Interactive Advance Passenger Information User Guide

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Table of Contents

List of Tables

1. Overview

1.1 Introduction

This guide is developed to enable persons in charge of an inbound/outbound aircraft or agencies handling the exit/entry business for aircraft (hereinafter referred to as persons in charge of aircraft or agencies) to understand the requirements for providing Interactive Advance Passenger Information.

In order to regulate the implementation of the interactive Advance Passenger Information (iAPI) system for the inbound/outbound aircraft to/from China, the Ministry of Public Security of PRC worked with the Ministry of Transport of PRC to develop this *Advance Passenger Information System Implementation Guide for the Inbound and Outbound Flight to/from China*, in accordance with *the Exit and Entry Administration Law of the People's Republic of China, the Counterterrorism Law of the People's Republic of China, the Regulations of the People's Republic of China on Exit and Entry Border Inspection*, and other laws and regulations. As required by this Guide, persons in charge of aircraft or agencies, while checking in their passengers, shall submit information on every passenger on board to board inspection authorities, and shall submit information on all the passengers and crew members on board right after the door is closed and prior to the flight's departure. Exit/entry border inspection authorities will be responsible for reviewing the information on passengers on board submitted by persons in charge of aircraft or agencies, and shall give immediate feedback to persons in charge of aircraft or agencies. Where feedback preventing passengers from getting on board is given, persons in charge of aircraft or agencies shall act as instructed.

The iAPI system can save the operating costs to be shouldered by civil air transport companies for the repatriation of those not allowed entry and the enforcement costs on the exit/entry border inspection authorities. The implementation of the iAPI system will advance the application of self-service channels at all airports, which will promote passenger clearance efficiency, improve flight on-time performance.

1.2 Legal basis

According to Article 51 of the *Exit and Entry Administration Law of the People's Republic of China*, persons in charge of transport vehicles or agencies handling the exit/entry business for transport vehicles shall, in accordance with relevant regulations, report to the exit/entry border inspection authorities in advance on the entering or exiting transport vehicles' time of arrival at or departure from the port and the places of stay, and truthfully declare information including staff, passengers, goods and articles.

According to Article 2 of the *Advance Passenger Information System Implementation Guide for the Inbound and Outbound Flight to/from China* (Decree No. 147 of Ministry of Public Security and Ministry of Transport of PRC), Persons in charge of inbound/outbound aircraft or agencies handling the exit/entry business for aircraft shall provide complete, accurate and

timely advance information about passengers and crew members on board inbound/outbound aircraft, including information on Passenger Name Record (PNR), and on passengers and crew members on board.

1.3 Definition

For the purpose of this guide, the following terms shall have the meanings as follows:

- Persons in charge of aircraft refers to the entities or individuals responsible for the operation of inbound/outbound aircraft, including the operator, owner and Pilot-in-Chief of such aircraft.
- Travel documents include identity documents (such as passports and travel document) and entry permits (such as visas and residence permits), used for international (or regional) travel.
- Exit refers to leaving the Chinese mainland for other countries or regions, for the Hong Kong Special Administrative Region or the Macao Special Administrative Region, or for Taiwan Region.
- Entry refers to entering the Chinese mainland from other countries or regions, from the Hong Kong Special Administrative Region or the Macao Special Administrative Region, or from Taiwan Region.
- Transit refer to travelling from other countries or regions to a third country or region via the mainland of China.

1.4 Legal responsibilities

Where persons in charge of aircraft or agencies fail to submit information as required and carry on an inbound/outbound flight passengers that are not allowed by the exit/entry border inspection authorities to be transported, the exit/entry border inspection authorities may legally impose a penalty on the persons in charge of aircraft or agencies, and postpone or prevent the aircraft from leaving/entering China. The competent civil aviation authority under the State Council may record such event into credit history and notify the public of the event in accordance with the relevant provisions.

Persons in charge of aircraft or agencies shall also assume the statutory responsibilities provided by laws and regulations such as *the Exit and Entry Administration Law of the People's Republic of China* and *the Regulations of the People's Republic of China on Exit and Entry Border Inspection*. The advance passenger information system does not exempt persons in charge of aircraft or agencies from administrative penalties attributable to their violation of the above laws and regulations.

1.5 General description

This guide is aimed to provide implementation guidance for persons in charge of aircraft or agencies to implement interactive advance passenger information system, and mainly includes methods and requirements for supplying interactive advance passenger information. Related

technical parameters are included in the *Interactive Advance Passenger Information Implementation Guide – UN/EDIFACT PAXLIST/CUSRES*. The guide is not intended to interpret the laws and regulations issued by Ministry of Public Security and Ministry of Transport of the People's Republic of China.

Persons in charge of aircraft or agencies shall, following the format requirements included in *Advance Passenger Information China Implementation Guide UN/EDIFACT PAXLST VERSION: 1.0.1*, send flight crew information to the designated address PEKKN1E using a dedicated aviation network or to the website of iAPI using the Internet. It is recommended that the advance information on flight crew be sent five hours prior to the intended takeoff of the flight, and be resent in time in case of any change in information.

Prior to the formal operation of the iAPI system, persons in charge of aircraft or agencies who use the API system non-interactive method to report information, shall submit the advance passenger information in the same way. For details and format, please refer to the *Advance Passenger Information China Implementation Guide UN/EDIFACT PAXLST VERSION: 1.0.1*. After iAPI system is put into effect, the API un-interactive will be the emergency channel to submit passenger information.

National Immigration Administration is directly under the Ministry of Public Security, and is responsible for carrying out border exit/entry inspection. National Immigration Administration established a specialized agency which serves as a technical and business interface with persons in charge of aircraft or agencies, and assists them in conducting network testing, data validation, interfacing, joint debugging tests and other activities required for the implementation of the iAPI system.(Tel.: +86-10-56095288 Email: iAPI@nia.gov.cn.) It is recommended that persons in charge of aircraft or agencies establish a dedicated department for the iAPI project and assign a dedicated person to be in charge of project implementation.

1.6 Implementation steps

- Ministry of Public Security and Ministry of Transport jointly issued the Decree No. 147 *Advance Passenger Information System Implementation Guide for the Inbound and Outbound Flight to/from China*, which clarified the basis, requirements and legal responsibilities for the implementation of the iAPI system and serves as an important document to be referred to by persons in charge of aircraft or agencies in submitting application for the implementation of iAPI system.
- National Immigration Administration established a specialized iAPI agency to support and assist persons in charge of aircraft or agencies in carrying out iAPI-related activities.
- National Immigration Administration promulgated the *Interactive Advance Passenger Information Implementation Guide – UN/EDIFACT PAXLIST/CUSRES,* preparing persons in charge of aircraft or agencies for project execution. Persons in charge of aircraft or agencies renovated the departure system according to the

technical guide, to achieve technical interfacing.

- National Immigration Administration issued the *Interactive Advance Passenger User Guide*, iAPI project enters the promotion stage.

- Test phase. Persons in charge of aircraft or agencies shall carry out the following tests：

  - Internal test by persons in charge of aircraft or agencies.
  - Link test which includes testing the communication link between the router of persons in charge of aircraft or agencies on one side and that of National Immigration Administration on the other side.
  - Interface test which focuses on ensuring the complete integration of the system components between persons in charge of aircraft or agencies and National Immigration Administration. Verify that the information of each passenger is received in correct message and data format and successfully processed. Test data is used at this stage.

- During the final official implementation of the iAPI system, persons in charge of aircraft or agencies shall submit relevant information as required, and where they fail to perform as required, administrative penalties will be imposed.

1.7 Implementation description

- During the preparation and testing phase, persons in charge of aircraft or agencies still send information on passenger and crew in accordance with the existing practices on sending API.

- Prior to the formal implementation, persons in charge of aircraft or agencies shall provide necessary information for registration purposes to the iAPI web portal of National Immigration Administration and apply for an account; at the same time, they shall provide National Immigration Administration with such information as phone number and e-mail address of each airport terminal, and where there is a change in the registration information, they shall keep it updated and keep communication channels open. (More details can be referred to the related documents published on the iAPI portal.)

2. Operation process

2.1 Routine operation process

When checking in passengers, persons in charge of aircraft or agencies shall, before printing boarding pass, send in real-time detailed passenger information to a designated address through the check-in system. National Immigration Administration will verify and compare the passenger information before sending its feedback to the check-in counter where persons in charge of aircraft or agencies shall confirm whether to carry passengers based on the feedback. After the cabin door is closed in preparation for take-off, persons in charge of aircraft or agencies shall submit in a single batch the information of all of the passengers and

flight crews already on board, while National Immigration Administration will not re-review passenger information and will only provide a general response to persons in charge of aircraft or agencies.

