

**Aircraft data**

# WHO GETS ACCESS – CUSTOMERS OR MONOPOLIES?

Aircraft of the latest generation collect more than 1 terabyte of data on a daily basis. Evaluating these data helps airlines to offer even safer and more efficient air traffic. However, aircraft manufacturers are challenging the right to have free access to these data.

**Flight data must continue to be the property of the airlines**

Whoever has the data can develop new services and digital products. The growing market for related services in aviation is worth billions. If the manufacturers had anything to do with it, they would receive all the data exclusively via encrypted channels even after the aircraft have been delivered – the airlines would be passed over. From our point of view, there are good reasons why politicians should monitor this trend:

- **Flight safety:** The airlines are legally responsible for flight safety. In order to best do justice to this responsibility, they must have control over the data of their aircraft.
- **Reliability:** Digitalization can help increase punctuality. As the Lufthansa Group, we want and have to seize these opportunities. Data availability is an essential component of this.
- **Competition:** Airbus and Boeing form a duopoly in aircraft construction. This is different in the market of technical aircraft services, which is characterized by over 1,600 providers. This promotes innovation pressure and fair prices. This market structure would be acutely at risk if manufacturers were to acquire all aircraft data in the future.

**AVIATION DataHub – a platform for the entire industry**

Lufthansa Technik founded the independent data platform AVIATION DataHub in mid-March. Airlines, manufacturers and other market participants can voluntarily collect, merge and process their data there. Above all, airlines can choose whether and to whom they wish to provide their data.

**Planned regulation in the automotive sector sets a trend**

Politicians can take countermeasures, as a look at the automotive sector shows. According to the Federal Ministry of Transport, the data should belong to the person who purchased the vehicle, i.e. its owner rather than the manufacturer. The same logic applies to air transport: The Federal Government should quickly ensure the availability of aircraft data in favor of the airlines. Germany should create a legal regulation that can serve as a blueprint for Europe.

**GROWTH AWAKENS DESIRES**

The aircraft maintenance, repair and overhaul (MRO) market will grow to be worth US\$160 billion by 2026. The market for the aircraft manufacturers wishing to massively expand their shares is accordingly attractive.

