Air Freight Services

# All Air Charter Freight

Whether facing ultracritical delivery deadlines or arranging transport from a remote location, it's vital to use the right aircraft. Here's what makes us special—and key information about our fleet.

FULL TRUCKLOAD.COM

## Key Differentiators

Exclusive use of aircraft, ensuring no conflicting priorities

24/7/365 service availability for whenever you need transport

Platinum-level service and timing to reduce stress

In-flight tracking for accurate delivery status information

**Choose FullTruckload.com and get the right aircraft for your shipment. Let our concierge-level customer service and complete shipment flexibility get your delivery where it needs to be when you need it there.**

## The Fleet of Aircraft We Use

Check out the wide range of aircraft available, selected for their complete shipment flexibility. Whether you're looking for line-down service or need help with heavy and oversized air shipments, we have the optimal aircraft for your needs.

Piper PA-31 | 33ft

More Details

Cessna 406 Caravan II
39ft | More Details

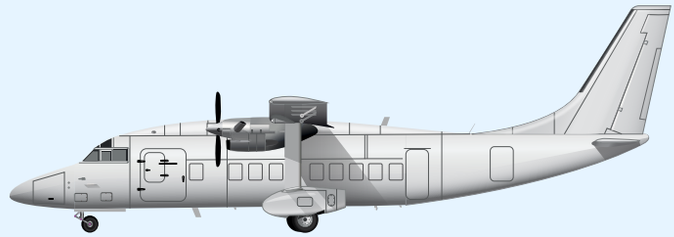
Pilatus PC-12
49ft | More Details

Embraer EMB-110
50ft | More Details

Dassault Falcon 20
56ft | More Details

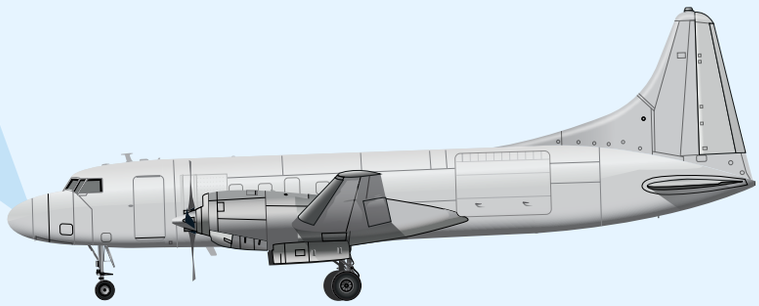
Fairchild Metro III
59ft | More Details

Fairchild Metro II
59ft | More Details



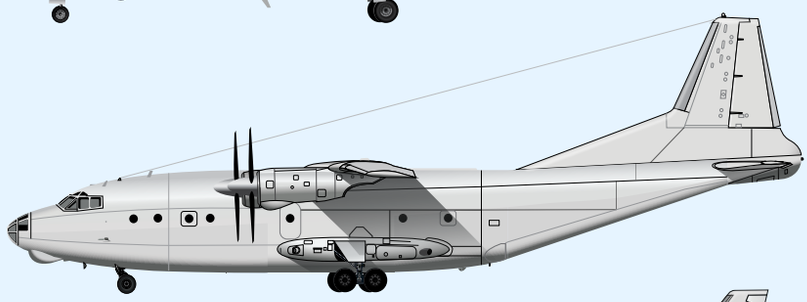
Shorts SD 360
71ft | More Details

Antonov An-26
78ft | More Details



Convair CV-580
82ft | More Details

Douglas DC-9 15F
104ft | More Details

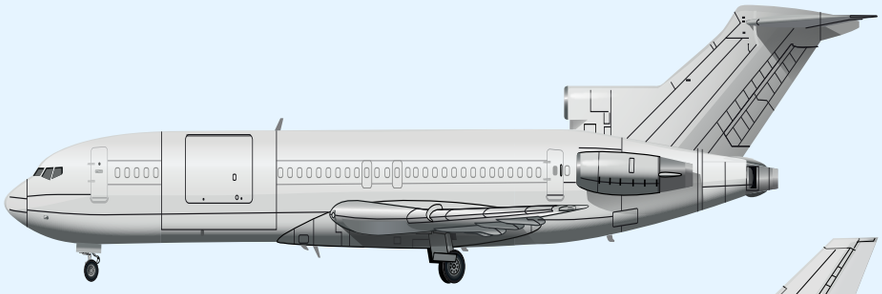


