



# WHY

## Why BCBP?

Bar coded boarding passes give passengers more options and greater flexibility when checking in and boarding their flight.

Projected savings of:

- :: US\$3.58 per check-in with baggage
- :: US\$5.34 without baggage
- :: Total estimated industry savings of US\$500 million per year at 20% market penetration

## What are the benefits of BCBP to passengers?

- :: Boarding passes can be printed at home
- :: Early check-in and easy passage through the airport
- :: Unique boarding document for the entire journey

## What are the benefits of BCBP to airlines?

- :: Home printed boarding passes reduce paper costs by 100%
- :: 40% reduction in equipment replacement costs
- :: Lower check-in cost

## What are the benefits of BCBP to airports?

- :: Home printed boarding passes reduce the need for check-in desks
- :: BCBP improves the use of airport space
- :: BCBP increases throughput in a capacity-constrained environment
- :: Bar Code Readers and related equipment are cheaper to purchase and maintain

# WHEN

## What is the industry mandate?

- :: 2008 deadline: All airlines must be BCBP capable
- :: 2010 deadline: All boarding passes must be BCBP

## Why 2008?

- :: BCBP is a cost-efficient solution for passenger check-in and boarding
- :: BCBP does not use magnetic-stripe technology
- :: As electronic ticketing replaces paper tickets after 2007, magnetic-stripe technology included in ATB paper tickets will no longer be needed
- :: The 2008 BCBP deadline naturally follows the 2007 ET deadline

# WHO

## Whom to contact?

- |  |  |
|--|--|
| :: Africa<br><i>Simplibiz_africa@iata.org</i>      | :: Russia & CIS<br><i>Simplibiz_russiacis@iata.org</i> |
| :: Americas<br><i>Simplibiz_americas@iata.org</i>  | :: MENA<br><i>Simplibiz_me@iata.org</i>                |
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## Who is concerned?

- :: The mandate requires all airlines to implement BCBP
- :: BCBP is the unique standard for the industry, offering tangible savings for all carriers
- :: Full benefits of BCBP will be achieved by an industry-wide adoption of BCBP
- :: Airline partners (airports, system providers, ground handlers) must support BCBP

## Need to know more?

For advice on products and services related to BCBP, please contact the BCBP Preferred Partners:

- |               |              |
|---------------|--------------|
| :: Amadeus    | :: Symbol    |
| :: ARINC      | :: T-Systems |
| :: Intermec   | :: TravelSky |
| :: LH Systems | :: Unisys    |
| :: Sabre      |              |
| :: SITA       |              |

## How does an airline become BCBP capable?

- :: Airlines must ensure the Departure Control System (DCS) or local ground handler DCS can issue and read BCBP

## Why 2010?

- :: It may take up to 5 years for an equipment owner, airline, airport or ground handler to update its equipment to support BCBP and eliminate magnetic-stripe technology

## What does 100% BCBP use by 2010 mean?

- :: All airlines issue IATA-standard bar coded boarding passes only
- :: Printers and readers must be capable of printing and reading 2D bar codes
- :: All Departure Control Systems must be capable of handling 2D bar codes by the end of 2010

## Bar Coded Boarding Passes

# BCBP

## Improving passenger convenience Reducing complexity and cost

## BCBP is one of the 5 projects making up the Simplifying the Business (StB) programme:

- :: E-ticketing (ET)
- :: Bar Coded Boarding Passes (BCBP)
- :: IATA e-freight
- :: Common Use Self Service (CUSS)
- :: Radio Frequency ID (RFID) for aviation

# WHAT

## What are Bar Coded Boarding Passes?

Bar coded boarding passes (Resolution 792) use IATA industry-standard 2D bar codes that enable their use on interline journeys and take advantage of the efficiencies offered by the industry's conversion to 100% electronic ticketing at the end of 2007.

## Why multi-segment boarding passes?

- :: BCBP enables a single boarding pass to be used for up to 4 segments
- :: Carrying one boarding pass instead of several is more convenient for passengers and agents
- :: As check-in usually opens 24 hours prior to departure, most through check-in operations include 4 flights or less

## What is StB?

Launched by the Board of IATA and endorsed by the Annual General Meeting (AGM), the Simplifying the Business (StB) programme aims to leverage technology, automate and streamline processes as well as reduce complexity and cost, while making travel more convenient.

# HOW

## Where does an airline deploy BCBP capability?

- :: Desk: printers must be capable of printing 2D bar codes
- :: Self-service kiosk: printers must be capable of printing 2D bar codes
- :: Web: web boarding passes must contain the IATA 2D bar code

## What are the requirements for BCBP desk check-in?

- :: The local Departure Control System should be able to handle 2D bar codes
- :: A printer at the desk can print 2D bar codes
- :: The boarding pass' size should follow CUTE recommendation 1797
- :: The layout and quality of paper is up to the carrier, except in a CUTE, which introduces other requirements, e.g. plain 50 g paper

## What are the requirements for self-service kiosk check-in using BCBP?

- :: The self-service application issues a 2D bar code
- :: The kiosk contains a General Purpose Printer (GPP) and thermal paper
- :: The size of the boarding pass follows the Recommended Practice 1706E, e.g. ATB size or credit-card size
- :: The layout and quality of paper are determined by the carrier, e.g. plain 50 g paper

## What are the requirements for printing bar coded boarding passes at home?

- :: Web check-in is available 24 hours before departure
- :: The web check-in service issues a boarding pass containing the IATA 2D bar code

## How does an airline manage bags for web checked-in passengers?

- :: Passengers entering the airport with a boarding pass and bags do not wait in line with passengers who have not checked in
- :: Bag drop desks are created and advertised
- :: The 2D bar code on the boarding pass is scanned at the desk
- :: Bag tags are created in the passenger record and attached to the bags

## Acronyms

ATB: Automated Ticket/Boarding Pass  
 BCBP: Bar Coded Boarding Pass  
 CUTE: Common Use Terminal Equipment  
 DCS: Departure Control System

## What is the impact of BCBP on airport processes?

- BCBP will enhance the airport process by adding additional points at which boarding passes may be read:
- :: Boarding passes may need to be read at security checkpoints and at bag drop points
- :: Travel documents of passengers checked in on the Web may need validation before the flight
- :: Passengers may retain their boarding pass when boarding, as the boarding pass is valid for the whole journey

## What should airports providing check-in and boarding equipment do?

- :: Add 2D bar-code capability to existing equipment
- :: Replace obsolete equipment with 2D bar-code equipment
- :: Please note: The 2D bar-code equipment can handle the 1D bar code during the transition to 2D bar code

## What is the minimum requirement for airport equipment?

- :: Equipment must be able to read and/or print the PDF 417 symbol, which is the 2D bar code in the public domain
- :: The BCBP standard requires that data be encoded using the PDF 417 symbol

## How is IATA helping?

- IATA offers local support to airlines and airports through its global StB team. In addition, IATA:
- :: Provides resources such as
  - Knowledgebase
  - Interactive map of airport readiness
- :: Provides hands-on implementation support through
  - Workshops
  - Implementation Guide
- :: Facilitates dialogue and collaboration through
  - Orderbook service

## What is IATA's role for BCBP?

- :: Promote the standard to all stakeholders
- :: Facilitate the transition from existing solutions
- :: Challenge stakeholders not aligned with the industry mandate

GPP: General Purpose Printer  
 IATA: International Air Transport Association  
 1D bar code: One-dimensional bar code  
 2D bar code: Two-dimensional bar code  
 PDF 417: Portable Data File 417  
 StB: Simplifying the Business