data transmitted to the Finnish border authorities is received and handled by the Finnish Border Guard (FBG).

2 The Finnish Advance Passenger Information Program

The aim of the Finnish Border Guard's Advance Passenger Information (API) program is to speed up and facilitate the border control process and make it more intelligent and effective. This will be achieved by acting at an early stage to distinguish low risk travelers from travelers associated with a greater risk of an infringement of the law.

Transmitted API-data will be automatically checked against pre-selected registers. The results of the checks are solely handled by the Finnish border authorities. After the passengers have arrived in or departed from the country, the Finnish border-control authorities shall delete the API-data within 24 hours of submission, unless the data are needed for another statutory function of the border control authority, which is in accordance with national legislation.

3 Contact details for the Finnish Border Guard

Queries (technical or non-technical) about Finland's Advance Passenger Information Program can be addressed to the FBG's email address: **api.info@raja.fi**

4 Legal aspects

The legal obligation for commercial airlines to collect and provide API data to the border authorities of Finland is based on the following national legislation: Act on the Processing of Personal Data by the Border Guard and Aliens Act. National legislation is based on the EU Council Directive.

Applicable details of the Acts can be found in the API-fact sheet for Finland which is available in the API/PNR World Tracker on IATA's Facilitation website and in the FBG's website: http://www.raja.fi/guidelines/carriers_supervisory_and_disclosure_obligation .

5   Data requirements of Finland

5.1   General

The requirements are in compliance with the EU Council Directive 2004/82/EC of 29 April 2004.

The following information is required:
- Operating Airline
- Flight number
- Passenger list count
- Number and type of travel document used
- Country that issued the travel document
- Nationality
- Passenger's complete name (surname, given names as shown in the travel document)
- Date of birth
- Gender
- Airport of arrival into (or departure from) Finland
- Scheduled time of departure (or arrival) of the flight
- Scheduled date of departure (or arrival) of the flight
- Initial point of embarkation.

Detailed information on the required data can be found in section 8 of this document.

5.2   Data requirements for different types of flights

5.2.1 Scheduled and charter flights

API information is required for all flights to and from Finland (entry and exit) that originate or terminate in an airport located in a country outside of the Schengen Area.

5.2.2 Progressive flights

In case of a flight with two or more sectors, API data is only required from the sector prior to arrival in the Finland, but must be provided from all passengers on board from the sector prior to arrival in the Finland. The airline is responsible for ensuring that travelers who disembark and re-embark at intermediate stations are the same persons who originally boarded the aircraft prior to the stop over.

5.2.3 Code share flights

The airline operating the flight is responsible for collecting and sending the data, the flight number must be that of the operating airline.

5.2.4 Inbound and Outbound flights

API data is required for both inbound and outbound flights to/from Finland.

5.3 Clarification on specific data requirements

5.3.1 Passengers with two passports

In case of a passenger travelling with an expired passport containing a valid visa and a valid passport, the details of the valid passport shall be provided.
In case of a person holding multiple nationalities and travel documents, the API data from the travel document that the passenger intends to use to enter or transfer Finland shall be provided.

5.3.2 Date of birth

The default format is "YYMMDD". For example, if the date of birth is 13th April 1971 it would be recorded as 710413. Care should be taken to ensure that manually entered dates are sequenced correctly and in particular that the day and month are not transposed.

5.3.3 Children included in parents' passports

Some countries issue passports in which several persons, such as spouses and/or children, are included. API data shall be collected for every person who travels. The Machine Readable Zone contains only the data of the passport holder. The information of the other persons included in the passport must be entered manually with the same travel document details; however, the biographical details (name and date of birth) **must** be those of each individual traveler.

5.3.4 Crew / Off duty crew

In order to facilitate Border checks, API crew list can be submitted at the same time as the passenger API-list. However, the crew list shall be delivered at the latest on arrival at the border checks (mandatory). API crew lists are also required for cargo flights.

5.3.5 Accepted document types

All travel document data must be compliant with the relevant ICAO 9303 standards.

The code for the travel document type must be taken from the document's MRZ (see also [ICAO 9303]). The code can comprise of two characters, with any one of the following letters being used in the first position:

ICAO 9303 Document Types:
- P Passport
- V Visa
- A Identity Card (exact use defined by the Issuing State)
- C Identity Card (exact use defined by the Issuing State)
- I Identity Card (exact use defined by the Issuing State)
- A,C, I Residence permits, issued by member states
- AC Crew Member Certificate
- IP Passport Card

The airline should only accept travel documents that are accepted by Finland: http://ec.europa.eu/dgs/home-affairs/what-we-do/policies/borders-and-visas/index_en.htm and more detailed

- Travel documents issued by third countries and territorial entities (Part I)
- Travel documents issued by Member States (Part II)
- Travel documents issued by international organizations and other entities subject to international law (Part III)

6 Operations

6.1 Transmission methods

API data should be sent using the IATA Type B message format as UN/EDIFACT PAXLSTs as defined by the ICAO, IATA and WCO standard.

The FBG receives PAXLST messages through the telecommunication network operated by ARINC

The IATA address of the API production system is: **HELIMXH**
The IATA address of the API test system is: **HELITXH**

API data must be sent no later than 15 minutes after the flight's departure.

Information should be sent only once.

