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Powerplant Pratt & Whitney Canada PT6-140 867 SHP turboprop engine Propeller SpecsHartzell, constant speed, full feathering, reversible pitch, 3 blades, 106 in. diameter Dimensions Length - 41 ft 6 in (12.67m) Height - 15 ft 5 in (4.6m) Wingspan - 52 ft 1 in (15.87m) Wing Area - 279 sq ft (25.96 sq m) Wheelbase - 13 ft 4 in (4.05m) Tread - 11 ft 6 in (3.56m) Cabin Interior Height - 54 in (1.37m) Cabin Interior Width - 64 in (1.63m) Cabin Interior Length - 16 ft 9 in (5.1m) Maximum passengers - 14 Baggage Weights Max Ramp - 8842 lb (4011 kg) Max Takeoff - 8807 lb (3995 kg) Max Landing - 8500 lb (3856 kg) Usable Fuel Weight - 2246 lb (1019 kg) Usable Fuel Volume - 335 gal (1269 l) Basic Operating Weight - 5330 lb (2418 kg) Useful Load - 3512 lb (1593 kg) Max Payload - 1266 lb (574 kg) Performance Max Cruise - 185 KTAS (343 km/h) Max Range - 912 NM (1689 km) Takeoff Distance - 2160 ft (658 m) Takeoff Ground Roll - 1399 ft (426 m) Landing Distance - 1836 ft (560 m) Landing Ground Roll - 1004 ft (306 m) Max. Climb Rate - 1275 FPM (389 MPM) Max. Limit Speed - 61 KCAS (113 km/h) Want to give your brand videos a cinematic edge? Join our visual experts and special guests for an info-packed hour of insights to elevate your next video project. Tune in on June 24 at 11am ET.Register NowHow can financial brands set themselves apart through visual storytelling? Our experts explain how.Learn MoreThe Motorsport Images Collections captures events from 1895 to today's most recent coverage.Discover The CollectionWant to give your brand videos a cinematic edge? Join our visual experts and special guests for an info-packed hour of insights to elevate your next video project. Tune in on June 24 at 11am ET.Register NowHow can financial brands set themselves apart through visual storytelling? Our experts explain how.Learn MoreThe Motorsport Images Collections captures events from 1895 to today's most recent coverage.Discover The CollectionWant to give your brand videos a cinematic edge? Join our visual experts and special guests for an info-packed hour of insights to elevate your next video project. Tune in on June 24 at 11am ET.Register NowHow can financial brands set themselves apart through visual storytelling? Our experts explain how.Learn MoreThe Motorsport Images Collections captures events from 1895 to today's most recent coverage.Discover The Collection Set themselves apart through visual storytelling? distance travel. The Cessna 208B Grand Caravan is a single-engine, high-wing turboprop aircraft, known for its durability, impressive payload, and adaptability across a range of missions, including passenger and cargo transport, medical evacuation, and aerial surveys. As an upgraded version of the 208 Caravan, the 208B Grand Caravan features a longer fuselage, larger payload capacity, and increased range, making it highly popular for commuter airlines, charter services, and cargo operations, particularly in remote or rugged areas. Powered by the Pratt & Whitney Canada PT6A-114A engine, the 208B Grand Caravan has a maximum cruise speed of approximately 186 mph (162 knots) and a range of up to 964 nautical miles. It can reach a maximum altitude of 25,000 feet, ideal for operators needing to bypass adverse weather or access high-altitude destinations. Known for its STOL (short takeoff and landing) capability, the Grand Caravan can operate in remote areas with minimal runway infrastructure, including unpaved airstrips, making it a robust solution for off-grid operations. The Cessna Caravan stands as one of the most versatile utility aircraft in modern aviation. With its impressive useful load capacity this single-engine turboprop has become a favorite among cargo operators regional airlines and private owners. Understanding the Caravan's useful load capabilities is crucial for operators who need to maximize their aircraft's efficiency. Whether it's hauling cargo in remote locations or transporting passengers on short-haul routes the Cessna Caravan's useful load plays a vital role in its operational success. The aircraft's ability to carry substantial weight while maintaining reliable performance has made it an industry standard since its introduction in 1984. From the basic Caravan to the Grand Caravan to the Grand Caravan Useful Load The Cessna Caravan's weight specifications define its operational capabilities that cater to different mission requirements. Cessna Caravan Useful Load The Cessna Caravan's weight specifications include precise measurements that determine the aircraft's performance parameters. Maximum Takeoff Weight The Cessna 208 Caravan's maximum takeoff weight reaches 8,750 pounds (3,969 kg), while the Grand Caravan EX extends to 8,807 pounds (3,995 kg). This weight limitation encompasses: Combined fuel load up to 332 gallons Total passenger capacity of 9-14 persons Cargo volume of 340 cubic feet External load configurations up to 84 inches Basic Empty Weight (lbs) Empty Weight (kg) Standard Caravan 4,730 2,146 Grand Caravan EX 4,897 2,221 Cargo Pod Version 4,892 2,219 Standard avionics package Basic interior configuration Required safety equipment Full operating fluids Standard fuel system components Standard load configurations to accommodate diverse operational requirements. Each configuration maximizes the aircraft's utility