# CRJ production ends this month

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The CRJ production will end later this month with the final delivery of a CRJ900 aircraft.

The final aircraft, to be delivered to Delta Air Lines, for operations at Skywest Airlines, is MSN 15499, sources tell *Airfinance Journal*.

The manufacturer delivered one CRJ900 to US multinational Dow Chemical last week. The aircraft followed the delivery of another new CRJ900 on 30 December.

Dow Chemical recently sold two CRJ700s, which are 10 and 11 years of age, to Skywest Airlines.

Another new CRJ900 is to be delivered to Chorus Aviation, which will lease the aircraft to Jazz Air.

Jazz Air has an agreement with the operating lessor for a total of nine CRJ900s.

The CRJ (Canadair Regional Jet) family, made up of the CRJ100, 200, 440, 550, 700, 900 and 1000 models, is one of the most successful in commercial aviation since it debuted in 1992.

Derived from the Challenger business jet, the commercial aircraft programme received more than 1,950 orders in almost 30 years in production.

The 50-seat CRJ100 and CRJ200 models had more than 1,000 orders.

The CRJ series programme was expanded with the launch of the 70-seat CRJ700 in 1997, the 86-seat CRJ900 in 2000 and the 104-seat CRJ1000 in 2007.

Bombardier delivered 330 CRJ700s to customers but only clocked 63 orders for its larger variant, the CRJ1000.

The CRJ900 was the most successful variant with almost 500 orders but the 20-year old variant has suffered various customer and slot changes over the past few years.

**Where now?**

Mitsubishi Heavy Industries (MHI) took over the Bombardier CRJ business in June 2020 and created a company, MHI RJ Aviation.

As part of the $550 million agreement as well as $200 million in liabilities, MHI acquired the type certificates, maintenance, marketing, sales activities of the CRJ series, as well as the entire aftermarket service network (including support network locations in Montréal and Toronto, US service centres located in Bridgeport and Tucson) to supporting customers.

This will be the main focus over the next few years as the CRJ fleet remains large.

But MHI RJ Aviation will also continue the work done by the Bombardier commercial team prior to the acquisition and offer improvements.

In the second half of 2018 Bombardier delivered a new cabin interior version, 'Atmosphere', for its CRJ products. The cabin interior improvement was the first cabin investment in 10 years in the regional jet market. Atmosphere includes a new larger entrance as the manufacturer re-worked the galley space at the front of the aircraft and concentrated its efforts on space. The manufacturer has increased the size of its over-bins by 40% in the standard cabin while business passengers benefit from a 50% capacity increase.

A year later Bombardier launched a 50-seat version of the CRJ700, the CRJ550, after United Airlines executed a 10-year agreement with Gojet Airlines.

United's CRJ550s have 10 first-class seats, 20 extra-legroom economy seats and 20 economy seats.

The US major operates 38 aircraft with this configuration but recently agreed a new deal for 20 additional aircraft.

No new aircraft programmes are on the horizon.

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Mitsubishi Aircraft Corporation (MAC), which is a subsidiary of MHI, and therefore a different branch, is developing the Mitsubishi SpaceJet programme. But the 13-year old programme was paused temporarily last October after the announcement of a second budget reduction in six months.

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