Air Freight Services

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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.

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 SameDayAir.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

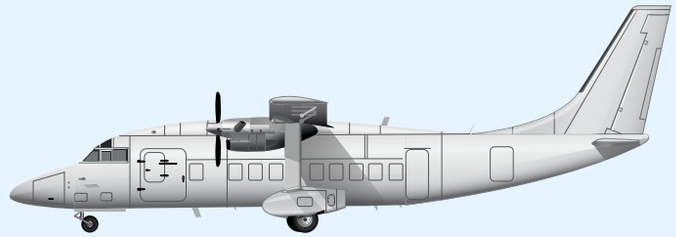
Pilatus PC-12
49ft | More Details

Embraer EMB-110
50ft | More Details

Dassault Falcon 20
56ft | More Details

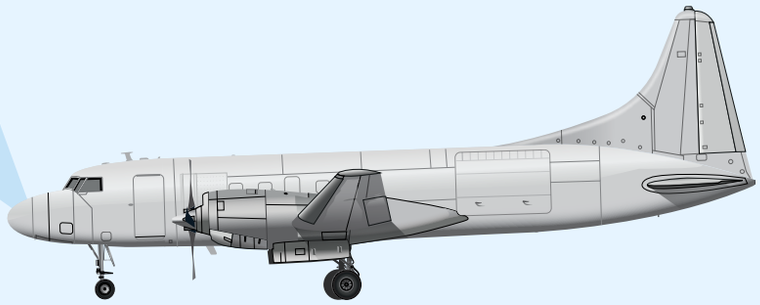
Fairchild Metro III
59ft | More Details

Fairchild Metro II
59ft | More Details



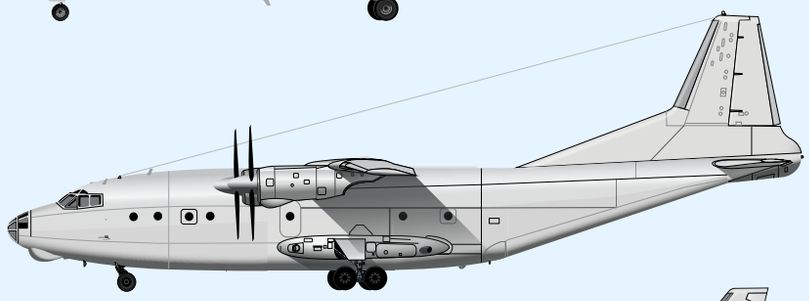
Shorts SD 360
71ft | More Details

Antonov An-26
78ft | More Details



Convair CV-580
82ft | More Details

Douglas DC-9 15F
104ft | More Details

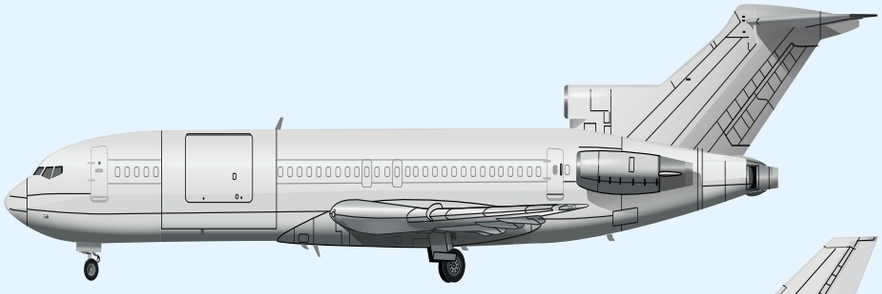


Antonov An-12
109ft
More Details

Boeing 737-300F
110ft
More Details

Boeing 737-400F
120ft
More Details

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



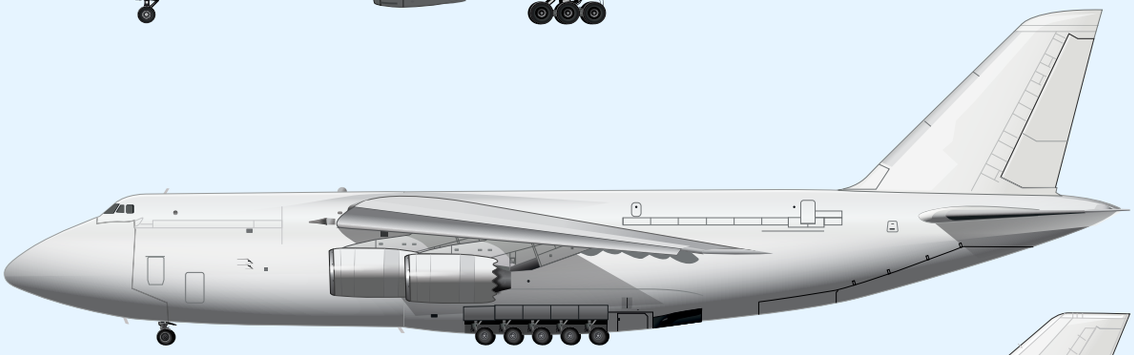
Boeing 727-200F
153ft
More Details

Boeing 767-200F
159ft
More Details

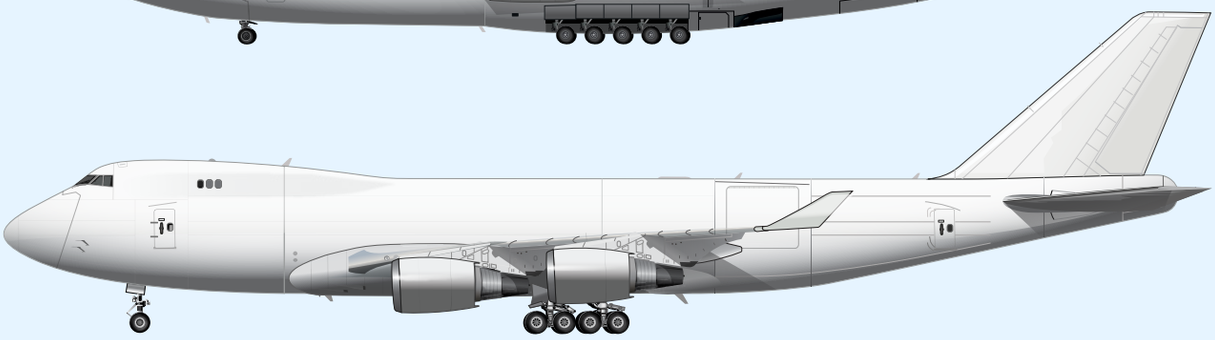
Airbus A300-600F
177ft
More Details

McDonnel Douglas
DC-10F | 182ft
More Details

Boeing 777-200F