For those whose information has already been included in the feedback, National Immigration Administration has the right to send unsolicited messages to change the feedback information. Where National Immigration Administration sends an unsolicited message to persons in charge of aircraft or agencies, persons in charge of aircraft or agencies shall change the status of passengers according to the message received and report the changes in status to National Immigration Administration by E-mail (iAPI@nia.gov.cn)

2.2 Special operation process

2.2.1 iAPI web portal

National Immigration Administration will provide the iAPI web portal (iapi.nia.gov.cn) which is only alternatively used for iAPI data submission in case of emergency. Under normal circumstances, persons in charge of aircraft or agencies shall report advance passenger information one by one using routine operation process. However, in case of system failure or other events that render it impossible to report in accordance with the routine operation process, persons in charge of aircraft or agencies could use the iAPI web portal template to submit advance passenger information carried by the flights in batches. National Immigration Administration will then provide the results in batches back to the web portal, and persons in charge of aircraft or agencies shall confirm whether to carry passengers based on the feedback. (More details can be found in related documents published on iAPI portal.)

2.2.2 Flight cancellation

When a flight is canceled, persons in charge of aircraft or agencies shall send a message to cancel the flight. The message shall contain the identification of the flight to be canceled and the flight itinerary. There is no need to provide passenger data in the message. The response delivered through the iAPI system to persons in charge of aircraft or agencies is only a general response and does not include results of passenger information review.

3. Technical requirements guide

3.1 Flight data

Persons in charge of aircraft or agencies shall submit in advance the information of all inbound/outbound civil flights including scheduled and non-scheduled flights (such as business jets, charter flights, cargo flights, etc.) to National Immigration Administration. Flight information submitted by persons in charge of aircraft or agencies includes flight number, point of departure, point of arrival, planned date/time of departure (local time), planned date/time of arrival (local time), and the number of passengers and crew members.

- International multi-leg flights transiting through the mainland of China (such as Abu Dhabi - Beijing - Nagoya) are considered as inbound flight (Abu Dhabi - Beijing) and outbound flight (Beijing - Nagoya). It means that both flights shall submit the iAPI flight information.
- Point of departure means for an inbound flight the last airport of departure prior to entry into the mainland of China and for an outbound flight the last airport of departure prior to leaving the mainland of China.
- Point of arrival refers to the first airport of arrival in the mainland of China for an inbound flight and the first airport of arrival in a foreign country for an outbound flight.

Table 1. Flight Information Data Elements

Data Item	Definition	M/O
Aircraft operator code	Air carrier code	Mandatory
Flight Number	A number assigned by aircraft operator. For the flights with code-sharing flights number, the actual flight number shall be in line with the actual carrier's flight number.	Mandatory
Code for airport of departure	For an inbound flight: code for the last airport of departure prior to entry into the mainland of China. For an outbound flight: code for the last airport of departure prior to leaving the mainland of China.	Mandatory
Code for airport of arrival	For an inbound flight: code for the first airport of arrival in the mainland of China. For an outbound flight: code for the first airport of arrival in a foreign country.	Mandatory
Date/time of takeoff	intended flight take-off time (local time)	Mandatory
Date/time of arrival	intended flight arrival time (local time)	Mandatory

3.2 Passenger data

Persons in charge of aircraft or agencies shall submit information of all the passengers carried by an inbound or outbound flight to National Immigration Administration in advance, the information includes name, nationality, gender, date of birth, travel document number, expiration date of travel document, and occupant type.

- For international multi-leg flights transiting through the mainland of China (such as Abu Dhabi - Beijing - Nagoya), all carried passengers' advance information shall be submitted, including both those disembarking and those not disembarking in the mainland of China.
- Machine-readable travel documents produced in accordance with the standards in Doc9303 can be read by a reader. For other travel documents, the content included in advance information shall be the same as the content in the visual inspection zone on information page of the document held by the passenger.

3.2.1 Data items

Persons in charge of aircraft or agencies shall provide accurate and complete information of the passengers carried. In order to facilitate the work conducted by persons in charge of aircraft or agencies, where a flight occupant holds a machine-readable document, relevant information included in the machine readable code on the document shall be submitted, and where a flight occupant holds a non-machine-readable document, the information included in the visual inspection zone shall be submitted. For machine-readable documents, persons in charge of aircraft or agencies are required to verify the accuracy of machine-readable information in order to obtain more accurate feedback from National Immigration Administration, thereby reducing the risk of legal liabilities and repatriation costs due to inaccurate data provided.

Table 2. Passenger Data Element

Data item	Definition	M/O	Remarks
Last name	Passenger last name	M	1. For passengers without first name or last name, please fill in the blank field with letters "FNU". 2. If a passenger has no middle name, it can be left blank, otherwise it shall be filled.
First name	Passenger first name	M	
Middle name	Passenger middle name	O	
Date of birth	Passenger date of birth	M	If only the year information is available for a foreigner, submit this information by referring to the date of birth on his/her Chinese visa.
Gender	Passenger gender	M	Only three value codes are available, i.e. male (M), female (F), and unrecognizable (U)
Nationality	Passenger nationality	M	If a passenger holds an international travel document issued by his/her home country, submit the nationality code as it is in the document; if a passenger holds an international travel document issued by a country other than his/her home country, submit the actual nationality of the passenger.
Passenger type	Passengers entering, leaving or transiting through China	M	FL = passenger entering and leaving China, DDU = in-transit passenger.
Type of exit/entry documents	Types of identity documents held by passengers. (e.g. passport, travel documents, etc.)	M	P=passport and other international travel documents [*1]. T=regional documents of Chinese Mainland [*2].
	Types of entry permit documents held by passengers (e.g. visa, residence permit, etc.)	O	V refers to visa or other entry permit documents. (Including visa exemption and port visa) [*3].
Exit/entry documents number	Number of identity documents held by passengers (e.g. passport, travel document, etc.)	M	For a machine-readable document, the number read by the machine shall be submitted; for a non-machine-readable document, the number in the visual inspection zone shall be submitted.

Data item	Definition	M/O	Remarks
	Number of entry permit documents held by passengers (e. g. visa, residence permit, etc.)	O	Only foreigners entering or transiting through China are needed to submit. If there is no visa, the aircraft agency shall submit the number information according to the following rules: Enter VW for visa-exemption entry; Enter PV for port visa obtained in China: Enter T1 if the 24-h transit without visa policy is applicable; Enter TN for other kinds of transit without visa.
Exit/entry documents issuing country	The country which issues the exit/entry documents held by passengers	O	/
Exit/entry documents issuing date	Issuance date of exit/entry documents held by passengers	O	/
Expiration date of exit/entry documents	The expiration date of the identity documents held by passengers (e.g. passport, travel document, etc.)	M	If the expiration date is to be extended, the extended date shall be submitted.
	The expiration date of the entry permit documents held by passengers (e.g. passport, travel document, etc.)	O	Where exemption from visa policy or port visa policy of China is applicable for a foreigner, his check-in date or the day after shall be entered as the expiration date of visa.
Country of residence	Country of residence abroad for a foreigner	O	To be filled by foreigners entering China. (including the transit passengers who need to apply for temporary entry permit).
Address in China	Residence in China for a foreigner	O	To be filled by foreigners entering China (including the transit passengers who are required to apply for a temporary entry permit).
PNR locator	Passenger Name Record Locator	M	The PNR locator is used for information feedback from National Immigration Administration.
E-ticket number	To be automatically generated by the booking system	M	The e-ticket number consists of two parts, item TKNE of "SSR" segment in PNR and COUPON NUMBER.
Passenger reference number	A unique passenger identification number is automatically generated by the check-in system	M	The passenger reference number is used for information feedback from National Immigration Administration.
Flight number	The flight taken by a foreigner	M	/
Initial point of embarkation	The first point where a passenger embarks	M	/
Last point of disembarkation	The final point where a passenger disembarks	M	/

*1. Passports and other international travel documents issued by China mainly include: the People's Republic of China passports (including ordinary passport, passport for public affairs,

service passport and diplomatic passport), the People's Republic of China seafarer's passport, the People's Republic of China Exit-Entry Permit, the People's Republic of China Travel Document, and Permit for Entry.

Passports and other international travel documents issued by foreign countries mainly include: passports, seafarer's passport, Travel document (convention of 28 July 1951), travel document, United Nations Laissez-Passer, European Union Laissez-Passer, etc.

