Restarting Aviation with RAIN RFID

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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.
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 tracking 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.
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

Based on Scientific Evidence

Best Solutions

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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
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.
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**

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**.
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)
Technology

EBT
HPBT
Reusable RFID
  • No queues
  • Simple scans
  • Faster acceptance

Alternative

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

Guiding Principles

- 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
- 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