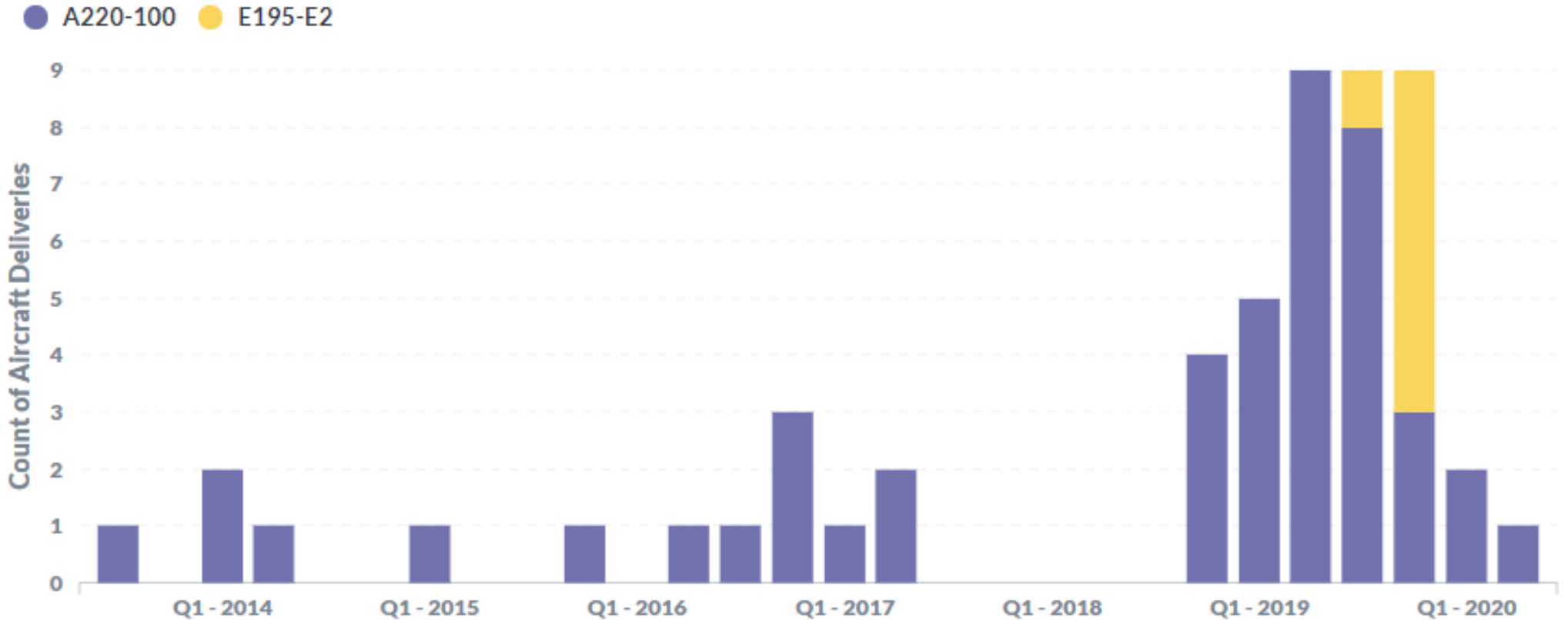


## mba Insight: Evaluating the Airbus A220 and its Competition

Ryan Cross ■ August 14, 2020

The Airbus A220, formerly the Bombardier C Series, offers the regional market a fuel-efficient aircraft with a clean-sheet design. mba’s analysis of the pace of deliveries of the A220 reveals how its sub-models stack up against their nearest competitors: the A220-100 versus the Embraer E195-E2 and the A220-300 against the A319ceo and A319neo.

### Quarterly Deliveries of Airbus A220-100 vs. Embraer E195-E2, 2013 to Present



Source: Airbus, Embraer, mba Aviation analysis

First delivered in 2013, the A220-100 fills the niche for aircraft carrying about 110 to 125 passengers on flights lasting two to four hours. Airbus has sold this type in relatively small numbers. Currently, only Delta and Swiss fly the type. The OEM has booked a backlog of 54 aircraft for several additional customers including Gulf Air, Air Vanuatu, and Nordic Aviation Capital.

Embraer may eventually take the lead with its re-engined E195-E2. As with the A220, Pratt & Whitney PW1000G geared turbofan engines power the aircraft. Considering the fact that E195-E2 deliveries only began last year, and that the Brazilian manufacturer has already racked up 140 aircraft in its backlog, the potential for the E195-E2 to surpass the A220-100 is evident. However, the more attractive A220-100 operator base will help to boost Airbus.

