

Air Charter Program

Customized Solutions for Special Requirements

Our Role

Expeditors' Air Charter program provides customized solutions when commercial airline capacity alone will not adequately service your special requirements. We fully qualify your needs to determine the optimal sized aircraft and routing to achieve the lowest possible cost. Deliberate attention to detail is our mantra when arranging charters for our clients. We understand the complexities involved in this type of operation and you can be assured that your charter flight will be handled thoroughly and professionally all along the way.

Why Use Charters

Time constraints may dictate using a charter to minimize the impact of potential or actual production line delays, oil well shut downs, product roll-outs, medical emergencies or large perishable product moves. When not addressed immediately, handled professionally or executed accurately, these critical situations could affect overall company profitability.

Charters are a solution when commercial airlines experience capacity shortages caused by seasonal backlogs or other factors.

Extremely large moves involving advertised specials could adversely impact a company's bottom line when absolute deadlines are not met.

Oversized/out of gauge cargo may require specialized aircraft such as the Antonov 124, 225 or IL76.

Pre-planning Offers Savings

The exclusive use of a dedicated aircraft in both directions is referred to as a Pure Charter. Understandably, overall costs are substantially lower when the aircraft's cubic and payload capacity is utilized in both directions. However, customer requirements are normally in one direction, so Expeditors will, whenever possible, source aircraft on a one-way basis or use the fronthaul or backhaul portion of the flight for its own cargo uplift purposes. This dual revenue use of the aircraft, known as a Split Charter, will significantly lower the charter cost. Expeditors also uses another technique to control costs called, Aircraft Diversion. Although technically not a charter, selected airline partners of Expeditors have the ability to divert cargo aircraft for larger consignments (i.e. +10,000 kgs) to an airport that they may not be serving on that given day. Finally, if time parameters allow, an alternative to an all air routing is our Sea/Air service. Expeditors will arrange ocean service to a major hub city. Cargo is then transferred to a chartered aircraft and flown to the final destination airport. This service is quite common ex-Asia, via Dubai to the European continent. Given proper planning, a diversion or a sea/air routing will be more cost effective than Pure and Split charter service options.

Carrier Integrity Makes A Difference

We have access to the world's scheduled airline cargo capacity, including ad-hoc charters performed by these airlines. We have working relationships with dedicated cargo airlines and selected charter brokers, who survey the market on a daily basis. Chartering is an expensive proposition, thus Expeditors only works with

airlines or brokers that have a demonstrated history of performance, reliability and financial stability. We know the mistakes that can occur on special shipments and carrier integrity is a driving factor to ensure a successful operation.

Response Time

Through our network of contacts with commercial carriers, dedicated charter airlines, charter brokers, and our "Charter Quote Estimation Tariff," we can normally respond to your quote request within minutes.

When a booking is made, actual aircraft deployment for operations within a country or between trade zones (e.g. NAFTA, EEC) can be executed within hours. Inter-continental charter operations (e.g. Asia/N. America; South America/Europe) normally require a minimum of 48 hours to be arranged.

Leave It To Us

To ensure the smooth operation of all charter flights, our policy mandates that an Expeditors representative be planeside to oversee aircraft loading and unloading activities, at no charge to the customer. By continuously monitoring aircraft departure, technical stops and landing, customers will be kept abreast of any deviations from the scheduled operational itinerary.

Aircraft Specifications

Cargo Aircraft Basics

(maximum payload, maximum cubic capacity, maximum cargo door sizes)

There are many different types and configurations of cargo aircraft. A list of those most commonly used are provided below. Specifications listed are typical of these aircraft. Exact configurations/specifications may vary by aircraft and/or aircraft operator.

Charter Basics - Qualifying Your Needs

In order to provide the most effective solution to your charter needs, the following information is essential:

- Origin and destination airport cities
- Commodity description
- Estimated ready date or date range of shipment at origin
- Required arrival date at destination
- Total actual weight
- Total cubic meters or cubic feet
- Description and dimensions of individual pieces exceeding 318 cms (125") length; 244 cms (96" width) or 198 cms (78") height
- Description and weight of individual pieces exceeding 5,000 kgs (11,000 lbs)
- UN numbers for cargo classified as Dangerous Goods

All Cargo Aircraft Type	Max Gross Payload (kgs)	Max Gross Payload (lbs)	Total Cubic Meters*	Total Cubic Feet*	Max. Cargo Door Dims. W x H (cms)	Max. Cargo Door Dims. W x H (in.)
A300-600	47,000	104,000	426	15,040	358 x 256	141 x 101
A310-300	39,000	86,000	279	9,850	358 x 256	141 x 101
AN12**	18,000	40,000	90	3,180	300 x 250	118 x 98
AN124	110,000	243,000	850	30,000	640 x 440	251 x 173
B727-100**	20,000	44,000	140	4,940	340 x 218	134 x 86
B727-200**	24,000	53,000	144	5,085	340 x 218	134 x 86
B737-200**	14,500	32,000	102	3,600	340 x 213	134 x 86
B747-200	100,000	220,000	708	25,000	340 x 310	134 x 122
B747-400	110,000	243,000	750	26,480	340 x 310	134 x 122
B767-300	60,000	132,000	454	16,030	340 x 261	134 x 103
BAE-146**	10,000	22,000	85	3,000	330 x 193	130 x 76
DC8-63/71/73	42,000	93,000	295	10,400	355 x 216	140 x 85
DC10-30	65,000	143,000	502	17,700	355 x 259	140 x 102
FALCON 20**	2,700	6,000	14	495	188 x 140	71 x 55
Foker 27**	6,000	13,000	58	2,050	175 x 228	91 x 71
IL76-90	50,000	110,000	180	6,350	315 x 325	124 x 128
LEAR 24/25**	1,200	2,600	5.5	195	91 x 99	36 x 39
MD11	90,000	198,000	665	23,500	355 x 259	140 x 102

Above figures are averages. Exact specifications will vary by aircraft and/or aircraft operator.

*These are maximum cubic capacities. However, on average, actual useable cubic capacity is 85% of these figures.

**These aircraft are not normally used for inter-continental operations, e.g. ex-Asia to North America; ex-Europe to North America, etc.