while maintaining strict adherence to weight distribution guidelines. Passenger Configuration Load Capacity The passengers of the Cessna Caravan accommodates up to 14 passengers in the Grand Caravan EX variant. The standard seating arrangement includes: 9 passengers plus 2 crew members in the original Caravan 13 passengers plus 2 crew members in the Grand Caravan EX 340 pounds (154 kg) of baggage capacity in the cargo pod 87 cubic feet of cabin volume for passenger comfort 2,000 pounds (1,499 kg) maximum cargo payload 340 cubic feet of total cargo volume 54-inch (137 cm) wide cargo door 4 cargo net tie-down points Double-hinged cargo door for simplified loading Reinforced cargo floor rated at 200 pounds per square foot Optional cargo pod adding 111 cubic feet of volume Door Width Passenger 2,000 lbs 87 cu ft 49 inches Cargo 3,305 lbs 340 cu ft 54 inches Cargo w/Pod 3,005 lbs 451 cu ft 54 inches Factors Affecting Useful Load The Cessna Caravan's useful load capacity varies based on multiple operational factors. These elements directly impact the aircraft's performance capabilities during flight operations. Fuel Load Impact Fuel weights 6.7 pounds, making the full fuel load of 332 gallons equal to 2,224 pounds. A reduced fuel load increases the available payload capacity for: Cargo transport up to 3,305 pounds with minimal fuel reserves Short-haul flights requiring fuelto-cargo ratios Weather and Environmental Effects Environmental conditions alter the Cessna Caravan's useful load calculations. Temperature adjustments include: High density altitude reducing maximum takeoff weight by 15% Hot weather operations limiting payload capacity by 200-300 pounds Cold weather increasing performance with denser air Humidity levels affecting engine performance by 2-3% Runway elevation affecting takeoff performance Headwinds reducing required takeoff distance Precipitation adding 50-100 pounds of water weight Ice accumulation decreasing useful load by 100-200 pounds in the second distance Precipitation adding 50-100 pounds of water weight Ice accumulation decreasing useful load by 100-200 pounds in the second distance Precipitation adding 50-100 pounds of water weight Ice accumulation decreasing useful load by 100-200 pounds in the second distance Precipitation adding 50-100 pounds in the second distan (5,000 ft) -250 lbs Icing Conditions -200 lbs High Humidity -100 lbs Payload Range Performance The Cessna Caravan's payload range performance the aircraft's ability to balance cargo weight with flight distance. Maximum Range with Full Fuel The Cessna Caravan achieves a maximum range of 1,070 nautical miles with full fuel tanks of 332 gallons. This range calculation includes: Reserve fuel of 45 minutes at cruise power Takeoff at sea level in standard conditions Cruise altitude of 10,000 feet Payload capacity of 2,000 pounds with full fuel Configuration Range (nm) Payload (lbs) Fuel Load (gal) Full Fuel 1,070 2,000 332 75% Fuel 803 2,556 249 50% Fuel 535 3,112 166 Forward cargo positioning within 25% of cabin length Lateral balance maintained within 3 inches of centerline Floor loading limits of 200 pounds Zone B (center): 1,200 pounds Zone C (aft): 1,000 pounds Load Zone Maximum Weight (lbs) Distance from Datum (in) Forward 1,100 135-175 Center 1,200 176-215 Aft 1,000 216-255 Common Loading scenarios The Cessna Caravan's versatile loading configurations accommodate diverse operational requirements. Each loading scenario follows specific weight distribution patterns to maintain aircraft balance and operational efficiency. Commercial Cargo Operations Commercial cargo operations in the Cessna Caravan utilize zone-specific loading patterns to maximize payload capacity. The cargo area accommodates: Forward Zone: 1,200 pounds (544 kg) maximum load with specific tie-down points Center Zone: 1,500 pounds (680 kg) capacity distributed across reinforced flooring Aft Zone: 800 pounds (1,134 kg) limit to maintain proper center of gravity Express Delivery: 2,500 pounds (1,134 kg) baggage allowance Extended Configuration: 14 passengers in Grand Caravan EX with reduced baggage capacity Mixed Layout: 6 passengers plus 1,500 pounds (91 kg) per person allowance Commuter Format: 11 passengers with overhead storage compartments rated at 20 pounds (9 kg) each Configuration Type Maximum Passenger Count Baggage Allowance (lbs) Cargo Volume (cu ft) Standard 9 340 87 Extended 14 220 54 Mixed 6 200 170 Charter 8 300 85 Commuter 11 260 65 Load Distribution and Balance The Cessna Caravan's load distribution system ensures optimal flight performance through precise weight placement. The aircraft's design incorporates specific loading
