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Boeing

**Still Waiting**



# All The Airlines Waiting For Boeing To Certify The 737 MAX 10



**Link copied to clipboard** wait formal approval, airlines around the world are ready to add Boeing's newest, longest single-aisle jet to their fleets. Due to the growing demand for travel in both business and leisure demographics, every carrier on the list has a clear and present need for long-range, efficient narrowbody planes on their routes.

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Given the success of Airbus' A321neo and the new A321XLR model with international carriers, Boeing needs to get back in the game and stay competitive. The Federal Aviation Administration (FAA) is has ever increasingly strict compliance requirements, and there have been many delays thus far for the MAX 10, leaving the timeline still unclear.

As reported by RTE online, *“Ryanair has ordered 150 MAX 10s plus 150 options,”* reflecting confidence in the new model’s ability to expand its network and grow business.



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737 MAX series' largest model caters to operators looking for

fuel consumption per seat and maximize seat availability on these kinds of routes.

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Photo: Boeing

Boeing has faced challenges with design changes, which persistent delays while it attends to ongoing regulatory solutions, and bird strike requirements. *“It has now be*



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The airlines that have ordered the planes are waiting for the FAA to formally authorize them, with pressure on Boeing to expedite a prolonged process that keeps dragging on with no end in sight.

## The waiting list

In 2025, Boeing executives reconfirmed their commitment to final approvals for the 737 MAX 7 and MAX 10. Additional scrutiny after the MAX family was grounded in 2019 has presented challenges, with a focus on system reviews that go beyond original designs. Concern over probable cockpit smoke following bird strikes and subsequent engine overheating has hindered current test timelines.

*“Engine damage from bird strikes can impact the bleed air system, leading to in smoke and fumes,”* stated Air Insight. Reuters also r



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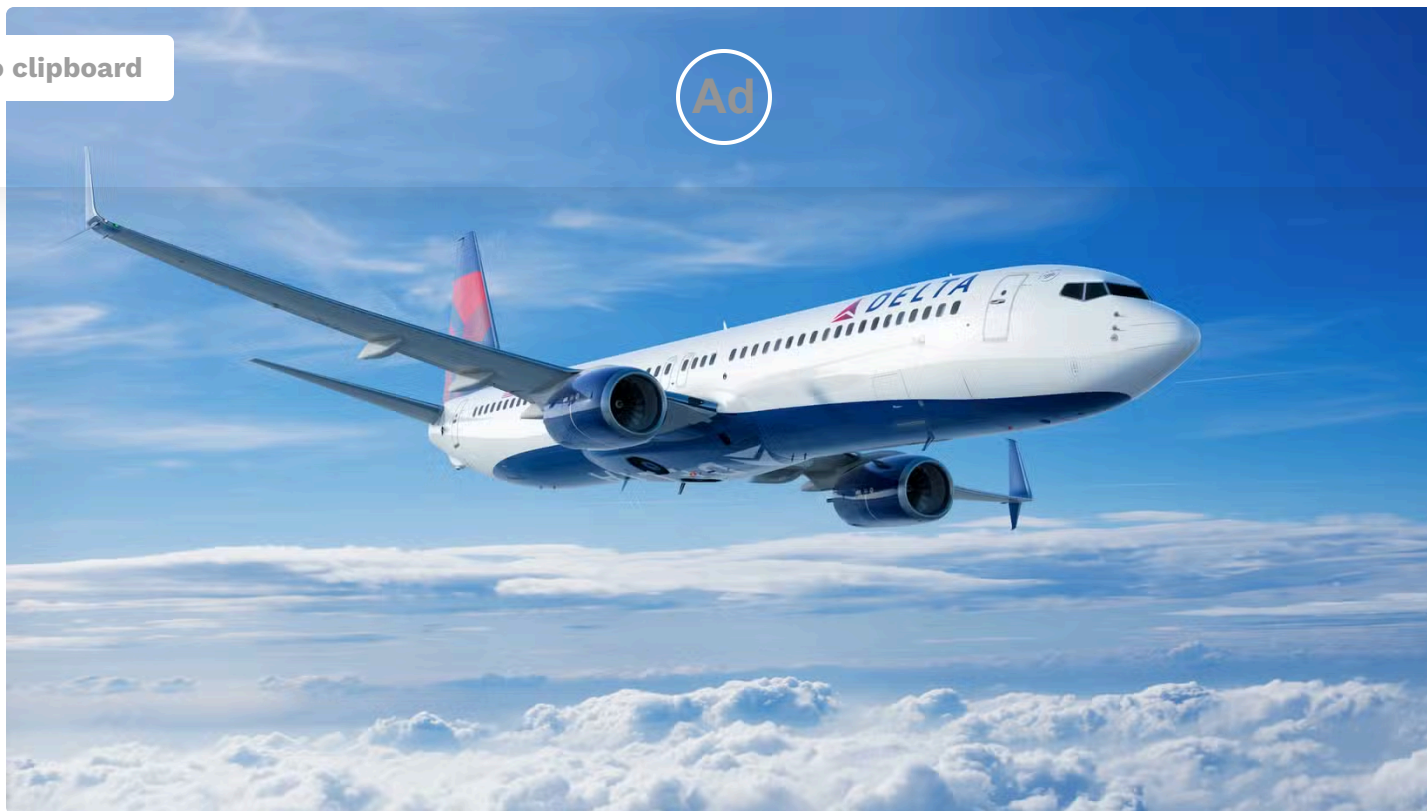


Photo: Delta Air Lines

While they await the MAX 10's service entry date, a number of carriers have modified their orders. While Southwest Airlines delayed the launch of the MAX 7, the Canadian airline WestJet converted some of its backlog to other MAX models.

