Restarting Aviation with RAIN RFID

Andrew Price – IATA

Head of Global Baggage Operations

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About IATA

IATA is the trade association for the world's airlines, representing some [290 airlines](#) or 82% of total air traffic.

We support many areas of aviation activity and help formulate industry policy on critical aviation issues.

https://youtu.be/R4PdVFjtdCl

Andrew Price, Head, Global Baggage Operations

Overview

Andrew Price is the Head of IATA's baggage operations department. He has 25 years of experience working in baggage directly, and over 30 years in aviation in general. Andrew is the custodian of the IATA vision for baggage, and as such brings a vast technical knowledge to a solid IT background to enable airlines and airports to achieve their change programs.

Education and qualifications

Andrew holds a Bachelor of Electronic and Electrical Engineering from the University of the South West, UK. He also holds a post graduate diploma in Information Systems Engineering and in 2014 obtained an MBA from the Open University in the UK.

Andrew is a regular contributor to International Airport Review, where he also sits on their advisory board. Andrew also speaks regularly at industry events, often working with IATA partners such as SITA.

Andrew was recently awarded membership of the AIDC 100.

Andrew speaks English and French.

Selected project experience

- Developed the IATA business case for RFID
- Developed and delivered the IATA Baggage Management Improvement Program (BIP), where the causes of baggage mishandling were identified, and solutions proposed, for over 200 airports.
- Developed the IATA InBag program that introduced the concept of global baggage t racking to the industry, leading to the adoption of tracking by all IATA member airlines (Resolution 753)
- IATA Secretary to the Travel Board, a group of senior airline advisors responsible for the standards for delivery of all airline activities associated with product delivery at the airport.
- IATA Secretary to the IGOM (IATA Ground Operations Manual) working group for baggage.
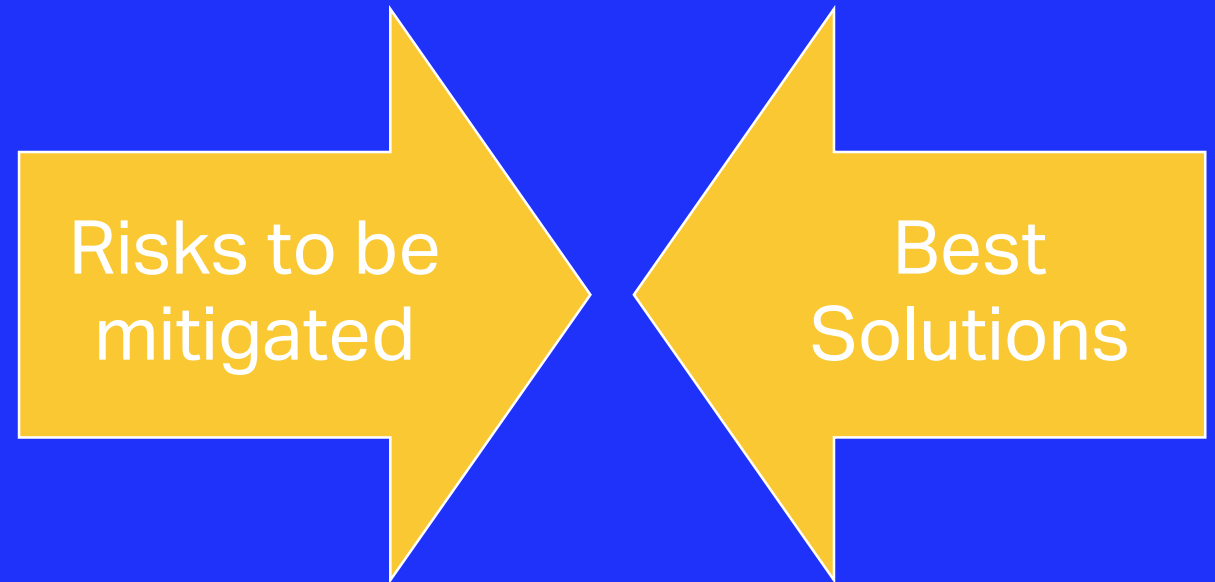- Author of the IATA Baggage Reference Manual.