209ft | More Details



Antonov An-124
226ft | More Details



Boeing 747
232ft | More Details

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End-to-End Customer Support

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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.

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Aircraft Details & Interiors for Every Type of Cargo

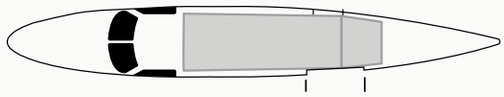
Piper PA-31

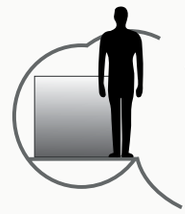
This cargo version of the successful Piper Navajo is ideal for urgent deliveries of supplies into small airports and airfields. Twin-engined, it is known for high reliability and good performance.

Top Down Cutaway

Side Cargo Door

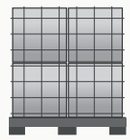
Main Deck





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

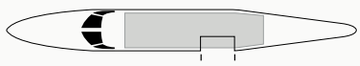
Door 2
Width: 14 in
Height: 17.7 in

Cessna 406 Caravan II

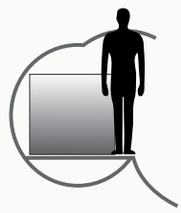
A small, twin-engined turboprop aircraft for short-to-medium range deliveries. Capacity is limited but its size and versatility let it use airports close to where its cargo is produced and needed.

