

International Traffic Rights

“The Freedoms of the Air”

StartupBoeing

The **Freedoms of the Air** are international commercial aviation agreements (traffic rights) that grant a country's airline(s) the privilege to enter and land in another country's airspace.

They were formulated in 1944 at an international gathering held in Chicago (known as the Chicago Convention) to establish uniformity in world air commerce. There are generally considered to be nine freedoms of the air.

Most nations of the world exchange first and second freedoms through the International Air Services Transit Agreement.

The other freedoms, when available, are usually established between countries in bilateral or multilateral air services agreements.

The third and fourth freedoms are always granted together.

The eighth and ninth freedoms (cabotage) have been exchanged only in limited instances.

(U.S. law currently prohibits cabotage operations.)

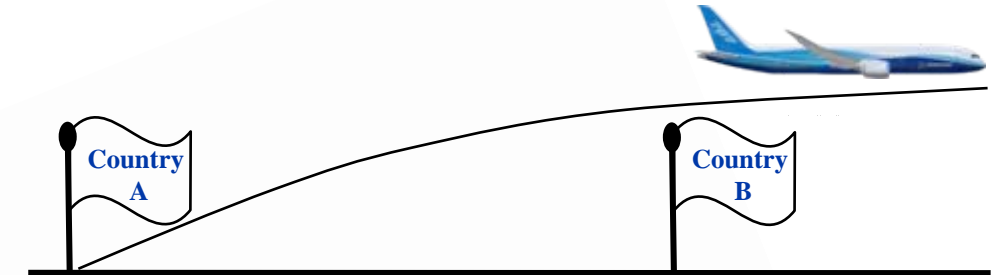


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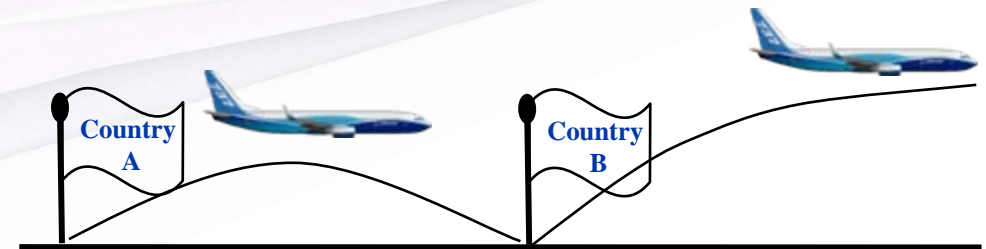
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First Freedom The negotiated right for an airline from country (A) to overfly another country's (B) airspace.



Home
Country

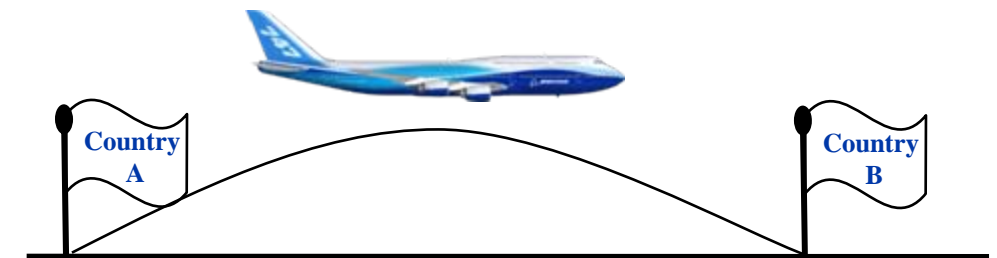
Second Freedom The right for a commercial aircraft from country (A) to land and refuel (commonly referred to as a technical stop) in another country (B).



Home
Country

Technical
Stop

Third Freedom The right for an airline to deliver revenue passengers from the airline's home country (A) to another country (B).



