

Up next: Passenger Experience

2019 ACI-NA Annual
Conference & Exhibition
Tampa, Florida, US A

15 September 2019



Up next: Facilitation Working Group

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Up next: One ID Progress

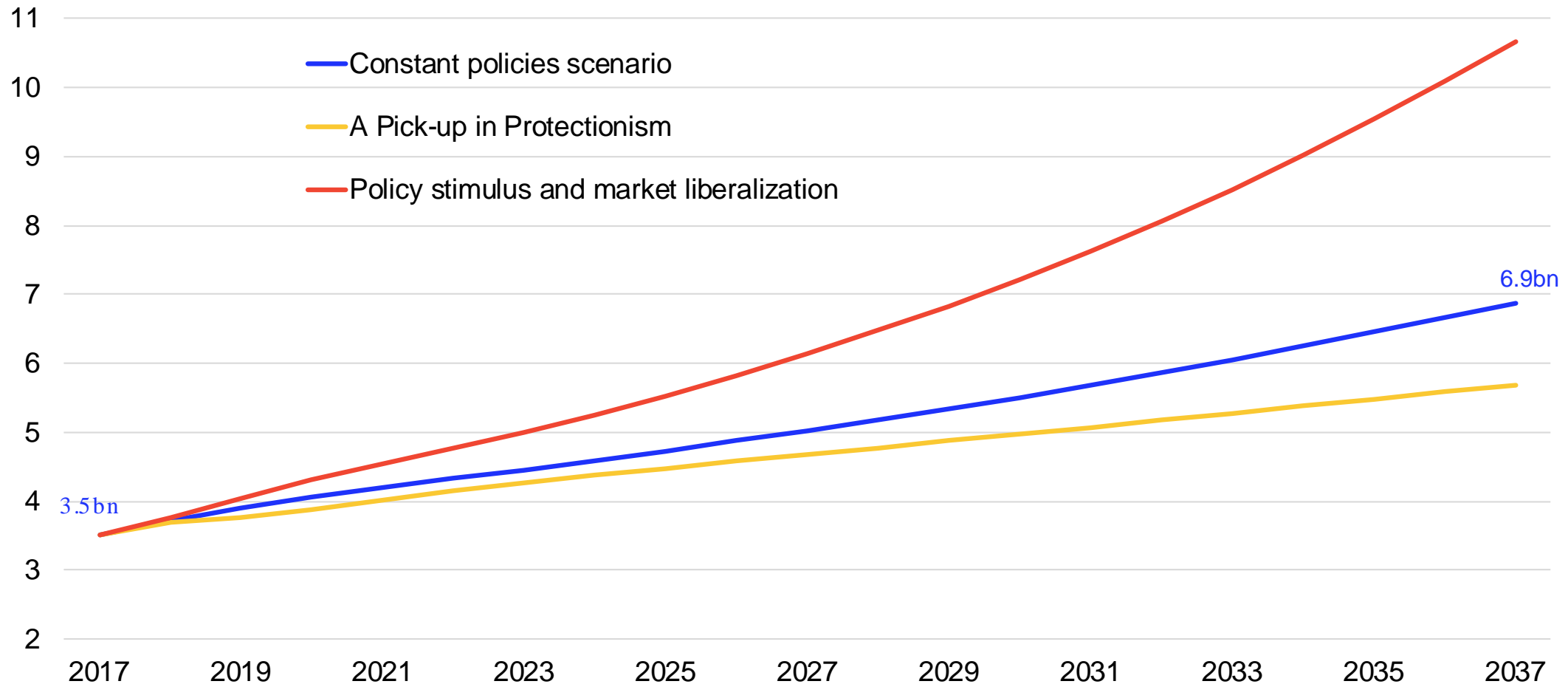
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Passenger number to double by 2037: the Industry to cope, with current infrastructure !