*2. Regional documents in China mainly include: Exit-Entry permit for travelling to and from Hong Kong and Macao SAR, Official Exit-Entry permit for travelling to and from Hong Kong and Macao SAR, Mainland travel permit for Hong Kong and Macao Residents, and Mainland residents traveling to Taiwan permit , mainland travel permit for Taiwan residents.

*3. Entry permits mainly include: visas (including diplomatic visas, courtesy visas, official visas, ordinary visas), residence permits, foreign permanent residence ID cards, APEC business travel cards (with the characters "CHN" printed), etc. Foreign passengers flying over China's mainland do not need to provide visa information.

*4. If the code information of visa exemption is provided, the system will prompt whether it is in line with the policy of transit visa exemption. It is therefore recommended that persons in charge of aircraft or agencies shall provide this information to reduce possible legal risks and repatriation costs.

3.2.2 Data format

The advance passenger information must be in a format which is compliant with the updated UN / EDIFACT PAXLST format.

Table 3. Data Format Requirement

Data item	Data format
Last name	A maximum of 35 characters.
First name	A maximum of 35 characters.
Middle name	A maximum of 35 characters.
Date of birth	In the format of YYMMDD.
Gender	A maximum of 1 character.
Nationality (region)	A maximum of 3 characters.
Occupant type	A maximum of 3 characters.
Type of exit/entry documents	A maximum of 2 characters.
Exit/entry documents number	A maximum of 35 characters.
Exit/entry documents issuing country	A maximum of 3 characters.
Exit/entry documents issuing date	In the format of YYMMDD .
Expiration date of exit/entry documents	In the format of YYMMDD.
Country of residence	A maximum of 3 characters.

Data item	Data format
Residence in China	a maximum of 35 characters for street name, a maximum of 35 characters for city name, a maximum of 9 characters for sub-entity name, a maximum of 17 characters for postal code, a maximum of 3 characters for country code.
Flight number	A maximum of 10 characters.
PNR locator	Passenger Name Record Locator.
E-ticket number	To be automatically generated by the booking system.
Passenger reference number	A unique passenger identification number automatically generated by the check-in system.
Initial point of embarkation	To be submitted according to the IATA list of airport codes.
Last point of disembarkation	To be submitted according to the IATA list of airport codes.

3.3 Data to be transmitted after the cabin door is closed

After the cabin door is closed in preparation for takeoff, persons in charge of aircraft or agencies should submit in a batch and in an interactive way the information of all passengers having boarded the flight, mainly information in the following three aspects:

- names of the passengers carried, all identified as ZZZ;
- the unique passenger reference number;
- total number of passengers.

Persons in charge of aircraft or agencies submit the information of flight crew in a non-interactive manner, and where there is a change in information after the submission, the changed information must be re-submitted after the cabin door is closed and before in preparation for takeoff.

3.4 Message rules and delivery

3.4.1 Information to be submitted by persons in charge of aircraft or agencies

Table 4. Information to Be Submitted by Persons in Charge of Aircraft or Agencies

Items	Requirements
Real-time passenger information	Persons in charge of aircraft or agencies shall completely and fully provide: 1. passenger personal information; 2. passenger itinerary information; 3. change in passenger information.
Non real-time flight information	After the cabin door is closed and before the aircraft takes off, the following flight information shall be provided in a single batch: 1. passenger information: 2. crew information; 3. flight information.

Items	Requirements
	If the flight is canceled, the flight cancellation information shall be sent within one hour after the flight cancellation plan has been confirm.
Response to the message from National Immigration Administration	Respond to the unsolicited message sent by National Immigration Administration.

3.4.2 Feedback

▪ **Feedback of check-in**

National Immigration Administration will provide feedback to the information of each and every passenger provided by persons in charge of aircraft or agencies, using the following feedback codes (letter "Z" is the reserved position for the later verification of the electronic visa application):

Table 5. Information Feedback List

Feedback code	Description	Definition
0Z	OK TO BOARD	Passenger information passed verification. Persons in charge of aircraft or agencies may issue a boarding pass for the passenger.
1Z	NO BOARD	Passenger information did not passed verification. Persons in charge of aircraft or agencies shall not issue a boarding pass for the passenger.
2Z	CHECK MORE	Passenger did not pass data verification as the data provided may not be compliant with the entry and exit policies, and therefore persons in charge of aircraft or agencies need to check once again before deciding at their discretion whether to issue a boarding pass or not.
4Z	ERROR	Passenger did not pass data verification as there may be error(s) or incompleteness in the passenger data provided. Therefore no boarding pass can be issued for the passenger and persons in charge of aircraft or agencies shall change data or provide supplementary data.

Note: "free text" field is detailed in item 7.4.

▪ **Feedback of closing the cabin door**

In response to message on closing of cabin door sent by persons in charge of aircraft or agencies, National Immigration Administration will send feedback information. However, the feedback will not contain results of passenger data review, but will only serve as a general response to persons in charge of aircraft or agencies.

3.4.3 Unsolicited messages

For the passenger whose information has been mentioned in the feedback, National Immigration Administration has the right to change its feedback information before the passenger on board. Persons in charge of aircraft or agencies who receive the unsolicited message shall change the passenger status according to the message and send an e-mail to the NIA of China. The e-mail shall indicate clearly the changes in status of passengers. Persons in charge of aircraft or agencies shall cancel the passenger's boarding immediately when he receives the unsolicited message that change the status "OK TO BOARD" into "NO BOARD".

When National Immigration Administration sends unsolicited messages, it will at the meantime, contact the corresponding terminal by phone. Therefore, persons in charge of aircraft or agencies shall ensure that the phone number of the corresponding airports is provided and updated accurately to National Immigration Administration in advance.

4. Operation guide

This section is aimed to help persons in charge of aircraft or agencies better provide advance information on the occupants carried on aircraft in compliance with the iAPI system.

4.1 Announcement

Before collecting personal information from passengers, persons in charge of aircraft or agencies may provide passengers with the following rationale: "As provided in the *Exit and Entry Administration Law of the People's Republic of China* and the *Advance Passenger Information System Implementation Guide for the Inbound and Outbound Flight to/from China* (Decree No. 147 jointly issued by Ministry of Public Security and Ministry of Transport of PRC), passengers to/from China shall provide information including, but not limited to, name, gender, date of birth, nationality and exit/entry documents number. Passengers refusing to provide such information will be denied boarding."

4.2 Specialized iAPI agency

In order to ensure the implementation of the iAPI system, National Immigration Administration has established the specialized iAPI agency. The agency will assume such functions as making response, giving feedback, conducting external liaison, commanding and coordinating, and carrying out data monitoring and emergency decision-making. Specific tasks for the agency include:
- being in charge of R&D and operation management of the iAPI system, as well as operation process development;
- pre-checking the information of passengers on board submitted by persons in charge of aircraft or agencies, and providing immediate feedback on the pre-checking results;
- being responsible for conducting communication and liaison with persons in charge

of aircraft or agencies, and providing operation and technical support;

- monitoring the status of the information of passengers and crew submitted by persons in charge of aircraft or agencies, and conducting data analysis and evaluation;
- in case of a system failure, providing assistance to address the emergency request issued to the specialized iAPI agency by persons in charge of aircraft or agencies.

The specialized iAPI agency operating 24 hours a day. The telephone number is +86-10-56095288, and email iAPI@nia.gov.cn.

4.3 Rules governing of advance information

4.3.1 Approach and time limits

- Persons in charge of aircraft or agencies shall provide advance passenger information one by one through a dedicated aviation network, and where this is impossible, the information can be provided using the iAPI web portal.
- Persons in charge of aircraft or agencies shall submit information of all the passengers and crew members already on board right after the cabin door is closed in preparation for takeoff.
- Information on flight crew in an acceptable format will be sent in a single batch to a specified address in a non-interactive manner.

4.3.2 Requirements for provision of advance information

Inbound flights

- In principle, the exit/entry border inspection authorities inspect the inbound flight at the first arrival airport in China. Therefore, persons in charge of aircraft or agencies shall regard the first arrival airport after entering China as the arrival airport while sending advance information of passengers and flight crews.
  For example: for flight Sydney - Hangzhou - Beijing, persons in charge of aircraft or agencies shall be Hangzhou as the arrival airport while sending advance passenger information.
- To ensure the provision of complete and accurate advance information of passengers carried, persons in charge of aircraft or agencies at the last airport of departure prior to entry into the mainland of China shall ensure that all of the advance information of passengers carried has been reviewed by National Immigration Administration and that the information on all of the passengers and crew members already on board has been submitted after the cabin door is closed in preparation for takeoff.
  For example: for flight Los Angeles - Seattle - Beijing, the terminal at Seattle shall ensure that advance information of all passengers carried has been submitted to and approved by National Immigration Administration, and that the information on all of the passengers and crew members already on board has been submitted to National Immigration Administration after the cabin door is closed in preparation

for takeoff.

