Croatia Airlines A220 growth pains continue

Hugh Davies

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Croatia Airlines continued its fleet renewal in 2025, adding five new Airbus A220 aircraft out of a total of 15 ordered, however the updated delivery schedule provided by Airbus at the beginning of 2025 caused additional delays that negatively affected the summer season and increased company costs.

The overall accumulated delays for A220 deliveries globally now exceeds 62 months, Croatia Airlines estimates, with delays forcing the airline to lease additional aircraft and delay the start of seasonal operations due to a lack of capacity.

“Supply chain disruptions, strict testing and certification procedures, chronic labour shortages in manufacturing facilities and strong global demand for new aircraft have significantly affected delivery timelines,” the carrier stated.

As of October 2025, Croatia Airlines has operated seven new A220 aircraft.

Croatia Airlines’ A220 deliveries have already been postponed multiple times, and at the beginning of 2025, further delays affecting deliveries for that year were announced, which has complicated operational planning and increased the airline’s financial exposure.

At the end of September 2025, the operational fleet consisted of 16 aircraft, including four A319s, two A320s, four De Havilland Dash 8-400s and six new A220s, all under long-term operating leases.

Additionally, two Dash 8s were in end-of-lease phase and undergoing preparation for redelivery to the owner, and one A220-100 had arrived from the factory in Canada on 30 September 2025 but did not enter commercial service until 8 October 2025.

Croatia Airlines reported EBITDAR of €12.4 million for the nine months to 30 September, widening from a €11.4 million result in the corresponding period of 2024.

Total revenues rose 10% year on year to €227 million, buttotal costs also rose 15% to just under €248 million.

This resulted in a net loss of €20.9 million, widening from a loss of €9 million in the same nine-month period of 2024.

Cash at the end of September 2025 amounted to €12 million. Total cash inflow for the first nine months of the year was €220.3 million, up 2% year on year, while outflows reached €252.8 million.

Business operations accounted for almost 85% of all cash outflows, while pre-delivery deposits for fleet and supplier advances ahead of the summer season represented 5%.

Investments totalled €27 million, mainly linked to the acquisition of a second spare engine for the A220 fleet and payments for maintenance reserves.

Fleet transition outflows reached €37.4 million, already exceeding the €34.5 million recorded in 2024. Operating costs in the first nine months of 2025 increased by 9% year on year, driven mainly by higher depreciation and air traffic service costs including airport and navigation charges and maintenance.

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