Indo – Asian Journal of Multidisciplinary Research (IAJMR)

FEATURES OF PRELIMINARY INFORMATION IN RISK MINIMIZATION IN INTERNATIONAL AIRPORTS

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Abstract

The present article describes the effectiveness of air traffic control at International airports based on the principle of selection by analysis, avoiding general control of passengers in the context of limited resources of customs authorities.

Key words: World Customs Organization, Kyoto Convention, International Civil Aviation, Risk Management and Customs Control.

1. Introduction

The use of a risk management system for the purposes of ensuring customs control is one of the requirements of the World Customs Organization and the Kyoto Convention; this form of customs control is carried out by the customs services of many countries. The risk management system is one of the most effective ways to identify and prevent violations of customs legislation. Currently, international airports have a number of problems associated with the implementation of customs control in relation to individuals: First, an increase in the volume of passengers traveling by air; Secondly, the absence of a mechanism that determines the likelihood of committing offenses by air passengers; Thirdly, the emergence of the need to carry out customs control of passengers in a short period of time.

As a result of a significant increase in the volume of passengers traveling by air, it is necessary to reduce the time of customs control, and at the same time to increase its efficiency, as well as in order to prevent violations of customs legislation, ensure the safety of citizens and the country, it became necessary to create a risk management system at international airports.

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With the intensification of security measures, an increase in the number of flights around the world, it is necessary to develop innovative and effective methods of customs control of passengers, their luggage, as well as hand luggage when crossing the customs border by air.

2. Literature Review

Modernization and intensification of agriculture in the republic of Uzbekistan were investigated by Yuldashev *et al*. (2020), empirical research on causal relationship between export and foreign investments in the economy of Uzbekistan based on granger test Mustafakulov *et al*. (2019), issues of factors effecting net actives of investment funds were studied by Burkhanov *et al*.(2019), aspect of financial security of industrial enterprises under influence of global crisis were researched by Tursunov (2017) and Tursunov (2020).

3.Analysis and Results

Since under such conditions it is impossible to carry out forms of customs control for all passengers, the best solution is selective control based on risk analysis. Many countries require aviation operators to provide preliminary information on passengers who intend to cross the state border by air. Usually this information is available in the booking and departure system

of the airline operators. A number of countries also require information on passengers traveling by transport other than air. Pursuant to Article 13 of the Convention on International Civil Aviation (Chicago Convention, 1944), the rules regarding entry, release, immigration, passport and customs control and quarantine are enforced by or on behalf of passengers and crew, and with respect to cargo upon arrival. departure or while in the territory of this state.

The International Civil Aviation Organization is a specialized UN structure that determines and coordinates the development of international civil aviation standards.As of October 1, 2019, 193 countries are members of the International Civil Aviation Organization (hereinafter - ICA). To ensure that these procedures are followed, the authorities operating at border crossing points are looking for appropriate forms of control based on innovative ideas. At the same time, the implementation of non-contact forms of control is of higher priority and meets the requirements of the time. Each state has the right to determine the composition of the necessary information that must be provided by persons in order to gain access to its territory. At the same time, it is promising to create a single mechanism for the transfer of common information for all countries, presented in one form.

The Advanced Passenger Information (API) is a system that summarizes key passenger and crew information. This information is formed by the data indicated in passports and travel tickets. Commercial airlines collect additional API information, unique passenger numbers or crew ID numbers during passenger check-in. API data is collected and stored based on legal requirements. Most jurisdictions allow access to the use of passenger information only for the purpose of protecting the law. In this case, the body receiving such information must provide sufficient guarantees to protect it. This will protect passenger data and prevent misuse.As a result of the growing passenger flow and the need for expedited customs control by the border services, API systems have been

developed. The use of API systems is expanding as they are used for security purposes.

Information on the identification of passengers is provided in advance (before the arrival of passengers) and processed in a computer base, as a result of an accelerated check of passengers with a low level of risk, an increase in passenger compliance with the rules and a reduction in control time is achieved. As a result of the introduction of this system, the investment attractiveness of the countries increases.The API also includes identification information along with master data in a passport or other travel document. Most passenger data is mainly derived from passports and travel tickets. The technical nature of tickets, which can be read by special machines, are given in the documents of the International Civil Aviation Organization. Airline operators are responsible for the clear, complete and timely provision of API data.

