ike Follow Thread

20 Airbus A320neo & Boeing 737 MAX Jets Are klogged While Embraer's E2 Takes 13-15 ths To Build



By Luke Diaz — Oct 30, 2026, 4:00 AM EDT

l industry of building airliners is dominated by just two plane makers in a impenetrable duopoly. **Boeing** and **Airbus** have a combined backlog of 12,420 le jets yet to be delivered based on 2026 order numbers, which represents over of production based on current output rates. This means if an air carrier s a new A321neo or 737 MAX today, they will not receive the plane until the mid

dd **Simple Flying** on oogle

Add as Preferred Source >

Follow on Google Discover >

er >

e, Brazil's **Embraer** does not build mainline single-aisle jets or twin widebodies, gional jet line is far less impacted, with delivery time averaging 13 to 15 mo moment an order is placed. The E2 family, comprising the E190-E2 and E1 ences a far less crowded order book, allowing the Brazilian planemaker to

"You can feel seven generations of work in it"
Galaxy Z Fold8
SHORTCUT

ike Follow Thread

Ad

ıe immediate availability and lower trip costs of the E2 family, most mainline illingly endure years-long backlogs for Boeing and Airbus narrowbodies rather ʻesting in Embraer's platform. On heavily trafficked trunk routes, a larger ırns less fuel per seat, allowing airlines to maximize revenue per departure ;trained, expensive hub airport slots. And even when airlines look to replace -150-seat aircraft, those who choose to pivot away from Boeing or the A320neo ıvily favor the Airbus A220 over the E2.

Queue That Charges Interest Every



er >

ike Follow Thread

Ad

igh most carriers are willing to join the queue, waiting is not free. For airlines he Airbus or Boeing backlog, the delay itself actively leaks cash through a m known as Pre-Delivery Payment (PDP) compounding interest. Because dozens of mainline jets requires hundreds of millions of dollars upfront, very es use pure cash. Instead, they take out specialized PDP financing. When Boeing delays a delivery by 12, 18, or 24 months due to supply chain backlogs, the ancial structure stretches out.

s arrangement, lenders advance cash directly to Airbus or Boeing as uring milestones are achieved. These loans are structured to serve as interest- cial bridges with zero principal paid up front during the wait. It is only after the elivered to the customer that the loan balance is either paid off or converted g-term lease.

manufacturer can't deliver an airplane on time, the airline must continue erest on millions of dollars of borrowed funding for longer than expected. The rned over an extra year or two, while no revenue-generating aircraft is available the cost, can put carriers in financial jeopardy. If a delay pushes the loan out, xpense compounds at elevated market rates.

× Remove Ads

er >

NY ARE FLYING?

an aircraft to see how many are e air right now

IN THE AIR NOW

43

ike Follow Thread

Ad

gness of mainline airlines to absorb the heavy interest burdens and ding penalties of a backlogged Airbus or Boeing delivery rather than taking e delivery of an Embraer E2 comes down to long-term economics. The primary he absolute dominance of seat-mile economics over a 20-year aircraft lifespan. maller E2 instead of an A321neo on a high-demand slot essentially forfeits potential revenue-generating fares per flight, a loss that quickly outpaces the aintaining a pre-delivery payment financing facility.

t A Second Fleet Family Really Costs



× Remove Ads

egic flexibility of the mainline narrowbodies also provides a crucial risk hedge. A 3 or A321neo possesses the fuel capacity and aerodynamic range to fly five outes, including lucrative transatlantic hops or transcontinental missions. is structurally optimized for shorter, regional operations. If market deman

ike Follow Thread

ty. That is further complicated by how the original E170 and E175 continue to the backbone of the US regional network. Thus, the newer E190-E2 and E195-found a different class of operators.

Simple Flying
about 3 weeks ago



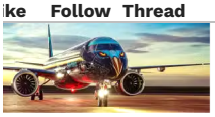
Even though the E195-E2 is a smaller, shorter-range airliner, its market value is surprisingly close to that of the Airbus A220-300. ICYMI, Read More! 👇

69 5 Share

× Remove Ads

family creates costs in four places. Pilots need type training, and because are promoted from within, one new type forces a chain of transition courses and the first crew. Mechanics need training and tooling. Spare parts and spare must be bought for a fleet that is small at first. Smaller fleets also need more aircraft because reserves cannot be shared.

ike Follow Thread



Ad
Airbus A220 vs. Embraer E195-E2. compare fuel burn, rang...
By Victoria Agronsky | 13

Calculus Of Return On Investment On Flightline



s study of the 100 to 149 seat segment concluded that these commonality modest, about 1.5% to 2% of operating costs over an aircraft's life. It found that : of more efficient jets could pay back in about a year. Still, aircraft are liquid nstruments often sold and leased back to asset managers. The global user he 737 and A320 families ensures that these jets maintain stable residual d enjoy a competitive secondary market.