Global passengers (billion, O-D basis)



Passengers say;



We want more
self service
options,
seamless and
efficient travel

45%

of air travelers
choose biometric
identification as a
replacement of their
passport



One ID

Bag Drop

Security Access

A collaborative identity management solution spanning across all stakeholders using biometric recognition

**Passenger data
confirmed & ID verified
'Ready to Fly'**

Border Control (outbound)

Border Control (inbound)

Authorization to travel on flight back

Self -boarding

One ID Project organization

One ID Advisory Group

Provide guidance and
direction on the project

Expert Groups

Help by their expertise and
contribution to One ID
specific deliverables (in the
areas of Process/Operational,
Technology, Privacy, etc.)



No Change

IATA Strategic Partners
Governments
Airlines
Airports

Changes

High level Work plan– Process



High level Work plan– Technology

August

- Define - key contributors, start process for change and approval
- Exploration of data transmission possibilities, practices and recommendations (digital identity document at airport, off airport transmission of passenger related information, API transmission)
- Update and standardise terminology

**Tech
Doc
Draft**

**Dig ID
Doc
Draft**

September

• Develop paper on interoperability to share information from Key Contributors
• Develop various scenarios including DTC into the Case Scenario
• Develop Technology Key Contributors Working Group
• Identify what is needed for interoperability analysis of industry to

October

- Visual demo of various scenarios for interoperability continued.
- Update Digital Identity paper and connect to technology document
- Update Technology Document
- Report on DTC and finalized draft of technical specifications report from ISO for feedback from Technical Key Contributors
- Report on work of FIDO in Identity Verification & binding standardisation

November

- Feedback on DTC to ICAO DTC Sub group meeting
- Final draft of Interoperability document
- Final draft of Updated Technology Document
- Final Draft of Digital Identity document
- Present to PEMG in Bangalore on progress of technical Key Contributors Working Group
- Incorporate PEMG feedback into papers

December

- Guidance Document: Practices in the Use of technology
- Finalise all drafts

2020....

**Tech
Doc
Final**

**Dig ID
Doc
Final**

High level Work plan– Privacy

August

- Privacy & Security: Begin to identify and understand specific privacy and security issues and the impact of these in various One ID Use Case scenarios
- Define - key contributors, structure, process for chain of info and approval

September

- Begin to develop a knowledge base of privacy and security challenges, possible resolutions and impact on the Industry

October

- Assessment of regulations (international and national) and possible developments
- Online meeting with Privacy & Security Contributors

November

- Draft Guidance paper: Privacy and Security
- Progress on PEMG in progress
- Security development
- Contributors
- PEMG
- to papers

**Privacy
Guide
Draft**

December

- Guidance Paper: Privacy and Security
- Finalise all draft documents

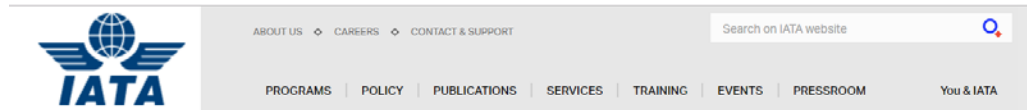
**Privacy
Guide
Final**

2020....

More One ID information

IATA Website

<https://www.iata.org/whatwedo/passenger/Pages/one-id.aspx>



[Home](#) > [Programs](#) > [Passenger Experience](#) > [One ID](#)

[Back to Programs](#)

PASSENGER EXPERIENCE:

[Fast Travel](#)

[One ID](#)

[Passenger Facilitation](#)

[Facilitation & Passenger Data](#)

[Airline Industry Data Model](#)

One ID

One ID introduces an opportunity for the passenger to further streamline their journey with a document-free process based on identity management and biometric recognition. Passengers will be able to identify themselves at each airport touchpoint through a simple biometric recognition. The objective is to achieve a truly interoperable system coordination between airports, airlines and governments.

Concept

In order to reduce repetitive identity checks and create a seamless flow, One ID seeks to introduce a robust, integrated identity management across the end-to-end passenger process that allows an individual to assert their identity online or in person. This should be done to the required level at every process step while maintaining the privacy of personal data.