6.2 Data transmission in exceptional cases

API data is required at all times. The API data should be transmitted in Type B/Edifact format to IATA-address HELIMXH. In exceptional circumstances (e.g. system failure), the API data may be sent by email. The relevant email address is **pre@raja.fi**.

When the API data is sent by email, the reason for failing to transmit the data by normal means must be given in the message or in a separate email message.

In such cases the airline does not need to resend the data at a later time with Type B/Edifact format.

6.3 Confirmation of receipt

Currently there is no confirmation method in use. The sender should log the API data transmission to his own system log.

If agreed, it is possible get automatic receipt message by email. At that case confirmation message is sent at successful receipt of PAXLST message. If receiving fails no confirmation message are sent.

6.4 Testing

The FBG offers airlines the possibility to test the validity of their API message format prior to implementing live transmissions. The FBG must however, receive due notification of the airline's wish to utilize this testing option, in order to complete any necessary preparations at the receiving end.

It is recommended to complete the testing at least a month before the flights commence.

The FBG's service provider is ARINC. API data sent to the FBG's addresses HELIMXH and HELITXH should therefore be routed through ARINC's network.

Testing procedure

Testing instructions in brief:
1. Check that the routing is correct in your network. Messages to addresses HELIMXH and HELITXH are routed via ARINC's network.
2. Check that all the required data is included in the passenger list (see the API factsheet).
3. Check that the passenger/crew list is in the correct format (see section 8 of this document).
4. Send as a test two separate passenger lists to address HELITXH with fictitious passenger details. The first list should contain less than five passengers and the second list more than 80 passengers.
5. After you have transmitted the passenger lists, send the same lists in the same format by email to the FBG. (The emailed message should have also the "SITA" headers.)
6. FBG will inform you in a few days, if the test was completed successfully.

The airline should ensure that the system used by the handling agent is able to send data in the correct message format, before asking the handling agent to conduct tests with the FBG.

7 Transmission formats

7.1 UN/EDIFACT PAXLST

API messages in the EDIFACT standard are expected in the following message format:
- Message type: PAXLST
- Version: D
- Release: 05B (or 02B)
- Control agency UN

As a general rule, the WCO/IATA PAXLST Specification is applicable. However, in order to meet the technical and legal provisions for the API system, some additional requirements beyond those specified in PAXLST are presented in this document. In particular, these refer to whether certain attributes are conditional (optional) or mandatory. The requirements specified in this document take precedence over the PAXLST Specification.

7.2 Permitted character sets

The messages may use the following character sets only:
• US-ASCII   (visible characters)

Although, the following characters are **not** permitted in the message:

Characters	Example
Square brackets	[ ]
Curly brackets	{ }

The data in the messages may use the following character sets only:
• UNOA

Furthermore, only the following characters are permitted in API data:

Characters	Example
Uppercase letters	A-Z
Digits	0-9
Space	
Full stop	.
Comma	,
Parentheses	( )
Forward slash	/
Minus sign	-
Equals sign	=

Names containing other characters must be converted to one of the above characters, in accordance with ICAO 9303.

8   Message structure

8.1   Message structure for the PAXLST message

The UN/EDIFACT format consists of a segment message with 4 hierarchical levels. The basic concept of the PAXLST message is that there is one message for all passengers on the specified flight and there is another message for the crew members on that flight. The messages must be transmitted separately.
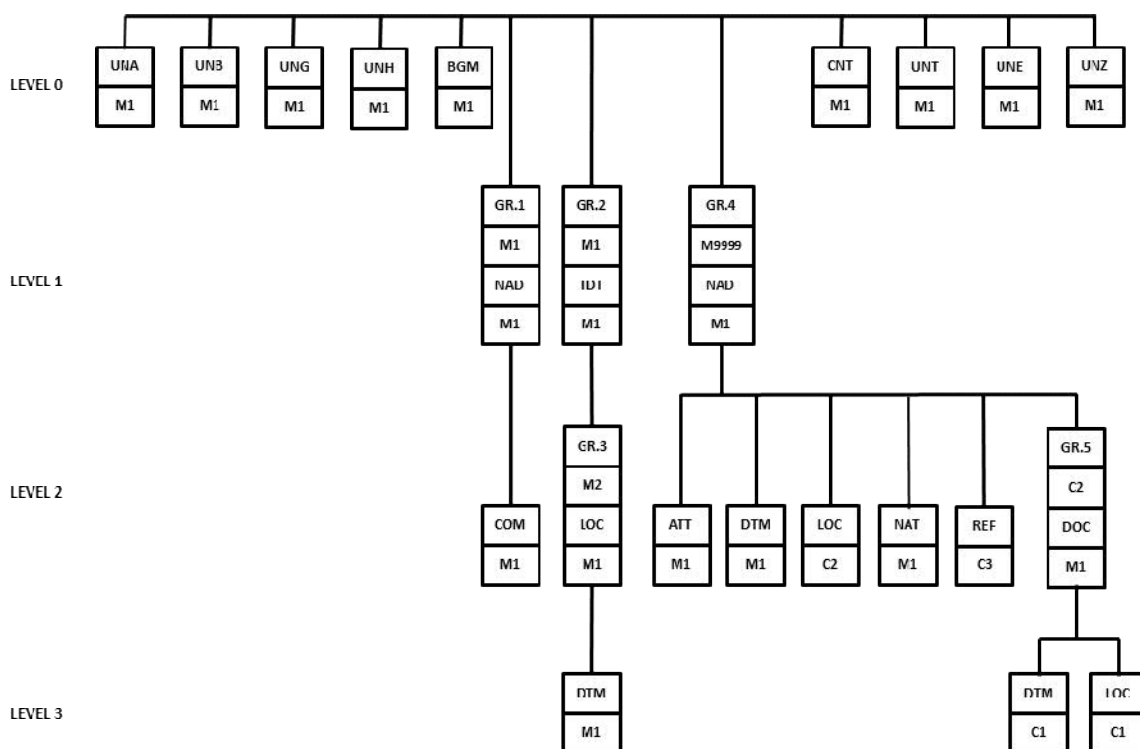
Each data group is given the properties of mandatory or conditional as well as the max number of times to be used. The PAXLST message must be built in accordance with instructions given herein to avert invalid data parsing and failed API data retrieving.