× Remove Ads

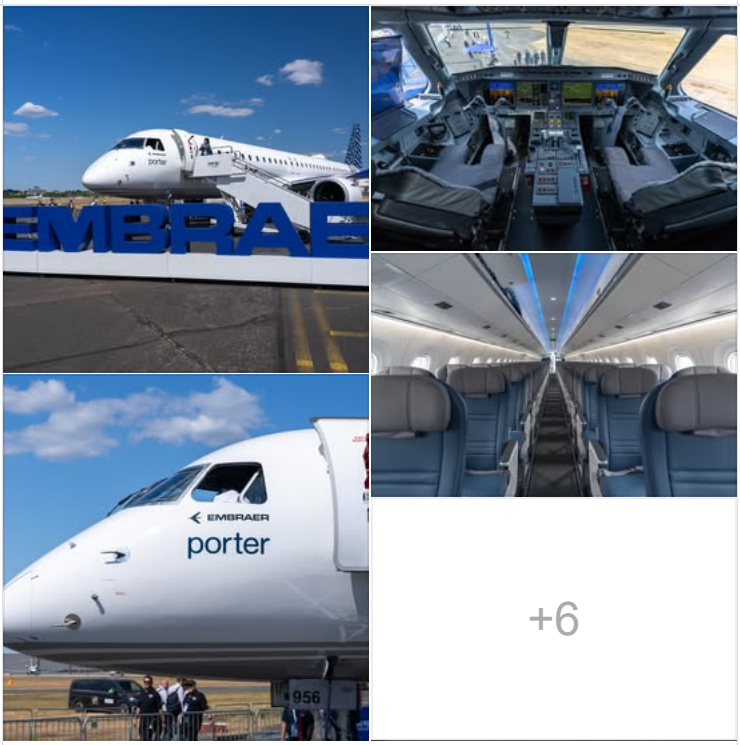
er >

ike Follow Thread

Ad

Step inside Porter's latest fleet addition, a brand-new E2 at the 2026 Farnborough Airshow, Embraer and Porter showcased the E195-E2. Porter has firm orders for 75 aircraft, with purchase rights for an additional 25, potentially expanding its E195-E2 fleet to 100 aircraft. On December 23, 2025, Porter Airlines took delivery of its 50th E195-E2. On board, the airline has configured the aircraft with 132 seats in a 2-2 layout, complete with in-seat power and Wi-Fi.

#Aviation #FIA2026 #Embraer #Porter



374 6 8

ajor E2 adopters include Porter Airlines, which became the world's largest for the E195-E2 with an order for 75 units. The Canadian regional flyer is by KLM Cityhopper, Azul Brazilian Airlines, Binter Canarias, and Helvetic Airways. ings also increased its firm commitments for the E190-E2 to 23 aircraft, Luxair ing its E2 fleet, and the airline Abra Group placed a landmark order for 20 ets to serve Avianca and GOL.

RELATED



How Embraer Quietly Reclaimed Its Home Continent From The Airbus A220 In 12...

The E2 is a serious competitor to the A220.

By Daniel S Osipov | 2

er

, JAL & Avelo Are Not All Escaping T
ue

ike Follow Thread



Ad

Ad

ne cleanest case of a true second family. It flies only Boeing 737s today, ordered :2 jets with rights for 50 more. It plans a dual fleet of 737-800s and E2s while s eight 737-700s, according to The Points Guy. Chief executive Andrew Levy said ets are almost entirely for growth into smaller markets, with first deliveries in '.

ings will be the first Japanese operator of the E2, Air Data News noted, and it ıe extra order before its first delivery in 2028. ANA ordered 15 E190-E2 jets in 2025 and added eight more this year, bringing its firm total to 23 with five ccording to Aviation Business News. The jets will replace older regional aircraft up.

ines chose the E190-E2 for its regional subsidiary, ordering 16 with options on Bloomberg reported that the E2 beat out the A220 in the evaluation. The JAL already flies 18 E170s and 14 E190s, so the group is replacing one Embraer n with the next and not a new family. First deliveries are scheduled for 2029.

ike Follow Thread

Ad

one of the three is substituting the smaller Embraer for a larger airplane due to n delays. Every one of these airlines simply chose the E2 based on the merits craft's performance and suitability for the network routes it will be flown on.

s offer the more useful clue, because Japan's first E2 deliveries arrive in 2028 even though the aircraft takes only about a year to build. Avelo's timeline looks et it still reflects an order placed in 2025 for jets that arrive in 2027. That gap

mple Flying

RELATED



The Hidden Math Behind Only 1 US Airline Ordering The World's Most Efficient...