"In parallel, we are looking to global standards to help passengers navigate the airport without having to prove their identity over and over. IATA's One ID project proposes face, iris or fingerprint recognition to seamlessly move passengers from curb to gate. The technology exists today. And we will be urging governments-vital partners to make One ID work to move quickly." Alexandre de Juniac, Director General and CEO, IATA

BENEFITS | GOVERNANCE | RESOURCES

One ID will bring multiple benefits to all stakeholders: passengers, airlines/airports and governments. The main benefits are listed below, related to the stakeholders who will benefit the most.

Passengers: seamless experience with one single identification



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page views/month

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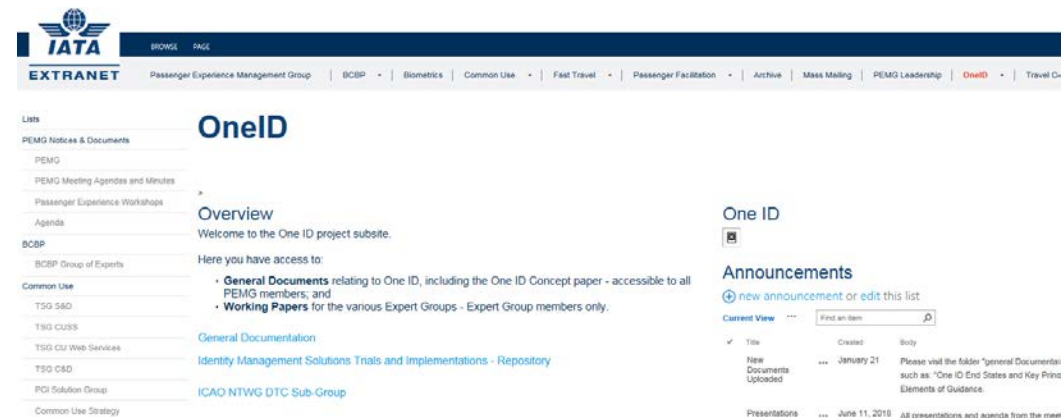
Related Links

Training
[Management of Aviation Facilitation](#)

[Passenger Data Exchange Programs \(API/PNR\)](#)

[Passenger Processing Design and Implementation](#)

PEMGM One ID Extranet



Up next: Common Use Working Group

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CUWG Mandate

The Common Use Working Group (CUWG) develops and maintains common use standards allowing airlines and handling agents to process passengers using shared technology typically at an airport.



CUWG Mandate

The Common Use Working Group is responsible for maintaining different RP's and standards through its several Technical Solution Subgroups (TSG).



CU Standards

RP 1706c/CUSS (Common Use Self Service)

RP 1797/CUPPS (Common Use Passenger Processing Systems)

RP 1741/CUWS (Data exchange standard for CUBD using web services technology)

Reso 792/BCBP (Bar Coded Boarding Pass)





CUSS TSG (RP1706C)

CUSS 1.5:

Biometrics Interface is completed and in the review process by the CUSS-TSG. (Expected to be released in May 2019).

CUSS 2.0 in progress

Developers workshop will take place in June 2019 in YUL

- Release target date: **EOB 2019**
- API approach
- Same model but Enterprise Architecture/AIDM managed
- New functionality ONLY in 2+

CUWG Governance

IATA CUWG Lead
Sylvain Campeau

Co-Chair Tim McGraw
(American Airlines)

Co-Chair Thomas Jeske
(Lufthansa)



Co-Chair Tim McGraw (AA)



Co-Chair Thomas Jeske (LH)



Calendar 2019

Calls

1. 7 November 2019 (15h00 GMT)

Workshops

1. 17-19 September- IATA HQ's
Montreal, Canada
2. GAPS October Warsaw, Poland
3. 18-21 November PEMG20
Bangalore, India
4. 03-05 December Madrid, Spain



