in respect of which a guarantee is given under this Part remain unpaid or any liability to the Commonwealth arising out of such a guarantee remains undischarged and such other undertakings are given by the Company as the Minister considers necessary.

(2.) While the Company is subject to the obligations specified in section thirteen of this Act, the Commission is, by force of this Act, also subject to those obligations.

PART IV.—RATIONALIZATION OF AIRCRAFT FLEETS.

11. In this Part, unless the contrary intention appears— Definitions.

" aircraft capacity ", in relation to aircraft, means, in respect of a period, the number of revenue traffic ton-miles capable of being performed by the aircraft in the period;

" competitive route " means a route over which air services are operated both by the Commission and by the Company, and " non-competitive route " means any other route;

" revenue load factor ", in relation to an aircraft, means, in respect of a period, the percentage that the revenue value of the work performed on the flights made by the aircraft during that period is of the revenue value of the work that could have been performed on those flights, ascertained in accordance with the equation—

$$A = \frac{100 (B + CD)}{E}$$

where—

A is the revenue load factor;

B is the number of passenger ton-miles performed by the aircraft in the period, based on a passenger weight (including free baggage) of two hundred pounds;

C is the non-passenger revenue traffic ton-miles performed by the aircraft in the period;

D is the ratio of the revenue yield per ton-mile of non-passenger traffic to the revenue yield per ton-mile of passenger traffic; and

E is the total revenue traffic ton-miles for which the aircraft could have been used on the flights performed in the period;

" ton " means two thousand pounds weight;

" traffic " means traffic in respect of passengers, cargo and mails.