

Regional

As of December 31, 2020, the fleet of our wholly-owned and third-party regional carriers operating as American Eagle consisted of the following aircraft:

	Average Seating Capacity	Owned	Leased	Owned or Leased by Third Party Regional Carrier	Total	Operating Regional Carrier	Number of Aircraft Operated
Bombardier CRJ 700	65	54	7	65	126	SkyWest	65
						PSA	61
						Total	126
Bombardier CRJ 900	77	69	—	54	123	PSA	69
						Mesa	54
						Total	123
Embraer 175 ⁽¹⁾	76	91	—	82	173	Envoy	91
						Republic	82
						Total	173
Embraer 140 ⁽¹⁾	44	8	—	—	8	Envoy	8
Embraer 145 ⁽¹⁾	50	114	—	—	114	Piedmont	57
						Envoy	57
						Total	114
Total		336	7	201	544		544

⁽¹⁾ Excluded from the total operating aircraft count above are 27 regional aircraft that are being held in temporary storage as follows: 18 owned Embraer 140s, seven owned Embraer 175s and two owned Embraer 145s.

See Note 12 to AAG's Consolidated Financial Statements in Part II, Item 8A and Note 10 to American's Consolidated Financial Statements in Part II, Item 8B for additional information on our capacity purchase agreements with third-party regional carriers.

Aircraft and Engine Purchase Commitments

As of December 31, 2020, we had definitive purchase agreements for the acquisition of the following aircraft ⁽¹⁾:

	2021	2022	2023	2024	2025	2026 and Thereafter	Total
Airbus							
A320neo Family ⁽²⁾	16	26	5	18	22	5	92
Boeing							
737 MAX Family ⁽³⁾	9	10	7	—	20	20	66
787 Family	19	—	6	6	8	5	44
Total	44	36	18	24	50	30	202

⁽¹⁾ Delivery schedule represents our best estimate as of the date of this report. Actual delivery dates are subject to change based on various potential factors including production delays by the manufacturer and, where applicable, our decision to exercise rights to defer certain deliveries.

⁽²⁾ In October 2019, the Office of the U.S. Trade Representative announced a 10% tariff on new Airbus aircraft imported from Europe. Effective March 18, 2020, this tariff rate increased to 15%, and effective January 12, 2021, the scope of the 15% tariff was expanded to include certain imported aircraft parts in addition to aircraft. We continue to endeavor to mitigate the effect of these tariffs on our Airbus deliveries. See Part I, Item 1A. Risk Factors - "We operate a global business with international operations that are subject to economic and political instability and have been, and in the future may continue to be, adversely affected by numerous events, circumstances or government actions beyond our control."