Up next: Fast Travel Working Group

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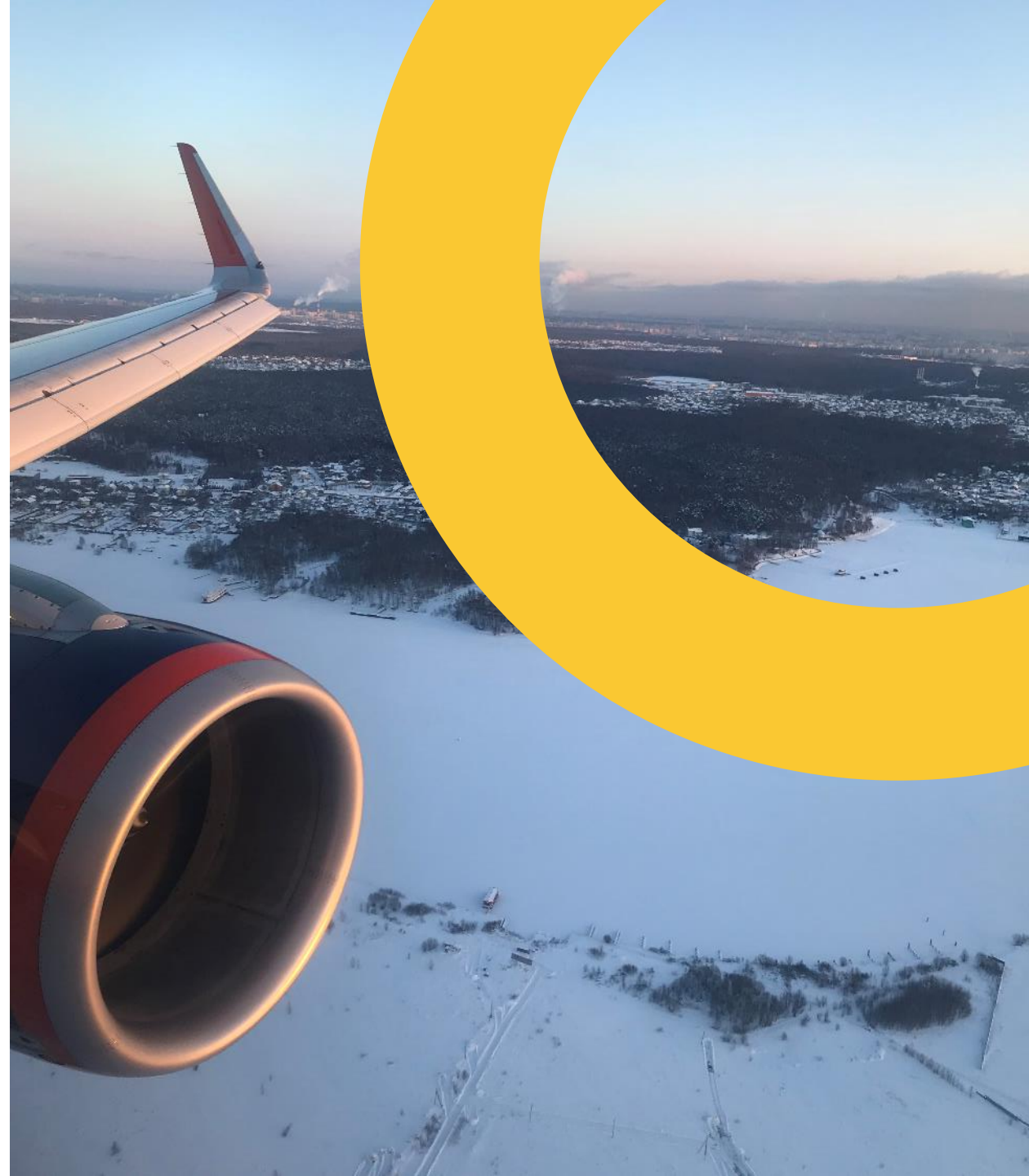
Sunset for FT 1.0

Setting the scene for 2020+

Create an awareness of One ID among the broader FT audience.