- For a flight involving multi overseas legs, persons in charge of aircraft or agencies shall submit from the originating airport the information of the passengers from the originating airport to the mainland of China, and submit from the intermediary airport the information of the passengers from the intermediary airport to the mainland of China. At the same time, the intermediary airport shall ensure that the information of the passengers who board at the originating airport and the intermediary airport to mainland China has been reviewed by National Immigration Administration.

  For example: for flight Los Angeles - Seattle - Beijing, the terminal at Los Angeles shall submit the check-in information of the passengers boarding at Los Angeles to the mainland of China, while the terminal at Seattle shall submit the check-in information of the passengers boarding at Seattle to the mainland of China, and the information of all of the passengers and crew members already on board to National Immigration Administration after the cabin door is closed in preparation for takeoff.

- For an interlining passenger, his or her information shall be transmitted to National Immigration Administration by persons in charge of aircraft or agencies at the last overseas airport prior to entry into China. There may arise circumstances where due to system restrictions, a passenger has already obtained at the originating airport a boarding pass for the connecting flight without a feedback from National Immigration Administration. In such cases, persons in charge of aircraft or agencies at the intermediary airport shall ensure that the passenger is intercepted before boarding, passenger information is transmitted to National Immigration Administration, and the passenger will not be allowed to board unless National Immigration Administration so instructs.

  For example: for interlining passengers on flight Paris-Hanoi and Hanoi-Beijing, passenger information shall be collected by Paris and sent by the terminal at Hanoi to National Immigration Administration. After obtaining permission, the terminal at Paris can issue boarding pass for the leg from Hanoi to Beijing. However, if, due to system glitch, the terminal at Paris failed to receive feedback but still issued passenger boarding pass for the leg from Hanoi to Beijing, the terminal at Hanoi shall ensure that the passenger is intercepted, send the passenger information to National Immigration Administration, and will not allow the passenger to board unless National Immigration Administration so instructs.

Outbound flights

- In principle, National Immigration Administration inspects outbound flights at the last port of departure. Therefore, persons in charge of aircraft or agencies shall regard the last airport of departure before leaving China as the departure airport while sending advance information of passengers and flight crews on board.

  For example: for flight Beijing - Hangzhou - Sydney, persons in charge of aircraft or agencies shall see Hangzhou as the departure airport while sending advance passenger information.

- To ensure the provision of complete and accurate advance information of passengers carried, persons in charge of aircraft or agencies at the last airport before leaving the

mainland of China shall ensure that all of the advance information of passengers carried has been reviewed by National Immigration Administration and that the information of all passengers and crew members already on board has been submitted after the cabin door is closed in preparation for takeoff.

For example: for flight Beijing - Hangzhou - Sydney, persons in charge of aircraft or agencies at the airport terminal in Hangzhou shall ensure that advance information of all passengers carried has been submitted to and approved by National Immigration Administration, and that the information of all passengers and crew members already on board has been submitted to National Immigration Administration after the cabin door is closed in preparation for takeoff.

- For an international flight involving multi legs in China, persons in charge of aircraft or agencies shall submit from the originating airport the information of the passengers embarking at the originating point to a foreign country, and submit from the intermediary airport the information of the passengers embarking at the intermediary point to a foreign country. At the same time, the intermediary airport shall ensure that the information of the passengers who board at the originating airport and at the intermediary airport has been reviewed by National Immigration Administration.

  For example: for flight Beijing - Hangzhou – Sydney, persons in charge of aircraft or agencies shall submit from the airport terminal in Beijing the check-in information of the passengers boarding at the Beijing terminal to Sydney, submit from the airport terminal in Hangzhou the check-in information of the passengers boarding at the Hangzhou terminal to Sydney, and submit from Hangzhou the information of all the passengers and crew on board to National Immigration Administration after the cabin door is closed in preparation for takeoff.

- For an interlining passenger, passenger information shall be transmitted to National Immigration Administration by persons in charge of aircraft or agencies at the last domestic airport before leaving the mainland of China. There may arise circumstances where due to system restrictions, a passenger has already obtained at the originating airport a boarding pass for the connecting flight without feedback from National Immigration Administration. In such cases, persons in charge of aircraft or agencies at the intermediary airport shall ensure that the passenger concerned is intercepted before boarding, the passenger information is transmitted to National Immigration Administration, and the passenger will not be allowed to board unless National Immigration Administration so instructs.

  For example: for an interlining passenger on flight Shanghai-Beijing and Beijing-Paris, passenger information shall be sent by the terminal at Beijing to National Immigration Administration. After obtaining permission, the terminal at Shanghai can issue boarding pass for the leg from Beijing to Paris. However, if, due to system glitch, the terminal at Shanghai failed to receive feedback but still issued passenger boarding pass for the leg from Beijing to Paris, the terminal at Beijing shall ensure that the passenger is intercepted, send the passenger information to National Immigration Administration, and will not allow the passenger to board unless National Immigration Administration so instructs.

4.4 Responsibilities of persons in charge of aircraft or agencies

4.4.1 Information collection

Persons in charge of aircraft or agencies shall provide complete and accurate passenger information in a timely manner, including detailed passenger name, nationality, gender, date of birth, exit/entry documents number, expiration date of the exit/entry documents, and occupant type. The persons in charge of aircraft or agencies can read the information from machine-readable documents using a document reader, or retrieve passenger data from the reservation system, but the persons in charge of aircraft or agencies are responsible for checking the machine-readable information and the associated booking data to ensure data accuracy and completeness. For documents that are not machine readable, persons in charge of aircraft or agencies shall submit accurate and complete passenger information contained in the visual inspection zone of the document. There might be a case where the information on the international (or regional) travel document held by a passenger is incomplete; (such as the date of birth, only the year information is available). The information of China-issued entry permit can be referred to.

- **Chinese Citizen**

  - **may provide the following passports and other international travel documents：**

    - PRC passports, including ordinary passport, passport for public affairs, service passport and diplomatic passport;
    - PRC Seafarer's passport;
    - PRC Exit-Entry Permit;
    - PRC Travel Document;
    - Permit for entry issued by Chinese embassies and consulates in foreign countries. (Only for Entry)

  - **may provide the following regional documents：**

    - Exit-Entry permit for travelling to and from Hong Kong and Macao SAR, Official Exit-Entry permit for travelling to and from Hong Kong and Macao SAR;
    - Mainland travel permit for Hong Kong and Macao Residents;
    - Mainland residents traveling to Taiwan permit;
    - Mainland travel permit for Taiwan residents.

  - **Exceptional circumstances：**

    - Hong Kong and Macao Residents, if only transiting directly through the mainland (i.e. staying for no more than 24 hours and within the designated area), can provide information on their Hong Kong Special Administrative Region Passports, Macao Special Administrative Region Passports or HKSAR Documents of Identity for Visa Purposes.
    - Taiwan residents who do not hold valid exit/entry documents but are eligible for obtaining entry/exit documents at a port of entry, can provide their Taiwan identity card information.

- Mainland Chinese residents who have lost their exit/entry documents in Taiwan shall provide their mainland identity card information.

■ **Foreigners**

Foreigners entering/exiting to China shall provide their own passports or other international travel documents, visas or other entry permits.

▪ **may provide the following passports and other international travel documents:**
  - Passport;
  - Seafarer's passport;
  - Travel document (convention of 28 July 1951);
  - Travel Document;
  - Alien's Exit-Entry Permit issued by the People's Republic of China;
  - United Nations Laissez-Passer;
  - European Union Laissez-Passer;
  - Other international travel documents.

▪ **may provide the following visas or other entry permits (except for the case of visa exemption):**
  - Visas issued by China (including diplomatic visa, courtesy visa, service visa, ordinary visa);
  - Residence permit;
  - Foreign permanent residence ID card;
  - APEC business travel card. If a foreigner holds APEC business travel card, it shall be determined whether the business travel card allows entry into China (the character "CHN" shall be included in name of the economies listed on the back of the card to which the travel card holders are allowed entry without visa), and whether information on the travel card is the same as that on the passport. If there is a change in passport number due to passport renewal and the old passport number indicated in the passport renewal record matches the old travel card number, or if the holder also holds an old passport whose number matches the travel card number, he/she may be allowed to board.
  - Other entry permits.

