

# The History of FAA's Flight Tracking, ASDI, and *Eroding Personal Privacy*

*Fact Sheet – Edited March 2011 from NBAA Website\**

## Overview

- Aircraft Situation Display to Industry (ASDI) information has been available since 1991. NBAA, the General Aviation Manufacturers Association, the Aircraft Owners & Pilots Association, the Helicopter Association International and the National Air Transportation Association petitioned the FAA to make ASDI information available on a "need-to-know" basis in 1995.
- Subsequently, NBAA became concerned with the broad-scale dissemination of ASDI data. In 1997, NBAA began working with the FAA and ASDI vendors to develop a system to help protect the privacy of general aviation operators engaging in IFR operations.
- In 2005, NBAA Member flight departments expressed increasing concerns about the protection of their passengers' privacy and security as well as the protection of company proprietary information. This increased concern resulted from vast improvements in Internet technology that made it much easier for non-aviation on-line users to obtain real-time flight information about in-flight aircraft. In the wake of the FAA review, a new option for restricting ASDI information at the FAA data source.
- The FAA is now considering removing these 2005 privacy provisions.

## Problems with the FAA's Proposed Removal of ASDI Protections

The FAA's newly proposed limitation on ASDI/privacy protections run counter to American's rights to privacy.

- The proposal is fundamentally inconsistent with government's long-established ***obligation to protect privacy***, not to actively compromise privacy.
- ***The FAA has not produced a single sentence of public policy rationale*** for the proposal; the agency doesn't explain what problem it is trying to solve.
- The proposed requirement to prove a "Valid Security Concern" establishes an unjustifiably high bar even to individuals and companies that do have legitimate security concerns.
- The proposal fails to acknowledge the interests companies have, beyond traditional notions of privacy, in keeping private – information regarding business travel.
- The proposal, if implemented, would create a huge administrative burden to both operators/owners and the FAA without offering any discernible benefit.

## Submitting Comments on the Proposed "BARR" Program Limitation

Comments to [Docket FAA-2011-0183](#) must be received **on or before April 4, 2011**. Comments on the FAA's proposed modification to the MOA must clearly identify the docket number.

- Questions may answered by FAA's Barry Davis – Telephone: 540-422-4650 // e-mail: [barry.davis@faa.gov](mailto:barry.davis@faa.gov)
- Comment Online: [Submit comments through the regulations.gov web site.](#)
- Comment By Mail:  
Docket Management Facility  
US Department of Transportation  
1200 New Jersey Avenue, SE (Room W12-140)  
Washington, DC 20590
- Comment By Fax: (202) 493-2251

**Notes:** All comments received by FAA, including any personal information you provide, will be posted publicly at [www.regulations.gov](http://www.regulations.gov). No process has been offered by the FAA to allow for secure, private comments process to protect sensitive information. For additional guidance on submitting comments to regulators, review [NBAA's Writing Comments to Federal Regulatory Proposals](#)

\*Edited from materials excerpted from [www.nbaa.org/](http://www.nbaa.org/)