zones with designated weight limits to maintain stability during all phases of flight. Center of Gravity between 192-208 inches aft of the reference datum while aft cargo positioning ranges from 208-215 inches. Critical loading zones include: Forward Zone: Maximum 1,500 pounds (680 kg) Aft Zone: Maximum 1,500 pounds (680 kg) Aft Zone: Maximum 800 pounds (363 kg) Weight and Balance Calculations Weight and balance calculations follow a structured formula incorporating specific station measurements: Component Station (inches) Weight Limit (lbs) Pilot Area 135-155 400 Forward Cabin 170-190 1,100 Mid Cabin 170-190 1,100 Mid Cabin 190-210 1,500 Aft Cabin 210-230 800 Key calculation factors include: Empty weight arm: 195.5 inches Fuel moment arm: 178.1 inches Payload moment arm variations based on zone loading Maximum zero fuel weight: 7,800 pounds (3,538 kg) Digital scale readouts Zone-specific weight sensors Automated center of gravity calculations Load distribution warnings The Cessna Caravan stands as a remarkable utility aircraft that offers exceptional versatility through its impressive useful load capacity. Its ability to adapt to various mission profiles while maintaining reliable performance makes it an invaluable asset for operators worldwide. Understanding the aircraft's weight limitations payload configurations and loading scenarios is crucial for maximizing operators can optimize the Caravan's performance for both passenger and cargo operations. The aircraft's enduring success since 1984 proves its design excellence and practical utility across diverse aviation segments. Whether serving remote communities transporting cargo or operating as a passenger aircraft the Cessna Caravan continues to set industry standards for useful load capability and operational flexibility. Length: 41 ft 7 in (12.67 m) Height: 15 ft 1 in (4.05 m) Tread: 11 ft 8 in (3.56 m) Cabin Interior Height: 54 in (1.37 m) Width: 64 in (1.63 m) Length: 16 ft 9 in (5.10 m) Maximum Passengers: 10 -14Baggage Capacity Weight: 1,410 lb (640 kg) Volume: 143 cu ft (4.05 cu m)Maximum Ramp Weight: 8,842 lb (4,011 kg)Maximum Takeoff Weight: 8,807 lb (3,856 kg)Usable Fuel Capacity Weight: 2,246 lb (1,019 kg) Volume: 335 gal (1,269 lb)Basic Operating Weight: 5,275 lb (2,393 kg)Useful Load: 3,567 lb (1,618 kg)Maximum Payload: 3,225 lb (1,463 kg)Full Fuel Payload: 1,321 lb (599 kg)Maximum Cruise Speed: 185 ktas (343 km/h)Maximum Range: 912 nm (1,689 km)Takeoff Takeoff Distance: 2,160 ft (658 m) Ground Roll: 1,399 ft (426 m)Landing Distance: 1,836 ft (560 m) Ground Roll: 1,004 ft (306 m)Maximum Operating Altitude: 25,000 ft (7,620 m)Maximum Climb Rate: 1,275 fpm (389 mpm)Maximum Limit Speed: 61 kcas (113 km/h) Cargo airline based in Memphis, Tennessee, United States Not to be confused with the Philippine Basketball Association team that played under the "FedEx Express" name, later known as Barako Bull Energy. FedEx ExpressA Boeing 767-300ER of FedEx Express IATA ICAO Call sign FX FDX FEDEX FoundedJune 18, 1971; 54 years ago (1971-06-18)AOC #FDEA140A[1]HubsSuperhub MemphisNational hubs Fort Worth-Alliance Greensboro Newark OaklandInternational hubs Anchorage Cologne/Bonn Dubai-International Guangzhou Shanghai Pudong Hong Kong Liège London-Stansted Miami Mumbai Osaka-Kansai Paris-Charles de Gaulle Taipei-Taoyuan Tokyo-NaritaFleet size696Destinationsc. 375Parent companyFedEx CorporationHeadquartersMemphis, Tennessee, United StatesKey peopleFrederick W. Smith (president & CEO)Employees278,000+ (2022) FedEx Express is a major American cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest cargo airline in terms of fleet size and freight tons flown.[2] It is the world's largest car over 220 countries and territories across six continents each day.[3] FedEx Express is also the world's largest express transportation company.[4] A FedEx Express Boeing 737-800(BCF) operated by European airline ASL Airlines Belgium The company's global "Superhub" is located at Memphis International Airport.[5] In the United States, FedEx Express has a national hub at Indianapolis International Airport. U.S. regional hubs are located at the airports in Cologne/Bonn, Dubai, Bengaluru, Delhi, Guangzhou, Liege, Milan, Mumbai, Osaka, Paris, Seoul, Shanghai ngapore, Taipei, Tokyo, and Toronto.[6] A Federal Express Boeing 727-100F, with several other 727s in the background. The Boeing 727s remained the background. The Boeing 727s remained the background at Yale.[7][8] he submitted a paper which argued that in modern technological society time meant money more than ever before and with the advent of miniaturized electronic circuitry, very small components had become extremely valuable. He argued that the consumer society was becoming increasingly hungry for mass-produced electronic items, but the decentralizing effect induced by these very devices gave manufacturers tremendous logistic problems in delivering the items. Smith felt that the U.S. air cargo system was so inflexible and bound by regulations at that time that it was completely incapable of making really fast deliveries.[7] In his paper, Smith proposed a new concept—have one carrier be responsible for a piece of cargo from local pick-up right through to ultimate delivery, operating its own aircraft, depots, posting stations, and delivery vans. To ensure accurate sorting and dispatching of every item of freight, the carrier would fly it from all of its pickup stations to a central clearinghouse, from where the entire operation would be controlled. For years it has been misreported that the grade is not known and the reports of a "C" grade were due to his response to a reporter who asked him what grade he received and his reply was, "I don't know, probably made my usual C."[8][9] Despite the professor's opinion, Smith held on to the idea.[10] Smith founded Federal Express Corporation in 1971 with \$4 million from his inheritance and \$91 million in venture capital[11] in Little Rock, Arkansas,[12] where Smith was operating Little Rock Airmotive. After a lack of support from Little Rock National Airport, Smith moved the company to Memphis, Tennessee and Memphis, Tennessee, and Memphis, Tennes April 17, 1973, with fourteen Dassault Falcon 20s that connected twenty-five cities in the United States.