The level of compliance of the requested information in the API provided by the relevant authorities depends on the requirement of the time. API information about passengers can be accumulated based on the data entered during booking, online check-in.If the relevant authority requires the release of API data at check-in, the travel document information (the airline operator needs time to examine the travel documents) is not confirmed.The tickets of passengers using the self-service check-in system are usually checked after the baggage is checked in or before the plane takes off (during landing) by the airline representative. At this stage, operators can verify the accuracy of the information provided by passengers, if a discrepancy is determined, the API information is changed and re-provided to the authorized bodies.The definition of an Advance Passenger Data System (API) can be found in Annex 9 to the Convention on International Civil Aviation (Chicago Convention). According to this definition, the API is an electronic communication system that collects the necessary information before the departure and arrival of the aircraft and provides it to the border control. In the context of strengthening

security oversight procedures, the International Civil Aviation Advance Passenger Data System (API) serves as a modern facilitation mechanism to ensure the overall security of international civil aviation. In recent years, interest in using the API system as a security measure has increased significantly. In order to combat terrorism and protect borders, some countries also consider it necessary to consider additional information about passengers, except for the requirements set by the API system.

Passenger Registration Letter (PNR) is the generic name for the records created by airline operators or their competent agents for every passenger booking. These data are used by operators for commercial and operational purposes in the process of providing air transportation services. The industry standards for the PNR system are explained in the IATA conference resolution and the Passenger Reservation Information Exchange Office. PNR is formed on the basis of data provided by passengers or on their behalf. This information may include additional information by the operator or his authorized agent.For example: adjustments to the number of seats requested, special meals and information on additional services.

The issue of accumulating existing data in the Passenger Registration Letter (PNR) by countries was raised at the 12th special meeting of the International Civil Aviation Organization in March-April 2004 in Egypt (Cairo) on facilitation. The ad hoc meeting adopted recommendation B/5 as follows: "Recommending the development of guidance material, which includes a list of information exchanged by airline operators and host countries, the basic principles of distribution, use and storage of data for states that have the right to require access to the Passenger Registration Letter (PNR) system in order to obtain identification data sent via the International API Civil Aviation System". In June 2004, based on this recommendation, the Air Transport Committee tasked the establishment of a Study Group Secretariat to develop guidelines for the provision of PNR data to the Secretary General.

With the approval of recommendation B / 5, the task was to present the core principles by the Council in early 2005.

The standard data transfer format in the API system is PAXLST notification, while in the PNR system it is PNRGOV notification. These formats are designed to facilitate the exchange of PNR information based on government requirements.The PNRGOV document was developed on the basis of standards for the exchange of passenger information with the participation of the International Air Transport Association and the specialists of the Air Transport Association. PNRGOV is approved by the International Civil Aviation Organization, the International Air Transport Association and the World Customs Organization. PAXLST is also endorsed by these organizations. The PNRGOV standard provides for the issuance of PNR data between countries in a unified form in accordance with an international standard.

The success of the PNR exchange system depends on the approach of all stakeholders (airlines and government agencies) to information based on common standards. Government agencies around the world should standardize their requirements for the electronic transmission of PNR information.If PNR data is required for one or more agencies in a country, the Single Portal/Single Window system creates access for government and airline operators to obtain such information and enables efficient use of all resources.The PNR may consist of short information (name, full address, contact information, credit card and all booking process information).

PNR records contain information used by passengers and used by airline operators. PNR data can include elements of the API system. PNR provides the ability to enter the mechanism for identifying each passenger using a common format and travel-related data (departure, arrival, special services on board) to all parties in the aviation industry. The PNR may contain brief information (name, full address, contact information, credit card and details related to the general booking process).

Each country may require passenger registration information (PNR) from the operators of the airlines organizing the transfer based on requests.Accordingly, Chapter 9 of the Annex (Facilitation of Procedures) to the Convention on International Civil Aviation requires Contracting Parties to take the following measures:

- Minimum time spent on border control of aircraft and passengers.

