

# GLOSSARY

## GLOSSARY OF AVIATION TERMS

**Airport landing slots** time slots allocated to an airline to an airline to take off or land at a congested airport (see also grandfather rights)

**Air service agreements (ASAs)** the Treaties under which States grant to one another the rights to carry passengers and cargo between their territories; they may be *bilateral ASAs* (between two States) or *multilateral ASAs* (more than two)

**Anti-trust immunity (ATI)** in the United States ‘anti-trust’ legislation is the body of laws designed to prevent anti-competitive collusion among companies. Where such arrangements are held to be in the public interest, they can be granted immunity from prosecution.

**Beyond points** see below under route schedule

**Cabotage** the reservation of commercial operations between points within a country for the exclusive use of its own airlines

**Capacity** strictly speaking, the number of seats which may be offered for sale on services between two points; frequency of service is often used as a working proxy for capacity.

**Change of gauge** is where a smaller aircraft is used for part of a multi-stop service.

**Code-sharing** every air service is given a unique code to identify it for safety reasons (for example BA 123 would be British Airways flight 123), but where airlines have entered into co-operative arrangements with one another the same flight may carry an identification code for

both airlines (for example BA 123/AA 456 might be the same aeroplane carrying BA passengers on flight BA 123 and American Airlines passengers on flight AA 456)

**Combination air services** carry both passengers and cargo; services carrying cargo only are called *All-Cargo services*

**Comity and reciprocity** some of the changes agreed in letters and memoranda of consultations (Part III) were to be applied on the basis of comity and reciprocity. Whereas formal amendments to the Treaty, once made, cannot be withdrawn without amending the Treaty, a change granted ‘on the basis of comity and reciprocity’ can be withdrawn if either Party feels that it is no longer justified by the other Party’s willingness to show a corresponding degree of flexibility.

**Contracting Parties** are the Contracting Parties to an agreement, usually the two governments.

**Designation** under an Air Service Agreement each Party is entitled to ‘designate’ the airline(s) to operate the services.

**Flag-carrier** the airline designated to operate services under the authority of its national government

**Freedoms** See end of glossary

**Gateways, gateway points** airports available for international service

**Gateway air segments** a route from one gateway to another (e.g. Boston-London)

**Grandfather rights** airlines which have made regular use of a given landing slot in a summer or winter traffic season (see traffic seasons below) are normally entitled to use the same slot in the following summer or winter season

**Hub-and-spoke services** Many airlines carry their passengers between numerous points on their network by means of services offering multiple connections to one another at a central point (the hub)

**Intermediate points** see below under route schedule

**Route schedule** the list of routes, attached to an ASA, on which the airlines of the two parties may carry traffic. Each schedule has four columns—Column A and Column C for points in each of the two States party to the agreement, Column B for *Intermediate Points* in one or more third countries which may be served with traffic rights on journeys between the two States, Column D for *Beyond Points*, that is to say points in one or more third countries beyond the second State which may be served with traffic rights between the second country and the beyond point(s).

**Scheduled and non-scheduled services** scheduled services operate to a regular daily or weekly time-table; non-scheduled services operate at different times, usually to carry groups of passengers travelling together, for example to go on holiday

**Tariffs** covers the whole range of fares charged for the carriage of passengers

**Traffic** means passengers, mail and cargo carried by air for commercial purposes

**Traffic seasons** the summer traffic season runs from April to October, the winter season runs from November to March. Airlines often operate different summer and winter time-tables.

### OPERATING RIGHTS OR FREEDOMS

The Freedoms of the Air are used to categorise the rights to fly between countries carrying traffic for commercial purposes. Bermuda 2 was mostly concerned with third and fourth freedom traffic carried between the UK and the USA, with limited provision for fifth freedom traffic.

**First Freedom** the right to fly over another state

**Second freedom** the right to land in another state for technical reasons, e.g. to refuel

**Third freedom** the right for the airline of one party to an agreement to carry traffic to the territory of the other party.

**Fourth freedom** the right to pick up traffic in the territory of the other party and carry it back to one's own country.

**Fifth freedom** the right to carry traffic between the territory of the other party and third countries named in the route schedule either as intermediate or beyond points.

**Sixth freedom** the carriage of traffic from one country to another by way of the airline's own country. This is normally achieved by using the third and fourth freedom rights available under two separate agreements—for example British Airways might use its rights under agreements with France and the USA to carry traffic from Paris via London to New York. At the international level, the hub-and-spoke system is all about the carriage of such traffic.

**Seventh freedom** the same as the sixth freedom, but without the airline landing in its own country on its way between the two third countries. See the account of the Heathrow Succession negotiations in Chap. 4 for a very rare example of such rights being granted to UK airlines to carry traffic direct from points in Europe to points in the USA.

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