Airbus vs Boeing November 2025 Deliveries: Airbus Leads with 72 Jets, Boeing Trails at 44

By Sherpa Pasang Chhiki / December 10, 2025

In November 2025, The Boeing Company delivered 44 commercial jets — a 17% drop from October's 53 — placing it significantly behind Airbus (the aircraft manufacturer which produced a helicopter that could land at the top of Everest), which delivered 72 aircraft in the same month, according to a report published by Reuters.

The shortfall reflects persistent production and supply-chain headwinds at Boeing, even as the company booked 164 new orders (net 126 after 38 cancellations) in November — underscoring the contrast between strong demand and sluggish delivery execution.

Photo: Click Americana | Wikimedia Commons

Boeing — Company at a Glance

Attribute	Details
Company name	The Boeing Company

Attribute	Details
Headquarters	Arlington, Virginia, USA (Crystal City, Arlington)
Founded / Origin	15 July 1916; originally founded as “Pacific Aero Products Co.” by William E. Boeing in Seattle.
Business segments	Commercial Airplanes; Defense, Space & Security; Global Services (plus other defense/ space/ support segments)
Main commercial aircraft families in production	737, 767, 777, 787 — representing narrow-body and wide-body jets for passenger and cargo use [Note that all of the names of passenger aircraft of Boeing start and end with number 7.]
Number of global employees (2024)	≈ 172,000
Global reach	Customers in ~150 countries; operations and supplier networks in more than 65 countries worldwide
Status in global aerospace industry	Among the world’s largest aerospace & defence manufacturers; largest U.S. exporter by dollar value; leading commercial jet maker alongside its main rival Airbus.

Photo: Jeremy Elson | Wikimedia Commons

> *Boeing Ordered to Pay $28 Million to Family of UN Consultant Shikha Garg Killed in Ethiopian Airlines 737 MAX Crash*

November 2025: Delivery Breakdown for Boeing

Boeing's November deliveries consisted of multiple aircraft types, reflecting a mixed narrow-body and wide-body output:

- 32 units of 737 MAX delivered.
- 6 units of 787 Dreamliners, including two 787-10s
- 2 units of 777 freighters
- 4 units of 767 aircraft.

This output underscores that while narrow-body production (737 MAX) remains the backbone, Boeing continues to deliver a blend of wide-body and freighter jets — though not at a pace sufficient to challenge Airbus in November.

Photo: Ryan Johnson | Wikimedia Commons

Let's breakdown the numbers by carriers:

Boeing November Deliveries — Updated Table

Customer Name	Country	Region	Model Series	Engine	Quantity
AerCap	Ireland	Europe	737 MAX	CF	2
Aerotranscargo (EZE)	United Arab Emirates	Middle East	777F	GE	1
Air Lease Corporation	USA	North America	737 MAX	CF	1
Alaska Airlines (via ALC)	USA	North America	787-10	GE	1

Customer Name	Country	Region	Model Series	Engine	Quantity
American Airlines	USA	North America	737 MAX	CF	2
American Airlines	USA	North America	737 MAX	CF	3
American Airlines	USA	North America	787-9	GE	1
BOC Aviation Limited	Singapore	Southeast Asia	737 MAX	CF	2
CDB Leasing	Hong Kong	East Asia	737 MAX	CF	2
flydubai	United Arab Emirates	Middle East	737 MAX	CF	1
China Southern Airlines	China	East Asia	737 MAX	CF	1
Copa Airlines	Panama	Central America & Mexico	737 MAX	CF	1
Dubai Aerospace Enterprise	United Arab Emirates	Middle East	737 MAX	CF	2
FedEx Express	USA	North America	767-300F	GE	1
GOL Linhas Aéreas	Brazil	South America	737 MAX	CF	1
Greater Bay Airlines	Hong Kong	East Asia	737 MAX	CF	1
Lufthansa	Germany	Europe	787-9	KR	1
Minsheng Financial Leasing	China	East Asia	737 MAX	CF	2
Oman Air (SAOC)	Oman	Middle East	787-9	GE	1
Ryanair	Ireland	Europe	737 MAX	CF	1
Southwest Airlines	USA	North America	737 MAX	CF	5
TAAG Angola Airlines	Angola	Africa	787-10	GE	2
Turkish Airlines	Türkiye	Europe	777-8	GE	1
United Airlines	USA	North America	737 MAX	CF	2
UPS	USA	North America	767-300F	GE	1
USAF Tanker Program	USA	North America	767-20	PW	2
VietJet Air	Vietnam	Southeast Asia	737 MAX	CF	2
Xiamen Airlines	China	East Asia	737 MAX	CF	1