Antonov An-12
109ft
More Details

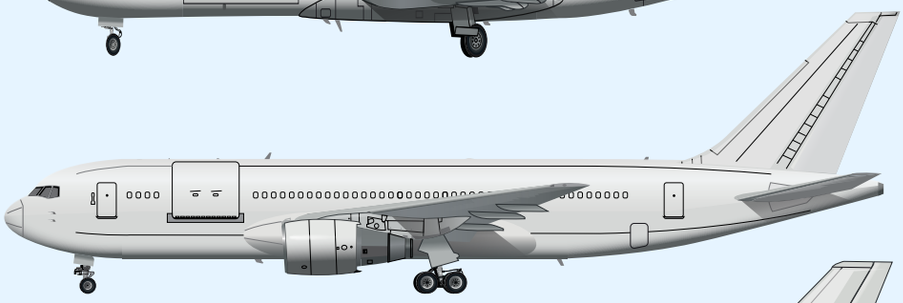
Boeing 737-300F
110ft
More Details

Boeing 737-400F
120ft
More Details

McDonnel Douglas
DC-8 71 73F
151ft
More Details



Boeing 727-200F
153ft
More Details

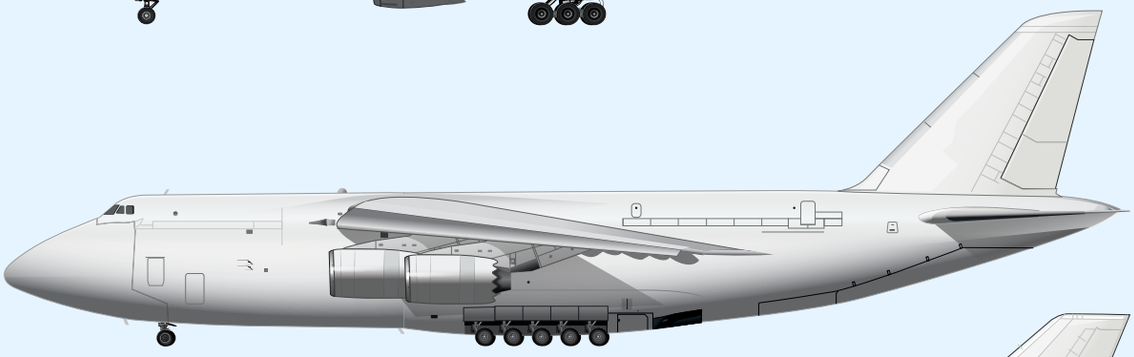


Boeing 767-200F
159ft
More Details

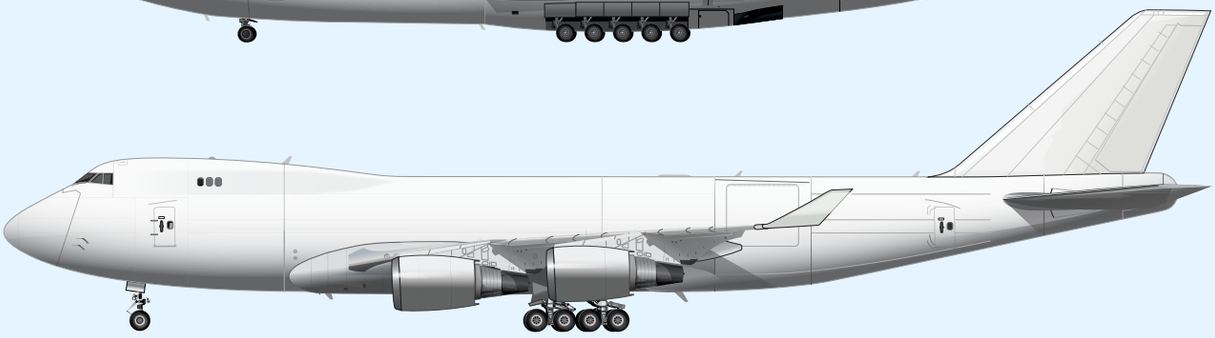
Airbus A300-600F
177ft
More Details

McDonnel Douglas
DC-10F | 182ft
More Details

Boeing 777-200F
209ft | More Details



Antonov An-124
226ft | More Details



Boeing 747
232ft | More Details

# Dedicated Single Point of Contact

### End-to-End Customer Support

Our team of professionals works tirelessly behind the scenes to ensure every shipment arrives on time, and in optimal condition, at its final destination.

### Shipping Across North America

We offer the fastest ground and air transportation options for B2B customers across the United States, Mexico, and Canada.

### Dedicated Single Point of Contact

We're with you along every mile of your journey. Get peace of mind with a dedicated single point of contact.

**Reach out today and let's solve your urgent shipping needs. I or a member of the team will be with you from start to finish.**

Call Now

## Aircraft Details & Interiors for Every Type of Cargo

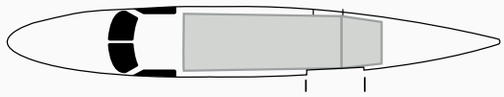
### Piper PA-31

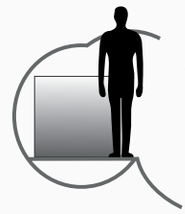
This cargo version of the successful Piper Navajo is ideal for urgent deliveries of supplies into small airports and airfields. Twin-engined, it is known for high reliability and good performance.

