

		<b>DEFINITIONS</b>		<b>CALCULATION</b>
<b>TERM</b>				
Number of aircraft in fleet	N	Total number of aircraft in fleet at the end of a period		$N$
Number of aircraft in service	n	The average number of aircraft used in operation and in regular maintenance during the reporting period. An aircraft is out of service only, if it is grounded for repair or modification longer than 24 hours.		$n = \frac{\text{In-service aircraft days in period}}{\text{Number of days in period}}$
Total flying hours	$H_t$	The accumulated time intervals between wheels off ground and wheels on ground		$H_t$
Revenue flying hours	$H_r$	The total flying hours excluding non revenue time on test-, ferry-, position-, training- and check-flights		$H_r$
Total take-offs (Aircraft cycles)	$C_t$	The total number of take-offs of all aircraft in fleet, including touch and go (Equal to aircraft cycles and total landings)		$C_t$
Revenue departures	$C_r$	The number of take-offs of all normally operated revenue flight legs during a reporting period		$C_r$
Daily aircraft utilization per Total flying hours	$U_t$	The average daily flying hours for one aircraft in service		$U_t = \frac{H_t}{\text{In-service aircraft days in period}}$
Daily aircraft utilization per Revenue flying hours	$U_r$	The average daily revenue flying hours for one aircraft in service		$U_r = \frac{H_r}{\text{In-service aircraft days in period}}$
Number of technical delays over 15 minutes	$N_d$	According to the definitions agreed upon by the major aircraft manufacturers and carriers (READI)	Initial only but not subsequent delays are counted.	
Technical Delay Rate	$R_d$	Number of technical delays over 15 minutes per 100 revenue departures		$R_d = \frac{N_d \times 100}{C_r}$
Average duration of technical delays over 15 mn (decimal Hrs)	$L_d$	Average duration of delays over 15 minutes		$L_d = \frac{\text{Total Delay Time}}{N_d}$
Cancellation (Technical)	CNX	Elimination of a scheduled flight due to a known or suspected malfunction and/or defect, or lack of aircraft due to maintenance action	Cancellation of any or all of the flight legs of a multi-leg flight constitutes only one Cancellation	
Number of Reportable Occurrences (Tech. Incidents)	$N_i$	Reportable occurrences during flight operation from wheel chocks off to wheel chocks on. (acc. JAR OPS-1 sub part D art.1.420(b)4)	Only the initial cause is counted; consequent incidents are listed and marked with an asterisk	
Reportable Occurrences Rate	$R_i$	Number of reportable occurrences per 1000 total flying-hours		$R_i = \frac{N_i \times 1000}{H_t}$
Diversion (Technical)		The landing of an aircraft at an airport other than the airport of origin or destination		
In Flight Shutdown	IFSD	When an engine ceases to function and is shutdown at any time an aircraft is airborne or has been committed to become airborne (= speed beyond V1), whether self induced, crew, initiated or caused by some external influence, ie. In Flight Shut Down (IFSD)		
Data Smoothing Exponential Method		For data smoothing an exponentially decreasing weighing factor is used	$x_0 = \alpha \cdot y_0 + (1 - \alpha) \cdot x_i$ <p>where <math>x_0</math> = current smoothed value  <math>y_0</math> = current actual value  <math>x_{-1}</math> = previous smoothed value  <math>\alpha</math> = smoothing factor</p>	