



How Airbus & Boeing Aircraft Production Has Changed Over The Past Decade



By Aaron Spray — Published 2 days ago

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Airbus and **Boeing** remain the world's two primary passenger jet airplane makers. The last decade has seen Canada's Bombardier exit the commercial passenger jet maker and China's COMAC enter it. Meanwhile, Brazil's Embraer continues to be the world's third commercial airplane maker. A



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year since.

AIRBUS

Airbus

Stock Code	AIR
Business Type	Planemaker
Date Founded	December 18, 1970
CEO	Guillaume Faury

 Expand

Over the last decade, Boeing's aircraft deliveries have declined or have been otherwise rocky. Meanwhile, Airbus is recovering from its dip during the pandemic and is ironing out supply chain issues. Airbus has emerged as the world's largest airplane maker. Here is what to know about how Boeing and Airbus production has changed over the last decade.



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In 2015, two double-decker aircraft were in production, the Boeing 747-8 Jumbo and the Airbus A380 Superjumbo. By 2015, orders for the passenger variant of the Boeing had dried up with the last passenger Boeing 747-8 (HL7644) being delivered to Korean Air two years later in 2017. By 2015, the Airbus A380 had flown for ten years and had been in service since 2007.



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variant) was delivered.
Things were also looking
787 Dreamliner entered
2015.

production line shut down.
More efficient Boeing
787 A350 joined it in

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In 2019, Airbus announced the end of the A380 program after it failed to attract new orders and Emirates canceled a large part of its existing orders. The final Airbus A380 was delivered to Emirates in 2021 and with it, the era of Boeing and Airbus producing double-deck passenger aircraft came to an end. Additionally, the era of quad-engined commercial jets came to an end (production of the A340 ended in 2012). Now, all commercial passenger jets are twin-engined.

Airbus' Growing Lead



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2018 was the final 'normal' year for Boeing and in that year it delivered a total of 806 commercial aircraft. After that, Boeing was hit by the MAX crisis (which continues today) and the pandemic along with its lingering supply chain disruptions. Meanwhile, in 2018 Airbus came a close second, delivering a total of 800 commercial aircraft in 2018.



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commercial aircraft.
after its deliveries ha
solidified itself as th

d years for Boeing
raft. Airbus has

Airplane maker market share:

Airbus:	56%
Boeing:	40%
Embraer:	3.6%
COMAC:	0.4%

Time will tell whether Airbus is able to maintain or grow its lead over Boeing. Currently, Boeing has a 40% market share, while Airbus has a 56% share. The remaining 4% is split between Embraer (at 3.6%) and China's COMAC (at



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Since 2015, Boeing has not introduced any new clean-sheet aircraft. The Boeing 787-8 Dreamliner entered service in 2011 and was followed by the 787-9 in 2014. The Boeing 787-10 did enter service after 2015, in 2018. Meanwhile, the current generation 737 MAX 8 entered service in 2017 and was followed by the MAX 9 in 2018.



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Boeing's MAX 7, MAX 10, and the modernized Boeing 777X were previously intended to be in production, but their FAA-type certificates have been delayed and are still pending. This is one of the biggest issues for Boeing, and it has led to a major cash problem.

New Boeing variants since 2015: Boeing 787-10, 737 MAX 8, 737 MAX 9

New Airbus variants since 2015: Airbus A330neo, A320neo, A321neo (inc. LR & XLR)

New clean-sheet aircraft: Airbus A350 (in service early 2015)

Airbus, on the other hand, first introduced the Airbus A350-900 in January 2015, which was followed by the A350-1000 in 2018. The modernized A330neo entered service in 2018 and the A320neo in 2016. The A320neo's larger cousin, the A321neo, entered service in 2017. The latest variant of the A321neo to enter service was the A321XLR, which first flew revenue-generating flights in November 2024.



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Over the last decade, Boeing and Airbus have remained the world's only two manufacturers of widebody aircraft. Boeing's passenger variant of the 767 has been replaced by the 787. This means that Boeing's two widebody options are the Boeing 787 and the 777 (including the upcoming 777X, which will come in two passenger variants).



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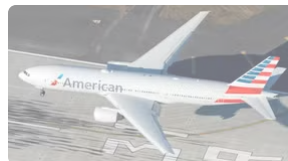


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A350 comes in two



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There are no rival companies ready to challenge Airbus and Boeing with their ownership of the widebody market in the near future. JetZero is working on developing the medium-sized Z4 blended wing body, while Russia is working to restart production of its obsolete Ilyushin Il-96 amid sanctions. China's COMAC has the long-term goal of developing the C929 and C939 widebody aircraft.



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Obsolete
old IL-96

ars up to place the

Growth Of The A320



Photo: Airbus



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the world record for
and out-delivered by
family is set to overt

has been outsold
ades. The A320
es in 2025.

Over the last ten years, the Boeing 737 and Airbus A320 have been the backbone of commercial aircraft deliveries. The Boeing 737 is Boeing's only narrowbody aircraft and is meant to come in four variants, although only the MAX 8 and MAX 9 have FAA certification. With the introduction of the Airbus A321XLR and with Boeing's 757 out of production, Airbus is now filling the midsize airplane market. Boeing is reported to be developing a cleansheet midsize airplane commonly called the Boeing 797, but it is unclear if this will ever be produced.

2024 narrowbody deliveries

Boeing 737 narrowbody deliveries:

265 (MAX 8 and MAX 9)



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Even with the MAX c
aircraft. In 2018, Boe
and in 2020 it cratered to 43. In 2023, it had recovered to 396 but fell again
to 265 in 2024. Airbus delivered 626 A320s in 2018 and in 2024 it shipped
602 examples. With the acquisition of the Bombardier CSeries as the A220,
Airbus now has two narrowbody families. In addition to its A320s, it also
delivered 75 A220s.

vered Boeing
019 that fell to 127

Airbus & Boeing's Threats



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Looking towards the rest of the decade, AirInsight says it is unlikely that the Chinese aircraft maker, COMAC, will be able to challenge Airbus and Boeing. The aircraft maker remains dependent on Western components. According to AirInsight, COMAC will struggle to ramp up production as it can't receive the Western engines faster than it is now. One potential rival is JetZero, which is developing a medium-sized blended wing body aircraft in partnership with Northrop Grumman. JetZero aims for it to come into service in 2030.

Perhaps the biggest uncertainty in Airbus and Boeing aircraft manufacturing going forward is the ongoing trade war. AerCap has warned that in an "absolute worst case scenario," Boeing will be left with just the US market or 25-30% of the world's commercial aviation market, while Airbus takes over the rest. Tariffs have the potential to be a major disrupter in the aviation sector. However, for now, it is unclear where the dust will settle.

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"The A320 family is set to overtake the Bo

That was already done three or four years
for cancellations)

The net orders as of March 31st, 2025 are :

Boeing **737** : 12,030 delivered + 4,277 net backlog = **16,307**, including hundreds of military and BBJ planes (Boeing Commercial
Airplanes figures)

Airbus **A320** family : **19,233**, including ACJs (Airbus figure)

(Edited)

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The JetZero won't enter service in 2030. At best if the go ahead this year it will be around 2035.

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