

Finally, **Figure 4** shows the two *cabotage* freedoms. Cabotage is the right to provide air services *within* a foreign nation.

8th Freedom The right of an airline of the home country to pick up traffic in one city in a particular foreign country, and carry it to yet another city in the same foreign country as an extension of a third or fourth freedom flight.⁹ This involves a purely domestic flight in that foreign country. The eighth freedom is also sometimes known as *tag-end cabotage*.

9th Freedom The right of an airline of the home country to pick up traffic in one city of a particular foreign nation and carry it to yet another city in the same foreign nation--without the requirement that the flight commence in the home country.¹⁰

The first two technical freedoms are provided by the IASTA agreement and generally are written into a bilateral air services agreement as well. Most air bilateral treaties between nations provide for the third or fourth freedoms. Sometimes, limited fifth freedom rights are granted. In practice, sixth freedom rights are not negotiated, but

⁹ For example, the right of Air Canada to fly from Toronto to Chicago and then on to Dallas, with the right to pick up new passengers in Chicago and carry them on to Dallas. (Note that Air Canada does not have such freedom at present.)

¹⁰ For example, the right of Japan Air Lines to fly between Regina and St. John's. (Note that JAL does not have such freedom at present.)