## Aircraft Comparison: A220-100 vs. E195-E2



**A220-100**

**E195-E2**

Capacity  
Range  
Engine

100 – 135

120 – 146

6,297 km

4,815 km

PW1500G

PW1919G

Largest Customers  
(Delivered Aircraft)



31 Aircraft



4 Aircraft

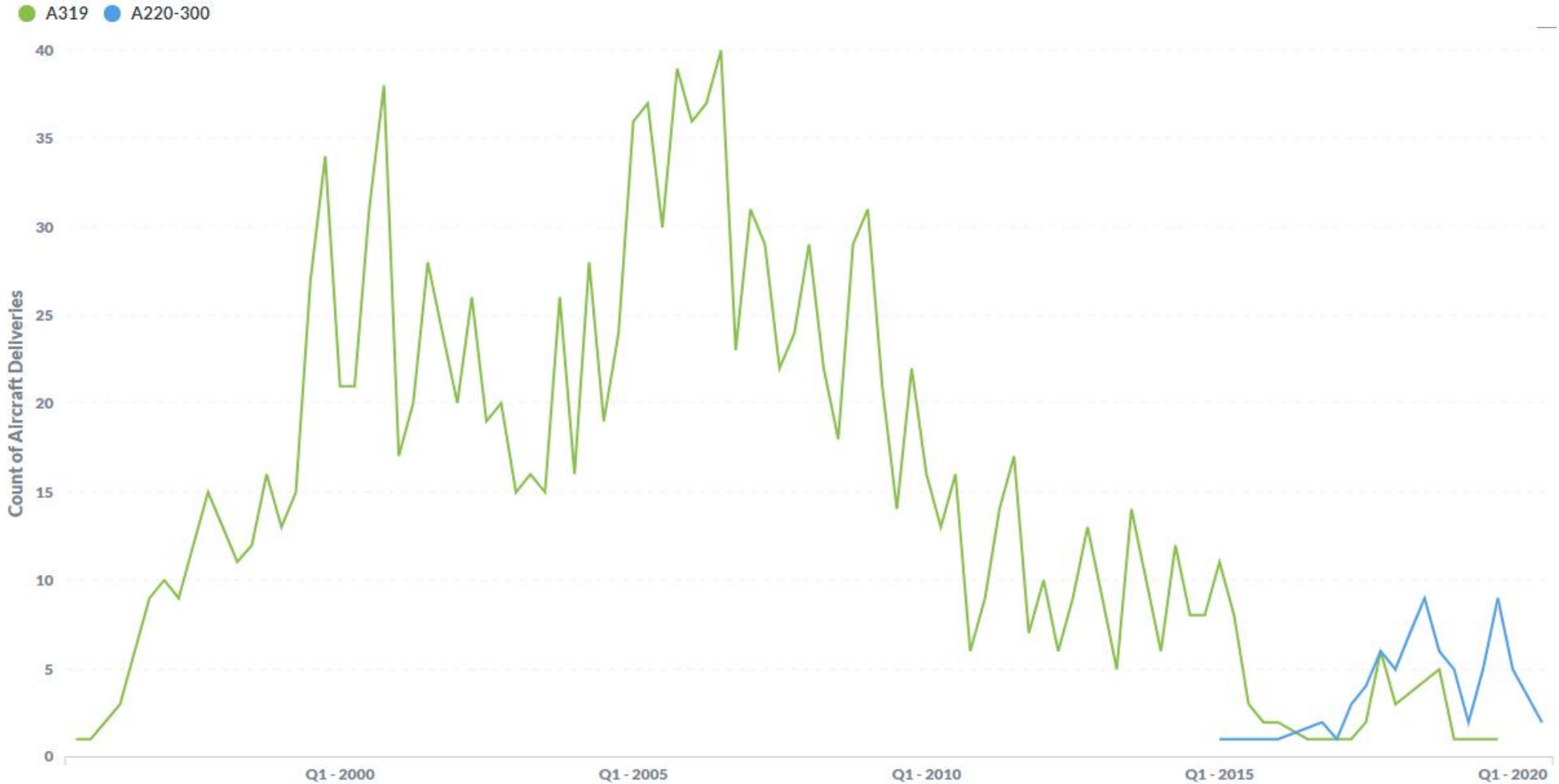


9 Aircraft



3 Aircraft

## Quarterly Deliveries of Airbus A220-300 vs. A319, 1995 to Present



Source: Airbus, mba Aviation analysis

In December 2010, Airbus formally launched the New Engine Option for its A320 family. However, its smaller A319neo struggled from the start with a poor sales record. Compared to the popular A320neo and A321neo, the A319neo offers unappealing operational economics. Since 1995, Airbus has delivered 1,253 A319ceo aircraft; many of those will soon require replacements as they reach the end of their economic service life. mba expects many A319ceo operators to select the larger A320neo. However, significant customers like Air France and Delta opted for the A220-300 to replace their A319 fleets.

Due to competition from the A220-300 and the superior fuel economics of the A320neo, the A319neo has sold poorly. At the end of June 2020, Airbus counted just 84 net orders for that type; this accounts for 1.1% of the entire A320neo family backlog. To date, Airbus has delivered just two A319neo aircraft, both in corporate jet configurations. Three passenger airlines have outstanding orders: Spirit Airlines, Air China, and Air Côte d'Ivoire.

## Aircraft Comparison: A220-300 vs. A319ceo vs. A319neo



**A220-300**

**A319ceo**

**A319neo**

Capacity  
Range  
Engine

120 – 160

110 – 156

120 – 160

6,204 km

6,950 km

6,850 km

PW1500G

CFM56-5B  
IAE V2500A5

CFM LEAP-1A  
PW1100G

Largest Customers  
(Original Operator Deliveries)

**airBaltic**

22 Aircraft

**easyJet**

163 Aircraft

**K5**  
AVIATION

1 Aircraft\*

**SWISS**

20 Aircraft

**UNITED**

67 Aircraft

**GainJet**

1 Aircraft\*

**KOREAN AIR**

10 Aircraft

**DELTA**

60 Aircraft

\* Both A319NCJ aircraft. To date, Airbus has delivered no passenger A319neo aircraft.