Airport Operations Management

“from bag drop to push back”
Agenda

- What we do
- A-CDM
- InBag
- AIDX
- Other activities
- Commercial Products
What does Airport Operations Management do?

- We write resolutions and recommended practices for baggage systems and their integration with operations
- We set the IATA policy for A-CDM
- We are keenly interested in environment, hazards, emergency planning and airfield safety
- We lobby for change
A-CDM

- Working with our colleagues in SFO and MER, we take a high level view of A-CDM
- We have some general policies that ensure A-CDM is pursued for the right reasons, at the right airports, with the right stakeholders and in the right context.
- We support the integration of A-CDM into a broader airport data framework
IATA’s added value: Training

Training with an airline centric view on:
- Operational Concept Description of A-CDM
- CDM functional requirements and specifications
- Roles and responsibilities
- Key Performance Indicators (KPI)
- Service Level Agreements (SLA) between stakeholders
- Implementation risks
- Generic procedures
- Implementing CDM at airports,
- Implementation in flow management
IATA’s added value: Implementation support

- Promote the correct community-wide implementation strategy
- Identify production implementation issues
- Aligning stakeholders
- Identifying gaps and educating stakeholders (e.g. ground handlers)
- Providing implementers XML messaging standard
- External view of implementation
- Benchmarking performance reporting
IATA’s added value: Workshops

- Raising awareness and understanding
- The A-CDM concept and its benefits
- Current industry status
- Interactive discussions with implementers and potential candidates
- Driving the learning curve across the airline industry
- Lessons learnt from implementers, project planning, implementation
- Future outlook
IATA’s added value: Airport Data Exchange

- Setting standards for what should be shared
- Setting standards for how information is shared
- Creating patterns for communication during disruption
- Ensuring the value of data is leveraged fairly between all airport stakeholders
- Contributing towards a working industry data model for aviation
IATA’s added value: Airport Service Level Agreements

- Setting standards for what should be measured
- Setting standards for how measurements are made
- Setting standards for how SLAs are reported
- Ensuring the industry compares like with like
- Helping the industry find measurement and reporting solutions
InBag

- InBag is a longer term project aimed at improving baggage operations
- Based on broad learnings from the Baggage Improvement Program around simplification of processes
- Provides the standards for Home Printed Baggage Tags and Electronic Baggage Tags
Completed Key InBag Projects

- 10 Digits License Plate
- Baggage Broker
- Electronic Baggage Receipt Resolution
- Global Tracking Resolution
- HPBT Resolution
- Exception Based Handling
- Electronic Tag Recommended Practice
- Enhanced Identification
- Prorates Simplification
## Key InBag Projects 2015

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
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<tbody>
<tr>
<td>Enhanced Security Screening</td>
<td>Enabling the remote screening without bag being present</td>
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<tr>
<td>Customs Screening</td>
<td>Providing screening images to customs to speed clearance on arrival by targeting specific bags</td>
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<tr>
<td>Baggage XML</td>
<td>Reducing messaging costs, simplifying infrastructure and improving reliability</td>
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<tr>
<td>Baggage SLAs</td>
<td>Providing a common set of metrics for measuring standard performance metrics</td>
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Other Activities

- 2015 will see a drive into developing the airport data exchange framework
- ICAO Annex 19 and PANS-Aerodromes / Part 2 development
- The Airport Steering Group, Baggage Working Group and Baggage Steering Group need your support in terms of member participation
- We drive baggage change through StB
- We are developing services for airport emergency plan reviews
AIDX (Aviation Information Data Exchange)

AIDX is the result of efforts to standardize the format of data provided by airlines and other flight data providers. The schema, initially launched in 2008 currently comprises 95 distinct data elements, covering various aspects of Operational Flight Legs such as:

- Flight Identification, Codeshare, Operational Times
- Disruption Detail, Airport Resource Requirement
- Passenger, Baggage, Fuel

The current release (14.1) supports SESAR A-CDM Operational Time and Status. The AIDX working group continues to work with SESAR to ensure that the schema will support A-CDM as it evolves.
Commercial Products

- We support ITDI
  - ITDI Training in airport operations and baggage services
  - Bespoke training courses

- We support Consultancy
  - Singapore
  - Japan

- We develop products
  - HomingPin UIS
  - “Cabin Sized” baggage program
Regional Activities

- Airport Operations Management can only make a difference with your support
- There is an OSA target for the electronic baggage tag receipt – more importantly – the most efficient FAST implementation for HPBT and Electronic Tags uses this
- A-CDM – looking to you to organise and align SFO and APCS – are airlines being consulted early? Is there a business case?
- Driving working group and conference participation
Good questions

- What are your priority airports and airlines?
- Which airport operations activities do you want them to achieve?
- How and when will you work with them?
- What areas can we support you in?