Top Down Cutaway

Side Cargo Door

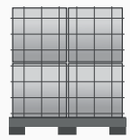
Main Deck





Width: 40 in
Height: 40 in

## Max Payload



Cubic Feet: 1,348
Weight: 12,100

## Side Cargo Door

Door 1
Width: 26 in
Height: 40 in

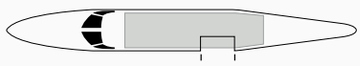
Door 2
Width: 14 in
Height: 17.7 in

# Cessna 406 Caravan II

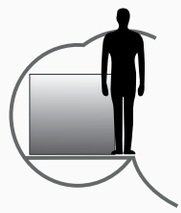
A small, twin-engined turboprop aircraft for short-to-medium range deliveries. Capacity is limited but its size and versatility let it use airports close to where its cargo is produced and needed.

## Top Down Cutaway

Main Deck

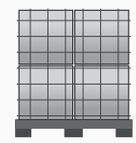


## Side Cargo Door



Width: 47 in
Height: 46 in

## Max Payload



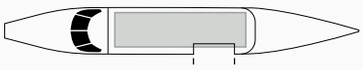
Cubic Feet: 196
Weight: 3,085

# Pilatus PC-12

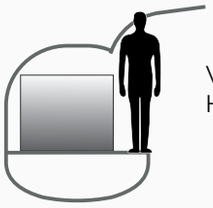
A small, single-engined aircraft with a generously-sized aft cargo door. Intended for short-to-medium-range travel, the PC12 can operate out of small airfields and is known for safety and reliability.

### Top Down Cutaway

Main Deck

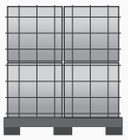


### Side Cargo Door



Width: 53 in
Height: 52 in

### Max Payload



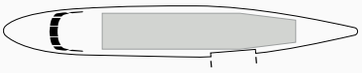
Cubic Feet: 400
Weight: 2,400

## Embraer EMB-110 Bandeirante

"Bandit" in English, this small, twin-engined Brazilian aircraft is know for its low operating costs and proven reliability. It's a good choice for transporting smaller loads over short-to-medium distances.

### Top Down Cutaway

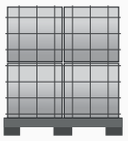
Main Deck



### Side Cargo Door

Width: 75 in
Height: 55 in

### Max Payload



Cubic Feet: 490
Weight: 3,500

## Dassault Falcon 20 Cargo

What better aircraft for getting vital parts or materials where they're needed quickly? This famously efficient private jet has room for five pallets and a range of nearly 3,000 miles.

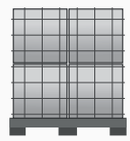
### Top Down Cutaway

Main Deck

### Side Cargo Door

Width: 73 in
Height: 55 in

### Max Payload



Cubic Feet: 449
Weight: 4,500

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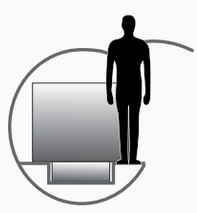
## Fairchild Metro III

An upgrade to the Metro II, thanks to a reinforced floor this has significantly higher payload, though smaller cargo volume. Like its predecessor, it's intended for short-range, time-sensitive deliveries.

### Top Down Cutaway

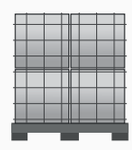
Main Deck

### Side Cargo Door



Width: 53 in
Height: 51 in

### Max Payload



Cubic Feet: 385
Weight: 4,410

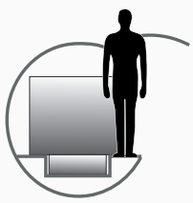
## Fairchild Metro II

A small, twin-engined aircraft for short haul delivery of urgent supplies. Loaded through a large cargo door, it can carry seven Euro-pallets with a total mass just over one ton.

### Top Down Cutaway

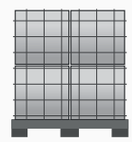
Main Deck

### Side Cargo Door



Width: 53 in
Height: 51 in

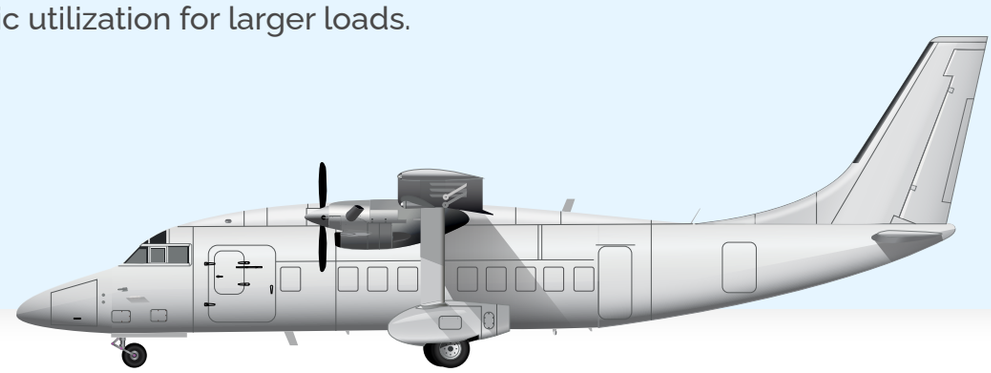
### Max Payload



Cubic Feet: 88
Weight: 2,755

## Shorts SD 360

Intended for short-haul flights and able to operate from short runways, this ungainly aircraft has good payload for its size. A square-section hold provides excellent volumetric utilization for larger loads.



