



Cameroon Civil Aviation Authority

**SURVEY ON AIRLINES PERFORMANCES ON THE
CAMEROONIAN MARKETS**

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Annex 1 : List of définitions



LIST OF DEFINITIONS

- 1. Aircraft Hours:** Are the total number of aircraft block hours in revenue service, block hours being calculated from the moment an aircraft moves under its own power for purpose of flight until it comes to rest at the next point of landing.
- 2. Aircraft Kilometres:** Are the sum of products obtained by multiplying the number of flights performed on each flights stage by the stage distance.
- 3. Available seat kilometres (ASKs):** Are obtained by multiplying the number of seats available for sale on each flight stage by flight stage distance.
- 4. Available tonne-km per employee:** Is obtained by dividing available tonne kilometres by the average number of employees on the payroll during the year.
- 5. Available tonne-km per US\$ 1000 of personnel:** Is obtained by dividing available tonne kilometres by the annual staff cost (including overtime, social security and pension costs) expressed in thousands of US dollars.
- 6. Average aircraft utilization:** Is obtained by dividing the total block hours performed by the total number of aircraft available for the Cameroonian market.
- 7. Average cost per employee:** s obtained by dividing the annual staff costs (including overtime, social security and pension costs) by the average number of employees.
- 8. Average stage length:** Is obtained by dividing aircraft kilometres flown by the number of aircraft departures for each airline.
- 9. Available-Tonne-Kilometres (ATKs):** Obtained by multiplying the number of tonnes of capacity available for carriage of passengers and cargo on each sector of a flight by flight stage distance.
- 10. Average aircraft capacity:** Is obtained by dividing available tonne kilometres by aircraft limotres flown.
- 11. Block hours per pilot and co-pilot:** Are obtained by multiplying the aircraft hours by two and dividing the result bye the total number of pilots and co-pilots. (Based on the assumption that there are two pilots in each aircraft).
- 12. Labour costs as a percentage of total operating costs:** Is the annual staff costs (including overtime, social security and pension costs) expressed as a percentage of the total operating costs.
- 13. Operating ratio:** Is the operating revenues expressed as a percentage of operating costs.



- 14. Passenger load factor:** Is passenger-kilometres expressed as a percentage of available seat kilometres.
- 15. Revenue passenger kilometres (RPKs):** Are obtained by multiplying the number of fare paying passengers on each flight stage departing from Cameroon by the flight stage distance.
- 16. Revenue tonne kilometres (RTKs):** Are obtained by multiplying the total number of tonnes of passengers and cargo carried on each flight stage by flight stage distance. Do use 100 Kg as the average passenger weight, including free and excess baggage.
- 17. Scheduled freight yields:** Are obtained by dividing total revenue from scheduled freight by RTK from freight.
- 18. Scheduled passenger yields:** Are obtained by dividing the total scheduled passenger revenue by RTK from passengers.
- 19. Ticketing, sales, and promotion costs per passengers (TSP):** Is obtained by dividing the total TSP costs by the number of passengers. TSP includes items such as pay, allowances and related expenses of staff engaged in reservations, ticketing, sales and promotion activities, travel agent and credit card commissions on ticket sales, Global Distribution System (GDS) booking fees, agency for outside services, and advertising.
- 20. Unit costs:** Are obtained by dividing total operating costs by ATKs.
- 21. Yields:** Are obtained by dividing the total operating revenue on the Cameroon Market by RTKs.