[13] Fred Smith's childhood friend, John Fry of Ardent Studios, sent Ardent partner Terry Manning to the Federal Express home office on Democrat Road near the Memphis Airport with the first package to be put into the system. That night, 186 packages were carried.[13] Services included both overnight and two-day package and envelope delivery services, as well as Courier Pak. Federal Express began to experience financial difficulties, losing up to a million USD a month While waiting for a flight home to Memphis from Chicago after being turned down for capital by General Dynamics, Smith impulsively hopped on a flight to Las Vegas, where he won \$27,000 wasn't decisive, but it was an omen that things would get better", Smith says.[14] In the end, he raised somewhere between \$50 and \$70 million, from twenty of the US's leading risk venture speculators, including such companies as the First National City Bank of New York and the Bank of America in California. At the time, Federal Express was the most highly financed new company in U.S. history, in terms of venture capital.[10] Federal Express installed its first drop box in 1975 which allowed customers to drop off packages without going to a company local branch.[13] In 1976, the company became profitable with an average volume of 19,000 parcels per day. The company local branch.[13] In 1976, the company local branch.[13] In 1976, the company local branch.[13] In 1976, the company became profitable with an average volume of 19,000 parcels per day. In 1973, the company promoted itself as "A whole new airline, for packages only." Later, the company produced the famous "Fast Talking Man" commercial, under the banner: "When it absolutely, positively has to be there overnight." A McDonnell Douglas MD-11 pictured at Narita Airport in 1995, wearing the old Federal Express purple livery which was used
until 1994 A 1977 legislative change (Public Law 95-163) removed restrictions on the routes operated by all-cargo airlines, and enabled Federal Express to purchase its first large aircraft: seven Boeing 727-100s.[13] In 1978, the company went public and was listed on The New York Stock Exchange.[13] The following year, it became the first shipping company to use a computer to manage packages when it launched "COSMOS" (Customers, Operations and Services Master Online System), a centralized computer system to manage packages, vehicles, and weather scenarios in real time. In 1980, the company implemented "DADS" (Digitally Assisted Dispatch System) to coordinate on-call pickups for customers; this system allows customers to schedule pickups for the same day.[13] In 1980, Federal Express began service to a further 90 cities in the United States. The following year, the company introduced its overnight letter to compete with the U.S. Postal Service's Express Mail, and allowed document shipping for the first time. Later, in 1981, it started international operations with service to Canada, and officially opened its "Superhub" at the World headquarters complex in Memphis, Tennessee Federal Express' sales topped \$1 billion for the first time in 1983.[14] In the same year the company introduced ZapMail, a fax service that guaranteed the delivery of up to five pages in less than two hours for \$35. ZapMail would later become a huge failure for the company, costing it hundreds of millions of dollars.[16] In the 1970s, with the enormous growth, FedEx needed a method for quality control. They developed the tracking number for internal use to find that packages were moving properly.[17] This info was eventually applied to all packages and be made available to the public to find the status of one's own package. In 1986, the company introduced the "SuperTracker", a hand-held bar code scanner which brought parcel tracking to the shipping industry for the first time.[15] Federal Express continued its rapid expansion in the late 1980s, and opened its hub at Newark Liberty International Airport in 1986 and at Indianapolis International Airport in 1986 and at Indianapolis International Airport in 1986 and at Ted Stevens Anchorage International Airport to accommodate this new, expanded service.[15] As the volume of international shipments increased, Federal Express delivery truck, showing the dual branding, both "FedEx" and "Federal Express", that the company used from 1994 to 2000 In 1994, Federal Express rebranded itself as "FedEx" for marketing purposes, officially adopting a nickname that had been used for years. Also that year, FedEx launched fedex.com as the first transportation web site to offer online package tracking, which allowed customers to conduct business via Internet. In 1995, the company acquired air routes from Evergreen International to start services to China, and opened an Asia and Pacific hub in Subic Bay International Airport in the Philippines. In 1997, FedEx opened its hub at Fort Worth Alliance Airport and, in 1999, opened a European hub at Charles de Gaulle Airport in France. [13] In the 1990s, FedEx planned, but later abandoned, a joint service with British Airways to have BA fly a Concorde supersonic jet airliner to Shannon Airport in Ireland with FedEx would have flown the packages on board, and then FedEx would have flown the packages on board. in charge of this proposed venture. In 1998, FedEx merged with Caliber System and reorganized as a holding company, FDX Corporation. In 2000, FDX changed its name to "FedEx" brand. The original "Federal Express" to distinguish its express shipping service from others offered by the FedEx parent company.