

4th Freedom The right of an airline of the home country to carry traffic from a particular foreign country back to the home country.

Figure 3 illustrates the fifth, sixth and seventh freedoms.

5th Freedom The right of an airline of the home country to pick up additional traffic in a first foreign country and carry it to a second foreign country.⁶ Typically these flights are extensions of flights which start out as third or fourth freedom flights.⁷

6th Freedom The right of an airline of the home country to pick up traffic in a foreign country, carry it to the home country and then on to yet another foreign country.

7th Freedom The right of an airline of the home country to pick up traffic in one foreign country and carry it to another foreign country, without the flight passing through the home country.⁸ This is a pure foreign flight. It is not an extension of a third or fourth freedom flight.

⁶ For example, the right of Air Canada to pick up traffic in London and carry it to Bombay, but note that traffic originating in Canada, destined to Bombay but via a flight which makes a stop in London, is considered as 3rd freedom traffic. Fifth freedom traffic is that which originates in a foreign country, England in this case.

⁷ Fifth freedom flights require negotiating the rights with *both* foreign countries.

⁸ For example, the right of U.S. carrier Pan Am to operate flights from London to Frankfurt, without any requirement that the flight originate or end in the U.S.