
GLOSSARY OF TECHNICAL TERMS

This glossary contains certain definitions of technical terms used in this Prospectus as they relate to us. Some of these definitions may not correspond to standard industry definitions.

Capacity Measurements

“available seat kilometres” or “ASKs”	the number of seats available for sale multiplied by the kilometres flown
“available freight tonne-kilometres” or “AFTKs”	the number of tonnes of capacity available for the carriage of cargo and mail multiplied by the kilometres flown
“available tonne kilometres” or “ATKs”	the number of tonnes of capacity available for the transportation of revenue load (passengers and cargo) multiplied by the kilometres flown
“tonne”	a metric ton, equivalent to 2,204.6 pounds

Traffic Measurements

“revenue passenger kilometres” or “RPKs”	the number of revenue passengers carried multiplied by the kilometres flown
“passenger traffic”	measured in RPKs, unless otherwise specified
“revenue freight tonne-kilometres” or “RFTKs”	the revenue cargo and mail load in tonnes multiplied by the kilometres flown
“cargo traffic”	measured in RFTKs, unless otherwise specified
“revenue tonne kilometres” or “RTKs”	the revenue load (passenger and cargo) in tonnes multiplied by the kilometres flown

Yield Measurements

“passenger yield”	revenues from passenger operations divided by RPKs
“cargo yield”	revenues from cargo operations divided by RFTKs
“average yield”	revenues from airline operations (passenger and cargo) divided by RTKs

Load Factors

“cargo load factor”	RFTKs expressed as a percentage of AFTKs
“passenger load factor”	RPKs expressed as a percentage of ASKs
“overall load factor”	RTKs expressed as a percentage of ATKs

Utilisation

“utilisation rates”	the actual number of block hours per aircraft per day
“block hours”	each whole or partial hour elapsing from the moment the chocks are removed from the wheels of the aircraft for flights until the chocks are next again returned to the wheels of the aircraft

GLOSSARY OF TECHNICAL TERMS

Traffic Rights

- “third freedom” the privilege to carry revenue traffic from the carrier’s national territory to a treaty partner’s territory
- “fourth freedom” the privilege to carry revenue traffic from a treaty partner’s territory to a carrier’s national territory
- “fifth freedom” the privilege to carry revenue traffic between two or more treaty partner nations on flights operating out of or into a carrier’s national territory