8.2 Multi-part API messages

API messages transmitted via SITA Type B messaging are subject to a size limitation. If this maximum is exceeded, the API message will be split into several parts (multi-part API message). The following rules apply for multi-part API messages:

1. Each message-part must contain a complete set of the following header and trailer segments:
   - UNA Service String Advice
   - UNB Interchange Header
   - UNG Functional Group Header
   - UNH Message Header
   - BGM Begin of Message
   - CNT Control Total
   - UNT Message Trailer
   - UNE Functional Group Trailer
   - UNZ Interchange Trailer
2. Each message-part must contain the complete header data for the flight (segment groups 1 to 3).
3. The following elements must be the same for all parts of a multi-part API message:
   - "Date and Time" elements in the UNB Interchange Header segment
   - "Interchange Control Reference" in the UNB Interchange Header segment
   - "Common Access Reference" in the UNH Message Header segment
   - "Means of Transport Journey Identifier" in the TDT Transport information segment
4. The individual parts of a multi-part API message must be numbered sequentially (01, 02, 03, etc.) in the Sequence of Transfers element of the UNH Message Header segment.
5. The first part of a multi-part API message should be marked with a "C" in the "First and last Transfer" element of the UNH Message Header segment. The final part should be marked with an "F". For all intermediate parts, the First and last Transfer element is not used.
6. In the CNT Control total segment, the total number of passengers on the flight must be specified in all parts (and not just the number of passengers in that part of the message).
7. The data concerning an individual passenger may not be split over several messages
8. All parts of a multi-part API message must be received within 15 minutes of receiving the first part. Individual message-parts must not be sent more than once.
9. An API message is deemed to have been submitted only after all the individual parts have been received.

9 Segment descriptions

9.1 Segment details for use in PAXLST messages

This Section provides a detailed table of each segment, in their relative position within the message, that may be required for the air mode PAXLST message.

Each table contains the UN/EDIFACT composite element and data element names, numbers and formats.

The table also contains the PAXLST format and status (Mandatory, Conditional or Not Applicable) of the elements within the segment and the number of repetitions.

M or C in the Status column indicates a Mandatory or Conditional element.

N/A in the Status column indicates that there is no requirement to populate this field.

Examples and additional comments on the use of the elements are also provided.

9.2   UNA: Service string advice

Function: Segment used to define the characters deployed as separators and indicators.
Usage: Mandatory
Data Definition:

Default Service Characters		
Name	Graphic Representation	Functionality
Colon	:	Component Data Element Separator
Plus sign	+	Data Element Separator
Full stop	.	Decimal notation
Question mark	?	Release Character
Asterisk	*	Repetition Separator
Apostrophe	'	Segment Terminator

Element Number	Name	Status	Max Rep	Format	Remarks
	Component Data Element Separator	M		an1	
	Data Element Separator	M		an1	
	Decimal notation	M		an1	
	Release Character	M		an1	
	Repetition Separator	M		an1	
	Segment Terminator	M		an1	

Examples:
UNA:+.? '

Notes:
The use of the UNA Segment is not optional for this implementation.

9.3 UNB: Interchange header

Function: To identify an interchange and identify the syntax.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
S001	SYNTAX IDENTIFIER	M	1		
0001	Syntax Identifier	M	1	an..4	Constant "**UNOA**"
0002	Syntax version number	M	1	n1	Constant "**4**"
S002	INTERCHANGE SENDER	M	1		
0004	Sender identification	M	1	an..35	Name of airline or sender when the message was sent by other party than the airline itself, or both.
0007	Partner identification code qualifier	C		an..4	Any value
S003	INTERCHANGE RECEIVER	M	1		
0010	Recipient identification	M	1	an..35	Constant "**FIAPIS**" See Note1
0007	Partner identification code qualifier	C		an..4	Constant "**ZZ**" if required
S004	DATE AND TIME OF PREPARATION	M	1		
0017	Date of preparation	M	1	n6	Local date of message preparation (in format of YYMMDD).
0019	Time of preparation	M	1	n4	Local time of day of message preparation (in format of hhmm)
0020	INTERCHANGE CONTROL REFERENCE	M	1	an..14	Any value Will be repeated in UNZ data element 0020
S005	RECIPIENTS REFERENCE PASSWORD	N/A			Not used
0026	APPLICATION REFERENCE	M		an..14	Constant "**APIS**"

Examples:

```
UNB+UNOA:4+SIBERIA:ZZ+FIAPIS:ZZ+100112:0900+000000001++APIS'
UNB+UNOA:4+SITA:ZZ+FIAPIS:ZZ+100112:0900+000000001++APIS'
UNB+UNOA:4+SITA-SIBERIA:ZZ+FIAPIS:ZZ+100112:0900+000000001++APIS'
UNB+UNOA:4+AIRPRO:ZZ+FIAPIS:ZZ+110217:1100+000000001++APIS'
```

Notes:

Note1: For test messages this should be "**FIAPISTEST**".