The E195-E2 went six years without a US customer. A pilot...

By Brandon Shaw | 8

er >

Build Time Is Not A Delivery Date

Credit: Em

ike Follow Thread



Ad

e measures how long one aircraft spends in the factory, but the delivery date on how many aircraft stand in line ahead of it and whether parts arrive on time. currently names component supply as its main obstacle, much like its two npetitors, according to an ANSA report carried by the Italian trade agency ICE. any is also taking more control of parts supply, including full ownership of a oint venture, while it works to raise output toward 2030.

rising but remains small beside the big two. Air Data News reported that expects 80 to 85 commercial deliveries in 2026, and ANSA said the company to 120 a year by the end of the decade. Reuters reported that production slots en before 2030, which Embraer treats as an edge over larger rivals. Air Data tioned that a smaller backlog alone does not show how soon a new customer rcraft.

ike Follow Thread

Ad

e is the second constraint. E2 jets use Pratt and Whitney geared turbofans, and nternational News noted that powder metal quality problems in those engines ne A220 and A320neo family. Reuters reported that Embraer's rate of aircraft the ground fell from a peak of 22% in March 2025 to about 1%, and that expects no E2 grounded for engine reasons by the end of 2026.

o why the A220 offers limited relief. It uses engines from the same maker, and s trimmed its A220 ramp as wing shortages at Belfast and engine timing slowed Travel Extra reported. Its backlog is smaller than the A320neo family's, but a ueue still moves at the pace of the factory.

Ad

on 1 of 5

two manufacturers dominate the global market for mainline single-aisle s?

oeing and Airbus

oeing and Lockheed Martin

rbus and Embraer

nbraer and Bombardier

er

rror

Manufacturers Embraer Embraer E195-E2

ike Follow Thread

READ

Ad

› hear from you. Share your perspective in the comments below, and please keep the conversation respectful.

Be the first to post

This space is open for discussion.

Be the first to share your thoughts.

Terms | Privacy | Feedback

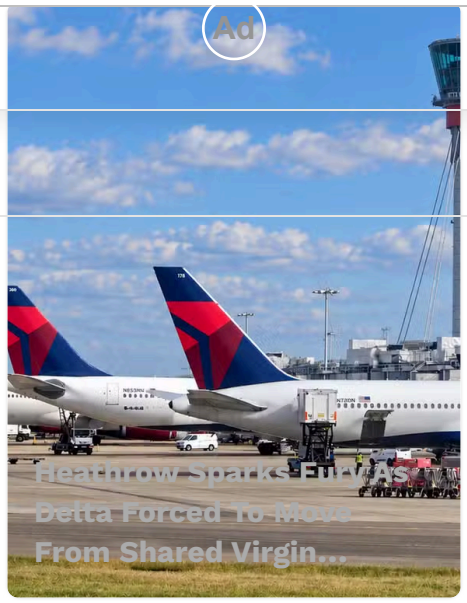
Ad

er ›

ike Follow Thread



e Airways Launches
v Nonstop Routes:
ll List Now

Ad

Heathrow Sparks Fury As
Delta Forced To Move
From Shared Virgin...



Alaska Airlines To Launch
8-Hour 737 MAX 8 Flights
From Anchorage To Tokyo

ORTS

er >

ike Follow Thread

Ad





/ Simple Flying Staff

0:48

a Replacing Older Airbus Jets



By Chris Loh

Frontier Passengers Rush Exit Door, Clash Nearly An Hour Trapped Without AC

er

Ad

ike Follow Thread

Ad

Simple Flying

Part of the Valnet Publishing Group

SUBSCRIBE

The best of Simple Flying, directly in your inbox.

Email Address

By subscribing, you agree to receive newsletter and marketing emails, and accept our Terms of Use and Privacy Policy. You can unsubscribe anytime.

FOLLOW US

Add **Simple Flying** on Google

Add as Preferred Source

Follow on Google Discover

ABOUT

Join Our Team | Our Audience | About Us |

Press & Events | Media Coverage |

Subscribe to Premium

CONTACT

Contact Us | Careers | Advertising |

Have a News Tip?

LEGAL

Terms | Privacy | Policies

Copyright © 2026 Valnet Inc.

er