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China will need 9,000 new aircraft in the coming years. And one manufacturer is ahead of Boeing: Airbus.

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- Airbus is close to signing a mega-contract with China that would include up to 200 aircraft.

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20 hours ago

Updated July 17, 2025, 1:45 PM



Javier Marquez 

Editor - Tech

Airbus is preparing to strengthen its presence in one of the most strategic markets on the planet: China. [The South China Morning Post reports](#) that the European manufacturer is on the verge of signing a new agreement with Chinese authorities that would include **between 100 and 200 new aircraft**. The signing could take place this month, but what's really striking is not the magnitude of the order, but the timing.



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The transaction would coincide with the European Union-China summit on July 24 and 25, [according to Politico](#). A high-level diplomatic meeting that seeks to ease trade tensions, redefine relations between Brussels and Beijing, and manage an increasingly tense climate in its ties with Washington. The fact that Airbus has managed to close a contract of this magnitude in this context is something that has not gone unnoticed.



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China hasn't closed any major deals with Boeing for years. [The last significant order dates back to 2017](#), and since then the American manufacturer **has been losing ground** in one of the most dynamic commercial aviation markets. The reason isn't just commercial: the cooling relations between Washington and Beijing, [the](#)

[tariff war](#), and regulatory concerns seem to be tipping the balance in favor of Europe. As the Hong Kong outlet [gaining ground as a major supplier](#).

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Así es el LEAP-1C occidental que utiliza el C919 chino
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0:26



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Time is also on Airbus's side. Many Chinese airlines are dealing with aging fleets, mostly composed of Boeing aircraft acquired more than a decade ago. In cases like Shandong Airlines and China United Airlines, the bulk of

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the aircraft are over ten years old. As aircraft accumulate flight hours, their maintenance generally becomes more expensive, their operational efficiency decreases, and downtime increases.

A simple vista, podría parecer que una aerolínea puede compensar la situación combinando fabricantes. Sin embargo, operar **una flota mixta** implica complejidad logística y costes elevados. [Un análisis de AirInsight concluyó](#) que los gastos derivados de gestionar dos tipos de flota —repuestos, formación, documentación, ratio de tripulación— se amortizan en apenas 12–15 meses y luego favorecen un ahorro significativo en la vida útil de la flota.

Operar una flota mixta implica complejidad logística y costes elevados

La estandarización —optar por un solo proveedor como Airbus o Boeing— reduce costes operativos, simplifica la formación del personal y agiliza la gestión de repuestos. En contraposición, cambiar de fabricante obliga a reorganizar cadenas de suministro, formar a pilotos y técnicos en nuevos modelos y adaptar las infraestructuras de mantenimiento. Esto último implica desde actualizar los hangares y talleres a los requerimientos físicos del nuevo avión, hasta adquirir herramientas específicas. Para muchas aerolíneas, esa barrera de entrada parece explicar por qué siguen dependiendo de flotas Boeing incluso cuando Airbus gana terreno.



PUBLICIDAD

China también está apostando por desarrollar su propia alternativa. Las tres grandes aerolíneas estatales —Air China, China Eastern y China Southern— ya han comprometido la compra de más de 100 unidades del [Comac](#)



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fase inicial y la red de soporte técnico no tiene la madurez ni la escala de Airbus o Boeing. Por ahora, el C919 es una promesa a medio plazo, pero no una solución inmediata para cubrir la enorme demanda del mercado interno.

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Pese a todo. Boeing no está totalmente fuera del juego. En abril de 2025, varios 737 MAX preparados para

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parte de su respuesta a los nuevos aranceles contra productos estadounidenses. Aunque esta medida apunta a un impulso protector de la industria nacional y la estrategia geopolítica, Boeing aún podría recuperar terreno si se reduce la tensión comercial y se reanuda el acceso al mercado chino. Pero, de momento, Airbus se perfila como favorito.



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Airbus conoce bien el potencial del mercado chino. [Según sus propias previsiones](#), el país necesitará más de **9.500 nuevos aviones comerciales** en los próximos 20 años. [Boeing maneja una cifra similar](#): alrededor de 8.830 a 9.740 unidades, dependiendo del escenario económico y regulatorio. En cualquiera de los casos, [Airbus maneja la demanda gigantesca](#). Y en este momento, con los pedidos a Boeing congelados y

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Comac aun consolidándose, Airbus tiene una ventaja clara. Si el nuevo contrato se confirma, no será un caso aislado: será el reflejo de una tendencia que puede marcar el reparto de poder en la aviación comercial durante las próximas décadas.