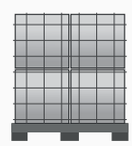
### Top Down Cutaway

Main Deck

### Side Cargo Doors

Width: 55 in
Height: 65 in

### Max Payload



Cubic Feet: 922
Weight: 3,200

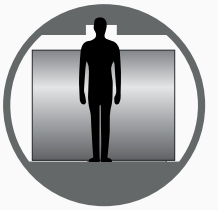
## Antonov AN-26

A short-to-medium-range aircraft known for its reliability. A military-style rear door and ramp simplify loading and unloading and permits transport of larger single items than similar aircraft can handle.

### Top Down Cutaway

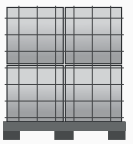
**Main Deck**

### Cargo Cross Section



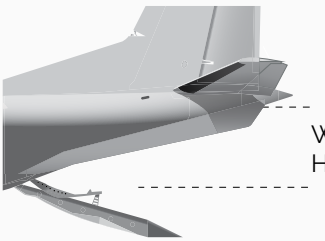
**Main Deck**
Width: 74 in
Height: 55 in

### Max Payload



Cubic Feet: 1,348
Weight: 12,100

### Rear Cargo Door



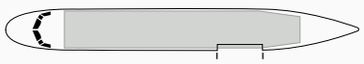
Width: 86 in
Height: 64 in

## Convair CV-580

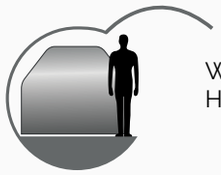
An older design, this twin-engined aircraft is intended for short-to-medium-range travel. Known for good cargo capacity for its size and type, it's a good option for deliveries to/from smaller regional airports.

### Top Down Cutaway

**Main Deck**

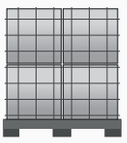


### Side Cargo Door



Width: 115 in
Height: 70 in

### Max Payload



Cubic Feet: 2,350
Weight: 15,400

## McDonnell Douglas DC9-15F

A smaller, twin-engined jet built for short-to-medium-range transportation. Cargo capacity is a little over 10 tons, but the ability to use shorter runways increases the versatility of this aircraft.

### Top Down Cutaway

**Main Deck**

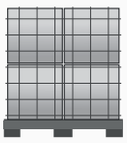
**Lower Deck**

### Side Cargo Doors

**Main Deck**
Width: 136 in
Height: 81 in

**Lower Deck Fore and Aft**
Width: 106 in
Height: 67 in

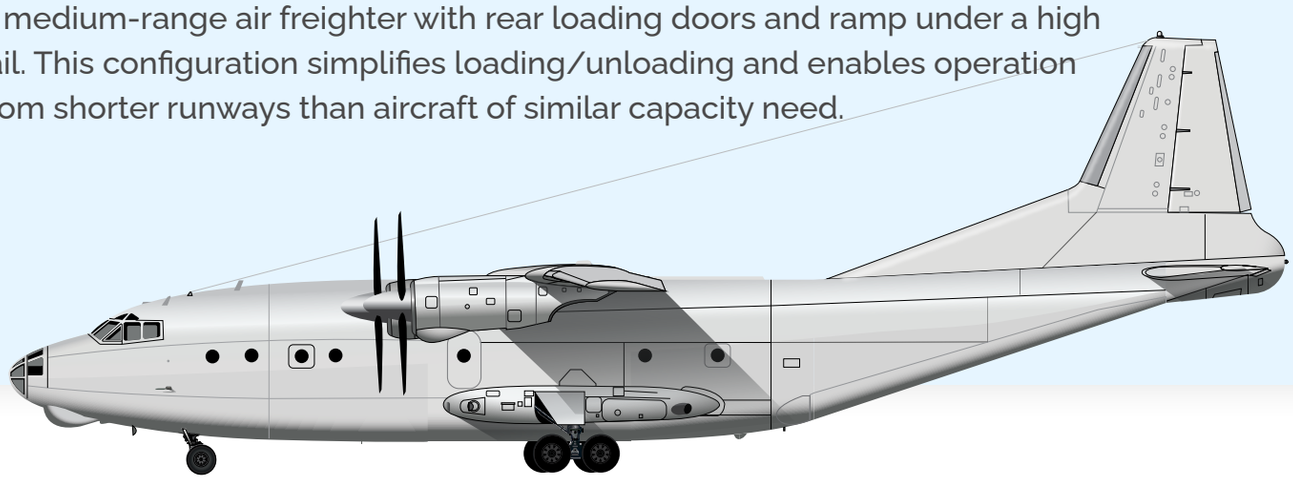
### Max Payload



Cubic Feet: 4,562
Weight: 22,930

## Antonov AN-12

A medium-range air freighter with rear loading doors and ramp under a high tail. This configuration simplifies loading/unloading and enables operation from shorter runways than aircraft of similar capacity need.