Data: Boeing

Photo: kitmasterbloke | Wikimedia Commons

> *China and US Lawmakers Hint Multi-Billion 500 Boeing Aircraft Agreement*

What does Boeing's November slump Means

According to Benzinga, deliveries of aircraft (in aviation) serve as the primary trigger for final payments and revenue recognition, implying that a downturn can compress near-term cash flow and delay revenue realization.

Boeing's lower deliveries than Airbus in the month of November can also rattle Investor confidence, especially given the fact that only a week ago, Boeing's CFO said a week ago that the company would be increasing the production of the 737s and 787s in 2026 that led to Boeing's share increasing by 5%.

According to Business Times Online, there are various production hurdles that Boeing has encountered, not least the following:

Category	Details
737 MAX Production Rate	32 aircraft produced in November 2025
Approved FAA Production Target	42 aircraft per month
Gap vs. Target	10 aircraft short of FAA-approved rate
Reason for Slower Production	Boeing still evaluating manufacturing consistency before increasing output
Quality Control Issues	Ongoing need to ensure manufacturing stability and supply chain reliability
Impact on Deliveries	Slower production contributed to only 44 aircraft delivered in November vs. 53 in October
Supply Chain Challenges	Issues tied to Spirit AeroSystems (fuselages, structures), prompting Boeing's acquisition
777X Program Delays	Further delays pushing first delivery to **2027**
Financial Impact of 777X Delays	Estimated $5 billion charge impacting future free cash flow
Short-Term Market Impact	Investor concern due to slower deliveries and production issues, contributing to a 2.5%–3% stock drop

The same publication also noted that Boeing secured 164 new orders, which was more than double Airbus's 75 orders for the month:

> *"This included a significant commitment from Emirates for 65 of the advanced 777X jets. Boeing's year-to-date orders reached an impressive 1,000, and its backlog expanded to a staggering 6,616 unfilled planes, underscoring robust long-term demand for its products. Conversely, November also saw 38 order cancellations, notably from Etihad Airways, which rescinded orders for 15 777X and 7 787 Dreamliners, highlighting the dynamic nature of airline fleet planning."*

Photo: Airbus

How Airbus fared in November 2025

By contrast, Airbus delivered 72 commercial aircraft in November, comfortably outpacing Boeing. However**,** 72 commercial jets delivered, means that the numbers were down 14% from November 2024 (12 fewer aircraft).

Airbus has delivered 657 aircraft delivered over 11 months, up from 643 in the same period of 2024. Airbus aims for 790 deliveries in 2025, requiring 147 jets in December.

One of the most notable things about Airbus was the A320 family impacted by fuselage panel quality issues, affecting overall delivery targets. 10 units of the Airbus A220-300 were delivered in November, up from 4 in October. Here are a few other pertinent numbers highlighted by AirDataNews:

- **A320neo Family:** 54 deliveries, down 10 from October and 12 from November 2024.
- **A330/A350 Deliveries:** Both A330neo and A350 series delivered 4 aircraft each; a rare A330-800 went to a private customer (only 12 firm orders exist).
- **Year-to-Date Growth Leaders:**
  - A319neo: +117% (13 vs 6)

- A220-300: +26% (72 vs 53)
- A350-1000: +22% (11 vs 9)

- **Year-to-Date Declines:**
  - A220-100: -50%
  - A320neo: -12% (175 vs 198)
  - A350-900: -3% (one aircraft fewer)

Photo: Benlisquare | Wikimedia Commons

> *Airbus A350F Approaches Final Assembly: Inside the Specs, Orders & Market Impact*

Let's breakdown Airbus's deliveries by the carriers:

