

First Embraer E-Freighter enters commercial cargo service

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Dhaka: The first Embraer E-Freighter has officially entered commercial operations, marking a new milestone for the Brazilian aircraft manufacturer's passenger-to-freighter conversion program.

On March 9, 2026, cargo carrier Bridges Air Cargo deployed the type on its first revenue service, transporting sensitive express cargo between Cologne, Germany, and Larnaca, Cyprus. The flight represents the commercial debut of the converted Embraer E190F, a freighter version of the widely used E190 regional jet.

The E190F is designed to carry a maximum payload of 13.1 tons. However, Embraer said a typical e-commerce configuration would usually transport around 10 to 11 tons of cargo per flight.

The aircraft is part of a broader passenger-to-freight (P2F) conversion

program aimed at extending the operational life of regional jets while addressing growing demand in the express cargo and e-commerce logistics sectors.

While this marks the official debut of Embraer's E-Freighter program, Brazilian airline Azul had previously converted several of its E195 passenger aircraft into cargo configurations. Those earlier conversions were carried out in partnership with aerospace engineering firm LHColus Technologies.

However, the manufacturer noted that those modifications were more limited compared with the structural changes included in the official E-Freighter program.

The Embraer-led conversion introduces several major upgrades, including the installation of a large front cargo door, reinforced cabin floors, and a rigid cargo barrier. Additional systems such as cargo handling equipment, smoke detection, and air management systems have also been installed.

The aircraft used in the debut flight was leased to Bridges Air Cargo by aircraft lessor Regional One.

The cargo operator, a subsidiary of logistics group Bridges Worldwide, first announced an order for two E190F aircraft during the Paris Air Show 2025 in June 2025.

Embraer is positioning the E-Freighter as a middle-segment solution in the cargo market. According to the manufacturer, the aircraft offers about 40% more cargo volume and up to three times the range of turboprop freighters.

At the same time, it can deliver roughly a 30% cost advantage compared with larger narrow-body cargo jets currently used in regional freight operations.