Top Down Cutaway

Main Deck

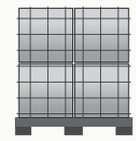


Side Cargo Door



Width: 47 in
Height: 46 in

Max Payload



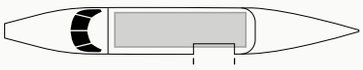
Cubic Feet: 196
Weight: 3,085

Pilatus PC-12

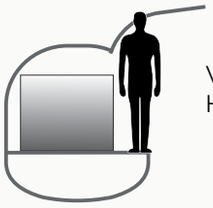
A small, single-engined aircraft with a generously-sized aft cargo door. Intended for short-to-medium-range travel, the PC12 can operate out of small airfields and is known for safety and reliability.

Top Down Cutaway

Main Deck

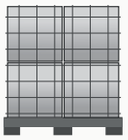


Side Cargo Door



Width: 53 in
Height: 52 in

Max Payload



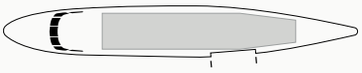
Cubic Feet: 400
Weight: 2,400

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

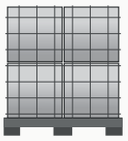
Main Deck



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.

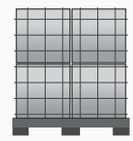
Top Down Cutaway

Main Deck

Side Cargo Door

Width: 73 in
Height: 55 in

Max Payload



Cubic Feet: 449
Weight: 4,500

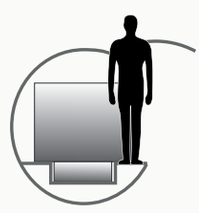
Fairchild Metro III

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

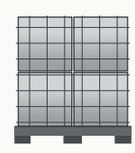
Main Deck

Side Cargo Door



Width: 53 in
Height: 51 in

Max Payload



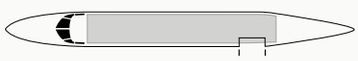
Cubic Feet: 385
Weight: 4,410

Fairchild Metro II

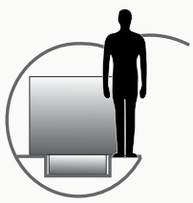
A small, twin-engined aircraft for short haul delivery of urgent supplies. Loaded through a large cargo door, it can carry seven Euro-pallets with a total mass just over one ton.

Top Down Cutaway

Main Deck

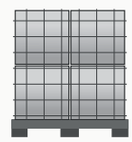


Side Cargo Door



Width: 53 in
Height: 51 in

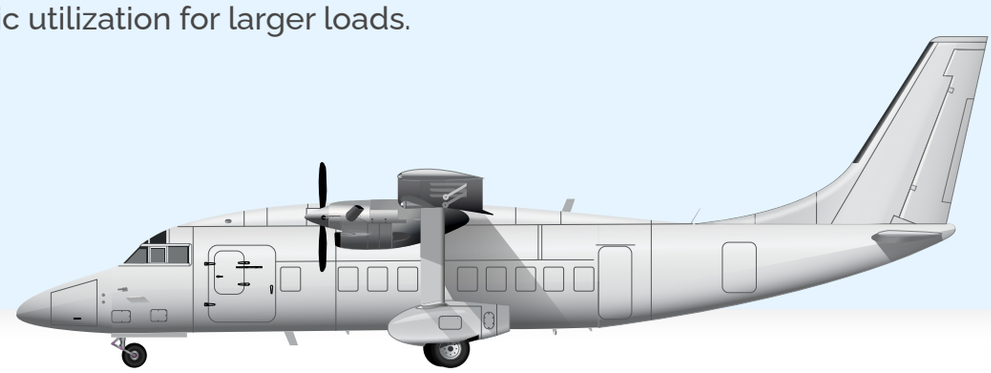
Max Payload



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.



