- • •
- Shippers may require that their cargo travel in unit load devices. This would preclude their use of narrow body passenger aircraft. Other may not wish to see a multiple piece shipment split among several flights, diminishing the utility of narrow body belly space.
- . Shipment dimensions may not conform to aircraft holds or doors. Maximum weights for individual bulk loaded pieces may exceed the limits set in the collective agreements of ground handling staff.
- . A few passenger flights are operated for positioning purposes, and may usually carry very few passengers. Effective belly cargo loads may far exceed those corresponding to customary passenger load factors.

Despite these caveats, the notional capacity of each flight was calculated in the data base. Capacities of wide body aircraft are based on a standard configuration of unit load devices on each aircraft type. It is assumed that the "typical" containerized shipment has a density of 10 lbs/cubic foot and is consolidated in the unit load device with a 10% stowage loss. Narrow body aircraft capacities are based on general industry experience and judgement. Capacities for the various aircraft flying to the Caribbean are shown in Appendix A.

In any multi-leg route, capacities must be allocated to individual airports. It is assumed that each Caribbean or non-Caribbean point will share equally in the capacity of any flight serving its airport. Thus a flight that operates:

Toronto-Montreal-Antigua-St. Lucia-Port of Spain with 6,000 kilograms of cargo capacity will be allocated as follows:

Toronto - Caribbean Montreal - Caribbean North America - Antigua North America - St. Lucia North America - Port of Spain 3,000 kilos 3,000 kilos 2,000 kilos 2,000 kilos 2,000 kilos

The capacities presented in Appendix B were calculated using the above methodology.

D. Findings - Capacity

Figures III-1 to III-9 summarize weekly cargo capacities by principal airport in the countries examined.

(i) Jamaica

Capacities to Jamaica (both Kingston and Montego Bay) are depicted in Figure III-1. The very large quantities of cargo capacity available from Miami are the result of high frequency narrow body services of Air Jamaica and Eastern. Cargo capacities from New York are also large because of wide body flights of Air Jamaica and American. Aggregate weekly capacity from Toronto reflects the less frequent services from Canada and Air Jamaica's partial use of 727-200 aircraft. This overstates the actual capacity available from Toronto because it does not reflect the