4.4.2 Check-in procedures

Check-in at the check-in counter

The persons in charge of aircraft or agencies shall wait for the feedback from National Immigration Administration after submitting passenger information, and decide whether to issue a boarding pass for a passenger based on the feedback from National Immigration Administration.

▪ System feedback code 0Z (OK TO BOARD) means that the passenger can board and persons in charge of aircraft or agencies can print boarding pass for the passenger.

▪ System feedback 1Z (NO BOARD) indicates that the passenger is not allowed to board, and persons in charge of aircraft or agencies cannot print boarding pass. Also the phone number of National Immigration Administration is shown in the

information, enabling persons in charge of aircraft or agencies to contact National Immigration Administration for help in case any problem arises.

- System feedback 2Z (CHECK MORE) indicates that a passenger did not pass data verification and his/her status is uncertain. Although such feedback allows the persons in charge of aircraft or agencies to print a boarding pass for the passenger, he/she could risk being sent back or banned from entering China. Persons in charge of aircraft or agencies shall further verify whether the passenger can be allowed entry into the mainland of China before deciding whether to print a boarding pass. For example, if a foreigner entering China is holding an expired Chinese visa, persons in charge of aircraft or agencies shall verify whether the passenger is eligible for visa-exemption entry or transit before determining whether to print a boarding pass for the passenger.
- System feedback 4Z (ERROR) indicates that due to incorrect data format, passenger(s) did not pass data verification, and therefore it is prohibited to print boarding pass. Persons in charge of aircraft or agencies shall modify the incorrect data before resubmission, and print boarding pass following successful passenger data verification.

Online self-service check-in

If a passenger is anything but "OK TO BOARD", online check-in service will be suspended, and therefore the passenger has to check in at airport check-in counter where the persons in charge of aircraft or agencies must provide advance passenger information by re-running the iAPI program.

Check-in at self-service check-in kiosks

If a passenger is anything but "OK TO BOARD", self-service check-in kiosks will be suspended, and therefore the passenger has to check in at airport check-in counter where the persons in charge of aircraft or agencies must provide advance passenger information by re-running the iAPI program.

Check-in procedures for an interlining passenger

In terms of the provision of data on an interlining passenger, if the passenger has obtained a boarding pass to the mainland of China from the persons in charge of aircraft or agencies at the previous leg and the passenger data has not been sent by persons in charge of aircraft or agencies at the previous leg to National Immigration Administration, persons in charge of aircraft or agencies at last airport of departure prior to entry into the mainland of China shall submit the information of the passenger to National Immigration Administration for verification, and determine according to the feedback from the Administration whether to allow the passenger to board.

Unsolicited message received from National Immigration Administration

Under the following two situations, persons in charge of aircraft or agencies may receive an unsolicited message from National Immigration Administration.

- After passenger information has been verified, persons in charge of aircraft or

agencies may receive an unsolicited message from National Immigration Administration requiring modification of the passenger's status (for example, changing the status of a passenger from "OK TO BOARD" to "NO BOARD"), persons in charge of aircraft or agencies shall handle the matter according to the latest requirements, and give the feedback to National Immigration Administration by e-mail before taking off. The e-mail shall indicate clearly the changes in status of passengers. National Immigration Administration will send unsolicited messages, meanwhile, contact the corresponding terminal by telephone and provide 24-hour contact to assist the persons in charge of aircraft or agencies to deal with changing the passenger status. Therefore, it is recommended that persons in charge of aircraft or agencies shall establish a corresponding mechanism to ensure attention is paid to unsolicited messages sent by National Immigration Administration before the passenger boarding. Moreover, persons in charge of aircraft or agencies shall provide and update the phone number of corresponding terminal.

- When "NO BOARD" is received during the check-in procedure, and after communication between person in charge of aircraft or agencies and National Immigration Administration, the status of passenger is confirmed to change (This situation is not common). If there is no change in passenger information, National Immigration Administration will send unsolicited message to clarify the latest status of passenger. Person in charge of aircraft or agencies shall change the passenger status according to the latest message, and give the feedback to National Immigration Administration by e-mail.

  For example: After submitting passenger information, the persons in charge of aircraft or agencies receives a feedback of "1Z+'free text'". If following communication between the persons in charge of aircraft or agencies and National Immigration Administration, National Immigration Administration allows the passenger to board without making any change to the passenger information, National Immigration Administration sends unsolicited "OK TO BOARD" message to persons in charge of aircraft or agencies.

4.5 Special circumstances

4.5.1 Passengers not disembarking

For international multi-leg flights that transit through the mainland of China, persons in charge of aircraft or agencies shall provide advance passenger information of all passengers carried, including those disembarking, not disembarking and embarking in the mainland of China.

For example: In the case of flight Abu Dhabi - Beijing - Nagoya, persons in charge of aircraft or agencies shall, at the time of entry and exit of the flight, respectively, submit passengers information as transit passengers who are not disembarking in Beijing but ahead to Nagoya.

4.5.2 Passengers subject to status change

Where the feedback information prohibits a passenger from boarding and contact is required to be made with National Immigration Administration. After communication, if National Immigration Administration makes a final verification-based change to the passenger boarding status, National Immigration Administration will send an unsolicited message to persons in charge of aircraft or agencies, stating clearly the updated passenger status. Persons in charge of aircraft or agencies shall wait for an unsolicited message from National Immigration Administration, and shall not print passenger boarding pass until the passenger's boarding status changes to "OK TO BOARD". After receiving this message, if the passenger information changes, persons in charge of aircraft or agencies shall submit message again; if there is no change to the passenger information, persons in charge of aircraft or agencies do not need to send the passenger information again, but shall send a message to give a feedback by email and indicate the final decision regarding the passenger boarding status.

4.5.3 Data duplication

It is recommended that persons in charge of aircraft or agencies not submit the same data repeatedly. For passengers who need additional seats, persons in charge of aircraft or agencies shall take necessary measures to avoid duplicate submission of the same data.

4.5.4 Infants

For infants who do not occupy seats, regardless of whether persons in charge of aircraft or agencies provide separate boarding passes for the infants or not, information of each infant carried must be submitted.

4.5.5 Accompanies

For the case where one passport has more than one accompany, if the accompanies travel with the passport holder, persons in charge of aircraft or agencies shall submit the information of the passport holder and all boarding accompanies. If the accompanies are not travelling with passport holder, the information of accompanies shall not be submitted.

5. System failure and emergency measures

This section mainly describes the communication, coordination, troubleshooting procedures and emergency measures that need to be taken in the event of an iAPI system failure by persons in charge of aircraft or agencies and National Immigration Administration to urgently handle system failure.

5.1 Definition and types of system failure

The iAPI system architecture is designed using hot standby hardware and software to reduce the probability of iAPI service interruption due to system failure. Thanks to the backup

system, under normal circumstances, even if there is a system failure, persons in charge of aircraft or agencies can still normally provide iAPI data. In fact, system failure can occur at all intermediate nodes of the iAPI system (includes the system of persons in charge of aircraft or agencies) and affect the normal operation of the iAPI system. Depending on the impact of system failure on the provision of iAPI data, system failure can be divided into the following two types:

- National Immigration Administration cannot receive iAPI data or send unsolicited message normally.
- Passenger check-in system used by persons in charge of aircraft or agencies cannot send and receive National Immigration Administration feedback data normally.

5.2 Strategies addressing system failure

Where system failure makes it impossible to send iAPI data normally, in order to minimize the impact on the inbound/outbound flights, persons in charge of aircraft or agencies shall contact immediately National Immigration Administration; and following the receipt of failure confirmation and emergency protection initiation commands from National Immigration Administration, persons in charge of aircraft or agencies may address the failure in the following ways:

- Take the emergency measures of directly printing the boarding pass without checking, according to the failure verification code from National Immigration Administration.
- If it is confirmed that the system cannot be repaired, after National Immigration Administration' approval, send advance information on passengers and flight crews in a single batch within a designated timeline in a non-interactive manner.
- Log in to the iAPI portal to submit passenger and flight crew information.

5.3 Communication mechanism

National Immigration Administration establishes an emergency communication mechanism with various persons in charge of aircraft or agencies, and can be contacted 24/7 via telephone and e-mail (The telephone number is +86-10-56095288. To contact by email, please send inquiries to iAPI@nia.gov.cn). Persons in charge of aircraft or agencies shall provide National Immigration Administration with the contact details of the check-in units at various airports, including the on-duty phone numbers and e-mails, allowing both parties to establish a timely and effective communication channel in case of a system failure.