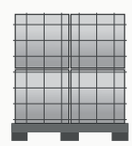
Top Down Cutaway

Main Deck

Side Cargo Doors

Width: 55 in
Height: 65 in

Max Payload



Cubic Feet: 922
Weight: 3,200

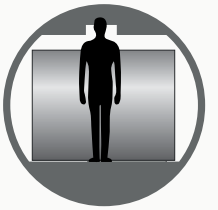
Antonov AN-26

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

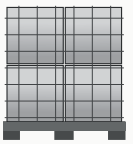
Main Deck

Cargo Cross Section



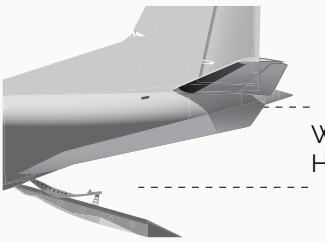
Main Deck
Width: 74 in
Height: 55 in

Max Payload



Cubic Feet: 1,348
Weight: 12,100

Rear Cargo Door



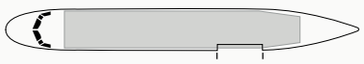
Width: 86 in
Height: 64 in

Convair CV-580

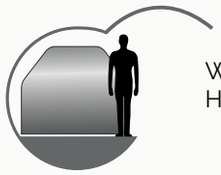
An older design, this twin-engined aircraft is intended for short-to-medium-range travel. Known for good cargo capacity for its size and type, it's a good option for deliveries to/from smaller regional airports.

Top Down Cutaway

Main Deck

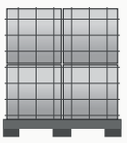


Side Cargo Door



Width: 115 in
Height: 70 in

Max Payload



Cubic Feet: 2,350
Weight: 15,400

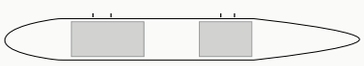
McDonnell Douglas DC9-15F

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

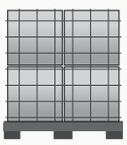


Side Cargo Doors

Main Deck
Width: 136 in
Height: 81 in

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

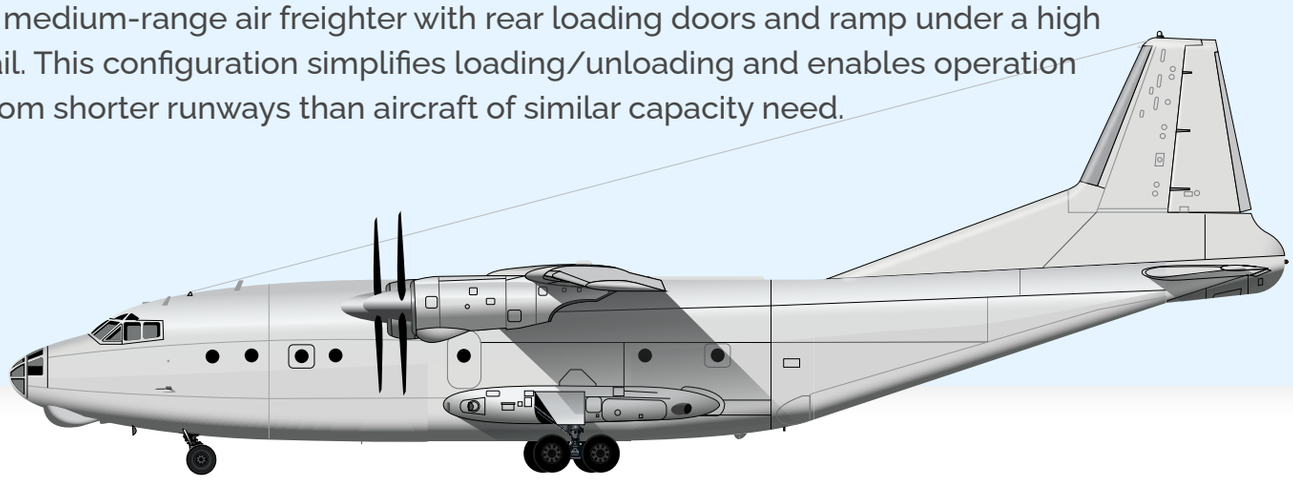
Max Payload



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.