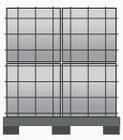
### Top Down Cutaway

**Main Deck**

### Cargo Cross Section

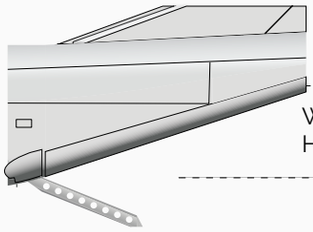
**Main Deck**
Width: 135 in
Height: 80 in

### Max Payload



Cubic Feet: 3,180
Weight: 44,000

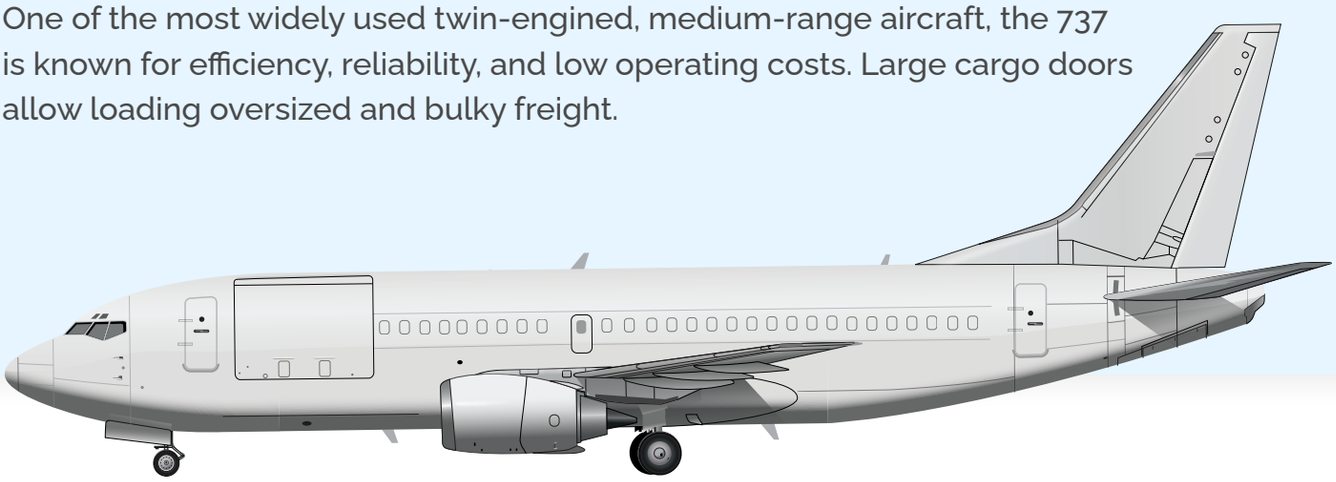
### Rear Cargo Door



Width: 117 in
Height: 116 in

## Boeing 737-300F

One of the most widely used twin-engined, medium-range aircraft, the 737 is known for efficiency, reliability, and low operating costs. Large cargo doors allow loading oversized and bulky freight.



