RFID at United Airlines
RFID Components: Making the Data Accessible and Usable

<table>
<thead>
<tr>
<th>Item</th>
<th>RFID Tag</th>
<th>Air-to-Air Interface</th>
<th>Reader</th>
<th>Software</th>
<th>IP Infrastructure</th>
<th>Middleware</th>
<th>User Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>Life Vest</td>
<td>Variety of form factors and methods of attachment</td>
<td>Governed by globally accepted standards</td>
<td>Either a mobile computer or networked antenna</td>
<td>Converts the radio data into usable data</td>
<td>WI-FI or Ethernet</td>
<td>Interfaces data to user application</td>
<td>User does something useful with the data</td>
</tr>
</tbody>
</table>
United Airlines Cabin Interior Update

The Check Visualized for Life Vests
Updates on RFID as of 11/19/2018

Current status- (421 Inducted)
- Airbus (166)
- 787 (17)
- 737 (207)
- 777 post Polaris (12)
- 767 (15)
- 757 (4)

What’s next for RFID in the cabin?
- “Phase 2” project plan forecasted to begin in Q1 2019
  - Items include AED, PBE, EMK, FRK, ELT, Fire Ext, portable Oxygen & O2 generators
  - Discussions with vendors, tag suppliers and OEMs underway
Challenges and Goals

**Challenges**

- Deploying scanners to all stations
  - Vendors (Base)
  - UAL sites (Base & Line)
- Turnover from previous RFID Team
  - Scope changes
- Planning opportunities and ground time
- Legacy tags versus future vendor tags
- Pouches on Airbus, kits on 737, vests on sCO, etc.

**Goals**

- Ensure proper training on scanners and process
  - A-Check Stations
  - Base Stations
- Explore other RFID opportunities
  - Tooling
  - Catering
  - Wheels
- All tags coming from vendor
  - On-wing
  - In Stores/ supply chain
- Future inventory forecasts
  - Based off of RFID reports
Questions/Comments