A220 FAMILY: PURPOSE BUILT FOR EFFICIENCY

The A220 Family, comprising the A220-100 and the A220-300, is the most efficient small single-aisle aircraft.

The A220 is a clean sheet design and the only aircraft purpose-built for the 100 to 150 seat market segment - offering up to 1,100nm more range.

Bringing together state-of-the-art aerodynamics, advanced materials and latest-generation technologies and engines, the A220 is perfectly sized for this market and with a range of up to 3,450nm (6,390km).

The A220 offers:
- Highest efficiency and low risk: up to 20 more seats and up to 14% lower operating cost per seat.
- Superior single-aisle comfort: widest seats, largest windows and 20% more overhead stowage space per passenger - providing flexibility for operators to right-size their operations.
- The A220 Family is the ideal complement to the A320 Family and the latest addition to Airbus leading Single-Aisle Family.

Orders and Deliveries
- 644 historical orders from around 25 customers
- 168 aircraft delivered; 10 operators (SWISS, airBaltic, Korean Air, Delta Air Lines, Air Tanzania, EgyptAir, Air Canada, JetBlue, Air Manas and Air Austral)
- 476 in backlog at the end of July 2021
- 38 deliveries in 2020; 25 deliveries as of now in 2021

In-service status
- 375,000+ flight cycles, 580,000+ flight hours
- 425+ routes (225+ destinations)
- Around 99.0% Operational Reliability (3-month rolling)

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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 competition
- Highest ceiling in its class: 4in (10,1cm) better than competition
- 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).
- The air in A220 cabins is a mix of fresh air drawn from outside, and air that has been passed through efficient filters, called HEPA filters, which remove 99.9% of air particles. The air in the A220 cabin is renewed fully every 2-3 minutes.

In-Flight-Entertainment & Connectivity:

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

Community benefits
● 25% reduction in CO\textsubscript{2} 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 NO\textsubscript{x} emissions than t CAEP/6 standards

Technical data

<table>
<thead>
<tr>
<th></th>
<th>A220-100</th>
<th>A220-300</th>
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</thead>
<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>
</tr>
<tr>
<td>Engine</td>
<td>Pratt &amp; Whitney PW1500G</td>
<td></td>
</tr>
<tr>
<td>Max Take Off Weight</td>
<td>63.05 t</td>
<td>70.90 t</td>
</tr>
<tr>
<td>Range</td>
<td>3,450 nautical miles</td>
<td>3,400 nautical miles</td>
</tr>
<tr>
<td>Length</td>
<td>35.00 m</td>
<td>38.70 m</td>
</tr>
<tr>
<td>Cabin length</td>
<td>23.70 m</td>
<td>27.50 m</td>
</tr>
<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>
<td></td>
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<tr>
<td>Usable cargo volume</td>
<td>21 m\textsuperscript{3}</td>
<td>28 m\textsuperscript{3}</td>
</tr>
</tbody>
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Operational flexibility
● The A220-100 & the A220-300 share over 99% parts commonality and same type rating

Programme main dates:

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