Challenge

To restart aviation, protect health and safety. **Ensure aviation is not a meaningful vector** for the spread of COVID-19 and **restore public confidence** in air travel

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Phased

Q3/2020	• Minimum measures to get flights approved
Q4/2020 –Q4/2021	• Temporary arrangements • Consistent application
2022 -	• Removal of temporary arrangements

Layered

Risks to be mitigated → Best Solutions

Based on Scientific Evidence

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Guiding principles

1. Measures should be introduced **as far upstream as possible** in the travel process
    a. to minimize risk of contagion in the airport environment
    b. ensure that passengers arrive at the airport ready to travel

2. Collaboration between **governments and industry** is vital — aligned with ICAO's Take Off guidelines, a single roadmap of measures should be implemented globally

3. Measures should only last for **as long as required** with a clear exit strategy

4. Existing **roles and responsibilities** of governments, airlines and airports should remain the same

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Temporary multi-layered biosafety measures to protect health and safety, and ensure that air travel is not a meaningful vector for the spread of COVID-19
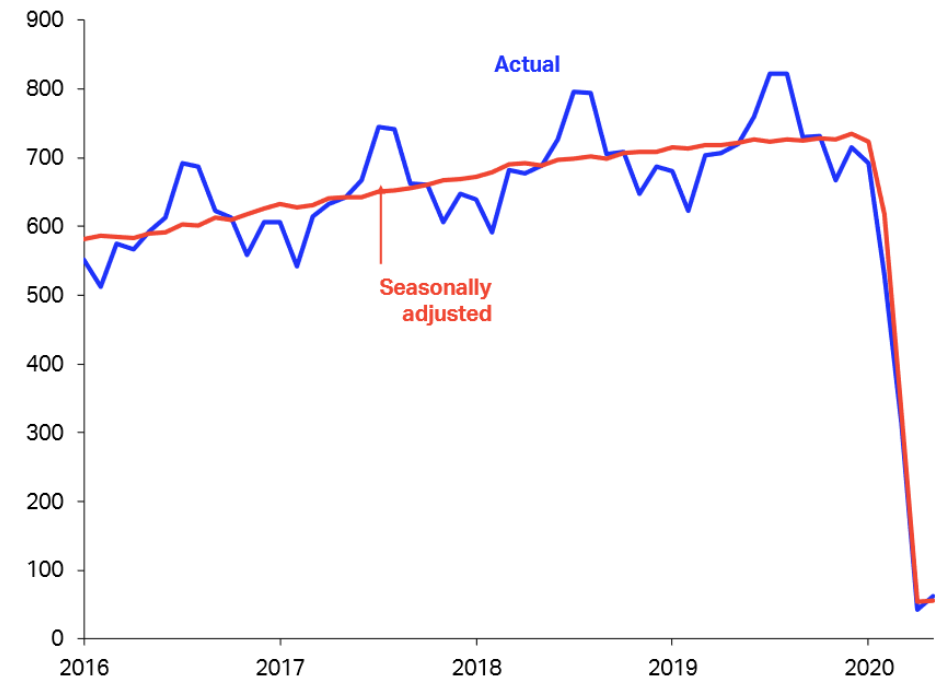

Pre-flight

8

Check-in

Departure airport

Airport processes

Boarding

Inflight

Arrival airport

Border & Customs

In transit

Let's not forget

RPKs are down 91.3% year on year (May 2020)

