A220 FAMILY: PURPOSE BUILT FOR EFFICIENCY

Key Figures

- The A220 is a clean sheet design and the only aircraft purpose-built for the 100- to 150-seat market segment.
- It brings together state-of-the-art aerodynamics, advanced materials and latest-generation technologies and engines.
- Perfectly sized for this market and with a range of up to 3,450nm (6,390km), the A220 Family is the ideal complement to the A320 Family and the latest addition to Airbus leading Single-Aisle Family.
- The A220 Family, comprising the A220-100 and the A220-300, is the most efficient small single-aisle aircraft.

Orders and Deliveries

- 642 historical orders from about 25 customers
- 118 aircraft delivered; in service with 7 operators (SWISS, airBaltic, Korean Air, Delta Air Lines, Air Tanzania, EgyptAir and Air Canada)
- 524 in backlog at the end of August 2020
- 48 deliveries in 2019; 13 deliveries as of now in 2020

In-service status

- 280,000+ flight cycles, 415,000+ flight hours
- 380+ routes (225+ destinations)
- Up to 18+ hours daily utilization, up to 13 legs per day
Product features

The A220 is purpose-built for efficiency

- Based on a clean-sheet design, the A220 incorporates advanced materials for a lighter and more cost-efficient aircraft
- The A220 features a low drag nose and tailcone design, the smallest fuselage wetted area and optimized wing aerodynamics
- The A220 is powered by two Pratt & Whitney PurePower® PW1500G latest generation engines (geared turbofans), belonging to the same engine family as the Pratt & Whitney PurePower® PW1100G engines powering the A320neo Family
- Altogether, this translates into unbeatable fuel efficiency:
  - 25% less fuel burn per seat vs. previous generation a/c
  - 25% cost advantage per seat vs. previous generation a/c
- As a result of its optimized maintenance programme, advanced systems integration and high-technology engine design, the A220 has longer maintenance intervals: 850 hours for “A” checks and 8,500 hours for “C” checks.

Cabin features

The A220 features an innovative cabin design for superior passenger comfort

- Largest cabin in its class: 10ft 9in (3.28m), equivalent to 21in (53.3 cm) wider than E-Jets
- Highest ceiling in its class: 4in (10.1cm) better than E-Jets
- Quietest cabin in its class, optimized for the small single-aisle market
- Widest economy seats of any single aisle aircraft – 18+in
  - 5-abreast configuration for economy class with wide Economy seats of 18+in (47 cm), the widest in its class; the middle seats being even wider at 19in (48.3 cm).
  - 4-abreast configuration for Business class with 21in (53.3 cm) seat width
- Wide aisle (around 20in – 50.8cm) for faster turnaround
- Vertical sidewalls for more personal space and comfort (especially at shoulder level)
- Largest overhead stowage in its class: one roller bag per passenger
- Large and panoramic windows (11in x 16in) for more natural light into the cabin
- Full-colour LED ambient lighting with customizable scenarios that contributes to reduce fatigue at destination
- Lavatories with improved accessibility for passengers with reduced mobility (distinctive feature in its class).

In-Flight-Entertainment & Connectivity:

- In-seat and overhead video display
- Wireless content distribution
- Ku-band high-speed connectivity
- In-seat power supply (ISPS)
Community benefits

- 25% reduction in CO₂ emissions per seat vs. previous generation of small single-aisle a/c
- Noise footprint area up to 50% smaller than previous generation aircraft; 18 EPNdB margin to chapter 4;
- 50% fewer NOx emissions than the standards (50% below CAEP/6 standards)

Technical data

<table>
<thead>
<tr>
<th></th>
<th>A220-100</th>
<th>A220-300</th>
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<tbody>
<tr>
<td>Typical 2-class seating</td>
<td>100-120</td>
<td>120-150</td>
</tr>
<tr>
<td>Typical high density</td>
<td>135 (not yet certified)</td>
<td>160 (not yet certified)</td>
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<tr>
<td>Engine</td>
<td>Pratt &amp; Whitney PW1500G</td>
<td></td>
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<tr>
<td>Max Take Off Weight</td>
<td>63.05 t</td>
<td>69.85 t</td>
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<tr>
<td>Range</td>
<td>3,450 nautical miles</td>
<td>3,400 nautical miles</td>
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<tr>
<td>Length</td>
<td>35.00 m</td>
<td>38.70 m</td>
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<tr>
<td>Cabin length</td>
<td>23.70 m</td>
<td>27.50 m</td>
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<tr>
<td>Wing span</td>
<td>35.10 m</td>
<td></td>
</tr>
<tr>
<td>Cabin width</td>
<td>3.28 m</td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>11.50 m</td>
<td></td>
</tr>
<tr>
<td>Max Fuel Capacity</td>
<td>21,918 l</td>
<td></td>
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<tr>
<td>Max Cruise speed</td>
<td>M0.82 (541 mph; 871 km/h)</td>
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<tr>
<td>Usable cargo volume</td>
<td>21 m³</td>
<td>28 m³</td>
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Operational flexibility

- The A220-100 & the A220-300 share over 99% parts commonality and same type rating

Programme main dates

- 16th September 2013: CS100 (A220-100) first flight
- 27th February 2015: CS300 (A220-300) first flight
- 18th December 2015: CS100 (A220-100) type certification
- 11th July 2016: CS300 (A220-300) type certification
- 15th July 2016: CS100 (A220-100) entry into service with Swiss International Air Lines (SWISS) = First commercial flight from Zurich to Paris Charles de Gaulle.
- 14th December 2016: CS300 (A220-300) entry into service with airBaltic = First commercial flight from Riga to Amsterdam.
- 1st July 2018: Airbus becomes a majority partner of the C Series Aircraft Limited Partnership (CSALP)
- 12th February 2020: Airbus and the Government of Québec become sole owners of the A220 Programme