

# COELUM

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Passenger Name Record.  
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COELUM Pronunciation: 'che-l&m, is Latin for airspace or sky. The Romans began questioning the rights they had in the space above the land they owned and to how high above did that right extended to. Ad coelum et ad inferos, they discussed, meaning that their right of property would extend as high up to the heavens and down to hell.

# Passenger Name Record.

by *Alejandro Lavat.*

In the travel industry, a passenger name record (PNR) is a record in the database of a computer reservation system (CRS) that contains the itinerary for a passenger, or a group of passengers traveling together. The concept of a PNR was first introduced by airlines that needed to exchange reservation information in case passengers required flights on multiple airlines to reach their destination.

“The main goal of the PNR is to fight and prevent, detect, investigate and prosecute terrorism and such offenses as smuggling and tax evasion and to facilitate passenger travel and safe and efficient trade from México to the world and vice versa.”

Since 2003, the passengers' information is transmitted through the Advance Passenger Information System (APIS), and the PRN is looking to complement and improve the APIS. The main goal of the PNR is to fight and prevent, detect, investigate and prosecute terrorism and such offenses as smuggling and tax evasion and to facilitate passenger travel and safe and efficient trade from México to the world and vice versa.

The passenger name record is regulated on article 7, first paragraph of the Customs Law and in the article 5 of its Regulations.

*“Article 7 of the Custom Law. The airlines carrying out international transport of passengers are required to provide the SAT information for passengers and crew transported from abroad with destination to Mexico, and from Mexico to aboard.”<sup>1</sup>*

*“Article 5 of the Custom Law Regulation. The airlines that transport passengers from foreign countries shall provide, upon request of the customs authorities, a list of the names of the passengers referred to the first paragraph of article 7 of the Customs Law, which shall contain the following information:*

- I. Date and number of the flight requested;*
- II. Place of departure and destination, and*
- III. Time of departure and arrival of the aircraft.*

*Such information shall be delivered on time and by magnetic or electronic media as required by the Ministry in the corresponding request.”<sup>2</sup>*

The New General Rules on International Trade for 2012 were published in the Official Federal Gazette on August 29, 2011 and state that México will apply are the following:

## *“Rule 1.9.1*

- Submission of information. - The airlines carrying out international transport of passengers*

*1.- Article 7 of the Custom Law*

*2.- Article 5 of the Custom Law Regulation*

shall transmit to the electronic system of the SAT, the passenger and crew information, transported between Mexico and the territory of the foreign national.

- The airlines that carry out an itinerary, for purposes other than transportation of passengers, cargo and mail are not required to perform the transmission of crew details that perform these special flights.

#### Rule 1.9.2

##### a) Tools for electronic transmission to the SAT

- Standard Format for the Exchange of Electronic Information for Administration, Commerce and Transport of the United States of America (U.S. / EDIFACT)
- Standard Format for the Exchange of Electronic Information for Administration, Commerce and Transport United Nations (UN / EDIFACT)

##### b) Time frames for transmission

- Passengers: Up to 30 minutes before the aircraft's scheduled take-off from the last foreign airport for direct transfer to national territory or country abroad.
- Crew: Before the aircraft takes off from the last foreign airport for direct transfer to national territory or country abroad.

##### c) Details of the electronic transmission

- of each passenger or crew member:
  - a) Name and surname;
  - b) Date of birth;
  - c) Gender / Sex, and
  - d) Type (Transit), optional
- Travel document to prove the identity of the passenger or crew member:
  - a) Type: (passport, visa or consular ID issued by the Mexican government, permanent resident card in the United States of America or Canada, or birth certificate), optional;
  - b) Number, where available;
  - c) Issuing country, and
  - d) Expiry date, where available.
- The flight:
  - a) Country Code and airport of origin;
  - b) Code of the airline and flight number;
  - c) Date and time of departure;
  - d) the country code and destination airport, and
  - e) Date and time of arrival.