9.4 UNG: Group header

Function: To head, identify and specify a Functional Group.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
0038	FUNCTIONAL GROUP IDENTIFICATION	M	1	an6	Constant "**PAXLST**"
S006	APPLICATION SENDER IDENTIFICATION	M	1		
0040	Application Sender identification	M	1	an..35	Name of airline See Note1
0007	Partner identification code qualifier	C		an..4	Any value
S007	APPLICATION RECIPIENT IDENTIFICATION	M	1		
0044	Application Recipient identification	M	1	an..35	Constant "**FIAPIS**" See Note2
0007	Partner identification code qualifier	C		an..4	Constant "**ZZ**" if required
S004	DATE AND TIME OF PREPARATION	M	1		
0017	Date of preparation	M	1	n6	Local date of message preparation (in format of YYMMDD).
0019	Time of preparation	M	1	n4	Local time of day of message preparation (in format of hhmm)
0048	FUNCTIONAL GROUP REFERENCE NUMBER	M	1	an..14	Any value Will be repeated in UNE data element 0048
0051	CONTROLLING AGENCY	M	1	an..2	Constant "**UN**"
S008	MESSAGE VERSION	M	1	-	
0052	Message Type Version Number	M	1	an..3	Version of message type
0054	Message Type Release Number	M	1	an..3	Message type release code

Examples:
```
UNG+PAXLST+FINNAIR:AY+FIAPIS:ZZ+091128:0900+00001+UN+D:05B'
UNG+PAXLST+NORWEGIAN AIR SHUTTLE+FIAPIS:ZZ+110828:1500+00001+UN+D:05B'
```

Notes:

Note1: The field 'Application Sender identification' should contain airlines name. Not airline code or agent's name.

Note2: For test messages this should be "**FIAPISTEST**".

9.5 UNH: Message header

Function: To identify and specify the PAXLST message.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
0062	MESSAGE REFERENCE NUMBER	M	1	an..14	Any value. Will be repeated in UNT data element 0062
S009	MESSAGE IDENTIFIER	M	1		
0065	Message type	M	1	an..6	Constant "**PAXLST**"
0052	Message version number	M	1	an..3	Constant "**D**"
0054	Message release number	M	1	an..3	Constant "**05B**" (or "**02B**")
0051	Controlling agency, coded	M	1	an..2	Constant "**UN**"
0057	Association assigned code	M	1	an..6	Constant "**IATA**"
0068	COMMON ACCESS REFERENCE	M	1	an..35	Unique value assigned to the message
S010	STATUS OF THE TRANSFER	M	1		
0070	Sequence of transfers	M		n..2	A message part sequence number is required always. The number starts at "01" and ascends at step of one. For message of one part, the sequence code is "01".
0073	First and last transfer	C		a1	For message sent in multiple parts, letter "C" means first part and letter "F" indicates the last part. For message in one part must have letter "F".

Examples:

Examples for a single-part API message:
```
UNH+ABC123456789+PAXLST:D:05B:UN:IATA+123456789+01:F'
UNH+ABC123456789+PAXLST:D:05B:UN:IATA+AY921512311855ZYX+01:F'
```

Example for a multi-part API message:
```
Part 1 of 3: UNH+00102052460024+PAXLST:D:05B:UN:IATA+123456789+01:C'
Part 2 of 3: UNH+00102052460025+PAXLST:D:05B:UN:IATA+123456789+02'
Part 3 of 3: UNH+00102052460026+PAXLST:D:05B:UN:IATA+123456789+03:F'
```

Notes:

9.6 BGM: Beginning of message

Function: To indicate whether the PAXLST message is a passenger or crew list message. Passenger and crew details must be reported in separate PAXLST messages.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
C002	DOCUMENT/ MESSAGE NAME	M	1		
1001	Document name code	M	1	an..3	Value code: **745**: passenger list **250**: crew list
C106	DOCUMENT/MESSAGE IDENTIFICATION	C	1		
1004	Document identifier	C	1	an..35	Any value if used

Examples:
```
BGM+745'     Indicates passenger list
BGM+250'     Indicates crew list declaration
```

Notes:

9.7 NAD: Name and address – Reporting party (GR. 1)

Function: To identify the company who reports the information manifest. It is recommended that the contact should be available 24/7.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
3035	PARTY FUNCTION CODE QUALIFIER	M	1	an..3	Constant "**MS**"
C082	PARTY IDENTIFICATION DETAILS	N/A	1		Not Used
C058	NAME AND ADDRESS	N/A			Not Used
C080	PARTY NAME	M	1		
3036	Party Name	M	1	an..35	Complete name of the organization responsible for the transmission of the manifest. Also contact point or person can be included (see examples).