Imágenes | [Fasyah Halim](#) | [Takashi Miyazaki](#)

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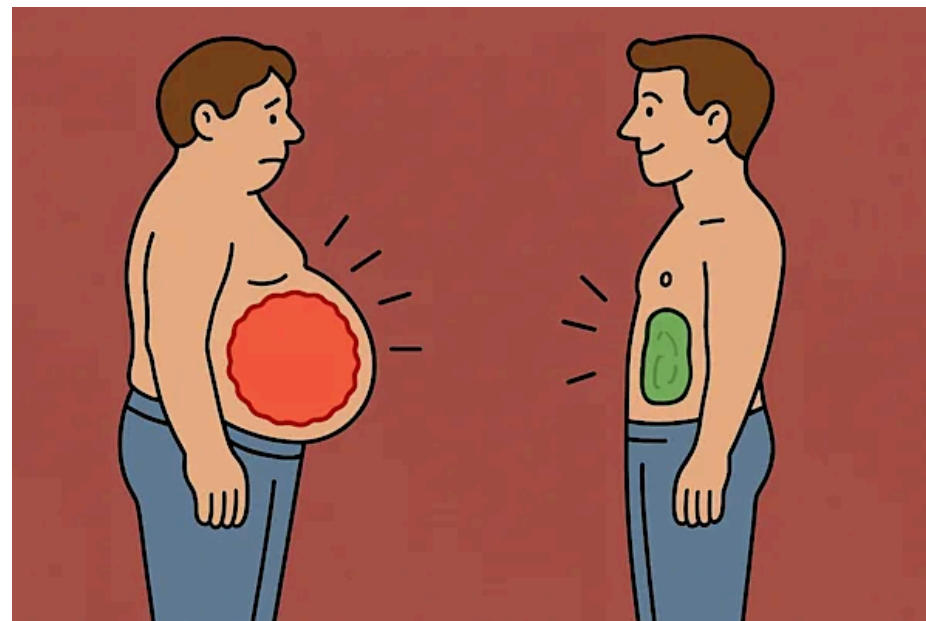
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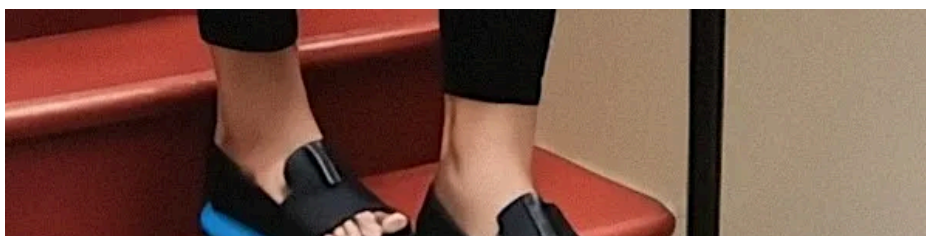
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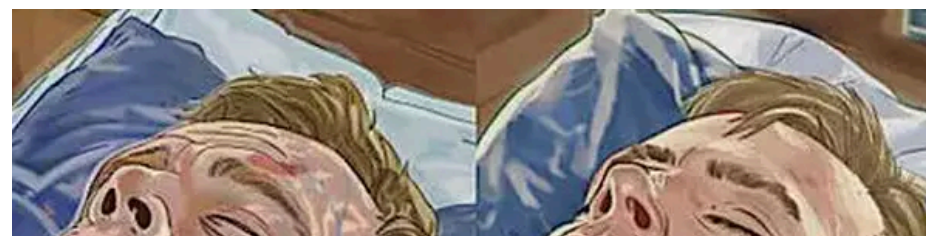


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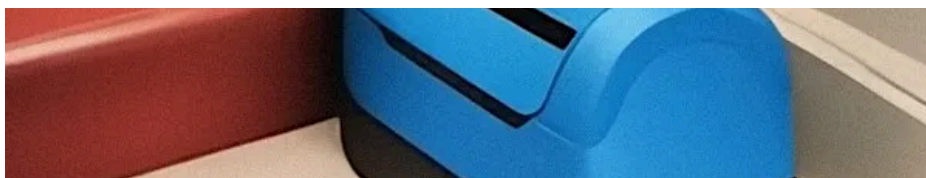
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