[13] In 2001, FedEx Express signed a 7-year sole source contract to transport all Express signed a 7-year sole source. Prior to 2001, the Postal Service contract to transport all Express signed a 7-year sole source contra contract allowed FedEx to place drop boxes at every USPS post office. In 2007, the contract was extended until September 2013. In 2013, FedEx Express won a new 7-year contract for the services ending in 2020, beating out UPS Airlines which launched a competitive bid. In 2017, the Postal Service extended the 2013 contract to 2024. The USPS continues to be the largest customer of FedEx Express.[20] In December 2006, FedEx Express acquired the British courier company ANC Holdings Limited for £120 million.[21] The acquisition added 35 sort facilities to the FedEx network and the company introduced Newark, Memphis, and Indianapolis routes directly to UK airports instead of stopping at FedEx's European hub at Charles de Gaulle Airport.[22] In September 2007, ANC was rebranded as FedEx UK. FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[12] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[13] FedEx Express also acquired Flying-Cargo Hungary Kft to expand service in Eastern Europe.[13] FedEx Express also acquired Flying-Cargo Hungary 2000s recession hit parent company FedEx Corporation and its express division hard. Many companies looking for ways to save money stopped shipping. FedEx Corporation announced large network capacity reductions at FedEx Express, including retiring some of its oldest and least efficient aircraft such as the McDonnell Douglas DC-10 and the Airbus A310. FedEx also announced layoffs and work hour reductions at some of its hubs.[23] In December 2008, FedEx postponed delivery of four, rather than the ten originally planned. The remaining aircraft were delivered in 2012 and 2013.[24] FedEx Express closed a hub for the first time in its history, when operations at its Asian-Pacific hub at Subic Bay International Airport in the Philippines ceased on February 6, 2009.[25] The operations were transferred to Guangzhou Baiyun International Airport in the Philippines ceased on February 6, 2009.[25] The operations at its Asian-Pacific hub at Subic Bay International Airport in the Philippines ceased on February 6, 2009.[25] The operations at its Asian-Pacific hub at Subic Bay International Airport in the Philippines ceased on February 6, 2009.[25] The operations at its Asian-Pacific hub at Subic Bay International Airport in the Philippines ceased on February 6, 2009.[25] The operations at its Asian-Pacific hub at Subic Bay International Airport in the Philippines ceased on February 6, 2009.[25] The operations at its Asian-Pacific hub at Subic Bay International Airport in the Philippines ceased on February 6, 2009.[25] The operations at its Asian-Pacific hub at Subic Bay International
Airport in the Philippines ceased on February 6, 2009.[25] The operations at its Asian-Pacific hub at Subic Bay International Airport in the Philippines ceased on February 6, 2009.[25] The operations at its Asian-Pacific hub at Subic Bay International Airport in the Philippines ceased on February 6, 2009.[25] The operations at its Asian-Pacific hub at Subic Bay International Airport in the Philippines ceased on February 6, 2009.[25] The operations at its Asian-Pacific hub at Subic Bay International Airport in the Philippines ceased on February 6, 2009.[25] The operations at its Asian-Pacific hub at Subic Bay International Airport in the Philippines ceased on February 6, 2009.[25] The operations at its Asian-Pacific hub at Subic Bay International Airport in the Philippines ceased on February 6, 2009.[25] The operations at its Asian-Pacific hub at Subic Bay International Airport in the Philippines ceased on February 6, 2009.[25] The operations southern China.[26][27] FedEx Express had planned to open the new hub. On June 2, 2009, FedEx opened the new hub building at Piedmont Triad International Airport in Greensboro, North Carolina. FedEx announced in December 2008 that it still intended to open the building on time despite the bad economy. The hub's operations at the much smaller sorting facility.[citation needed] FedEx gave no time line as to when the hub would be operating at expected hub levels.[citation needed] The hub had been delayed many years since FedEx first picked the airport to be its Mid-Atlantic U.S. hub back in 1998. FedEx had to fight many complaints from nearby homeowners about the anticipated noise generated by its aircraft, because most of its flights take place at night. A third runway was built to accommodate the hub operation and the extra aircraft.[28] FedEx began full hub operations at the Greensboro facility on September 2, 2018. On October 27, 2010, FedEx opened its Central and Eastern European hub at Cologne Bonn Airport. The hub features a fully automated sorting system that can process up to 18,000 packages per hour. The roof of the hub features FedEx's largest solar power installation, producing 800,000 kilowatt hours per year.