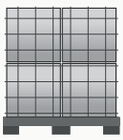
Top Down Cutaway

Main Deck

Cargo Cross Section

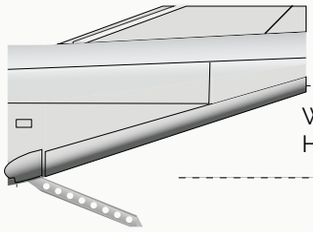
Main Deck
Width: 135 in
Height: 80 in

Max Payload



Cubic Feet: 3,180
Weight: 44,000

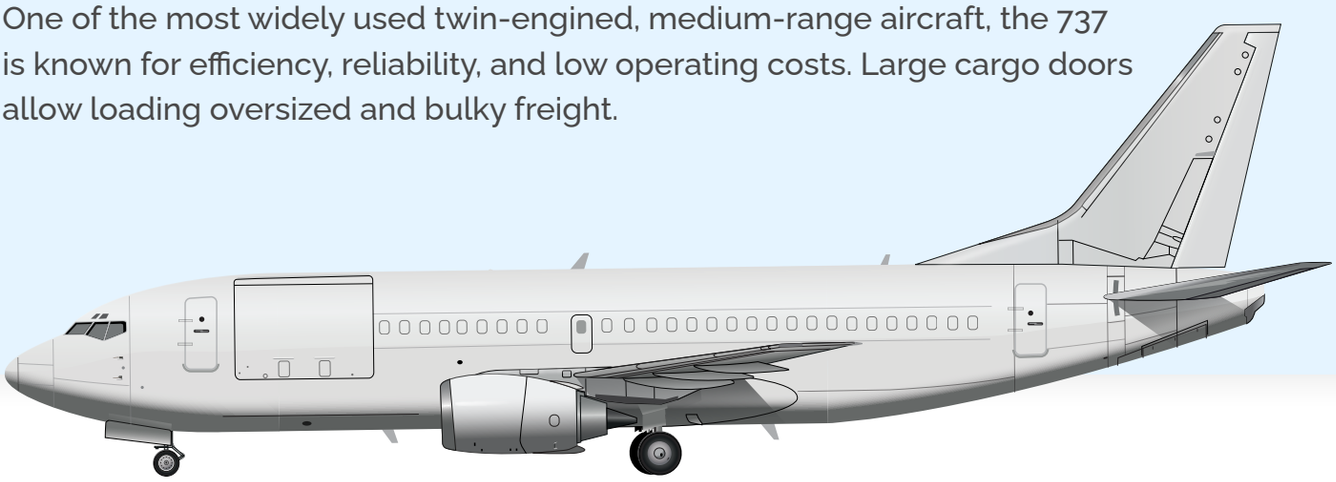
Rear Cargo Door



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

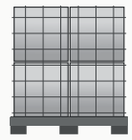
Lower Deck

Side Cargo Doors

Main Deck
Width: 139 in
Height: 81 in

Lower Deck
Fore
Width: 44 in
Height: 33 in

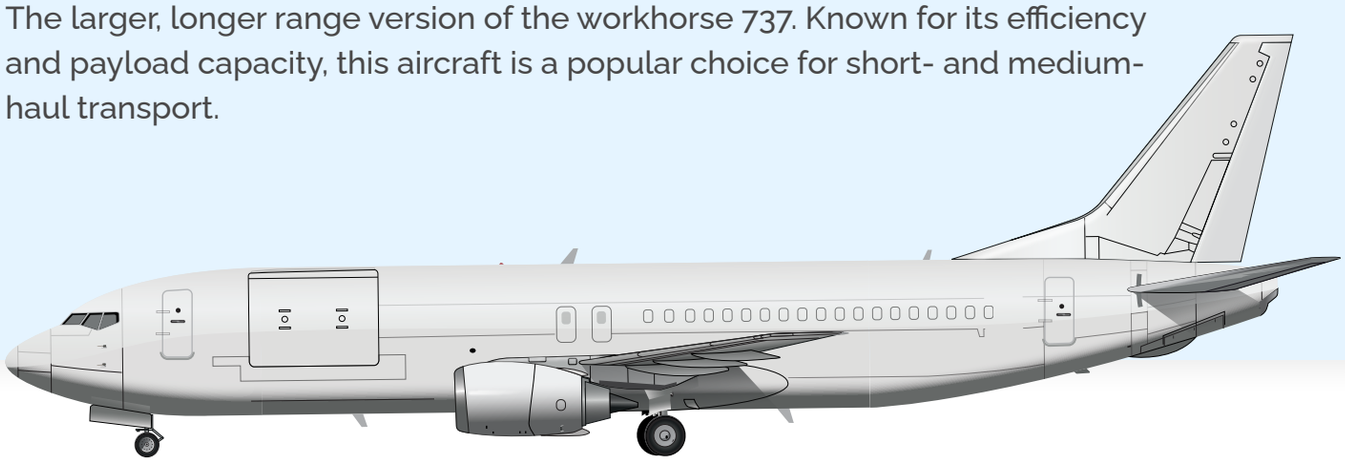
Max Payload



Cubic Feet: 4,600
Weight: 42,300

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

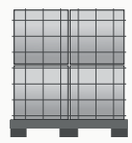
Lower Deck

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

McDonnel Douglas DC-8F 71 73F

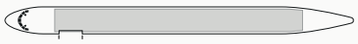
A large, four-engined narrow-bodied freighter built for medium-to-long-haul transportation. Loaded and unloaded via a large cargo door in the upper hold and separate forward and aft lower doors.

