# 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.  
  
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### 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.  
  
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### 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.  
  
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### 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.  
  
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### 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  
  
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### 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.  
  
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### 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)  
  
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### 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  
  
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### 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.  
  
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### 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.  
  
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### 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.  
  
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### 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  
  
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### 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.  
  
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### 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  
  
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### 15. Session (65:01 - 69:23)  
  
\*\*Clarifications & Key Assumptions:\*\*  
\* Have a sign in attendance sheet.  
  
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### 16. Subsequent and Combination (70:08 - 71:12)  
  
\*\*Clarifications & Key Assumptions:\*\*  
\* Make sure the combinations make sense  
  
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### 17. Publish (73:04 - 75:34)  
  
\*\*Clarifications & Key Assumptions:\*\*  
\* The message has to come from a published group.  
  
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### 18. Group (75:34 - 76:53)  
  
\*\*To-Do List / Action Items:\*\*  
\* Need to provide clear instruction.  
  
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This is a detailed summary based on the provided segments. Remember that the "Clarifications & Key Assumptions" section is crucial for understanding the current understanding and potential future misunderstandings.