

# Statement of Principles and Best Practices Regarding Aircraft Operational Data (AOD)

## **Source:**

This Statement is the result of IATA coordinated discussions and consultation with Airlines and aviation OEMs, and it was agreed to by the aviation entities [listed](#) in order to establish key principles for the access to, and the use of, Aircraft Operational Data (AOD).

## **Scope:**

The principles identified hereby should apply to all and any AOD, regardless of the identity of the collector and/or holder of the AOD, and are subject to regulations and to contractual agreements between parties.

## **Definition:**

Aircraft Operational Data (AOD) means data generated from or by the Aircraft (once it has been delivered to the operator) specific to their systems, Engines, Propellers, components, and sensors, while the Aircraft is in flight or on the ground.

Note 1: AOD only includes information that is readily available and can be made downloadable from the aircraft to the ground.

Note 2: AOD does not include information relating to the design and production of Aircraft, Engines, Propellers, systems, components, and sensors.

Note 3: AOD does not include derived or inferred data or analysis generated using data relating to Aircraft, Engines, Propellers, systems, components, or sensors.

Note 4: AOD may include a data subset categorized as "sensitive" by Operators or OEMs; such AOD subset is contractually identified, may require contractually defined application of the principles of Accessibility and Sharing, and is comprising, without being limited to, the following:

- data that are subject to regulations (e.g. regarding data privacy, data export control),
- data whose usage could undermine the product security requirements,
- data considered confidential by the Operator of the Aircraft or by the OEM, if supported by the applicable rationale (e.g. protected by Intellectual Property rights).

## **Preamble:**

1. IATA, its airline members and Original Equipment Manufacturers (OEMs) are committed to supporting and fostering access to, and expanding the use of, AOD, where the purpose of this document is to agree on a set of principles and best practices for access to, and usage of AOD.
2. These principles and best practices relate to the access to and use of AOD by Aircraft Operators, OEMs, and Third-Party Service Providers in connection with Aircraft-related aftermarket products and services (operations, maintenance, repair, and others).
3. These principles and best practices will facilitate and enable innovation and competition in the provision of Aircraft-related products and services, consistent with applicable laws and regulations.

4. Defined terms are capitalized, and have the meaning set out in the Annex.
5. IATA and the OEMs are committed to develop best practices if needed to further elaborate on the use and access of AOD in accordance with the principles agreed hereby.

### **Principles:**

**Consent:** AOD can only be extracted from an Aircraft with the prior and written consent of the Operator of that Aircraft.

**Transparency:** Operators are provided by the OEMs with the necessary documentation to be aware of and have visibility over the AOD generated from or by their own Aircraft and its usage.

**Sharing:** Operators can control the transfer to any parties (e.g. own systems, OEMs, third-party providers, subcontractors, etc.) of AOD generated from or by the Aircraft they operate, subject to regulations and to contractual agreements between the parties.

**Accessibility:** Operators can get access to, hold, analyze, use, and derive data and information from AOD generated from or by the Aircraft they operate. AOD is provided in the format generated by the Aircraft without interference or hindrance by any party, consistent with this paragraph. This includes that required documentation has to be made available in a structured digital format that supports scalable data processing.

**Responsible Use:** Operators have a responsibility to provide AOD to OEMs for the purposes of improving safety and, at the Operators' discretion and subject to terms, for supporting Aircraft/component/fleet reliability.

## **Annex**

**Aircraft** means a stationary winged machine that can derive support in the atmosphere from the reactions of the air, excluding the support provided by the air itself.

**Aircraft OEM** (or Airframer; or OAM: Original Aircraft Manufacturer) means an entity that is responsible for the Type Certification of the Aircraft.

**AOD** means data generated from or by the Aircraft (once it has been delivered to the operator) specific to their systems, engines, propellers, components, and sensors, while the aircraft is in flight or on the ground.

**Engine** means the powerplant used to generate the necessary thrust to propel an aircraft through the air.

**Engine OEM** means an entity that is responsible for the Type Certification of the Engine.

**OEM** (Original Equipment Manufacturer) includes every entity responsible for the manufacturing of the Aircraft and its constituents; unless explicitly specified, it includes: the Aircraft OEM, the Engine OEM, the Propeller OEM, and every system, equipment and component OEM.

**Operate** means to utilize the Aircraft and receive revenue and profit from its operation.

**Operator** means an entity that has an Air Operator's Certificate and, therefore, is allowed to operate the Aircraft.

**Propeller** means a device used to convert engine power into thrust by creating a rotating force.

**Propeller OEM** means an entity that is responsible for the Type Certification of the Propeller.

**Third Party Service Provider** means any entity that is not the Aircraft, Engine or Propeller OEM that is providing services in connection with an Aircraft.