Top Down Cutaway

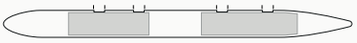
Side Cargo Doors

Max Payload

Main Deck

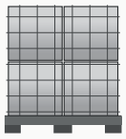


Lower Deck



Main Deck
Width: 137 in
Height: 86 in

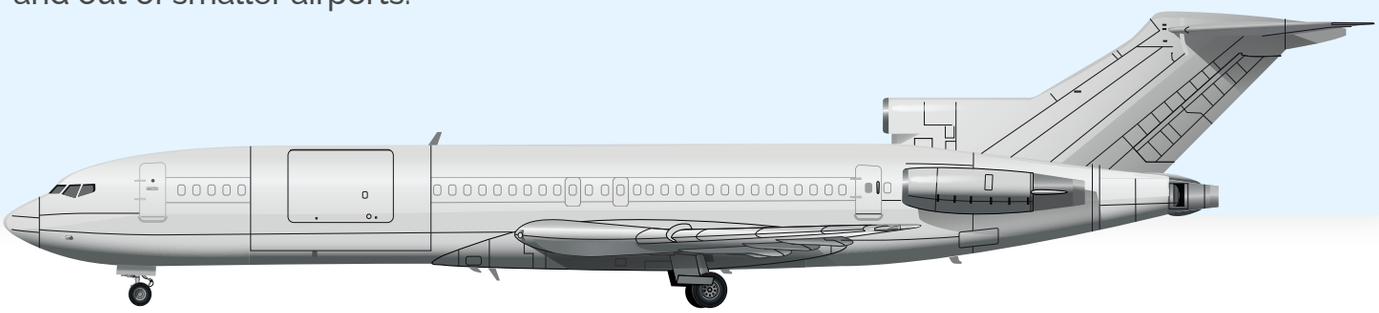
Lower Deck Fore and Aft
Width: 36 in
Height: 44 in



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.

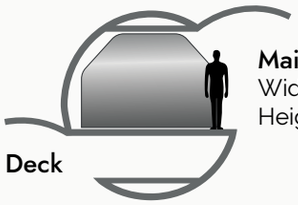


Top Down Cutaway

Main Deck

Lower Deck

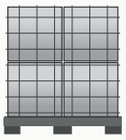
Side Cargo Doors



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.

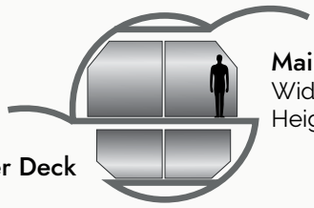
Top Down Cutaway

Side Cargo Doors

Max Payload

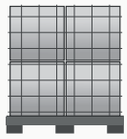
Main Deck

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

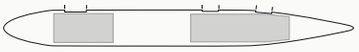
Airbus A300-600F

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.