[29] On December 7, 2018, the company announced the retirement of David Cunningham on December 31, 2018. He was succeeded as CEO and president by Raj Subramaniam.[30][31] On November 6, 2019, FedEx Express announced its return to the Philippines, an Asia-Pacific hub.[32] The company says it does not want to relocate Asia-Pacific hub to the Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations in Clark, Pampanga.[33] On October 6, 2020, FedEx celebrates its 36 Years of Operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but they are planning to expand operations with new Philippines, but sq.m. facility (costing US\$30 million) at Clark in July 2021.[34][35] FedEx Express Boeing 767-200FFedEx Express Boeing 767-200FFedE Feeder Cessna 408 SkyCourier As of May 2025[update], FedEx Express operator. Boeing 767-300F.Largest operator. Boeing 757-200SF 87 — Largest operator. Boeing 767-300F.Largest o 300F 145 7[37] Deliveries through 2025.Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 2027.[38]Replacing MD-11F.Largest operator. Boeing 777F 59 8[37] Deliveries through 777F.[39] Total 380 15 FedEx Feeder contracted fleet ATR 42-300F 15 - ATR 72-200F 19 - ATR aircraft. "SF" stands for special freighter aircraft, which are converted from passenger aircraft. FedEx Express operates the world's largest cargo air fleet with more than 650 aircraft, [43] and is the largest operator of the last Boeing 727 built in September 1984 and the last A300/A310 built in July 2007.[44] To be able to respond to changing freight demand quickly (i.e. more cargo that can fit on an aircraft grounded aircraft (usually five) in the air during the overnight to "sweep" the US.[45][46] In 2007, FedEx revealed plans to acquire 90 Boeing 757-200SFs. Because production ended in 2005, FedEx was left with no choice but to acquire secondhand aircraft from other airlines to replace its aging Boeing 727 fleet, at a cost of US\$2.6 billion.[47] The 757's debut for revenue service was on May 28, 2008. The last Boeing 727 was retired on June 21, 2013, after 35 years of service with FedEx.[citation needed] FedEx Express was scheduled to be the launch airline for the Airbus A380 freighter, having ordered ten for delivery between 2008 and 2011 with options on ten more. The company had planned to introduce the first aircraft into service in August 2008 for use on routes between hubs in the United States and Asia. Faced with A380 delays of more than two years, FedEx canceled these orders[48] and replaced them with an order for 15 Boeing 777Fs with an option for 15 more, to be delivered from 2009 through 2011. FedEx has said that Airbus will allow it to transfer its nonrefundable deposits to purchases of future aircraft, and has stated it may consider the A380F when the A380F w planned. Delivery of the remaining aircraft was postponed to 2012 and 2013.[24] In January 2009, FedEx exercised its options to buy 15 more 777 freighters and acquired options for a further 15.[49] On December 15, 2011, FedEx announced an order for 27 Boeing 767-300Fs to replace its MD-10s. The 767s will be delivered between 2014 and 2018 with three aircraft being delivered in 2014, and with six aircraft delivered each year between 2015 and 2018. The airline also delayed deliveries of eleven Boeing 777Fs currently on order, but converted two options to firm orders.[50][51] On July 2, 2012, FedEx announced an order for an additional 15 Boeing 767-300Fs to replace its MD-10 and A310-200 aircraft. As part of this announcement, it converted four of its Boeing 777 freighter order to 767-300Fs, for a total of 19 new 767s.[52] The first Boeing 777 freighter order to 767-300Fs, for a total of 19 new 767s.[52] The first Boeing 777 freighter order to 767-300Fs, for a total of 19 new 767s.[52] The first Boeing 777 freighter order to 767-300Fs, for a total of 19 new 767s.[52] The first Boeing 777 freighter order to 767-300Fs, for a total of 19 new 767s.[52] The first Boeing 777 freighter order to 767-300Fs, for a total of 19 new 767s.[52] The first Boeing 777 freighter order to 767-300Fs, for a total of 19 new 767s.[52] The first Boeing 767-300Fs, for a total of 19 new 767s.[52] The first Boeing 777 freighter order to 767-300Fs, for a total of 19 new 767s.[52] The first
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N631FE, the only 747 ever painted in full Federal Express livery Aircraft Total Introduced Retired Replaced by Remarks Airbus A310-200F 49 1994 2016 Boeing 757-200SF Includes N450FE, first A310 prototype. [55] Airbus A310-300F 21 2000 2020 Boeing 767-300ERF Last commercial flight was January 4, 2020. Boeing 727-100F 75 1977 [56] 2013 [56] Boeing 767-300ERF Last commercial flight was January 4, 2020. Boeing 767-200SF Last commercial flight was January 4, 2020. Boeing 727-100F 75 1977 [56] 2013 [56] Boeing 727-100F 75 1977 [56] 2013 [56] Boeing 767-300ERF Last commercial flight was January 4, 2020. Boeing 767-200SF engine hush kit developed with Pratt & Whitney.[57] Boeing 727-200F 5 1978 1981 None Boeing 747-200F 11 Dassault Falcon 20 33 1973[58] 1985[59] Boeing 727-200F 6 1989 1991 None Acquired from Flying Tiger Line merger. Boeing 747-200F 11 Dassault Falcon 20 33 1973[58] 1985[59] Boeing 727-200F 6 1989 1991 None Acquired from Flying Tiger Line merger. 