Given the continued uncertainty surrounding the MAX



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10 will be introduced in 2026 to serve mid-range flights that need more seats per plane than the MAX 8 or MAX 9 can offer.

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Given that the aircraft type is a strategic tool for routes requiring higher passenger capacity, many airlines are willing to wait for the aircraft's final approval.

- **Air India Express:** 50
- **Akasa Air:** 99
- **Alaska Airlines:** 51
- **American Airlines:** 115
- **Delta Air Lines:** 100
- **Donghai Airlines:** 10
- **El Al Israel Airlines:** 20



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- **British Airways:** 50
- **Luxair:** 2
- **Okay Airways:** 3
- **Pegasus Airlines:** 100
- **Qatar Airways:** 25
- **Ryanair:** 150
- **Skymark Airlines:** 3
- **SkyUp Airlines:** 3
- **SunExpress:** 30
- **TUI Airways:** 27
- **Unassigned:** 125
- **United Airlines:** 165
- **Virgin Australia:** 10
- **WestJet:** 46

**Total built aircraft:** 2

**Total ordered aircraft:** 1,219



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*...we plan to include in the certification program,”*  
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## Not the only show in town

In response to Airbus's A321neo, Boeing pinned its hopes on the MAX 10 to capture airlines looking for larger, longer-range single-aisle jets. The **Airbus A321neo** and **Airbus A321XLR** have taken the market by storm as Boeing continues to struggle.



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Photo: Boeing

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Boeing did not make any plans to replace the 757 after canceling production, and despite talk of the "New Midsize Airplane" (NMA), the project has never progressed. The 737 MAX 10 and MAX 7 represent a relatively similar platform to the NMA concept, and the market niche of the 757 and A321neo/A321XLR is an important sector with strong demand.

Boeing saw a significant market opportunity in 2015 to launch a new aircraft model. A composite, twin-aisle design with an elliptical cross-section was of interest to airlines by 2017. It was likely to be named the Boeing 797 and was expected to come in two versions: a 225-passenger model with a range of 5,000 nm and a 275-passenger model with a range of 4,500 nm.

According to market estimates, there would be a demand for between 2,000 and 4,000 aircraft. The NMA was projected to generate 30% more revenue and reduce travel costs by 40% compared to widebodies, with a price tag of \$65–75 million.

Until the arrival of the 737 MAX 10, there is no alternative for many airlines. The long delay has led some to opt for Airbus as the replacement for simply new fleet expansions in the same class that the 757 filled.



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Similar in size to the Airbus A321XLR, Boeing's 737 MAX 10 is not expected to enter service until 2026 and will not be able to fly as far as the A321XLR. Given the excellent Airbus aircraft that is poised to dominate the market, Boeing must make a difficult decision about how to respond to this competitive challenge.



Photo: Delta Air Lines



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What comes next is uncertain at best, given the challenges facing Boeing's commercial aircraft division and even the company's defense side.

Despite continuous Boeing development delays, United Airlines' leadership continues to place its faith in the 737 MAX 10. With plans for over 100 aircraft, the Chicago-based carrier placed its first order for the MAX 10 model in 2017. The first aircraft was originally scheduled to be delivered by Boeing in late 2020.

*"We are becoming more hopeful that the MAX 10 will be an important gauge for United," said United's chief financial officer, Mike Leskinen, during a January earnings call.*

*He went on to say, "With Boeing starting to make some real progress in improving their business, we're becoming more bullish on the MAX 10."*

*"Whether it's the MAX 9 or 10, our gauge is going to inc*



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*“The [MAX] 10 would be great, but I’m counting on the [MAX] 9 and the A321. ... if we have the [MAX] 10 available to Ad, that only helps it even further.”*

The mention of Boeing’s direct competitor in the same fleet that currently has one of the largest orders on the books is both a vote of confidence but also a glaring chink in the armor of America’s aerospace juggernaut.

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# Finding a path forward



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delivery. American, United, and Southwest have attributed Boeing's delays to  
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in the sluggishness that forced them to alter flight schedules.

*“Boeing needs to become a better company,”* Southwest CEO Bob Jordan said at a JPMorgan industry conference in March, in a comment that is much stronger than would be expected of the head of a carrier that exclusively flies 737 jets.