Examples:
```
NAD+MS+++LUFTHANSA HELPDESK DME'
NAD+MS+++FINNAIR OPERATIONAL HELP DESK'
NAD+MS+++IPORT HELPDESK'
NAD+MS+++AIRLINE JOHN SMITH'
```

Notes:

9.8 COM: Communication contact (GR. 1)

Function: To specify the communication numbers of the contact responsible for the reporting the passenger list.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
C076	COMMUNICATION CONTACT	M	3		
3148	Communication address identifier	M	1	an..35	Email address, fax number and telephone number of reporting party
3155	Communication address code qualifier	M	1	an..3	Value code: **TE**: tel. number **FX**: fax number **EM**: electronic mail

Examples:
```
COM+555 638 8282:TE+555 638 1938:FX+HELPDESK AT AIRLINE.COM:EM'
```

Notes:
Data element 3148 and 3155 must repeat three times to provide complete contacts data of the one in charge of message contents.

Do not segment telephone numbers with symbol "-". Use a blank space instead.

The "@" in email address must be replaced by " AT " (space, AT and another space).

When reporting email addresses, special consideration should be given to any special characters appearing in the email address and potential impact to the syntax delimitation defined in the UNA segment.

If you don't have fax number, use "000 0000" instead.

9.9 TDT: Details of transport (GR. 2)

Function: To identify the flight by IATA airline designator and flight number.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
8051	TRANSPORT STAGE CODE QUALIFIER	M	1	an..3	Constant "**20**"
8028	MEANS OF TRANSPORT JOURNEY IDENTIFIER	M	1	an..17	Flight number. If the airline does not have an IATA code, the ICAO code is used.
C220	MODE OF TRANSPORT	N/A			Not used
C228	TRANSPORT MEANS	N/A			Not used
C040	CARRIER	M	1		
3127	Carrier identifier	M	1	an..17	Airline code (IATA). If the airline does not have an IATA code, the ICAO code is used.

Examples:
```
TDT+20+DL123+++DL'
```

Notes:

9.10 LOC: Location Identification – Flight itinerary (GR. 3)

Function: To identify the arrival and departure airports relating to the specified flight.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
3227	LOCATION FUNCTION CODE QUALIFIER	M	1	an..3	The value defines the location type: **87**: arrival airport **125**: departure airport
C517	LOCATION IDENTIFICATION	M	1		
3225	Location name code	M	1	an..35	IATA Airport code.

Examples:

1. For a single sector progressive flight departing Hong Kong to Helsinki, the following data would be provided.

`LOC+125+HKG'`   Indicates the departure of flight in Hong Kong

`LOC+87+HEL'`   Indicates the first airport of arrival in Finland

2. For a multi-sector progressive flight departing Goa (India) to Helsinki (Finland) via Dubai (United Arab Emirates), the following data would be provided.

`LOC+125+GOI'`   Indicates the departure of flight in Goa

`LOC+87+HEL'`   Indicates the first airport of arrival in Finland

3. For a multi-sector progressive flight departing Mombasa (Kenya) to Stockholm (Sweden) via Helsinki (Finland), the following data would be provided.

`LOC+125+MBA'`   Indicates the departure of flight in Mombasa

`LOC+87+HEL'`   Indicates the first airport of arrival in Finland

4. For a multi-sector progressive flight departing Stockholm (Sweden) to Mombasa (Kenya) via Helsinki (Finland), the following data would be provided.

`LOC+125+HEL'`   Indicates the last airport of departure in Finland

`LOC+87+MBA'`   Indicates the arrival of flight in Mombasa

Notes:

Two and only two LOC segments are required. Airports on other flight legs should not be reported.

9.11 DTM: Date/Time/Period – Flight time (GR. 3)

Function: To specify the departure and arrival dates and times for a flight.
All dates and times will be provided in LOCAL time.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
C507	DATE/TIME/PERIOD	M	1		
2005	Date or time or period function code qualifier	M	1	an..3	Value code: **189**: departure **232**: arrival
2380	Date or time or period value	M	1	an..35	Local time in format of YYMMDDhhmm: YY - year MM - month DD - day hh - hour mm – minute
2379	Date or time or period format code	M	1	an..3	Constant "**201**"

Examples:

`DTM+189:0208181315:201'`   Indicates the scheduled departure date and time of the flight,
(i.e. August 18, 2002 at 13:15)

Notes:

9.12 NAD: Name and address – Passenger (GR. 4)

Function: To specify the names of passengers and crew aboard a specified flight.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
3035	PARTY FUNCTION CODE QUALIFIER	M	1	an..3	Value code: **FL**: passenger **DDU**: in-transit passenger **FM**: crew member **DDT**: in-transit crew member
C082	PARTY IDENTIFICATION DETAILS	N/A			Not used
C058	NAME AND ADDRESS	N/A			Not used
C080	PARTY NAME	M	1		Passenger or Crew Names
3036	Party Name	M	1	an..35	Last name(s)
3036	Party Name	M	1	an..35	First name(s)
3036	Party Name	C	1	an..35	Second name(s)

Examples:
```
NAD+FL+++LARSEN:IIVO:EEPO JUHANI'
NAD+FL+++LARSEN:IIVO EEPO:JUHANI'
NAD+FL+++LARSEN:IIVO EEPO JUHANI'
NAD+FL+++SMITH:JOAN:A'
NAD+DDT+++BARRET:TODD'
NAD+FM+++CALIBRE:STEPHAN:T'
NAD+DDU+++SORENSEN:YNGVAR:L'
```

Notes:

For passengers without first name, please fill his/her last name in mandatory data element 3036 (Party Name (Last name)) and "FNU" (First Name Unknown) in mandatory data element 3036 (Party Name (First name)).