## Top Down Cutaway

Main Deck

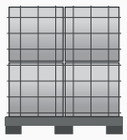
Lower Deck

## Side Cargo Doors

**Main Deck**
Width: 139 in
Height: 81 in

**Lower Deck Fore**
Width: 44 in
Height: 33 in

## Max Payload



Cubic Feet: 4,600
Weight: 42,300

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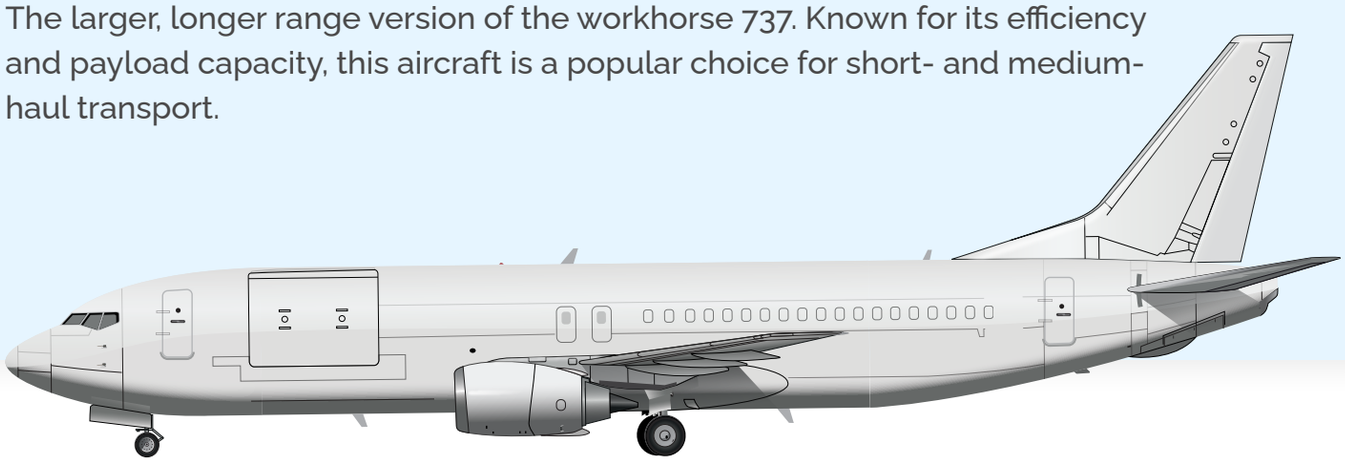
# Boeing 737-400F

The larger, longer range version of the workhorse 737. Known for its efficiency and payload capacity, this aircraft is a popular choice for short- and medium-haul transport.



## Top Down Cutaway

Main Deck

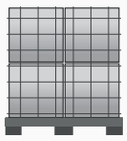
Lower Deck

## Side Cargo Doors

**Main Deck**
Width: 139 in
Height: 81 in

**Lower Deck Fore**
Width: 44 in
Height: 33 in

## Max Payload



Cubic Feet: 4,600
Weight: 42,300

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# McDonnel Douglas DC-8F 71 73F

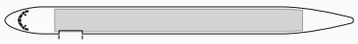
A large, four-engined narrow-bodied freighter built for medium-to-long-haul transportation. Loaded and unloaded via a large cargo door in the upper hold and separate forward and aft lower doors.

## Top Down Cutaway

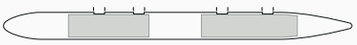
## Side Cargo Doors

## Max Payload

Main Deck

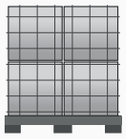


Lower Deck



**Main Deck**
Width: 137 in
Height: 86 in

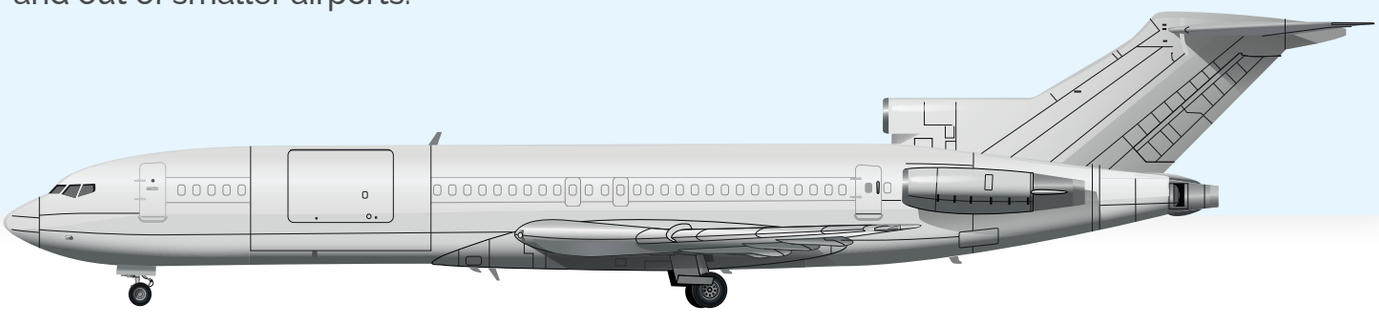
**Lower Deck Fore and Aft**
Width: 36 in
Height: 44 in



Cubic Feet: 10,400
Weight: 88,400

## Boeing 727-200F

A three-engine design lets this medium-range, high-capacity freighter operate from shorter runways than similar aircraft. That makes it a good choice for transport into and out of smaller airports.

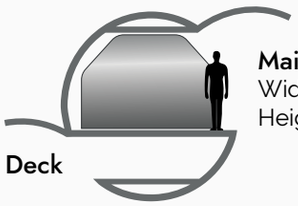


### Top Down Cutaway

Main Deck

Lower Deck

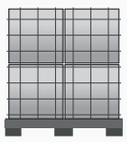
### Side Cargo Doors



**Main Deck**
Width: 134 in
Height: 88 in

**Lower Deck Fore**
Width: 44 in
Height: 35 in

### Max Payload



Cubic Feet: 6,600
Weight: 53,000

## Boeing 767-200F

A medium-to-long-range freighter known for being highly fuel-efficient in operation. Large side doors on the upper and lower decks and an integrated cargo handling system simplify loading and unloading.

