Auto-ID for Flyables
Deployment Update
IATA 3rd RFID & Paperless Technical Operations Conference
Aviation drives our global economy

Growth
- Air traffic doubles every 15 years

Presence
- An Airbus takes off or lands every 2 seconds

Over 31,000 new aircraft required by 2033

3 billion
Passengers

50 million
Tonnes of freight

$2.4 trillion
Global GDP annually

58 million
Jobs supported

Source: ATAG 2014
The most global aerospace player

The numbers
- 11 Production sites
- 4 Assembly line locations
- 5 Training centres
- 4 Engineering centres
- 3 Customer support centres
- 10 Materials & logistics centres*

But also with support from a large supply chain.

- Connecting people & ‘things’ is necessary.

© AIRBUS S.A.S. All rights reserved. Confidential and proprietary document.

*Satair Group
Agenda

1. Auto-ID for Flyables - Objective
2. Deployment Plan
3. Expectations
4. Summary

- Auto-ID for Flyables Objectives, Constraints & Lessons Learned.
Auto-ID for Flyables - Objective

Automate data capture via Auto-ID to produce high data quality.
Auto-ID for Flyables – Traceability Automation

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>RFID (Radio Frequency Identification)</td>
</tr>
<tr>
<td>2</td>
<td>Barcode</td>
</tr>
<tr>
<td>3</td>
<td>Selection via touch screen</td>
</tr>
</tbody>
</table>

- Auto-ID refers to multiple technologies.
- Depending on the deployment method the EPC may be captured.
- EPC integration to the AIR managed via Customer Services.
Agenda

1. Auto-ID for Flyables - Objective
2. Deployment Planning
3. Expectations
4. Summary

- Auto-ID for Flyables Objectives, Constraints & Lessons Learned.
### Auto-ID for Flyables – Global Planning (Supplier Focus)

<table>
<thead>
<tr>
<th>Year</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>A350XWB (WAVE 0) PoC scope + all Seats/Life-vests across the fleet</td>
</tr>
<tr>
<td>2015</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td></td>
</tr>
</tbody>
</table>

**WAVE 1:**
Part marking with RFID integrated label
- High quantity items in A.I.R
- Items requiring complementary data
- Rotable CAs

**WAVE 2:**
Part marking with RFID integrated label for all traceable items (where possible)

- Supplier deployment is just the start
- No ‘Point of Embodiment’
Auto-ID for Flyables – Tags on Parts & the suppliers

Objectives
Automate data capture via Auto-ID to produce high data quality → stop CT176.

Wave 1 KPI

- All Traceable parts (where possible) enabled.
Auto-ID for Flyables – Global Planning (Airbus Focus)

• Buffer + WIP = Lead time after Auto-ID supplier Deployment
• Auto-ID for Flyables Objectives, Constraints & Lessons Learned.
Latest Airbus Specification Release

- New specification produced to align with latest standards.
- Separate tag solution still supported on customer or supplier request.
Read Range Test Options

- Many variables to test all possible scenarios.
- Variables: orientation, reflection, shielding, Process & Environment etc.
Auto-ID for Flyables – Airbus Tag Check (ATC)

- Provide an automatic validation of the Auto-ID part marking solutions
- Improve the Auto-ID deployment Visibility and Quality
## Auto-ID for Flyables – Global Planning (Customer Services)

**2016**

1. **Enable stream** – Tags on parts deployment

2. **Deployment stream** – Traceability automation deployment in the Airbus industry stream

3. **Services stream** – Create value for Airline operations through RFID
   - Objective: to evaluate the technology and the benefits of its use
   - Overall approach:
     - An exploration phase with a few airline partners
     - Use cases
     - Operational Efficiencies
     - Value Creation
     - Evaluate the potential of combining the findings to the current project
     - Go/Nogo on market direction

**2017**

- Anyone interested?
Agenda

1. Auto-ID for Flyables - Objective
2. Deployment Plan
3. Expectations
4. Summary

• Auto-ID for Flyables Objectives & Constraints.
Summary

1. Objective; Automate data capture via Auto-ID to produce high data quality
2. EPC integration to the AIR managed via Customer Services
3. No ‘Point of Embodiment’
4. Supplier deployment is just the start
5. Separate tag solution still supported on customer or supplier request

• Auto-ID for Flyables Objectives & Constraints.