For those who collect data from ICAO-compliant Machine Readable Travel Document (MRTD), party names should be reported in the same manner as they exist in machine readable zone (MRZ). An MRZ separator of "<<" (double caret) translates into a sub-element separator. A "<" (single caret) translates into a space. e.g.
```
P<CANWILLIAMS<<JOHN<DONALD<<<<<<<<<<<<<<<<
```
Party names should be:
```
WILLIAMS:JOHN DONALD
```

If one or more name components had been truncated in MRZ, element 3036 can use this shorted form correspondingly.

"**'**" (single quote), "**.**" (period), and "**-**" (dash) are not permitted in party name element.

Party names should not include salutary suffixes or prefixes (Mr., Mrs., Dr., etc).

9.13 ATT: Attribute - Passenger gender (GR. 4)

Function: To identify the gender of the passenger or crew member.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
9017	ATTRIBUTE FUNCTION CODE QUALIFIER	M	1	an..3	Constant "**2**"
C955	ATTRIBUTE TYPE	N/A			Not used
C956	ATTRIBUTE DETAIL	M	1		
9019	Attribute description code	M	1	an..17	Value code: **F**: female **M**: male **U**: unidentified

Examples:

ATT+2++F'   Indicates a female passenger or crew member
ATT+2++M'   Indicates a male passenger or crew member
ATT+2++U'   Indicates when the Machine Readable Zone of a document has no value (i.e. <).

Notes:

9.14 DTM: Date/Time/Period – Date of birth of passenger (GR. 4)

Function: To specify the date of birth of a passenger or crew member.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
C507	DATE/TIME/PERIOD	M	1		
2005	Date or time or period function code qualifier	M	1	an..3	Constant "**329**"
2380	Date or time or period value	M	1	an..35	Format is always "YYMMDD"

Examples:

`DTM+329:640217'`   Indicates the date of birth of the passenger or crew member (i.e. February 17, 1964.)

Notes:

9.15   LOC: Location identification (GR. 4)

Function: To identify the airports related to the journey.
Usage: Conditional
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
3227	LOCATION FUNCTION CODE QUALIFIER	M	1	an..3	Value code: **178**: airport where traveler begins the journey, which may be different from the flight's departure airport. **179**: airport where traveler ends the journey, which may be different from the flight's arrival airport.
C517	LOCATION IDENTIFICATION	M	1		
3225	Location name code	M	1	an..35	IATA airport code

Examples:

`1.LOC+178+LIS'`   Indicates the airport where a passenger or crew member began their journey, i.e. Lisbon

`2.LOC+179+ORD'`   For in transit passengers or crew members or for progressive clearance flights, indicates the airport where a passenger or crew member will end their journey, i.e. Chicago O'Hare.

Notes:

9.16   NAT: Nationality of passenger (GR. 4)

Function: To specify the nationality of the passenger or crew member.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
3493	NATIONALITY CODE QUALIFIER	M	1	an..3	Constant "**2**"
C042	NATIONALITY DETAILS	M	1		
3293	Nationality name code	M	1	an..3	ICAO 9303 / ISO 3166-1-alpha-3 country codes

Examples:

NAT+2+CAN'   Indicates current nationality as a Canadian.

Notes:

Rajavartiolaitos
Gränsbevakningsväsendet
The Finnish Border Guard

9.17   REF: Reference (GR. 4)

Function: To specify the passenger reservation reference number, unique
Passenger Reference and Seat identification
Usage: Conditional
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
C506	REFERENCE	M	1		
1153	Reference code qualifier	M	1	an..3	Value code: **AVF**: passenger reservation reference number **ABO**: unique passenger reference **SEA**: seat identification
1154	Reference identifier	M	1	an..35	

Examples:

RFF+AVF:WWHPDS'	Indicates passenger reservation reference number
RFF+ABO:BA1321654987'	Indicates Unique Passenger Reference
RFF+SEA:22A'	Indicates assigned Seat identification

Notes:

9.18 DOC: Travel document details (GR. 5)

Function: To identify the official travel document.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
C002	DOCUMENT/ MESSAGE NAME	M	1		Document types as per ICAO 9303
1001	Document name code	M	1	an..3	Official travel document See Notes
1131	Code list identification code	C	1	an..17	Constant "**110**" if used
3055	Code list responsible agency code	C	1	an..3	Any value if used
C503	DOCUMENT/ MESSAGE DETAILS	M	1		
1004	Document identifier	M	1	an..35	Document number

Examples:

`DOC+P+98764312'`   Indicates that the document type is a passport and its number.

Notes:

See chapter "5.3.5 Accepted document types" in this document.

9.19 DTM: Date/Time/Period – Travel document (GR. 5)

Function: To specify the expiry date of the official travel document.
Usage: Conditional
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
C507	DATE/TIME/PERIOD	M	1		
2005	Date or time or period function code qualifier	M	1	an..3	Constant "**36**"
2380	Date or time or period value	M	1	an..35	Format is always "YYMMDD"

Examples:

DTM+36:050723'   Indicates the expiry date of the official travel document (i.e. July 23, 2005).