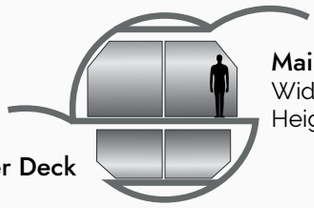
### Top Down Cutaway

### Side Cargo Doors

### Max Payload

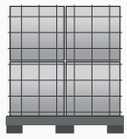
Main Deck

Lower Deck



**Main Deck**
Width: 133 in
Height: 96 in

**Lower Deck Fore**
Width: 70 in
Height: 68 in



Cubic Feet: 12,950
Weight: 92,500

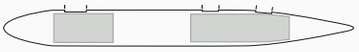
## Airbus A300-600F

A large, wide-bodied aircraft designed to accommodate up to 28 pallets over two decks. Large primary and lower deck doors facilitate easy loading and unloading. Intended for medium-range flights.

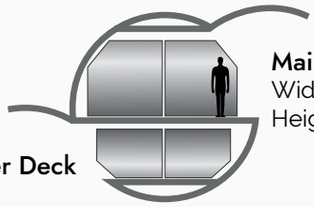
### Top Down Cutaway

Main Deck

Lower Deck



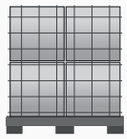
### Side Cargo Doors



**Main Deck**
Width: 141 in
Height: 101 in

**Lower Deck Fore**
Width: 106 in
Height: 66 in

### Max Payload



Cubic Feet: 13,800
Weight: 103,600

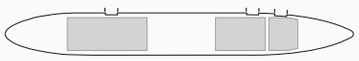
## McDonnel Douglas DC-10F

Large, long-range freighter employing an uncommon three engine design. It's capable of holding 23 pallets on the upper cargo deck. Big upper and lower doors support rapid loading and unloading.

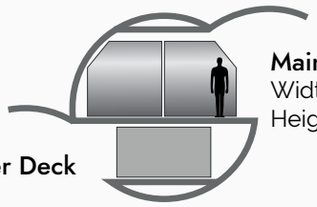
### Top Down Cutaway

Main Deck

Lower Deck



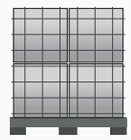
### Side Cargo Doors



**Main Deck**
Width: 140 in
Height: 100 in

**Lower Deck Fore**
Width: 66 in
Height: 104 in

### Max Payload



Cubic Feet: 18,350
Weight: 101,805

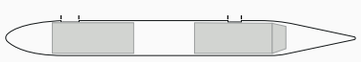
## Boeing 777-200F

With cargo capacity approaching that of the 747-400F, this large aircraft was engineered for exceptionally long range. It's a good choice for inter-continental delivery of large, heavy, and bulky freight.