- Where the advance information cannot be received due to system upgrading or failure, National Immigration Administration will send the failure message and a failure check code via e-mail to persons in charge of aircraft or agencies in different areas, who shall, after receiving the e-mail, take the appropriate emergency measures and at the same time reply to National Immigration Administration by sending an e-mail which will identify the failure check code and the emergency measures taken. After recovery from failure, National Immigration Administration will again send an emergency cancellation check code to persons in charge of

aircraft or agencies, who shall restore the iAPI system as soon as possible after receiving the mail, and reply National Immigration Administration by sending an e-mail indicating the emergency cancellation check code and the time node for restoring the iAPI system.

- Where persons in charge of aircraft or agencies are unable to normally send the information of the occupants on board due to system upgrading or failure, immediate troubleshooting shall be conducted. If the iAPI system is confirmed to collapse, persons in charge of aircraft or agencies find that the system is unable to perform normal information exchange, they shall immediately contact National Immigration Administration which will provide the persons in charge of aircraft or agencies with the names and staff numbers of the maintenance staff, as well as a failure check code, and persons in charge of aircraft or agencies shall record the check code and take corresponding emergency measures to submit advance passenger information, while sending an e-mail to National Immigration Administration indicating the failure check code and the emergency measures taken. National Immigration Administration will send a feedback. After the failure is addressed, persons in charge of aircraft or agencies shall immediately report to National Immigration Administration which will provide an emergency cancellation check code, and the persons in charge of aircraft or agencies shall immediately restore the iAPI system and send an email to National Immigration Administration, indicating the emergency cancellation check code and the time node for restoring the iAPI system. National Immigration Administration will send a feedback.

- Where a flight has to land and go through the immigration clearance procedures at an alternate airport in China due to, among others, weather conditions and mechanical failures, the airline concerned shall report to the border control authority based at the alternate airport.

6. Acronym

MPS: Ministry of Public Security of the People's Republic of China.

MOT: Ministry of Transport of the People's Republic of China.

NIA: National Immigration Administration

IATA: International Air Transport Association.

Doc 9303:   Machine Readable Travel Documents (Passport standards developed by ICAO).

7. Annex

7.1 Visa exemption policy

For a foreign passenger who does not hold a Chinese visa, persons in charge of aircraft or agencies shall verify whether the passenger can be allowed to enter China without a visa. At

present, Chinese visa-exemption policy can mainly be divided into two categories: visa-exemption entry and visa-exemption transit.

The following data is as of December 31, 2018. The updated policy can be acquired via the iAPI portal.

7.1.1 Visa-exemption entry policy

■ **Citizens of the following countries holding diplomatic passports can enter China without visas**

Slovakia, Albania, North Korea, Bosnia and Herzegovina, Serbia, Romania, Maldives, San Marino, Chile, Ecuador, Pakistan, Colombia, Bolivia, Uruguay, Cuba, Mongolia, Iran, Laos, Bangladesh, Turkey, Cyprus, Vietnam, Hungary, Poland, Lithuania, Moldova, Turkmenistan, Belarus, Jordan, Tajikistan, Argentina, Benin, Kazakhstan, Georgia, Azerbaijan, Slovenia, Macedonia, Armenia, Croatia, Jamaica, Sudan, Mexico, Myanmar, Guyana, Russia, Ukraine, Kyrgyzstan, Thailand, Peru, Brazil, Philippines, Brunei, Tanzania, Indonesia, Equatorial Guinea, Cambodia, Tunisia, Nepal, Trinidad and Tobago, Egypt, United Kingdom, Costa Rica, Malta, Grenada, Oman, Uzbekistan, South Africa, Samoa, Singapore, Malaysia, South Sudan, United Arab Emirates, Bulgaria, Tonga, Montenegro, Sri Lanka, Seychelles Mauritius, Venezuela, Nigeria, Bahamas, Morocco, Dominica, Senegal, Suriname, Barbados, Congo (Brazzaville), Kenya, Kuwait, Zimbabwe, Burundi, Djibouti, South Korea, Fiji, Angola, Eritrea, Togo, Mali, East Timor, Cape Verde, Afghanistan, Ireland, Ethiopia, Cote d'lvoire, Israel, Switzerland, Gabon, Liberia, Comoros, Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany (including temporary diplomatic passport), Greece, Italy, Latvia, Luxembourg, Netherlands, Portugal, Spain, Sweden, Mozambique, Lesotho, Iraq, Iceland, Ghana, Mauritania, Cameroon, Norway, Guinea, Panama, Sao Tome and Principe, Gambia, Monaco, Bahrain, Burkina Faso, Niger, Botswana, Rwanda, Qatar, Sierra leone.

■ **Citizens of the following countries holding service (official, special) passports can enter China without visas**

Slovakia, Albania, North Korea, Bosnia and Herzegovina, Serbia, Romania, Maldives, San Marino, Chile, Ecuador, Pakistan, Colombia, Bolivia, Uruguay, Cuba, Mongolia, Iran, Laos, Bangladesh, Turkey, Cyprus, Vietnam, Hungary, Poland, Lithuania, Moldova, Turkmenistan, Belarus, Jordan, Tajikistan, Argentina, Benin, Kazakhstan, Georgia, Azerbaijan, Slovenia, Macedonia, Armenia, Croatia, Jamaica, Sudan, Mexico, Myanmar, Guyana, Russia, Ukraine, Kyrgyzstan, Thailand, Peru, Brazil, Philippines, Brunei, Tanzania, Indonesia, Equatorial Guinea, Cambodia, Tunisia, Nepal, Trinidad and Tobago, Egypt, United Kingdom, Costa Rica, Malta, Grenada, Oman, South Africa, Samoa, Singapore, Malaysia, South Sudan, United Arab Emirates, Bulgaria, Tonga, Montenegro, Sri Lanka, Seychelles, Mauritius, Venezuela, Nigeria, Bahamas, Morocco, Dominica, Senegal, Suriname, Barbados, Congo (Brazzaville), Kenya, Kuwait, Zimbabwe, Burundi, Djibouti, South Korea, Fiji, Angola, Eritrea, Togo, Mali, Timor-Leste, Cape Verde, Ireland, Ethiopia, Côte d'Ivoire, Israel, Gabon, Comoros, Mozambique, Lesotho, Ghana, Mauritania, Cameroon, Guinea, Panama. Sao Tome and Principe, Gambia, Bahrain, Burkina Faso, Niger, Botswana, Rwanda, Qatar, Sierra Leone.

■ **Citizens of the following countries holding passports for public affairs can enter**

China without visas

North Korea, Mongolia, Vietnam, Georgia, Azerbaijan, Armenia.

- **Citizens of the following countries holding ordinary passports can enter China without visas**
    - Singapore, Brunei, Japan.
    - Ecuador, Tonga, San Marino, Grenada, Seychelles, Mauritius, Bahamas, Fiji, Barbados, Serbia, United Arab Emirates, Qatar, Belarus, Bosnia and Herzegovina.
    - United Kingdom (attached with a visa exemption sticker issued by China), Benin (attached with "public affairs certificate"), Laos (attached with effective visas for public affairs), Bangladesh (marked with "For Government Affairs" or "Free of Charge"), Moldova (marked with "For Public Affairs"), Turkmenistan (marked with "For Public Affairs"), Tajikistan (marked with "For Public Affairs"), Macedonia (marked with "For Public Affairs"), Armenia (marked with "For Public Affairs").