Notes:

9.20   LOC: Location identification – Travel document (GR. 5)

Function: To identify the country of issue of the official travel document.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
3227	LOCATION FUNCTION CODE QUALIFIER	M	1	an..3	Constant "**91**"
C517	LOCATION IDENTIFICATION	M	1		Country of Issue of official travel document
3225	Location name code	C	1	an..35	ICAO 9303 / ISO 3166-1-alpha-3 country codes

Examples:

`LOC+91+CAN'` Indicates the country responsible for issuing the passport; i.e. Canada

Notes:

9.21   CNT: Control total

Function: To provide message control total.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
C270	CONTROL	M	1		
6069	Control total type code qualifier	M	1	an..3	Valid values are **41**: for crew **42**: for passengers
6066	Control total value	M	1	n..18	Total number of travelers of this type

Examples:

`CNT+42:160'`   Indicates a total of 160 passengers on the flight.
`CNT+41:8'`   Indicates a total of 8 crew members on the flight.

Notes:

The single occurrence of CNT is used to designate the total number of passengers or the total number of crew on a specified flight.

If the passenger (or crew) message consists of several parts (multi-part API message), the number reported in CNT in each message is the total number of passengers (or crew) on the flight. It is **NOT** the number of passengers (or crew) being reported in each message part.

If an API message consists of several parts (multi-part API message), the total must be given on all parts.

9.22 UNT: Message trailer

Function: To end and check the completeness of a message by counting the
segments in the message (including UNH and UNT) and validating that the message
reference number equates to data element 0062 in the UNH segment.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
0074	NUMBER OF SEGMENTS IN A MESSAGE	M	1	n..10	Number of segments (from UNH to UNT) being used.
0062	MESSAGE REFERENCE NUMBER	M	1	an..14	Message transaction number, must be equal to UNH data element 0062

Examples:
```
UNT+2578+ABC123456789'
```

Notes:

9.23   UNE: Group trailer

Function: To end and check the completeness of a Functional Group.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
0060	NUMBER OF MESSAGES	M	1	n..6	Constant "**1**"
0048	APPLICATION SENDER IDENTIFICATION	M	1	an..14	Must be equal to UNG data element 0048

Examples:
```
UNE+1+00001'
```

Notes:

9.24 UNZ: Interchange trailer

Function: To end and check the completeness of an Interchange.
Usage: Mandatory
Data Definition:

Element Number	Name	Status	Max Rep	Format	Remarks
0036	INTERCHANGE CONTROL COUNT	M	1	n..6	Constant "**1**"
0020	INTERCHANGE CONTROL REFERENCE	M	1	an..14	Must be equal to UNB data element 0020

Examples:
```
UNZ+1+000000001'
```

Notes:

10 Appendix A: Examples

The examples below are presented on a segment-by-segment basis for readability.

10.1 Example of a single-block UN/EDIFACT message

```
UNA:+.? '
UNB+UNOA:4+AIRSERVICE INDIA:ZZ+FIAPIS:ZZ+161025:1615+000000001++APIS'
UNG+PAXLST+FLYAIR:FL+FIAPIS:ZZ+161025:1615+00001+UN+D:05B'
UNH+ABC123456789+PAXLST:D:05B:UN:IATA+FL888141026113099+01:F'
BGM+745'
NAD+MS+++FLYAIR OPERATIONAL HELP DESK'
COM+555 123 456789:TE+555 123 456780:FX+HELPDESK AT FLYAIR.COM:EM'
TDT+20+FL888+++FL'
LOC+125+GOI'
DTM+189:1610251410:201'
LOC+87+HEL'
DTM+232:1610260750:201'
NAD+FL+++HONG:SUZI ALICE'
ATT+2++F'
DTM+329:770412'
LOC+178+DEL'
LOC+179+OSL'
NAT+2+CAN'
RFF+AVF:W4CT6S'
RFF+ABO:BA1388654986'
RFF+SEA:27A'
DOC+P:110:111+P3212311W'
DTM+36:161008'
LOC+91+CAN'
NAD+FL+++HOFFMAN:ELSE DAISY'
ATT+2++F'
DTM+329:620318'
LOC+178+GOI'
LOC+179+HEL'
NAT+2+FRA'
RFF+AVF:WWHPDS'
RFF+ABO:BA1321654988'
RFF+SEA:6C'
DOC+P:110:111+095213437'
DTM+36:170911'
LOC+91+FRA'
NAD+FL+++HOFFMAN:ROGER ALAN'
ATT+2++M'
DTM+329:720612'
LOC+178+GOI'
LOC+179+HEL'
NAT+2+ITA'
RFF+AVF:WWHPDS'
RFF+ABO:BA1321654987'
RFF+SEA:6B'
DOC+P:110:111+604405713'
DTM+36:160111'
LOC+91+ITA'
```

```
CNT+42:3'
UNT+38+ABC123456789'
UNE+1+00001'
UNZ+1+000000001'
```