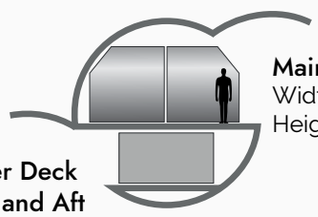
### Top Down Cutaway

Main Deck

Lower Deck



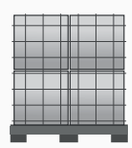
### Side Cargo Doors



**Main Deck Aft**
Width: 142 in
Height: 120 in

**Lower Deck Fore and Aft**
Width: 106 in
Height: 67 in

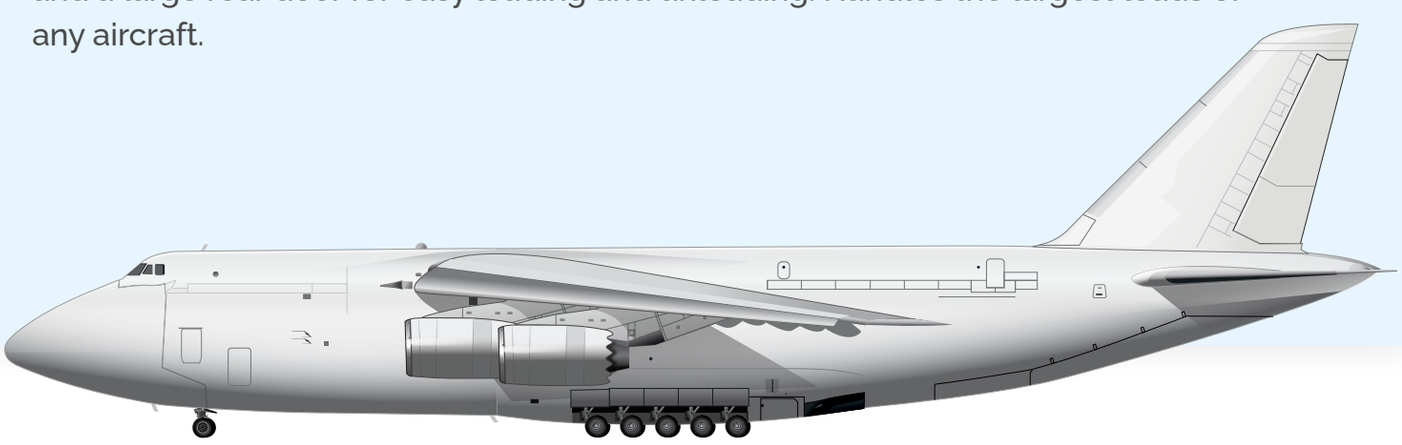
### Max Payload



Cubic Feet: 23,060
Weight: 222,075

## Antonov AN-124

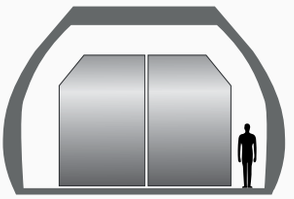
A massive aircraft designed from the outset for cargo. Features an opening nose and a large rear door for easy loading and unloading. Handles the largest loads of any aircraft.



## Top Down Cutaway

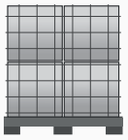
**Main Deck**

## Cargo Cross Section



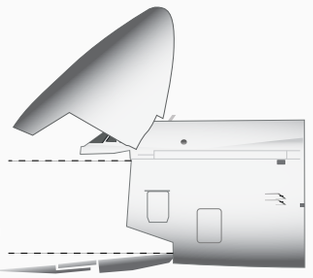
**Main Deck**
Width: 251 in
Height: 173 in

## Max Payload



Cubic Feet: 36,085
Weight: 264,554

## Nose Cargo Door



Width: 251 in
Height: 173 in

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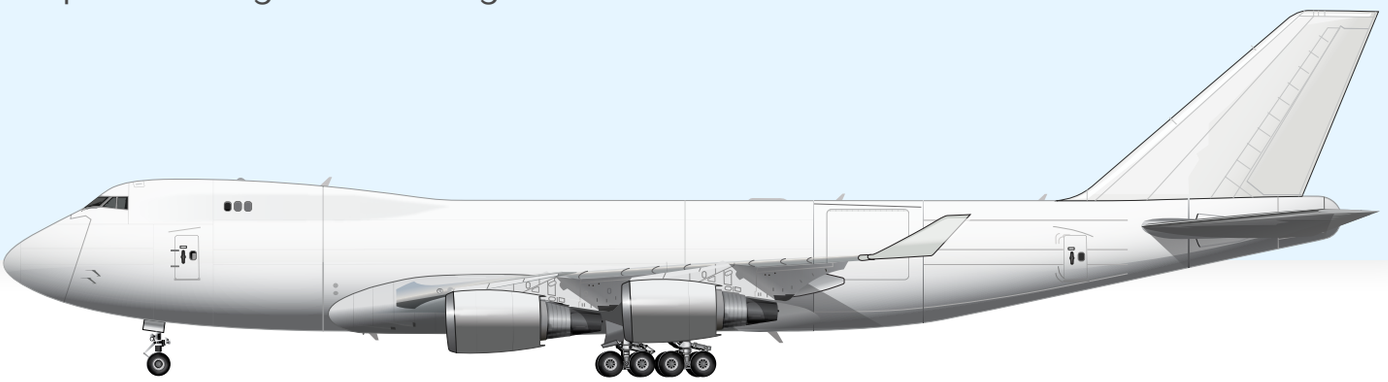
# Boeing 747-400F

Built for cost-effective delivery of huge loads to any corner of the globe. The wide-body design, with opening nose, large side door and cargo handling system, simplifies loading and unloading.

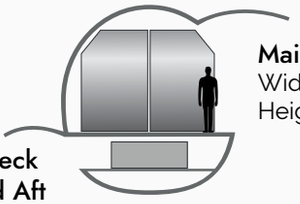


## Top Down Cutaway

**Main Deck**

**Lower Deck**

## Side Cargo Doors

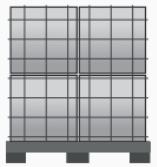


**Main Deck Aft**
Width: 134 in
Height: 120 in

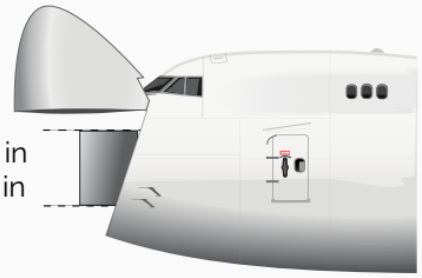
**Lower Deck Fore and Aft**
Width: 110 in
Height: 66 in

## Max Payload

## Nose Cargo Door



Cubic Feet: 24,115
Weight: 274,000



Width: 140 in
Height: 98 in

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