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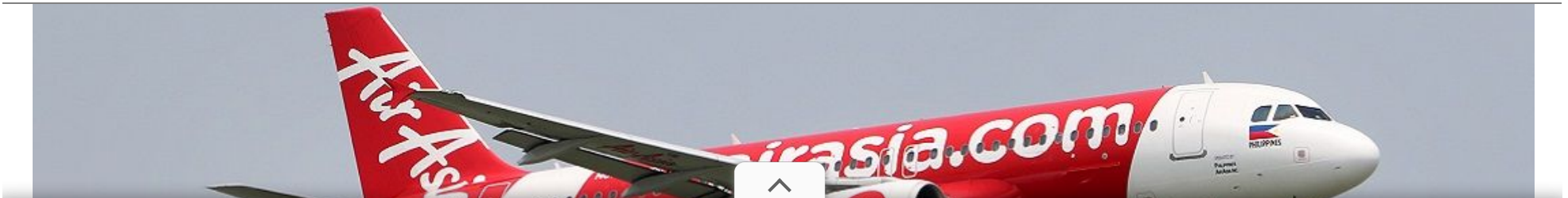
**COMMERCIAL AVIATION**

The Chinese (and Brazilian) card: AirAsia is evaluating the COMAC C919 and the Embraer E2 to complement its Airbus fleet.

AirAsia is considering diversifying its fleet, which is currently 100% Airbus. COMAC's C919 and Embraer's E2s are being analyzed for the group's expansion plans.



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Capital A, the parent company of **AirAsia**, has confirmed that it is in advanced talks with Chinese manufacturer **COMAC** (Commercial Aircraft Corporation of China) over a possible acquisition of single-aisle aircraft. The news represents a key step in the Chinese company's strategy to position



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sions. I can confirm that," Fernandes said, as reported by
seriously . It's a good product," he added.

Fernandes explained that his interest isn't based solely on AirAsia 's strong presence in the Chinese market, where it operates to 23 destinations. "We don't buy Chinese planes just because we fly to China. We buy Chinese planes because they're good and the price is right," he emphasized. The executive also mentioned that Chinese technology has proven its worth in other sectors such as automotive and electronics.

A determining factor for the airline is production capacity and delivery times. With **Airbus** and **Boeing** facing order books that stretch over several years, **COMAC** could offer shorter lead times, a competitive advantage for AirAsia's growth plans. The low-cost group, which currently operates a dedicated fleet of 255 **Airbus** aircraft , is in the process of restructuring its backlog of orders.

Frequently Asked Questions (FAQ) Section

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- **Which COMAC aircraft is AirAsia interested in?** Talks are focused on the C919, COMAC's single-aisle aircraft designed to compete directly with the Airbus A320 and Boeing 737.
- **Why is AirAsia considering Chinese aircraft?** Aside from the price and product quality mentioned by its CEO, the main advantage would be the ability to receive new aircraft more quickly compared to the long lead times for Airbus and Boeing.
- **Would AirAsia be the first foreign customer for the C919?** If the deal goes through, AirAsia would become the first major international airline to incorporate the C919, giving COMAC crucial validation in the global market.
- **What other aircraft is AirAsia considering?** In addition to COMAC, CEO Tony Fernandes



A boost for COMAC in the international market

An order from a low-cost giant like **AirAsia** would give **COMAC** immediate credibility in the global aviation market. To date, the **C919** order book is almost entirely made up of Chinese airlines. The



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This move comes at a time when **COMAC** is actively seeking to expand its international presence. The company has already conducted demonstration tours of the **C919** and its ARJ21 regional jet to several Asian countries to showcase the capabilities of its aircraft. For **Airbus** and **Boeing**, consolidating **COMAC** as a viable third competitor in the lucrative single-aisle market represents a new long-term challenge.

AUTHOR



Since 2017, he's been a journalist in aviation. Award-Winning Journalist: Winner of the 2023 edition of "Altitude Journalism," awarded by ALTA. Facts don't care about your feelings.



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