Outline a plan

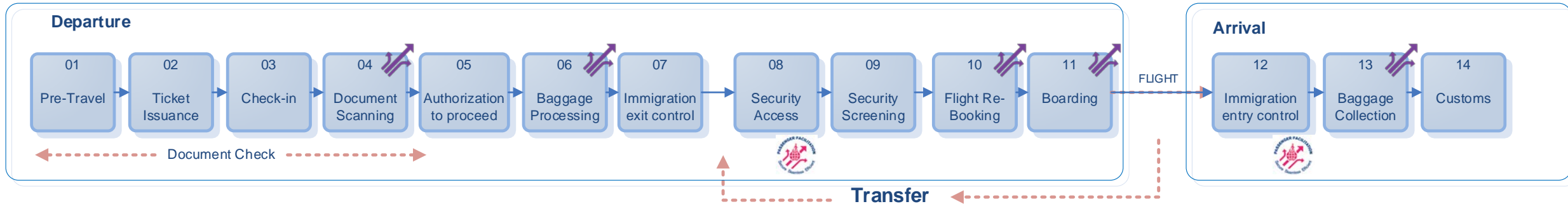
1. to support a **new** One ID Recommended Practice (RP).
2. to maintain and align FT RP's with One ID



Assumptions

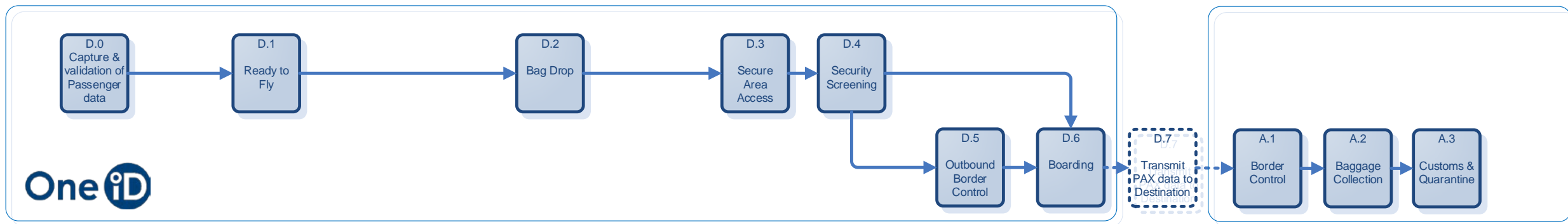
Current 14-steps passenger process

As defined in RP 1701



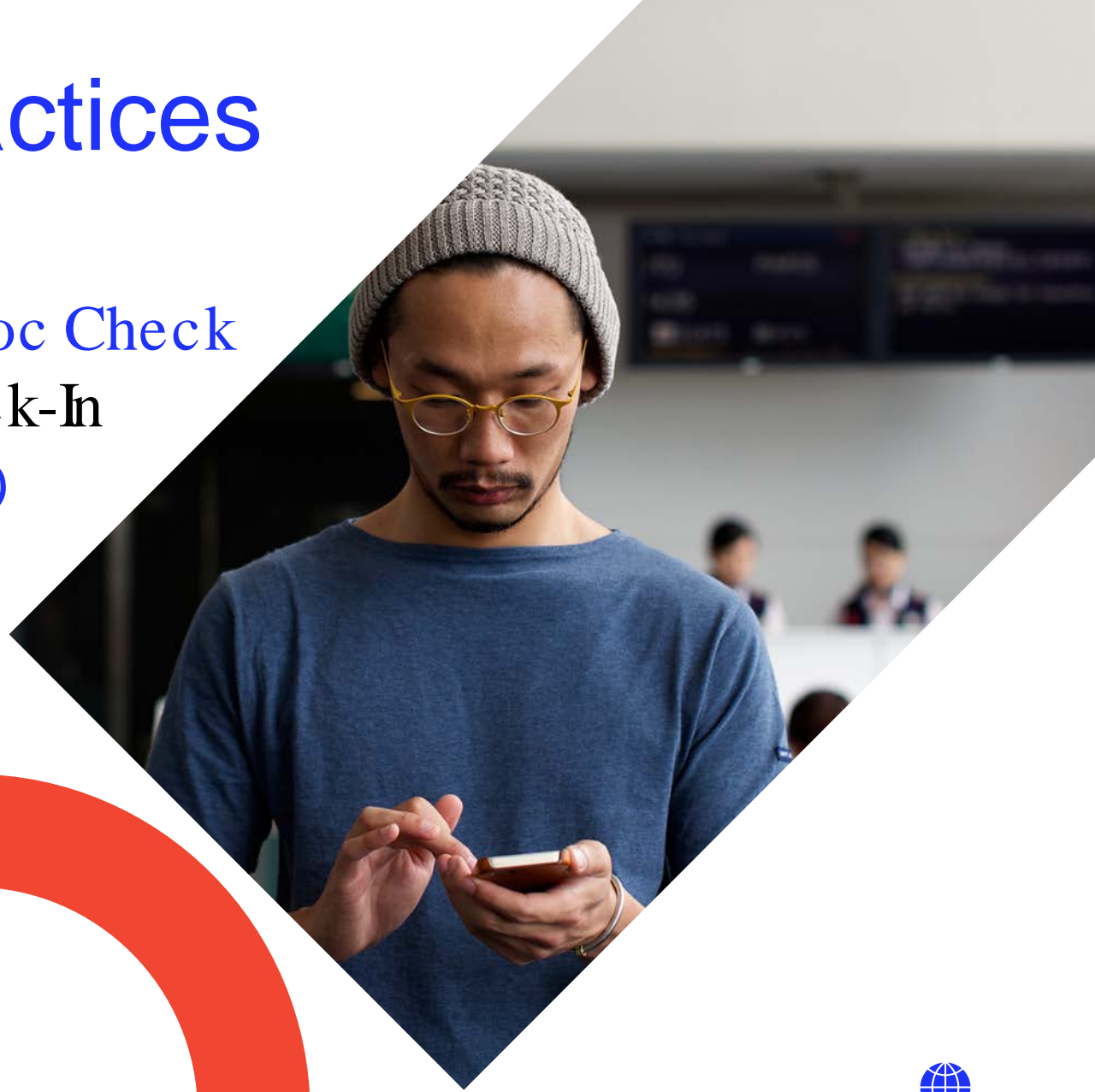
The end-to-end passenger process

As proposed in the One ID Concept Paper



FT Recommended Practices

RP 1701d	SelfService Automated Doc Check
RP 1701f	SelfService Baggage Check-In
RP 1701j	Flight Rebooking (IRROPS)
RP 1701k	SelfBoarding
RP 1701m	SelfBaggage Recovery
RP 1706c	Common Use SelfService



Calendar 2019

Regular Meetings

1 Day FTWG45 in Rio in May

Cancelled: 1 Day (PEMG20)

Use Case Workshops

3 Days in Montreal in Dec 2018

3 Days in Geneva in Feb

1 Day in Rio in May (PEMG)

3 Days in London in Jun

Cancelled: 1 Day (PEMG20)

Cancelled: 3 Day in Atlanta in Sept

Cancelled 3 Day in Montreal in Dec



Up next: Baggage Working Group

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The IATA Priority on RFID

AGM Reso on RFID adopted (J une 2019)

The Annual General Meeting unanimously agreed to support RFID for baggage identification. Airlines will, at their own pace, move to RFID as a **primary baggage identifier** alongside existing barcodes.

The objective in 2019

Work with airlines and airports who are interested to use RFID, providing **guidance** and **assistance** whilst building **industry implementation knowledge**.

Thank you

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