Remarks:
• Citizens of Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Croatia, Bulgaria, Cyprus and Romania holding diplomacy passports or European Union Laissez-Passer are allowed to enter China without visas, subject to the following time limit: no more than 90 days in any 180-day period, including the number of days on an uninterrupted stay and the total number of days on multiple visits counted from the date of each entry.
• Citizens of the United Kingdom and Ireland holding European Union Laissez-Passer can enter China without visas, subject to the following time limit: no more than 90 days in any 180-day period, including the number of days on an uninterrupted stay and the total number of days on multiple visits counted from the date of each entry. Citizens of the United Kingdom and Ireland holding diplomatic passports are treated in accordance with bilateral agreements.
• The service and ordinary passports held by British citizens and the official passports held by Irish citizens can grant them visa-exemption entry only if attached with visa exemption stickers provided by China.
• Norwegian and Icelandic citizens holding diplomatic passports can enter China without visas, subject to the following time limit: no more than 90 days in any 180-day period, including the number of days on an uninterrupted stay and the total number of days on multiple visits counted from the date of each entry.
• Visas may be exempted for citizens of Japan, Singapore and Brunei holding ordinary passports who travel to China for the purpose of business, sightseeing, visiting relatives or friends or making transit provided their stay in China is less than 15 days from the date of entry. Those ordinary passport holders who intend to stay in China for more than 15 days, as well as those who study, work, live, and do interviews in China, still need to gain valid visas before entering China.
• Holders of seafarer's passports from Russia and Lithuania are allowed to enter China without visas while arriving on service vessels.
• Panamanian citizens holding consular passports are allowed to enter China

> without visas.
>
> - Belarusian citizens holding ordinary passports can enter China without visas, subject to the following time limit: annually accumulated period of no more than 90 days.
> - The citizens of Bosnia and Herzegovina holding ordinary passports can enter China without visas, subject to the following time limit: no more than 90 days in any 180-day period.(180-day refers the 180-day period preceding any day of stay)

- **Holders of seafarer's passports from the following countries can enter China without visas**

Poland, Ukraine, Russia (arriving with a ship), Lithuania (arriving with a ship).

- **Visa exemption for group tour**
    - Nationals from Azerbaijan, Belarus, Georgia, the Republic of Moldova, the Russian Federation and Turkmenistan who travel with a group can stay for a maximum of 30 days, but the tour group must be accompanied by representatives sent by tour operators approved both by People's Republic of China and by Azerbaijan, Belarus, Georgia, the Republic of Moldova, the Russian Federation or Turkmenistan.
    - When travelling to Hainan Province, citizens of the following 59 countries holding ordinary passports can enter China without visas from an airport in Hainan Province, provided that they are accepted by a travel agency established in Hainan and their stay in the administrative regions of Hainan does not exceed 30 days: Russia, United Kingdom, France, Germany, Norway, Ukraine, Italy, Austria, Finland, Netherlands, Denmark, Switzerland, Sweden, Spain, Belgium, Czech Republic, Estonia, Greece, Hungary, Iceland, Latvia, Lithuania, Luxembourg, Malta, Poland, Portugal, Slovakia, Slovenia, Ireland, Cyprus, Bulgaria, Romania, Serbia, Croatia, Bosnia and Herzegovina, Montenegro, Macedonia, Albania, United States, Canada, Brazil, Mexico, Argentina, Chile, Australia, New Zealand, South Korea, Japan, Singapore, Malaysia, Thailand, Kazakhstan, Philippines, Indonesia, Brunei, United Arab Emirates, Qatar, Monaco, Belarus (citizens from the 8 countries of United Arab Emirates, Serbia, Qatar, Belarus, Bosnia and Herzegovina, Japan, Singapore and Brunei, where their information is provided by tour operators, can enjoy the above mentioned 30-day visa exemption program, but can only stay in Hainan province; where their information is not provided by tour operators, they shall be checked in accordance with the agreement on mutual visa exemption or the unilateral visa exemption policy, and are not subject to the restrictions in this policy related to the time or the areas of their stay).
    - Citizens holding ordinary passports from 10 ASEAN member countries (Malaysia, Thailand, Indonesia, Vietnam, Cambodia, Laos, Myanmar, Singapore, Brunei and the Philippines) can enter Guilin as a group from the airport in Guilin without visas, provided that their stay does not exceed 6 days. Tour groups (including more than 2 persons) from 10 ASEAN countries shall be accepted by a travel agency registered in China, arrive at and depart from Guilin Airport as a group and stay for no more than 6 days in the administrative regions of Guilin.
    - Foreigners holding ordinary passports issued by countries with diplomatic ties with

China and traveling to Hong Kong and Macao can travel free of visa to the Pearl River Delta Region in Guangdong Province (the administrative regions of Guangzhou, Shenzhen, Zhuhai, Foshan, Dongguan, Zhongshan, Jiangmen, Zhaoqing, Huizhou and Shantou City), provided they are on a group tour organized by a travel agency registered in Hong Kong and Macao and their stay does not exceed 6 days.

7.1.2 Visa-exemption transit policy

◼ **24-hour transit without visa policy**
  ▪ Foreigners holding connected passenger tickets, who will transit to a third country or region by an international aircraft, ship or train via China, will stay for not more than 24 hours in China without leaving the port of entry, can be exempted from visas. Foreigners holding connected passenger tickets, who will transit to a third country or region by an international aircraft, ship or train via China, will stay for not more than 24 hours in China without leaving the port of entry, shall hold passports valid for more than three months, and shall apply to the exit/entry border inspection authorities for temporary entry permits (note: if approved, they are allowed to leave the port of entry to make a transit at another points in China, including making stops at several points in China, provided they leave for a third country or region within 24 hours).
  ▪ Passengers who do not leave the international transit areas in Beijing Capital Airport, Shanghai Pudong Airport, and Guangzhou Baiyun Airport and stay for no more than 24 hours, are not required to go through border inspection procedures.

◼ **72-hour transit without visa policy**
  ▪ Validity of the document: more than 3 months.
  ▪ the policy is applicable to the following countries:
  ▪ Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland, Monaco, Russia, United Kingdom, Ireland, Cyprus, Bulgaria, Romania, Ukraine, Serbia, Croatia, Bosnia and Herzegovina, Montenegro, Macedonia, Albania, Belarus, United States, Canada, Brazil, Mexico, Argentina, Chile, Australia, New Zealand, South Korea, Japan, Singapore, Brunei, United Arab Emirates, Qatar.
  ▪ Airports where this policy is applicable and areas within which stay is allowed
  ▪ 72-hour transit without visa policy is applicable to the airports in 11 cities, i.e. Guangzhou, Chongqing, Guilin, Xi'an, Harbin, and Changsha. Foreigners eligible to the 72-hour transit without visa program shall enter and depart from the following designated airports, and shall not stay beyond the time limit and administrative regions allowed by the visa exemption policy.

Table 6. List of Airports where the 72-hour Transit without Visa Policy is Applicable

City	Point of Entry/Exit	Areas Where Stay is Allowed
Guangzhou	Baiyun International Airport	Administrative regions of Guangdong Province
Chongqing	Jiangbei International Airport	Administrative regions of

City	Point of Entry/Exit	Areas Where Stay is Allowed
		Chongqing municipality
Guilin	Liangjiang International Airport	Administrative regions of Guilin city
Xi'an	Xianyang International Airport	Administrative regions of Xi'an and Xianyang cities
Harbin	Taiping International Airport	Administrative regions of Harbin city
Changsha	Huanghua International Airport	Administrative regions of Hunan Province

■ **144-hour transit without visa policy**

- Validity of the document: more than 3 months.
- the policy is applicable to the following countries:
- The policy is applicable to the same list of countries as the 72-hour transit without visa policy.
- Airports where this policy is applicable and areas within which stay is allowed
- 144-hour transit without visa policy is applicable to the ports in Beijing, Tianjin, Hebei (Shijiazhuang and Qinhuangdao), Shanghai, Hangzhou, Nanjing, Shenyang, Dalian, Chengdu, Kunming, Qingdao, Xiamen and Wuhan. Foreigners eligible to the 144-hour transit without visa program shall enter and depart from the following designated ports, and shall not stay beyond the time limit and administrative regions allowed by the visa exemption policy.

Table 7 List of Airports where the 144-hour Transit without Visa Policy is Applicable

City	Point of Entry/Exit	Area Where Stay is Allowed
Beijing	Beijing Capital International Airport, Beijingxi Railway Station	Passengers can enter or leave China from any of the 6 ports, and are allowed to stay without visas in the administrative regions of Beijing, Tianjin and Hebei Province.
Tianjin	Binhai International Airport, Tianjin International Cruise Home Port	
Shijiazhuang	Zhengding International Airport	
Qinhuangdao	Qinhuangdao Port	
Shanghai	Shanghai Pudong International Airport, Shanghai Hongqiao International Airport, Shanghai Railway Station, Shanghai Port International Cruise Terminal, Shanghai Wusongkou Cruise International Terminal	Passengers can enter or leave China from any of the 7 ports, and are allowed to stay without visas in Shanghai, Jiangsu Province and Zhejiang Province.
Hangzhou	Xiaoshan International Airport	
Nanjing	Lukou International Airport	
Shenyang	Taoxian International Airport	Passengers can enter or leave China from any one of these two airports, and are allowed to stay without visas in Liaoning
Dalian	Zhoushuizi International Airport	

City	Point of Entry/Exit	Area Where Stay is Allowed
		Province.
Chengdu	Shuangliu International Airport	Administrative regions of Chengdu city
Kunming	Changshui International Airport	Administrative regions of Kunming city
Qingdao	Qingdao International Airport	Administrative regions of Shandong Province
	Qingdao port	
Xiamen	Gaoqi International Airport	Administrative regions of Xiamen city
	Xiamen port	
Wuhan	Tianhe International Airport	Administrative regions of Wuhan city

Notes:

Those holding international travel documents issued to a non-native citizens by a foreign government (i.e. there is a difference between the issuing country and the nationality of the document holder, such as travel document , refugee card and travel document for aliens) cannot enjoy the 72–hour and 144–hour transit without visa program and other visa facilitation policies. The updated policy can be acquired via the iAPI portal.

