Meeting Summary

Okay, here's a breakdown of the meeting summary based on the provided segments, formatted as requested:

1. APS Data Flow & Timelines (00:03 - 00:12)

Client Requirements:

- Need to understand the process of APS.
- Need to understand how the teams should cooperate.
- Need to understand PNR data.
- GM SME requires investigation on early data from PNR.
- Understand the three steps of data sent to Nice: PNR, API, and IAPI (or its current equivalent, APB).
- Desire for a data flow diagram.
- Want to combine the three processes (PNR, API, IAPI/APB) into one big process with subprocesses.

To-Do List / Action Items:

- Provide a data flow diagram to illustrate the process.

Clarifications & Key Assumptions:

- IAPI is now APB (Advance Passenger Border).
- Data flow: Flight ticket purchase -> Airline -> SITA -> Nice (after cleansing).
- First data from airline to APS: 72 hours before flight departure.
- Configuration: data sent from airlines to APS three days before flight departure.
- Next data drop: 24 hours before flight departure, containing changes between 72 and 24 hours.
- Airlines submit in batches, not at each individual change.
- Check-in data is sent in real-time.
- DCS (Departure Control System) data is sent at T-0 (flight departure) and includes baggage weight, number of bags, and seat number.

---

2. Data Types & Real-Time vs. Batch (11:13 - 13:02)

Client Requirements:

- Understand the difference between traveler and crew data.
- Understand the types of security documents.

To-Do List / Action Items:

- Share details in the ICD (Interface Control Document).

Clarifications & Key Assumptions:

- DCS data comes together with PNR in one message.
- PNR data is sent four times.
- DCS data accurate at T-0.
- Check-in data includes luggage weight and number of bags.
- Flight manifest sent at departure (+/- 15 minutes), includes passenger and crew list.
- Check-in data is real-time (API/APP), while PNR and DCS are batch.
- Data can be searched by data type.
- Crew data only includes check-in and flight manifest, not booking data.
- API data differentiates between crew and passengers.
- Security documents captured during booking are optional.
- Approximately 40-50% of bookings may not have security document numbers.

---

3. Identity Management & Data Interface (13:02 - 16:07)

Client Requirements:

- Need a way to uniquely identify passengers.
- Need an interface to view the data.
- Need to integrate external systems for check-in.

To-Do List / Action Items:

- Discuss Kafka setup and integration later.

Clarifications & Key Assumptions:

- The system correlates data closer to T-0 to improve accuracy.
- Name and identity number are used for APP check-in to map to a single identity.
- System has a concept of identity to integrate passenger data.
- APS uses Kafka for event streaming.
- APS will check travelers against watchlists.
- Assumes NICE has authenticated suspect lists.

---

4. Risk Assessment & Data Attributes (16:07 - 20:37)

Client Requirements:

- Receive a list of all data attributes (including credit card details) at each stage.
- Understand what data APS can send (risk assessment results vs. purely passenger data).

To-Do List / Action Items:

- Provide a list of data attributes.

Clarifications & Key Assumptions:

- Majority of suspect lists are external agencies, not inside APS.
- Risk assessment is done against watchlists and profiles in APS.
- APS will send purely traveler data, not risk assessment results.
- There's a separate scoring in APS that considers the watch list and profile.

---

5. Unique IDs & Information Sharing (20:37 - 22:59)

Client Requirements:

- Unique ID in PNR that links all updates to the same booking

To-Do List / Action Items:

- Share the list of data attributes (include all fields provided in data feed)

Clarifications & Key Assumptions:

- PNR has a unique number tied to each booking, allowing updates to be tracked.
- SITA will send raw PNR data to APS; APS will enhance it, but NOT provide assessment result to main NICE modules
- Communication with airline is only whether to board or not to board

---

6. Harmonization & Kafka Integration (23:09 - 26:31)

Client Requirements:

- Decision on whether to treat APS as pure data source or to incorporate risk scores in decision making

To-Do List / Action Items:

- Proceed with SRS and SPS without considering risk assessment by APS (safer approach)

Clarifications & Key Assumptions:

- Data flows through Nice/High Tech, need to integrate APPS scoring.

---

7. Database & Triggering (26:31 - 30:33)

Client Requirements:

- Determine how High Tech data will be triggered

To-Do List / Action Items:

- The two teams must integrate with Nice module to allow updates.

Clarifications & Key Assumptions:

- High Tech data comes to database but database doesn't trigger the action.
- The direct data to the APP is the real time APP data (72 hour flight)

---

8. Traffic & Unique ID (30:33 - 33:40)

Clarifications & Key Assumptions:

- There will be different types of data depending on which part of Malaysia.
- The unique ID is needed for NICE to process for reporting

---

9. Security & Jabatan Laut Integration (33:40 - 38:41)

Clarifications & Key Assumptions:

- They are using security and data management.
- The identity solution needs to be solved before proceeding.

---

10. Data Flow & Slides (38:41 - 42:58)

Client Requirements:

- Data architecture needs to address the need to store APS data.

To-Do List / Action Items:

- Hightech and team should manage the same changes.

Clarifications & Key Assumptions:

- The data on the government data side and the APS is the same.
- Slides will be shared to NICE with sensitive information taken out.

---

11. Unique Identities & Visa Process (42:58 - 47:47)

Client Requirements:

- Need to have risk assement return for API.

Clarifications & Key Assumptions:

- High module security will find a unique person solution.
- There's no mandatory submission for ticket with visa.

---

12. Test & Time (47:47 - 53:48)

To-Do List / Action Items:

- Test the test.
- Must be a final answer to the question of board and not board

Clarifications & Key Assumptions:

- Passenger are clear and can board.
- It's 5 - 10 seconds long to get an answer from ICE

---

13. Issue & Solution (53:48 - 58:09)

Clarifications & Key Assumptions:

- The number of unique cases isn't that big.
- There's a high risk individual.

---

14. Summaries (58:09 - 65:01)

To-Do List / Action Items:

- work together to do entity resolution,

Clarifications & Key Assumptions:

- better look at the data, is what HighTech will provide before commenting

---

15. Session (65:01 - 69:23)

Clarifications & Key Assumptions:

- Have a sign in attendance sheet.

---

16. Subsequent and Combination (70:08 - 71:12)

Clarifications & Key Assumptions:

- Make sure the combinations make sense

---

17. Publish (73:04 - 75:34)

Clarifications & Key Assumptions:

- The message has to come from a published group.

---

18. Group (75:34 - 76:53)

To-Do List / Action Items:

- Need to provide clear instruction.