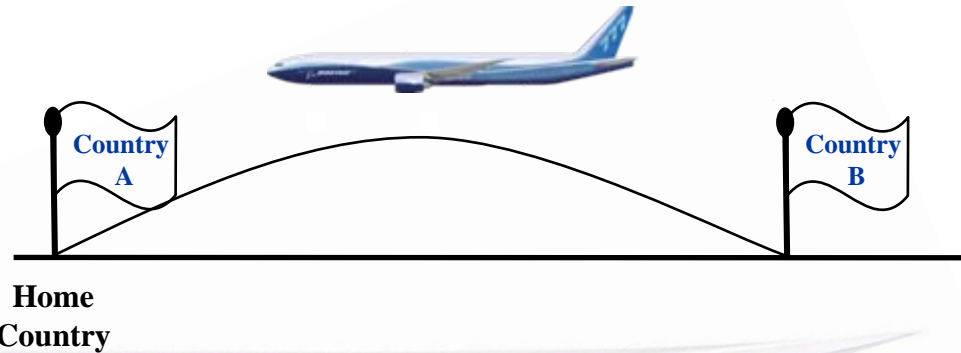
Home
Country

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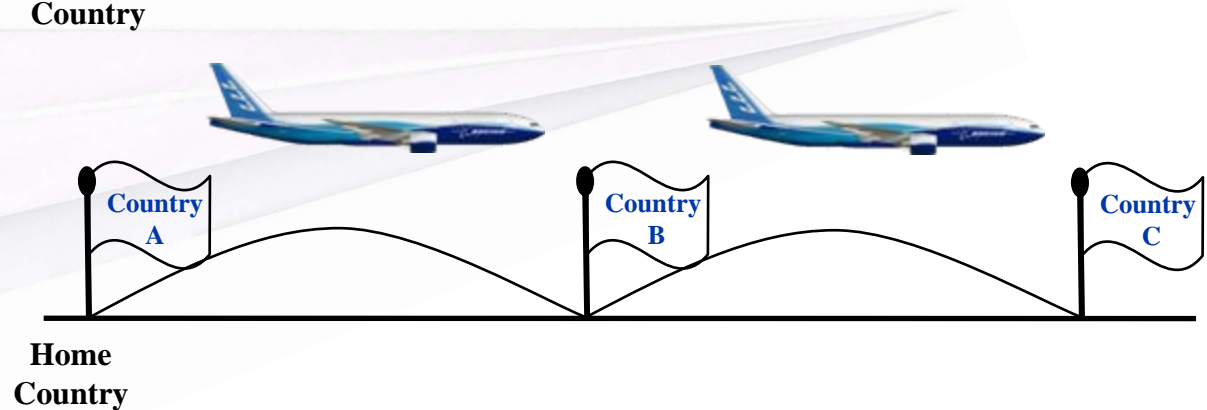
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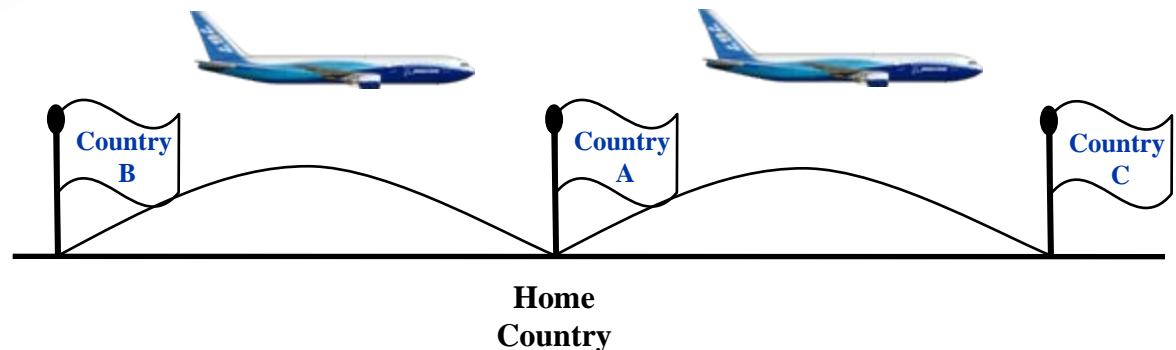
Fourth Freedom The right for an airline to carry revenue passengers from another country (B) to the airline's home country (A).