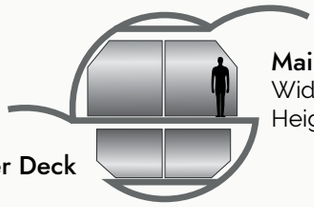
Top Down Cutaway

Main Deck

Lower Deck



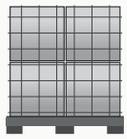
Side Cargo Doors



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

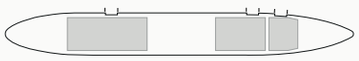
McDonnel Douglas DC-10F

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.

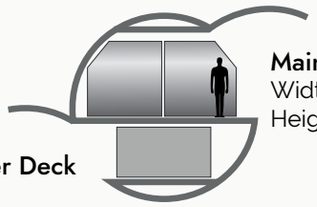
Top Down Cutaway

Main Deck

Lower Deck



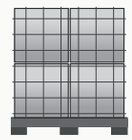
Side Cargo Doors



Main Deck
Width: 140 in
Height: 100 in

Lower Deck Fore
Width: 66 in
Height: 104 in

Max Payload



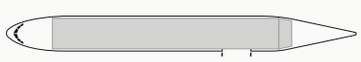
Cubic Feet: 18,350
Weight: 101,805

Boeing 777-200F

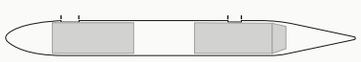
With cargo capacity approaching that of the 747-400F, this large aircraft was engineered for exceptionally long range. It's a good choice for inter-continental delivery of large, heavy, and bulky freight.

Top Down Cutaway

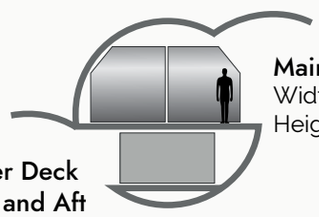
Main Deck



Lower Deck



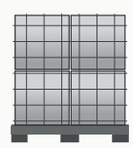
Side Cargo Doors



Main Deck Aft
Width: 142 in
Height: 120 in

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

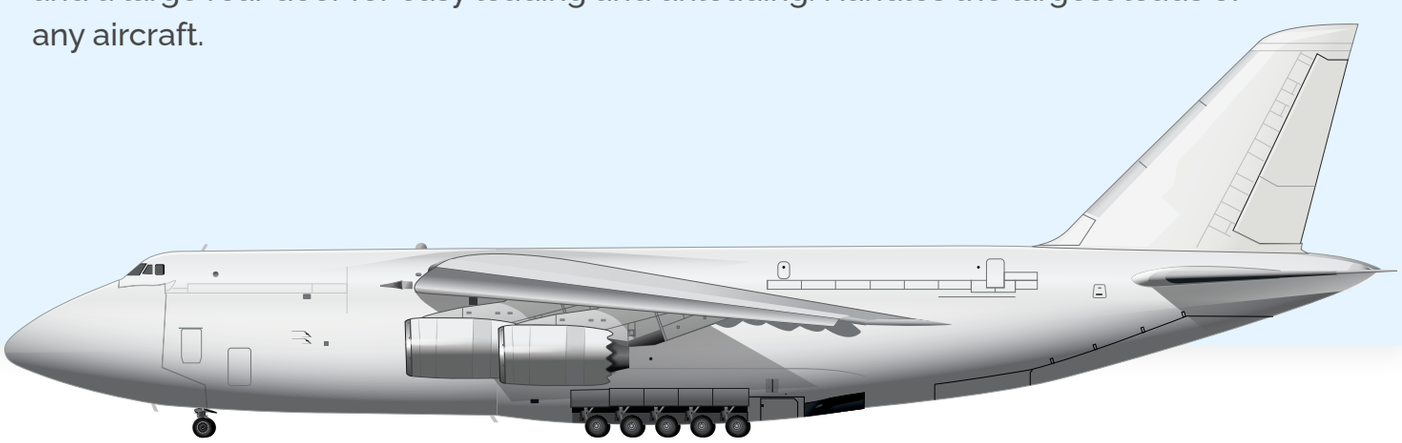
Max Payload



Cubic Feet: 23,060
Weight: 222,075

Antonov AN-124

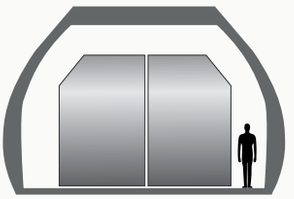
A massive aircraft designed from the outset for cargo. Features an opening nose and a large rear door for easy loading and unloading. Handles the largest loads of any aircraft.