Everyone is watching every penny being spent

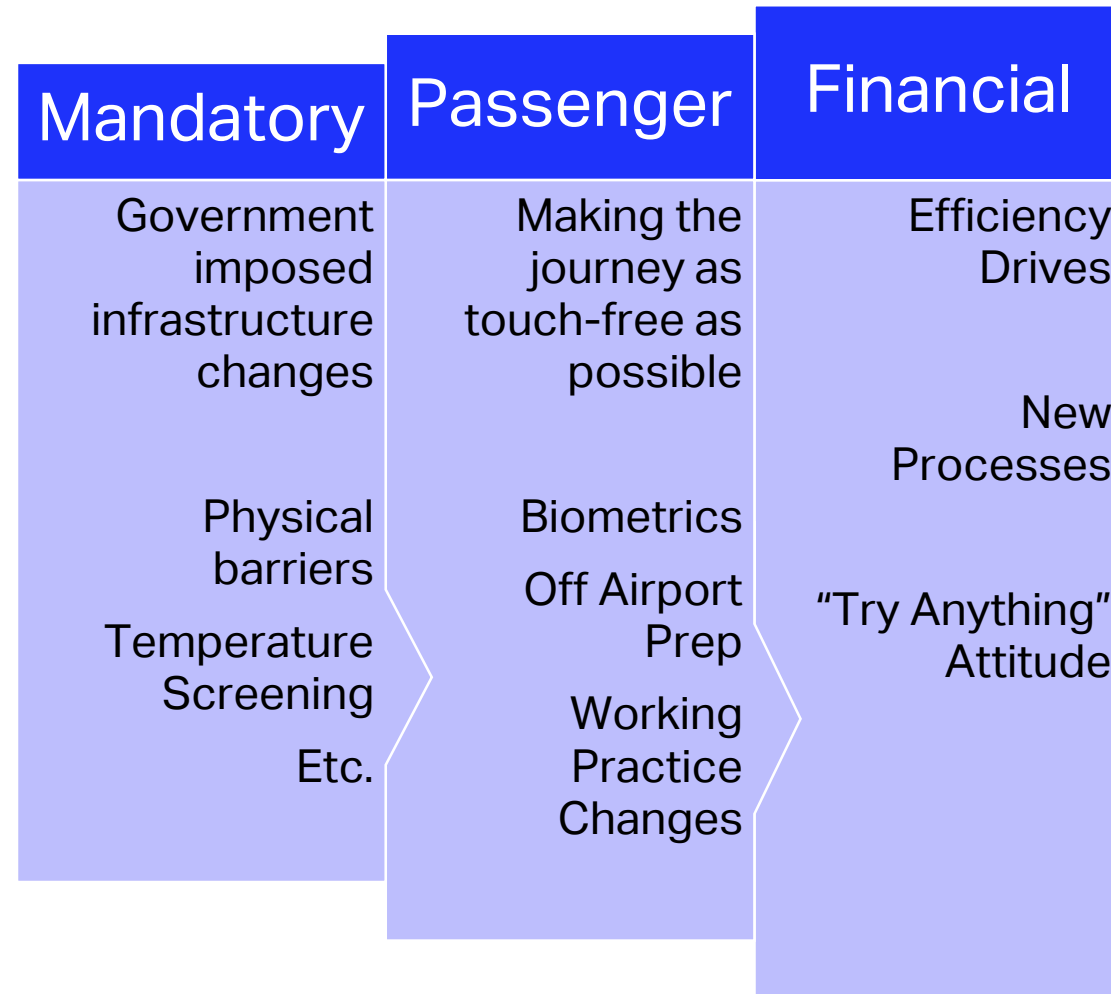**Chart 1 –** Air passenger volumes

Industry RPKs (billion per month)

Actual

Seasonally adjusted

Sources: IATA Economics, IATA Monthly Statistics

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Looking at the situation, what hope for investments?