Fifth Freedom (Sometimes referred to as beyond rights) The right for an airline to take passengers from its home country (A), deposit them at the destination (B) and then pick up and carry passengers on to other international destinations (C).



Sixth Freedom (Combination of Third & Fourth Freedoms) The right for an airline to carry passengers or cargo between two foreign countries (B and C), provided the aircraft touches down in the airline's home country (A).

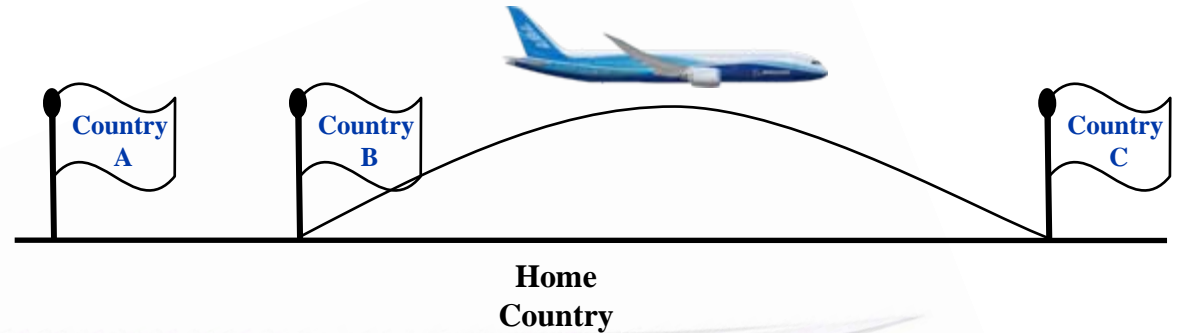


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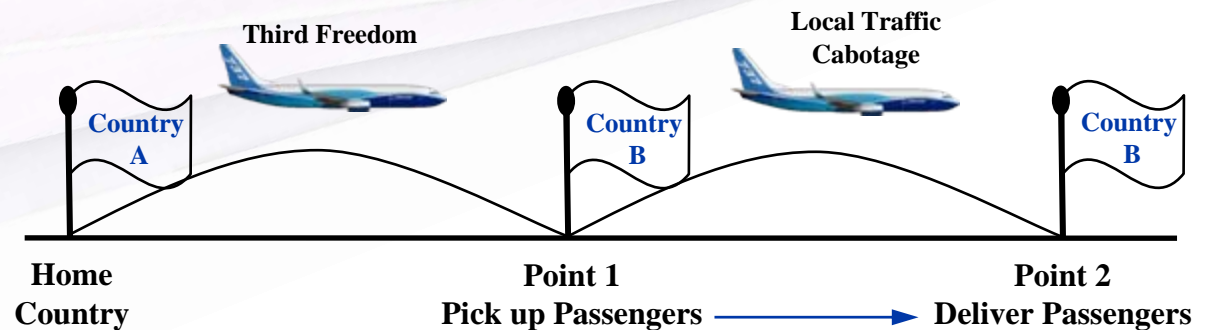
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Seventh Freedom The right for an airline to carry on flights that originate in a foreign country (B), bypass its home country (A), and deposit the passengers at another international destination (C).



Eighth Freedom The right for an airline to carry passengers from one point in the territory of a country (B) to another point within the same country on a flight that originates in the airline's home country (A). This freedom is also known as **cabotage**, and is extremely rare outside of Europe.



Ninth Freedom The right for an airline from a particular country (A) to originate a flight in a foreign country (B) and carry passengers from one point to another within the foreign country. Also known as **stand alone cabotage**. It differs from the aviation definition of true cabotage, in that it does not directly relate to one's own country.