Top Down Cutaway

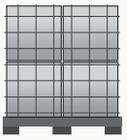
Main Deck

Cargo Cross Section



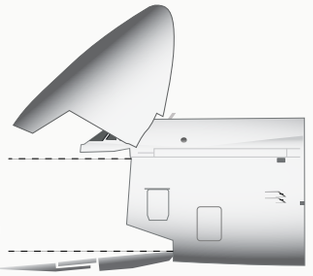
Main Deck
Width: 251 in
Height: 173 in

Max Payload



Cubic Feet: 36,085
Weight: 264,554

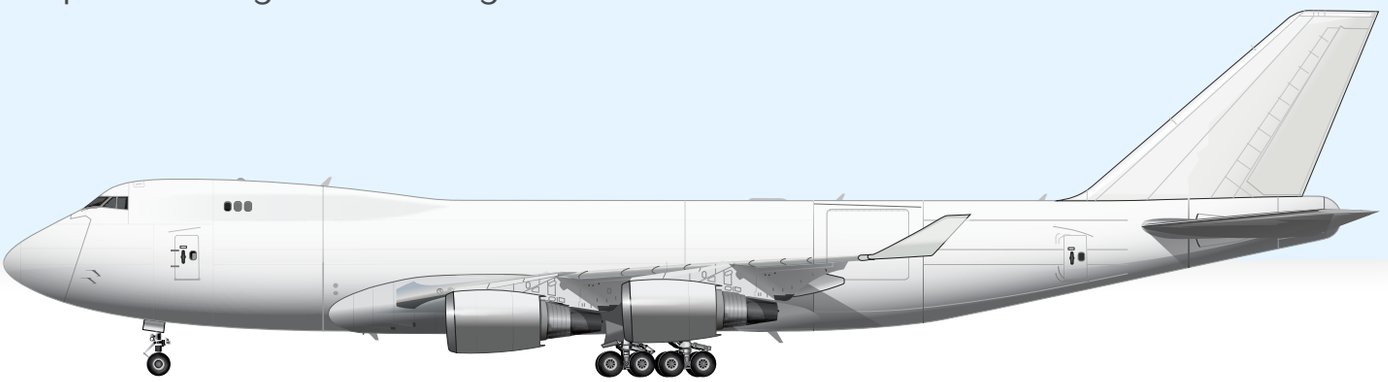
Nose Cargo Door



Width: 251 in
Height: 173 in

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.

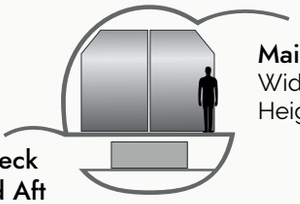


Top Down Cutaway

Main Deck

Lower Deck

Side Cargo Doors

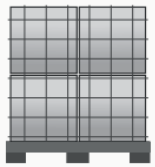


Main Deck Aft
Width: 134 in
Height: 120 in

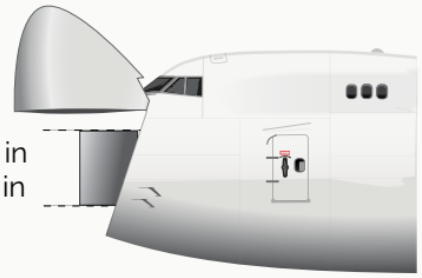
Lower Deck Fore and Aft
Width: 110 in
Height: 66 in

Max Payload

Nose Cargo Door



Cubic Feet: 24,115
Weight: 274,000



Width: 140 in
Height: 98 in

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