All players are driving to review their strategy due to external factors

Investments are weighed against **need and use post COVID-19**

| Mandatory	Passenger	Financial
Government imposed infrastructure changes	Making the journey as touch-free as possible	Efficiency Drives
Physical barriers	Biometrics	New Processes
Temperature Screening	Off Airport Prep	"Try Anything" Attitude
Etc.	Working Practice Changes	

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Check-in

More passenger processes should be **done in advance from home**

- Home Printed Bag Tags
- Electronic Bag Tags
- Reusable RFID Bag Tags
- Boarding pass
- Personal data entry

All three can use RFID –

   (either in the tag or holder)

11

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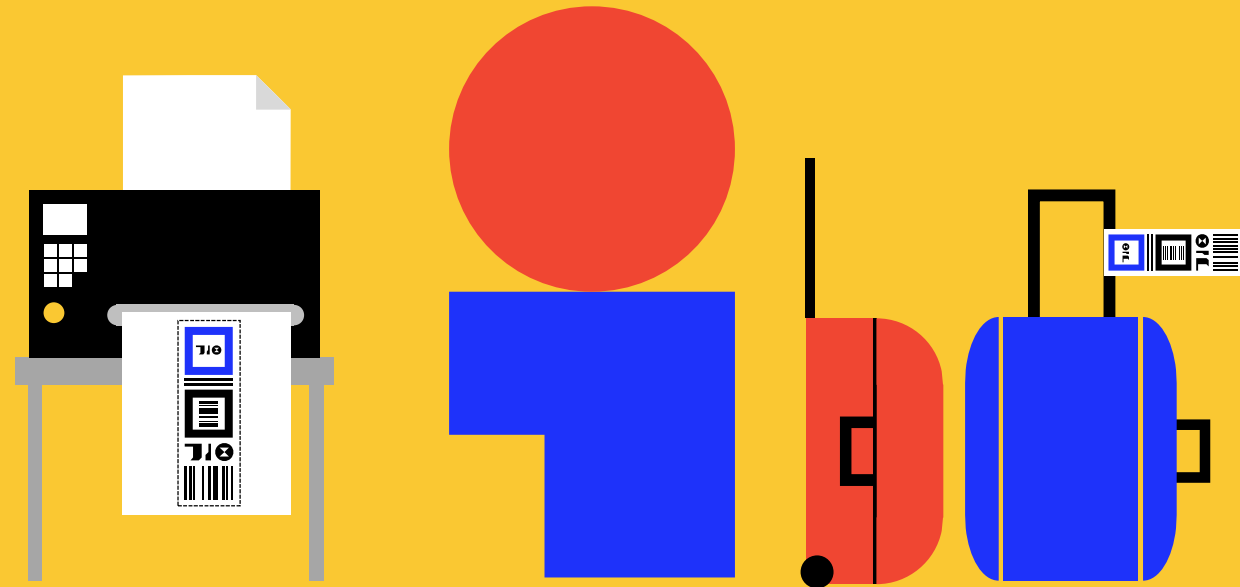
Technology

Alternative

EBT

HPBT

Reusable RFID

- No queues
- Simple scans
- Faster acceptance

- Queue
  - physical distancing issue
  - Staff protection issue
- Use a kiosk
  - Physical distancing issue
  - Cleaning / disinfection issue
  - Adaption issue for touch-free

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Reclaim Advantages

Baggage Reclaim is a major headache for physical distancing

Passengers need to be able to know when to approach the reclaim

RFID is a simple way to do this

Handling Advantages

Baggage presents a minimal risk of contagion – standard issue handling gloves are enough

Handheld scanners are often shared across shifts and need disinfection

Fixed RFID Reader infrastructure is touch-free by design

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Staff Applications

Touch-free Access control

Monitoring distances

Recording and Timing interactions

Possibility of maintain staff privacy whilst providing oversight

Making a pitch today...

Many factors to consider…

| Available from home | Benefits from start to finish | Pax | Staff | No Handhelds | | Easy to grasp |

| Upstream | Touch Free | Usable post COVID-19 | Positive effort | Minimal from surfaces | Minimal Handler <-> Passenger |

| Guiding Principles | Cost Saving | Don't overestimate risks of contagion |

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Conclusion

No single measure today can mitigate all the biosafety risks of travel

RFID Could play a role in touch-free processes for passengers and staff

- They are achievable
- They already exist

However, the environment has changed, it will be hard to make progress

Good Luck

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