10.2   Example of a multi-part UN/EDIFACT message

Part 1 of 3

```
UNA:+.? '
UNB+UNOA:4+AIRSERVICE INDIA:ZZ+FIAPIS:ZZ+161025:1615+000000001++APIS'
UNG+PAXLST+FLYAIR:FL+FIAPIS:ZZ+161025:1615+00001+UN+D:05B'
UNH+ABC123456789+PAXLST:D:05B:UN:IATA+FL999141026113099+01:C'
BGM+745'
NAD+MS+++FLYAIR OPERATIONAL HELP DESK'
COM+555 123 456789:TE+555 123 456780:FX+HELPDESK AT FLYAIR.COM:EM'
TDT+20+FL999+++FL'
LOC+125+GOI'
DTM+189:1610251410:201'
LOC+87+HEL'
DTM+232:1610260750:201'
NAD+FL+++HONG:SUE ALICE'
ATT+2++F'
DTM+329:770412'
LOC+178+NRT'
LOC+179+MAN'
NAT+2+CAN'
RFF+AVF:W4CT6S'
RFF+ABO:BA1388654986'
RFF+SEA:27A'
DOC+P:110:111+P3212311W'
DTM+36:161008'
LOC+91+CAN'
CNT+42:3'
UNT+20+ABC123456789'
UNE+1+00001'
UNZ+1+000000001'
```

Part 2 of 3

```
UNA:+.? '
UNB+UNOA:4+AIRSERVICE INDIA:ZZ+FIAPIS:ZZ+161025:1615+000000001++APIS'
UNG+PAXLST+FLYAIR:FL+FIAPIS:ZZ+161025:1615+00001+UN+D:05B'
UNH+ABC123456789+PAXLST:D:05B:UN:IATA+FL999141026113099+02'
BGM+745'
NAD+MS+++FLYAIR OPERATIONAL HELP DESK'
COM+555 123 456789:TE+555 123 456780:FX+HELPDESK AT FLYAIR.COM:EM'
TDT+20+FL999+++FL'
LOC+125+GOI'
DTM+189:1610251410:201'
LOC+87+HEL'
DTM+232:1610260750:201'
NAD+FL+++HOFFMAN:ELSE MAISY'
ATT+2++F'
DTM+329:620318'
LOC+178+GOI'
```

```
LOC+179+HEL'
NAT+2+FRA'
RFF+AVF:WWHPDS'
RFF+ABO:BA1321654988'
RFF+SEA:6C'
DOC+P:110:111+095213437'
DTM+36:170911'
LOC+91+FRA'
CNT+42:3'
UNT+20+ABC123456789'
UNE+1+00001'
UNZ+1+000000001'
```

Part 3 of 3

```
UNA:+.? '
UNB+UNOA:4+AIRSERVICE INDIA:ZZ+FIAPIS:ZZ+161025:1615+000000001++APIS'
UNG+PAXLST+FLYAIR:FL+FIAPIS:ZZ+161025:1615+00001+UN+D:05B'
UNH+ABC123456789+PAXLST:D:05B:UN:IATA+FL999141026113099+03:F'
BGM+745'
NAD+MS+++FLYAIR OPERATIONAL HELP DESK'
COM+555 123 456789:TE+555 123 456780:FX+HELPDESK AT FLYAIR.COM:EM'
TDT+20+FL999+++FL'
LOC+125+GOI'
DTM+189:1610251410:201'
LOC+87+HEL'
DTM+232:1610260750:201'
NAD+FL+++HOFFMAN:ROBERT ALAN'
ATT+2++M'
DTM+329:720612'
LOC+178+GOI'
LOC+179+HEL'
NAT+2+ITA'
RFF+AVF:WWHPDS'
RFF+ABO:BA1321654987'
RFF+SEA:6B'
DOC+P:110:111+604405713'
DTM+36:160111'
LOC+91+ITA'
CNT+42:3'
UNT+20+ABC123456789'
UNE+1+00001'
UNZ+1+000000001'
```

10.3   Example of a single-block UN/EDIFACT crew reporting message

```
UNA:+.? '
UNB+UNOA:4+AIRSERVICE:ZZ+FIAPIS:ZZ+161125:1615+000000001++APIS'
UNG+PAXLST+FLYAIR:FL+FIAPIS:ZZ+161125:1615+00001+UN+D:05B'
UNH+ABC123456789+PAXLST:D:05B:UN:IATA+FL888141926113099+01:F'
BGM+250'
NAD+MS+++FLYAIR CREWCONTROL'
COM+555 123 456789:TE+555 123 456780:FX+HELPDESK AT FLYAIR.COM:EM'
TDT+20+FL123+++FL'
LOC+125+ICN'
DTM+189:1611251410:201'
LOC+87+HEL'
```

```
DTM+232:1611260750:201'
NAD+FM+++SMITH:JOHN MARTIN'
ATT+2++M'
DTM+329:701118'
LOC+178+ICN'
LOC+179+HEL'
NAT+2+FIN'
DOC+P:110:111+P123456789'
DTM+36:181109'
LOC+91+FIN'
NAD+FM+++JONES:LEE PATRICK'
ATT+2++M'
DTM+329:690710'
LOC+178+ICN'
LOC+179+HEL'
NAT+2+FIN'
DOC+P:110:111+P34567890'
DTM+36:190305'
LOC+91+FIN'
NAD+FM+++KIM:HEE JIN'
ATT+2++F'
DTM+329:851222'
LOC+178+ICN'
LOC+179+HEL'
NAT+2+KOR'
DOC+P:110:111+M87654322'
DTM+36:180721'
LOC+91+KOR'
CNT+41:3'
UNT+20+ABC123456789'
UNE+1+00001'
UNZ+1+000000001'
```