- Minimum inconvenience caused by administrative requirements related to the implementation of control.
- Enhancing and encouraging the exchange of information between Contracting Countries, operators and airports.
- Ensuring an optimal level of security and the rule of law.
- Development of promising information technologies for the effectiveness of control mechanisms at the airports of the Contracting countries.
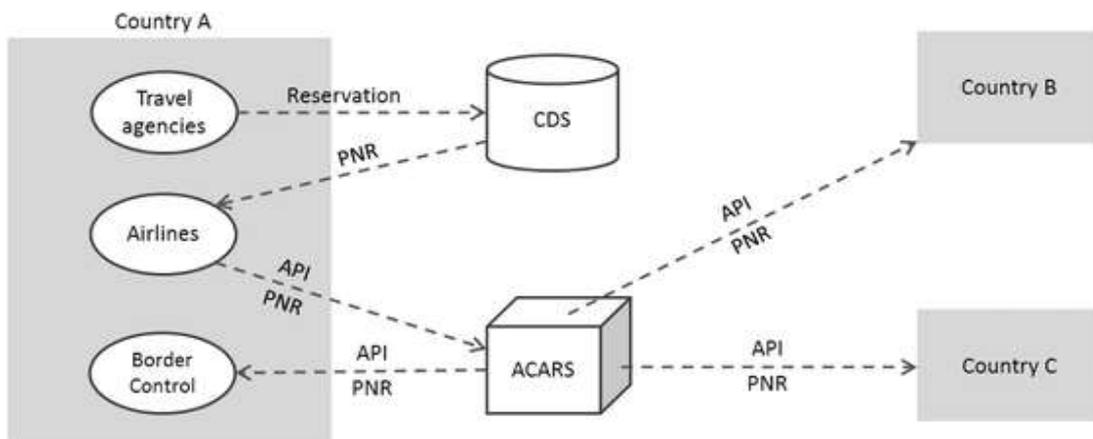

Figure – 1: The Legal basis for the formation of the API/PNR system

The United Nations Security Ordinance, regulations, guidelines, standards of the World Customs Organization, the International Civil Aviation Organization and the International Air Transport Association serve as the basis for the application of API/PNR systems in practice. PNR data is used to help identify high-risk individuals who are not known to government agencies and to conduct analysis for appropriate government action. Information about PNR is provided in electronic form ("Push" method) or by granting the right to access the database with PNR data to the relevant authorities ("Pull" method). There is an international agreement to use the "Push" method due to data confidentiality. Positive aspects of using the API and PNR system in the customs service increasing the speed of control of passengers at checkpoints at international airports; simplification of customs procedures;improving the efficiency of customs control;ensuring national and economic

security;increasing the efficiency of the operational-search activity of the customs authorities; providing a data source for the risk management system; reduced physical checks and improving the efficiency of customs authorities.

Basically, this system is used in the field of strengthening border control through the use of advance information on passengers and goods moving across the border and existing in the systems of airline operators, by the control authorities at the border. In any case, this form of control, that is, targeted risk-based control of passengers and goods, should be used prior to the arrival of passengers in the host country.At international airports, it is not possible to carry out universal control over all passengers. Consequently, it is necessary to carry out control based on predetermined criteria using a risk management system. In this case, the role of the API and PNR systems is of great importance.

The source of preliminary information for the risk management system can be cited data sent through the API and PNR systems.Effective exchange of biometric data is essential for the investigation of transnational crimes and the identification of terrorists. Personal information, including biometric data, should also be collected and stored only when necessary. Citizens' rights should not be infringed upon.

4. Conclusions

Countries must address issues related to the protection of persons by collecting, storing and using biometric data in accordance with international human rights standards and international privacy laws, including the International Agreement on Civil and Political Rights, the United Nations Universal Declaration of Human Rights.Identities include name, date of birth, place of birth, citizenship, gender, and other biometric data. The following biographical identification is subject to change:

- Name - one name can have different registration forms.
- Date of birth - there may be differences in official documents.
- Place of birth - can be registered in different ways.
- Gender - may change as a result of surgery.
- Citizenship - there may be several and may change.

The main purpose of obtaining preliminary electronic information about passengers and their baggage is to determine in advance the objects of customs control by analyzing the information received. Receiving preliminary electronic information provides an opportunity to optimize and accelerate, as well as increase the efficiency of customs operations.The risk management system is an important tool for ensuring the economic and national security of the country. Consequently, the decisions taken should be based on international experience and in accordance with applicable risk management standards.

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Quick Response Code	
Website	**www.jpsscientificpublications.com**
DOI Number	**DOI: 10.22192/iajmr.2021.7.5.5**
Thomson Reuters Researcher ID	**K-4194-2016**
ISI Impact Factor	**3.652**