7.2 Port visa policy

Visa on arrival is issued to foreign nationals, who need urgent entry into China for humanitarian purposes, who are invited to enter China for urgent business dealings or urgent engineering repairs, or who are required to enter China for other urgencies and hold supporting material which can facilitate the processing of the application for visas on arrival, and to foreign tour groups invited by a travel agency approved and certified by China. Applicants shall provide valid passports or other international travel documents, fill out visa on arrival application forms for foreigners, and provide acceptable personal photos, invitation letters and supporting material related to the handling of urgent matters, or invitation letters from travel agencies. The updated policy can be acquired through the iAPI portal.

As of Dec,31,2018, visa on arrival can be issued at the following airports: Beijing Capital International Airport, Tianjin Binhai International Airport, Shijiazhuang Zhengding International Airport, Shanghai Hongqiao International Airport, Shanghai Pudong International Airport, Chongqing Jiangbei International Airport, Dalian Zhoushuizi International Airport, Shenyang Taoxian International Airport, Jinan YaoqiangInternational Airport, Qingdao Liuting International Airport, Yantai Laishan International Airport, Weihai International Airport, Zhengzhou Xinzheng International Airport, Fuzhou Changle International Airport, Xiamen Gaoqi International Airport, Quanzhou Jinjiang International Airport, Guangzhou Baiyun International Airport, Shenzhen Bao'an International Airport, Jieyang Chaoshan International Airport, Haikou Meilan International Airport, Sanya Fenghuang International Airport, Nanjing Lukou International Airport, Sunan Shuofang International Airport, Changzhou Benniu International Airport, Xuzhou Guanyin International Airport, Yancheng Nanyang International Airport, Hangzhou XiaoshanInternational Airport, Wenzhou Longwan International Airport, Ningbo Lishe International Airport, Guilin Liangjiang International Airport, Nanning Wuxu International Airport, Xi'an Xianyang Xianyang International Airport, Taiyuan Wusu International Airport, Chengdu Shuangliu

International Airport, Harbin Taiping International Airport, Wuhan Tianhe International Airport, Changchun Longjia International Airport, Yanji Chaoyangchuan International Airport, Kunming Changshui International Airport, Hefei Xinqiao International Airport, Huangshan Tunxi International Airport, Guiyang Longdongbao International Airport, Manzhouli Xijiao International Airport, Hulun Buir Dongshan International Airport, Changsha Huanghua International Airport, Zhangjiajie Hehua International Airport, Xining Caojiapu International Airport, Lanzhou Zhongchuan International Airport, Yinchuan Hedong International Airport, Urumqi Diwopu International Airport, Kashgar Airport, Nanchang Changbei International Airport. The updated policy can be acquired via the iAPI portal.

7.3 The port permit policy for Taiwan compatriot

As of Dec 31, 2018, Taiwan residents do not hold valid entry permits, while arriving at one of the following International airports, may apply to the port exit and entry administration authorities entrusted for a valid 3-month single-entry mainland travel permit for Taiwan residents: Beijing Capital International Airport, Tianjin Binhai International Airport, Shanghai Hongqiao International Airport, Shanghai Pudong International Airport, Chongqing Jiangbei International Airport, Dalian Zhoushuizi International Airport, Shenyang Taoxian International Airport, Jinan YaoqiangInternational Airport, Qingdao Liuting International Airport, Yantai Laishan International Airport, Weihai International Airport, Nanchang Changbei International Airport, Zhengzhou Xinzheng International Airport, Fuzhou Changle International Airport, Xiamen Gaoqi International Airport, Quanzhou Jinjiang International Airport, Guangzhou Baiyun International Airport, Shenzhen Bao'an International Airport, Haikou Meilan International Airport, Sanya Fenghuang International Airport, Nanjing Lukou International Airport, Sunan Shuofang International Airport, Changzhou Benniu International Airport, Xuzhou Guanyin International Airport, Yancheng Nanyang International Airport, Hangzhou XiaoshanInternational Airport, Wenzhou Longwan International Airport, Ningbo Lishe International Airport, Guilin Liangjiang International Airport, Nanning Wuxu International Airport, Xi'an Xianyang Xianyang International Airport, Taiyuan Wusu International Airport, Chengdu Shuangliu International Airport, Harbin Taiping International Airport, Wuhan Tianhe International Airport, Changchun Longjia International Airport, Yanji Chaoyangchuan International Airport, Kunming Changshui International Airport, Hefei Xinqiao International Airport, Huangshan Tunxi International Airport, Guiyang Longdongbao International Airport, Hulun Buir Dongshan International Airport, Changsha Huanghua International Airport, Zhangjiajie Hehua International Airport, Xining Caojiapu International Airport, Yinchuan Hedong International Airport, Urumqi Diwopu International Airport, Shijiazhuang International Airport. Taiwan residents who apply for a single entry Taiwan compatriot permit shall accept inquiry from the authorities and submit the following materials:

- Fill in the Application Form for Mainland Travel Permit for Taiwan Residents;

- Submit photos that meet the Photo Requirements for exit/entry documents；

- Submit a valid original copy of the identity card and exit/entry documents issued by Taiwan. Those without identity card shall submit an original copy of the household

registration record or the household certificate. The updated policy can be acquired via the iAPI portal.

7.4 Feedback text

Table 8. Feedback List of Passengers

Scenario	Feedback code	Free Text
OK TO BOARD	0Z	OK TO BOARD
NO BOARD	1Z	NO BOARD, if there is a question, please contact with NIA of China (Tel: +86-10-56095288)
	1Z	NO BOARD, exit/entry documents expired
CHECK MORE	2Z	CHECK MORE, exit/entry documents expired
	2Z	CHECK MORE, nationality not compliant with the transit without visa requirement
	2Z	CHECK MORE, exit/entry documents validity not compliant with the transit without visa requirement
	2Z	CHECK MORE, port of entry not compliant with the transit without visa requirement
ERROR	4Z	ERROR, error in last name
	4Z	ERROR, error in first name
	4Z	ERROR, error in middle name
	4Z	ERROR, error in gender
	4Z	ERROR, error in date of birth
	4Z	ERROR, error in nationality
	4Z	ERROR, error in passenger type
	4Z	ERROR, error in exit/entry documents type
	4Z	ERROR, error in exit/entry documents number
	4Z	ERROR, error in exit/entry documents issuance country
	4Z	ERROR, error in exit/entry documents issuance date
	4Z	ERROR, error in expiration date of exit/entry documents
	4Z	ERROR, error in resident country
	4Z	ERROR, error in street name of China
	4Z	ERROR, error in city name of China
	4Z	ERROR, error in province name of China
	4Z	ERROR, error in postal code
	4Z	ERROR, error in country code
	4Z	ERROR, lack of PNR locator
	4Z	ERROR, lack of E-ticket number
	4Z	ERROR, lack of passenger reference number

Scenario	Feedback code	Free Text
	4Z	ERROR, lack of initial point of embarkation
	4Z	ERROR, lack of last point of disembarkation

Table 9. System and Message Level Feedback Lists

System Level Feedback List

Feedback content	Meaning
CTL3I	The received message could not be parsed normally, including no flight number, no initial airport of the flight, no destination airport, no scheduled departure time, no planned arrival time, flight number is too long and other situation can cause the message not being parsed normally or the message composition error.

Message Level Feedback List

Feedback content	Meaning
MESSAGE FORMAT ERROR	There is an error in the message composition, the mandatory item (M) keyword is missing, the number of loops is incorrect, etc.
FIELD EXCEEDS MAXIMUM LENGTH	Field exceeds maximum length.
ABO OR AVF MISSING VALUE	ABO or AVF missing value
YZY MISSING VALUE	YZY missing value