IATA Technical Peripheral Specifications (TPS)

The Association of European Airlines (AEA) was the voice of the European airline industry for over 60 years. AEA, as an organization, has ceased existence in 2016.

BACKGROUND

This former organization was responsible for the specifications on Automated Ticket and Boarding Pass equipment (ATB), Parametric Tables (PECTAB), and Self-Service and Baggage Tag Printers (BTP). Related firmware are industry standards, applied by manufacturers worldwide.

In 2018, IATA has taken over the former AEA Technical Specification Standards and created a Technical Solution Group called IATA Technical Peripheral Specifications (TPS). The TPS sub-group, under the governance of the Common Use Working Group, will maintain this standard going forward.

The IATA TPS formerly the AEA Technical Specifications describe all exchanges of Departure Control Systems (DCSs) to devise communication and all device responses. These are required in order to use standard airline devices defined for "Common Use" (or dedicated).

DEVICE COMMUNICATION COVERED

TPS covers devices such as:

➢ ATB (Automated Ticketing and Boarding Pass Printer)
➢ BTP (Baggage Tag Printers), including new RFID encoding details
➢ BGR and E-Gates (Boarding Gate Readers and Self-Boarding Gates) with Biometric Validation
➢ SBD (Self-Baggage Drop) and SD (Scale Device)

The IATA Technical Peripheral Specifications edition 2018 is available here.

KEY TOPICS COVERED IN THIS EDITION

➢ E-Gates as well as BGRs have touchscreen (TSC) added for Exit Row handling with passenger questionnaires and optional airline text.
➢ Allow automated Zone Boarding on E-Gates with arbitrary text (and display).
➢ Added new Biometric Unique Identifier (BUID) and XF transaction code for generic Biometric Identification for the Traveler Verification Service offered by US Customs and Border Protection.
➢ Added audio file management on E-Gates.
➢ Added MG#Tx to allow text to be sent to graphics display in any language (as UTF-8) for all BGRs.
➢ New XA transaction added for accounting purposes for all AEA devices
➢ Numerous enhancements for RFID handling for BTPs to allow airlines to follow the IATA initiative for worldwide usage of RFID
➢ Numerous additional enhancements and clarifications on implementation details
➢ PECTAB Element K handling explained for BTPs
➢ SQNI implementation details explained for all AEA devices