

## Position Paper

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### AEA Policy Paper on transfer of airline passenger data to governments

Following the terrorist attacks of September 11<sup>th</sup>, both home and third country governments have requested **access to airline's passenger data**. Different requests for passenger data in various forms and sizes means that airlines are burdened with growing financial costs, posing a risk to quality customer service and operations. These requests have also raised legitimate data protection and data privacy concerns. In the absence of an appropriate framework, airlines and their passengers face growing **legal uncertainty**.

The resolution of these problems by relevant authorities at national, European and international level is long overdue. As a contribution to this necessary debate, AEA airlines would like to outline a **few general principles** that, from an industry point of view, should be included in what they consider as an urgently needed policy.

#### AEA Position & Principles

1. AEA airlines consider air **transport security and safety**, as their number one priority and will continue to dedicate significant human and financial resources to this task.
2. Airlines are private entities and should not be systematically required to collect passenger data on behalf of governments. Homeland security is a genuine **government obligation**. It should eventually be left to the individuals to provide information to the authorities.
3. Costs associated with the financing of data transfer systems should be fully covered by the requesting authorities.
4. Airlines have repeatedly stated their **preference for a government financed central storage/filtering system** and are willing to participate in its definition.
5. Airlines should not be required to collect **data unrelated to the travelling needs** of their passengers and should not be liable for the accuracy of data that are given by passengers.
6. Implementation of the **single-window principle** is pivotal to avoid redundant costs and increase efficiency.
7. Governments should work towards and apply an **international data transfer standard** in the context of ICAO (International Civil Aviation Organisation) in order to preclude inconsistent if not incompatible requirements.
8. The airline industry should be closely **involved** and **consulted** to ensure that security needs are fully addressed but do not jeopardise the efficiency of the air transport industry.
9. Requirements should be **applied in the same manner** to all airlines and all modes of transportation irrespective of their business model and nationality

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