### Rule 1.9.3

- a) Airlines are required to forward information for each passenger 72 hours before the plane takes off, and update same 48, 24 and 8 hours before the same takeoff, according to the guidelines to be issued for this purpose:
- Required Registration:
    - a) Code Locator Records (PNR).
    - b) Date of reservation and date of ticket issue.
    - c) Date (s) of intended travel.
    - d) Name (s) and surname of the passenger and / or carriers (with same reservation).
    - e) Payment and billing information / (Cash, Credit Card or other)
    - f) Travel itinerary for specific PNR.
    - g) Information on shared code (PNR codes assigned to the passenger when the flight is made by a carrier other than the one selling the ticket, according to service agreements between airlines).
    - h) Name of travel agency or travel agent, if applicable.
  - Optional Registrations:
    - a) Contact information.
    - b) Information available on frequent traveler benefits. (Ex. free tickets, change of status, etc.)
    - c) Information start or split (when the reservation covers 2 or more persons and one of person changes to a different flight itinerary from the rest of the group should record the name and itinerary for each code PNR).
    - d) Status of the journey of the passenger (including confirmations and registration).
    - e) Registration information (including ticket number, one-way tickets and automated trading ticketing fees).
    - f) Information on luggage.
    - g) Seat Information. (Including the number of seat)
    - h) General information on special services required by the passenger.
    - i) Advance information collected on passengers (APIS).
    - j) Historical information about changes to the PNR (related to the preceding paragraphs).

### Rule 1.9.4

- a) Air Taxis: NO CHANGE

For the purposes of Rule 1.9.1., companies providing transport services of passengers, known commercially as air taxis, are not required to make the transmission of information referred to Rules 1.92 and 1.9.3, but are required to provide electronically, according to the guidelines established by AGCTI, the following information:

1. The Company:
  - a) Company name.
  - b) RFC<sup>3</sup>
  - c) Address.
  
2. The Aircraft:
  - a) Registration mark of each of its aircraft.
  
3. For each passenger transported in the semester immediately preceding:
  - a) Name and surname.
  - b) Date of birth.
  - c) Nationality.
  - d) The cities of departure and destination of their flights.
  
4. Crew:
  - a) Name and surname.
  - b) Date of birth.

*In January and July each year, a notice must be filed if the information has been modified in the immediately preceding semester.*

#### Rule 1.9.5

##### a) Sanctions:

*It is contemplated for those cases in which it is considered that the electronic transmission of information is incomplete, incorrect, and extemporaneous or omitted.*

*The article 185 of the Customs law establishes a fine of \$58,610 to \$87,920 pesos that will be applied for the omission in the transmission of information on each passenger. The fine will be reduced by 50% in the case that the electronic transmission is extemporaneous, incomplete or contains incorrect information.*

*Rule 1.9.2., shall enter into force and full effect on November 1, 2012. Until then, as provided in Rule 1.9.3 of the General Rules on Foreign Trade for 2011.*

*Rule 1.9.3., shall enter into force and full effect on 1 November 2012, however, airlines engaged in international transport of passengers may submit data from the day following its publication.”<sup>4</sup>*

3.- Federal Taxpayer Registry

4.- [http://www.aduanas.gob.mx/aduana\\_mexico/2008/normatividad/143\\_23447.html](http://www.aduanas.gob.mx/aduana_mexico/2008/normatividad/143_23447.html)

*All the information provided is confidential and protected according to the article 69<sup>5</sup> of the Tax Code of the Federation.*

Some advantages of being on the same PNR:

- ✓ You're less likely to be split up in case of a seat reassignment
- ✓ When things go wrong (missed flights, mechanical issues, etc...) then having a single PNR can be simpler for the agent since there is less typing involved.

Some disadvantages of being on the same PNR:

- ✓ In some circumstances, you may want to be able to check-in separately for an international flight. In a multi-passenger international PNR everyone must check in at the same time.
- ✓ If one requests "sticker" upgrades for multiple (two) passengers on the same PNR, standard procedure dictates that the upgrades will clear only if two seats in the appropriate inventory are available at the same time.

