

Battle for the skies about to take off

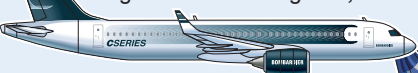
By securing a 100-plane order for its first commercial jetliner, China has taken the first step in its mission to challenge Airbus and Boeing for a slice of a global market worth up to \$1.7 trillion over 20 years. The C919 is a prospective competitor to the Airbus A320 and Boeing 737



POTENTIAL CHALLENGERS

■ **Comac C919.** Commercial Aircraft Corporation of China. Entry into service: **2016**

Seats: **156-168** Wingspan: **35.8m**
Length: **38.9m** Range: **5,555km**



■ **CS300.** Bombardier Aerospace, Canada. Entry: **2013**

Seats: **130** Wingspan: **35.1m**
Length: **38.0m** Range: **5,463km**



■ **MS-21.** Irkut – part of United Aircraft Corp., Russia. Entry: **2016**

Seats: **150** Wingspan: **35.9m**
Length: **35.9m** Range: **5,000km**



■ **YPX.** Japan Aircraft Development Corporation. Entry: **2019**

Seats: **150** Wingspan: **tbc**
Length: **tbc** Range: **4,260km**

Comac expects to sell over 2,000 C919s in 20 years

DOMINANT AIRCRAFT



■ **Boeing 737-800**
Boeing, U.S. Entry: **1998**

Seats: **162-189** Wingspan: **34.3m**
Length: **39.5m** Range: **5,765km**



■ **A320**
Airbus, Europe. Entry: **1988**

Seats: **150** Wingspan: **34.1m**
Length: **37.6m** Range: **5,700km**



■ **E195**
Embraer, Brazil. Entry: **2004**

Seats: **122** Wingspan: **28.7m**
Length: **38.6m** Range: **4,077km**

Sources: Bombardier, United Aircraft Corporation, Japan Aircraft Development Corporation, Boeing, Airbus, Embraer