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In the United States, FedEx Express operates FedEx Feeder on a dry lease program where contractors rent aircraft from FedEx to operate the aircraft and coordinating all maintenance. In exchange, FedEx pays a monthly administrative fee and reimburses the the aircraft. Because the aircraft is owned by FedEx, it may not be used by the contractor for any purpose other than necessary for operating FedEx Feeder routes assigned to it.[62] Outside the United States, contractors operating FedEx Feeder routes may sometimes fly their own aircraft. In that case, the aircraft may not be in the FedEx Cargo for other companies with the FedEx cargo for other companies with the FedEx cargo for other companies with the FedEx cargo. [63] List of contractor, European partner) Airwork Baron Aviation Services Cargo for other companies with the FedEx cargo. 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[63] List of contract carriers: ASL Airlines Ireland (largest contractor, European partner) Airwork Baron Aviation Services Cargo for other companies with the FedEx cargo. [63] List of contract carriers: ASL Airlines Ireland (largest contractor, European partner) Airwork Baron Aviation Services Cargo for other cargo for other cargo. [63] List of contract carriers: ASL Airlines Ireland (largest cargo. [63] List of contract carriers: ASL Airlines Ireland (largest cargo. [63] List of contract carriers: ASL Airlines Ireland (largest cargo. [63] List of cargo for other cargo for other cargo. [63] List of cargo for other cargo for a cargo for other cargo for a cargo for other cargo. [63] List of cargo for a c Corporate Air CSA Air Empire Airlines IFL Group Merlin Airways Morningstar Air Express (also operates mainline FedEx service within Canada) Mountain Air Cargo Solinair Swiftair West Air Inc. Wiggins Airways Navistar eStar all-electric van in Los Angeles in 2010. The EV was manufactured in the U.S. under license from Modec.[64] In 2003, FedEx Express introduced hybrid electric/diesel trucks into its fleet. At the time, the company had hoped to replace its entire 30,000 W700 delivery truck fleet with the hybrid, but in June 2009, only 170[65] were on the road. 93 of these operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest operated in the United States in New York, Tampa, Sacramento, and Washington, D.C.; while the rest
operated in the United States in New York, Tampa, Sacramento, A.C.; while the rest operated in the United States in New York Tokyo, Toronto, and Turin.[66] FedEx blamed the low number on a lack of investment from other major companies in hybrid trucks, and that tax credits would be issued by the United States government to reduce the cost.[67] FedEx claimed that the hybrid truck in the 2003 test decreased soot by 96% and emissions by 65%. It also claimed that the truck achieved more than 50% better fuel consumption while still having the same cargo capacity as a conventional truck.[66] In 2009, FedEx Express partnered with Iveco and started a new test program consisted of ten hybrid vanse. deployed in the Italian cities of Milan and Turin. FedEx claimed the new vans would have a 26.5% reduction in fuel consumption and a decrease in carbon dioxide emissions of 7.5 tons when compared to FedEx's standard vehicle. The trial was set to conclude in May 2010 and FedEx standard vehicle. [65] In July 2009, FedEx Express partnered with Freightliner and Eaton Corporation to convert 92 delivery trucks into hybrids. The conversions boosted FedEx's fleet of hybrid-electric vehicles by more than 50 percent to 264. The trucks were placed into service in California, in Los Angeles, San Diego and San Francisco.[68] In November 2009, FedEx Express purchased 51 gasoline-electric hybrid vehicles from Azure Dynamics, to be put into service in The Bronx, New York City. The Bronx became FedEx's first all hybrid station. The addition would bring FedEx Express' fleet of hybrid electric and electric and electric vehicles to 325.[69] This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources in this section. Unsourced material may be challenged and removed. Find sources: "FedEx Express, like most cargce, like most carge, li airlines, operates a fleet of older and less efficient aircraft when compared to passenger airlines. However, the company has been making an effort to phase out older aircraft, especially its trijets, and replace them with newer twin-jet models.[70] The trijet Boeing 727 was replaced in 2013 with the twin-jet Boeing 757; which the company says is more fuel-efficient.[71] A portion of the Boeing 727s were donated to flight schools.[72] Since 2013, FedEx has been purchasing new built 767 and 777 freighters, taking advantage of lower pricing as Boeing worked to replace both models. The purchase set off a major shuffle in the FedEx fleet. The 777 aircraft have replaced the older trijet MD-11 on longrange, international routes, freeing up the MD-11 fleet to fly shorter routes. That move allowed the old tri-jet DC-10 aircraft to be retired in 2020. As more planes are delivered through 2025, FedEx plans to retire the remaining MD-11 aircraft, along with some Airbus A300 freighters.