

# Containers A Problem On 767's

In about a year, Boeing 767s will roll off the production lines. Does this mean that shippers, forwarders and airlines will have to deal with yet another series of containers?

Despite difficulties caused by the 767's belly design, the answer for now is "no." A check with several major U.S. carriers with orders for 767s has found that they plan to stick with LD-3s, at least until the 767's have been in use for a while. At first glance, their reasoning is not obvious.

Using LD-3s in 767s significantly reduces available volume, because two LD-3s will not fit side by side as they do in the Airbus and other widebodies.

To resolve this, Boeing has designed a new series of containers: the LD-2 (which is a smaller version of the LD-3), the LD-4 and the LD-8. The new containers fill the 767's belly space but don't fit neatly into current cargo operations.

George Shipman, senior director of freight market planning for American Airlines, pointed out one major problem. "We'd have to buy all new ground handling equipment," he said.

Interlining the LD-2s is another problem. Two LD-2s placed side by side in current widebody aircraft would not fill the belly. Boeing will provide conversion kits to permit 747s to accommodate LD-2s, but a belly full of LD-2s would cut volume by as much as 40 percent from what is possible with LD-3s.

These problems played a role in United's delay of any decision on the LD-2s until 767s have been in use for a while, according to David Kratochvil, manager of cargo market planning.

The passenger seating configuration apparently figured heavily in Boeing's move away from the shorter and fatter design of the Airbus, which is capable of efficiently accepting two LD-3s side by side.

The 767 economy passenger will not be in a center seat until the aircraft is 85 percent full, but in neither aircraft is the passenger ever more than one seat away from an aisle.

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## SHIPPING TIPS

# The Export Declaration

BY MICHAEL T. THACH

As a ready reference and for the convenience of exporters, below is a summary of the basics concerning the Shipper's Export Declaration.

Commonly referred to as the "Export Dec," the document serves a dual purpose: It is the export administration document used to indicate the proper authorization to export; it is also the source of statistical data for the U.S. Department of Commerce.

In addition to pertinent shipping information, the form requires a written description of the commodity, as well as a commodity number identifying the merchandise being shipped.

On the document, reference to a specific validated or general export license must appear. This identifying nomenclature and reference to the export license are used in a post-shipment computerized accountability system to ensure that licenses are being used properly.

The shipper's Export Declaration (Form No. 7525-V) must be filled out in triplicate and signed by the exporter or his duly appointed agent or carrier. The latter must be authorized by the shipper to sign on his behalf by a general or specific power of attorney.

A Shipper's Export Declaration is required for:

- Merchandise valued over \$500.
- Exportations of guns, aircraft parts, war material or other merchandise subject to the U.S. Export Control Law and Regulations.
- Certain categories of goods which require a U.S. State Department license.

Any false or misleading statement or representation of information on the Shipper's Export Declaration is a criminal offense.

Commodities intended to be, being, or having been exported in violation of the Export Control Law and Regulations are subject to seizure, detention, condemnation and sale.

Instructions for the use of the Shipper's Export Declaration

appear on the back of the form itself.

For information on how to obtain export declarations and a list of the commodity numbers used, contact your local customs office or your air carrier.

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seat away from an aisle.  
Even though the 767 seems to have been designed more with passengers in mind, Boeing did not lose sight of cargo. A possible future freighter configuration could carry M-1s and M-2s on the main deck. Standard 96- by 125-inch pallets (built up to 64 inches high) will fit into the belly.

However, this will require an optional large and heavy door, and special ground handling equipment. Unlike other aircraft, the pallet must be loaded into a 767 with its long axis parallel to the aircraft's center line.

Because passenger capacity and direct operating expenses vary little between the 767 and Airbus, the question of belly space use represents a major distinguishing point.

Several European carriers reportedly penalized the 767 for its cargo configuration.

Why U.S. carriers were able to select the 767 is answered indirectly by Air Transport Association figures, which show that U.S. scheduled carriers sell less than a third of their available belly capacity.

The average passenger flight apparently doesn't generate enough cargo to require optimal use of space.



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