Currently there is still no negotiation or approach between the SAT and the European Union on the protection of passenger data, moreover there is no international agreement in which is stated the obligation of the carriers to transmit the information on "check in".

The information and the requirements that will be requested by SAT are practically a copy of the information that the U.S. requires.

The PNR in México will become an excellent tool to create a complete database of passenger information so that the SAT and other dependencies may have control over the hundreds of passengers that arrive by air. This will facilitate the control for the prevention of drug smuggling and tax evasion.

*5.- Article 69. Official personnel involved in the various procedures relating to the applicability of tax provisions must observe strict confidentiality regarding the statements and data provided by third party contributors or related thereto, as well as those obtained in the exercise of the power of inspection. This reserve does not include the cases that indicate tax laws and those data to be supplied to the officials responsible for the administration and advocacy federal prosecutors, judicial authorities in criminal law enforcement process or the competent courts before which alimony or the case provided for in Article 63 of this Code. This reserve does not include information on tax credits taxpayers firm, the tax authorities to provide credit information companies to obtain authorization from the Ministry of Finance in accordance with the Regulatory Law of Credit Information Companies, or to be provided for reporting purposes by third parties, as the last paragraph of Article 134 of this Code, or to be provided to a taxpayer to verify the information contained in tax receipts that is intended deduct or credit, issued to you under the terms of this ordinance...*

### Mexico City International Airport reaches traffic record.

Between January and June of this year, the Mexico City International Airport (AICM) had the maximum historic passenger traffic for a semester of operations, according to data of its administration. The two terminals added 13.9 million of passengers, almost 15.9% more compared to the 12 million of 2011. This number also breaks the record of the 12.68 million of users of the first semester of 2008.

*Reforma. 01/August/12.*

### Negative Behavior for 31 % of Mexican Airports.

Of the 58 commercial airports found on operation in Mexico, 31% of them show a fall on passenger's traffic on the first semester of this year, compared with 2011. The airports with the maximum fall are, Puerto Escondido on the state of Oaxaca, with a 69.5% less, Puebla with a 46.4% less and Toluca, State of Mexico with a 46.1% less, reveals information of the Ministry of Communications and Transports (SCT). *Milenio. 09/August/12.*

### VivaAerobus – Aiming to the Stock Exchange.

The low-cost airline VivaAerobus contemplates to enter the Mexican stock exchange, in words of Juan Carlos Zuazua, General Manager of the company; although he clarifies that this decision is not on the company's plans for the next year. The objective is to get finance on the markets with the collaboration on the Stock exchange through a debt emission; without a doubt it is a viable option because the plans of renovation of the fleet requires of strong capital injections. *CNN Expansión. 13/August/12.*

### 55 million Mexicans will be traveling.

The National Chamber of Air Transportation (CANAERO) foresees that by the end of 2012 the passenger traffic will exceed the 55 million people. This number represents an increase of about 3% since 2008. Regarding international transportation there has been an increase of about 7.3%. CANAERO expects for even a greater increase due to the fact that new equipment is being incorporated by the airlines to their fleet, therefore, reducing the average age of the fleet by 10 years. *La Crónica. 15/August/12.*

### Hypersonic airplane test fails.

The hypersonic airplane X-51A WaveRider, designed to fly six times faster than the speed of sound, fell into the Pacific Ocean after a control failure. This is the third time that the WaveRider fails. None of the tests have ever been successful nor have they achieved the programmed distance. The WaveRider had an estimate cost of 140 million USD and its objective is to reduce the flight time to any destination. *El Financiero. 16/August/12.*

### Increase on the acquisition of used aircraft in Mexico.

The acquisition of used aircraft in Mexico has increased in the last couple of years due to the worldwide economic crisis. Last year, 127 used aircraft were commercialized, and many airlines have been buying used aircraft to expand their fleet. Mexico is one of the greatest markets in the acquisition of used aircraft, just behind U.S.A., Brazil and Canada. *La Crónica. 22/August/12.*

In this month extract was prepared by Jessi Saba and Mauricio Castillo.

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