



Flight Operations Data eXchange (FOX)

FAQ

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1. What is FOX?

FOX (Flight Operations data eXchange) is a key component of the **Global Aviation Data Management (GADM)** program. It collects data such as operational flight plans (OFP), weight and balance reports, and other aircraft-specific information to support industry-wide analytics and performance improvement initiatives. FOX was created to enhance the quality and scope of data available to existing IATA programs such as Flight Data eXchange (FDX) and FuellIS, with additional use cases expected as the program evolves. By providing richer operational insights, FOX helps improve flight planning, operational performance, and fuel efficiency measurement for participating airlines.

2. Is there a cost to join the FOX Program?

No, Airlines participate in the FOX Program at no cost. In return for providing data, members will receive industry benchmark data, including the development of a FOX dashboard during the FOX Program phase.

3. How long does the FOX onboarding process take?

The target onboarding process period is forty-five (45) days from the signing of the agreement.

4. Do airlines need to de-identify that data prior to sending?

No. Airlines are not required to de-identify the data before submission. As part of GADM's standard data processing procedures, all submitted data is de-identified and anonymized before being used for analysis or displayed in dashboards. Airlines may choose to de-identify data prior to submission if they wish, but this is not a requirement.

5. How would IATA handle data confidentiality, protection, and governance?

Consistent with long standing operating principles, IATA handles data confidentiality, protection, and governance through strict data minimization, encryption, user access audits, and compliance with global privacy regulations, while championing international regulatory harmonization for cross-border aviation data.

6. What data does an airline need to provide when participating in FOX?

To participate in FOX, airlines are required to provide the following data:

Recurring operational data submissions:

- Operational Flight Plans (OFPs) in XML format (ARINC 633)
- Load Final Figures (LDFs) in XML format (AHM 17)

Aircraft configuration data (typically provided during onboarding and updated as required):

- Aircraft-specific characteristics in CSV format, such as winglets, sharklets, and other relevant aircraft configuration details

7. How frequent are participants expected to send their data?

Participants are expected to submit their data on a regular basis. For airlines, we typically coordinate weekly data submissions to ensure timely and meaningful industry benchmarking and analysis.

8. What is the benefit or value for an airline joining FOX?

Joining the FOX program allows the airline members to obtain improved analytics through enhanced calculation accuracy from having the planned versus operational conditions of a given flight sector. This allows for improved fuel efficiency and cost performance, leading to enhanced operational decision making and potential cost savings.

9. Who should be the FOX stakeholders within the airline?

Depending on the airline's organization:

- Flight Dispatch Management
- Flight Operations team
- Safety team
- IT

10. How is the data being sent to IATA

FOX data is submitted through an FTP-based platform for optimum data intake.

11. How is FOX different from FDX?

The FOX data is gathered from Operational Flight Plans (OFP's) & Final Load figures (LDF's), which establish the final **planned** operation of the flight whereas the FDX data is largely gathered from the Flight Data Recorder (FDR), which represent the **actual** operation, especially as it pertains to fuel burn figures. Together the FOX & FDX data represent the full analytics of the planned & actual operation of a given flight.

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More questions on FOX? Please contact us at fox@iata.org