In the upcoming years, Boeing will need to promote and grow its workforce. The company faces greater competition for new hires than it did in previous generations due to the rapid growth of tech companies over the past few decades and engineering competition from the private space industry.

We can only hope that with wise decision-making from the top and calculated corrections to the engineering and production cycle, the 737 MAX 10 will be on the flight line in a myriad of liveries in the near future and Boeing can once again assume its mantle as the king of the commercial airliners.



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## 737 MAX comparisons

Key technical data further reveals how the sub-models of the 737 MAX family are distinguished from each other and how airlines may benefit from each configuration. Per [Boeing's official page](#), it stated that,



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Below is a list comparing specifications across the 737 MAX family:

### Boeing 737 MAX 7

- Seats (2-class): 138 – 153
- Maximum seats: 172
- Range: 3,800 nm (7,040 km)
- Length: 35.56 m (116 ft 8 in)
- Wingspan: 35.9 m (117 ft 10 in)



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• Seats (2-class): 162 – 178

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- Maximum seats: 210
- Range: 3,500 nm (6,480 km)
- Length: 39.52 m (129 ft 8 in)
- Wingspan: 35.9 m (117 ft 10 in)
- Engine: LEAP-1B from CFM International



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Photo: Boeing

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## Boeing 737 MAX 9

- Seats (2-class): 178 – 193



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• Range: 3,500 nm (6,400 km)

• Length: 42.16 m (138 ft 4 in)

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- Wingspan: 35.9 m (117 ft 10 in)
- Engine: LEAP-1B from CFM International

### Boeing 737 MAX 10

- Seats (2-class): 188 – 204
- Maximum seats: 230
- Range: 3,100 nm (5,740 km)
- Length: 43.8 m (143 ft 8 in)
- Wingspan: 35.9 m (117 ft 10 in)
- Engine: LEAP-1B from CFM International

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**By when do you think the 737 MAX 10 would be certified?**



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**CARMELO**

2025-03-29 18:59:22

SADLY YOU REAP WHAT YOU SOW. THE WAY THEY DESTROYED THE MD-PLANES AND PUT ALL THEIR EGGS IN ONE BASKET, THINKING ONLY ABOUT \$, HAS RETURNED TO BYTE THEM HARD. IF THEY HAD AN ADVANCED 717 OR MD-90 OR A BETTER 757 THEY WOULD HAVE BEEN OK. LOOK AT WHAT THEY DID TO EMBRAER. THEY THINK THEY ARE ALL POWERFUL, BUT TRUTH ALWAYS WIN. THE TRUTH IS EVERYONE PREFERS TO FLY AN AIRBUS SINGLE ISLE THANTH THE 737S.

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**Ian**

2025-03-29 19:43:09

Probably never. What a waste of money and time

↑ 4 | ↓ ↶ 🔗 Copy



**Maxlewandowski**

2025-03-29 23:01:53

Just scrap both of them. Should've started from the ground up which you guys didn't

☰ 0 | ☆ 🗨️ 13

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2025-03-29 14:32:14

Anyone waiting for Boeing to certify the 737 MAX-10 is waiting for the U.S. Government to freeze over.

Boeing doesn't "Certify" anything. If it weren't an American aircraft, the FAA could eventually get around to granting Certification.

Airbus can "Self Certify". That power will never happen again to a U.S. manufacturer.

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Sunil

2025-03-30 03:02:28

Airbus cannot self-certify for something like this, Subpart J would not apply here.

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2025-03-29 23:02:48

That will be 10 years if not more or they will just switch to Airbus

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Evan

2025-03-29 15:32:29

It will never happen.



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Skiboy

2025-04-01 09:23:21

I honestly can't believe nothing competes with the 321neo at all. Even basic model has further range than the max 10. Then you have LR and XLR. BOEING clearly does not know the market. Pretty sad. The 757 was incredible



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Sunil

2025-03-30 03:05:33

As far as I understand, every outstanding issue blocking certification of both types appli



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**Gregory**

2025-04-01 03:37:11

In 2035.



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**Jeffrey Magnet**

2025-04-01 15:46:09

I hope both the -7 and -10 will be certified sooner than we think. I'm happy to see that some airlines still have confidence in Boeing. United ordered A321 XLRs in the interim. I think SWA is the only airline to order the-7s.



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I hope this year.



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Peter

2025-03-30 20:12:30

Good, none of the airlines I use are on the list I do not trust new Boeing planes. If it is Boeing, I ain't going as they say. Only the the MAX versions. Rushed through with no quality control. . .



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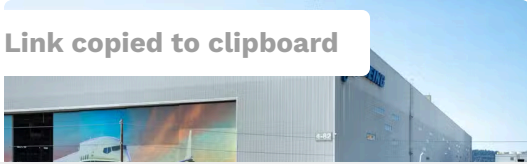
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### Boeing & Machinists Union



The union could not agree with Boeing on key issues for its members.

### Watch: Boeing 777X Test

its certification.

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However, Boeing booked another pre-tax charge on the 777X, which reflected higher labor costs.

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