[citation needed] Over the history of Federal Express and FedEx Express, there have been eight incidents in its mainline fleet crashes that happened under FedEx Express' direct operations, and does not list either crashes related to the FedEx Feeder fleet, or incidents associated with the Flying Tiger Line after its acquisition by Federal Express until its operations were fully merged with Federal Express until its operations were fully merged with Federal Express. Calloway, a Federal Express pilot (and former military pilot) facing possible termination for inconsistencies in his claimed prior experience, attempted to hijack the aircraft and crash it. He intended to make the crash appear as an accident in order for his family to receive his Federal Express insurance money. The crew of Flight 705 were able to subdue Calloway and land the aircraft safely. The crew's injuries disabled them from flying professionally ever again. Calloway was eventually sentenced to two life sentences in prison. The aircraft was repaired and returned to service. [74] 1406 1996-09-05 N68055[75] McDonnell Douglas DC-10-10 0/5 Bound for Logan International Airport, the aircraft experienced an in-flight fire in the cabin cargo compartment, and diverted to Stewart International Airport from Anchorage (77] 14 1997-07-31 N611FE[78] McDonnell Douglas MD-11 0/5 Arriving at Newark Liberty International Airport from Anchorage International Airport at the end of a scheduled flight, the number 3 (right-side) engine contacted the runway during a rough landing which caused the aircraft was destroyed in the ensuing fire.[79] 87 1999-10-17 N581FE[80] McDonnell Douglas MD-11 0/2 Upon landing at Subic Bay International Airport from Shanghai Honggiao International Airport, the aircraft overran the whole length of the runway and plunged into the bay where it was completely submerged. It was subsequently written off.[81] 1478 2002-07-26 N497FE[82] Boeing 727-232 0/3 On final approach to Tallahassee Regional Airport from Memphis International Airport, the aircraft's landing gear hit a tree about 70 feet (21 m) high and 3,650 feet (1,110 m) short of the runway into parked construction vehicles, coming to rest about 1,000 feet short of the runway and facing in the opposite direction of its flight path. The aircraft was destroyed in the ensuing fire. [83][84] 647 2003-12-18 N364FE[85] McDonnell Douglas MD-10-10 0/7 After landing at Memphis International Airport, the right main landing gear collapsed and caused the aircraft to veer off the runway. The aircraft was destroyed in the subsequent fire. [86] 630 2006-07-28 N391FE[87] McDonnell Douglas MD-10-10 0/3 After landing gear failure, the left main landing gear failure, the left main landing gear collapsed. Following the landing gear failure, the number 1 (left-side) engine contacted the runway and caused a small fire and structural damage to the aircraft. The aircraft was written off.[88] 80 2009-03-23 N526FE[89] McDonnell Douglas MD-11 2/2 The first fatal accident in the mainline history of FedEx Express, this aircraft suffered multiple bounced landings on its nose before crashing at Narita International Airport while landing in windy conditions. The aircraft suffered multiple bounced landings on its nose before crashing at Narita International Airport while landing in windy conditions. its nose gear back into the air, coming down again on its nose gear before bouncing back up. The nose gear impacted one final time before the aircraft burst into flames and came to rest upside down, killing both the captain and first officer, the only occupants.[90] 910 2016-10-28 N370FE[91] McDonnell Douglas MD-10-10 0/2 Upon landing on Runway 10L at Fort Lauderdale-Hollywood International Airport, the left engine caught fire on the landing roll. The port side gear then collapsed during the fire approximately 6,600 feet (2,000 m) down the runway. The aircraft was written off. 92 A McDonnell Douglas MD-11 during test flight of the Guardian, which can be seen mounted to the belly aft of the wings In 2003, FedEx Express partnered with the Department of Homeland Security and Northrop Grumman to develop and flight test an anti-missile system, the Northrop Grumman to develop and flight test an anti-missile system. protect them from terrorist attacks such as the attempted shootdown of a DHL Airbus A300 in 2003. FedEx supplied an MD-11 and a leased Boeing 747 for the flight test phase. FedEx Express became the first air carrier to deploy the Guardian on a commercial flight in September 2006, when it equipped an MD-11 freighter with the pod.[93][94] By December 2007, the company had nine aircraft equipped with the system for further testing and evaluation.[95] Because of the program's success, the U.S. Congress directed DHS to extend it to passenger-carrying aircraft.[96] Americas United States Anchorage, AK - International transit hub Fort Worth, TX - Southwest hub Greensboro, NC - Mid-Atlantic hub Indianapolis, IN - National hub Miami, FL - Latin America hub[97] Memphis, TN - Global "Superhub"[98] Newark, NJ - East Coast hub Asia China Guangzhou Hong Kong Japan Osaka-Kansai Tokyo-Narita Taiwan Taipei-Taoyuan United Arab Emirates Dubai-International[99] Europe France Paris-Charles de Gaulle Belgium Liege - Intra-Europe hub Germany Cologne/Bonn United States UPS Airlines USPS "Federal Aviation Administration - Airline Certificate Information - Detail View". av-info.faa.gov. 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