

The IATA agent charges customers published air freight rates. To earn a commission from the airlines, the agent must present shipments "ready for carriage," having ensured that all requirements and regulations have been met.

b. Air Charters

Normal air freight shipments are carried on scheduled flights at predetermined rates. However, shippers may wish to move cargo which cannot be accommodated on normal flights, is too urgent to wait for a scheduled flight, or is heavier than a normal load. In such instances, shippers may be required to charter an aircraft. Charter companies offer all types of aircraft, from DC-3s to Boeing 747s, capable of lifting 100 000 kg of freight.

When chartering, the party signing the charter agreement is responsible for all charges. The cost is determined by the charter operator and is based on a

round-trip journey. Charter transactions are usually paid in full before the aircraft begins its journey.

3. Air Transport Equipment

a. Aircraft Configurations

While Canadian airline fleets contain aircraft numbering in the hundreds and ranging from widebodied jumbo jets to single-engine, two-passenger propeller planes, there are only four basic aircraft configurations for carrying cargo:

- all cargo aircraft;
- belly compartments of passenger aircraft;
- combi: Convertible passenger/cargo aircraft;
- quick-change (Q-C) aircraft, analogous to a station wagon that quickly converts to carry passengers or cargo.

Figure 3: Air-Surface Containers