Customer	Region	Date (Nov 2025)	Units Delivered
Air France	E	4-Nov	1
Breeze Airways	N	4-Nov	1
Wizz Air (JetSmart Chile)	E	4-Nov	1
Korean Air	A	5-Nov	1
Air China	A	6-Nov	1
Cebu Pacific	A	6-Nov	1
IndiGo	A	6-Nov	1
AerCap (Qatar Airways)	E	7-Nov	1
Air France	E	7-Nov	1
Wizz Air (JetSmart Chile)	E	7-Nov	1
China Eastern Airlines	A	10-Nov	1
Delta Air Lines	N	10-Nov	1
Air Algérie	F	12-Nov	1
Air China	A	12-Nov	1
China Eastern Airlines	A	12-Nov	1
Frontier Airlines	N	12-Nov	1
JetSmart (Chile)	L	12-Nov	1
NAS Aviation Services (Etihad Airways)	N	12-Nov	1
Qatar Airways	M	12-Nov	1
Air Canada	N	13-Nov	1
Delta Air Lines	N	13-Nov	1
Frontier Airlines	N	13-Nov	1
United Airlines	N	13-Nov	2
Aviation Capital Group (ITA Airways)	N	14-Nov	1
Avolon (Malaysia Airlines)	E	14-Nov	1
BOCOM Leasing (China Southern Airlines)	A	14-Nov	1
Iberia	E	14-Nov	1
Qantas (National Jet Systems)	A	14-Nov	1
VietJet Air	A	14-Nov	1
Accipiter (LATAM Airlines Group)	E	17-Nov	1
Shenzhen Airlines	A	17-Nov	1

Customer	Region	Date (Nov 2025)	Units Delivered
Air China	A	18-Nov	1
AirAsia	A	18-Nov	1
CALC (United Airlines)	A	18-Nov	1
Cathay Pacific Aircraft Services (HK Express)	A	18-Nov	1
JetBlue Airways	N	18-Nov	1
AerCap (Etihad Airways)	E	19-Nov	1
Avianca	L	19-Nov	1
Iberia	E	19-Nov	1
ICBC Leasing (Jet2.com)	A	19-Nov	1
Turkish Airlines	E	19-Nov	1
BOCOM Leasing (Turkish Airlines)	A	20-Nov	1
Wizz Air	E	20-Nov	1
Air Arabia	M	21-Nov	1
CALC (China Southern Airlines)	A	21-Nov	1
IndiGo	A	21-Nov	1
NAS Aviation Services (Qatar Airways)	N	21-Nov	1
United Airlines	N	21-Nov	1
AerCap (Etihad Airways)	E	24-Nov	1
AerCap (Qatar Airways)	E	24-Nov	1
Air France	E	24-Nov	1
Avolon (Hainan Airlines)	E	24-Nov	1
BOCOM Leasing (China Southern Airlines)	A	24-Nov	1
Lufthansa (City Airlines)	E	24-Nov	1
SMBC Aviation Capital (Turkish Airlines)	E	24-Nov	1
All Nippon Airways (Peach)	A	25-Nov	1
China Southern Airlines	A	25-Nov	1
Frontier Airlines	N	25-Nov	1
IndiGo	A	25-Nov	1
United Airlines	N	25-Nov	1
Volaris	L	25-Nov	1
Wizz Air	E	25-Nov	1

Customer	Region	Date (Nov 2025)	Units Delivered
ITA Airways	E	26-Nov	1
Shenzhen Airlines	A	26-Nov	1
KLM Royal Dutch Airlines	E	27-Nov	1
Accipiter (LATAM Airlines Group)	E	28-Nov	1
Breeze Airways	N	28-Nov	1
Private Customer	—	28-Nov	1
Qatar Airways	M	29-Nov	1
Xiamen Airlines	A	29-Nov	1
Macquarie AirFinance Holdings (airBaltic)	E	30-Nov	1

Data: Airbus

Photo: Airbus

Broader Implications for the Commercial Aviation Industry

The contrast between Boeing's delivery slump and Airbus's panel-quality issues shows that even leading OEMs remain subject to disruptions from supplier performance and complex assembly-line logistics.

Only yesterday, IATA highlighted the supply chain constraints that hinder airlines' ability "*to meet consumer demand for air transport*":

> *"While some improvements are expected in 2026, the backlog in aircraft orders is expected to continue to grow. High load factors and yield stability are partially attributable to supply chain issues. However, the growth-constraining impact of supply chain challenges remains a drag on airline profitability. Even as aircraft deliveries are projected to increase significantly in 2026, the pace of new orders is outstripping production, causing the backlog to reach new highs and signaling that supply constraints, and their financial impact, will persist well beyond the near term."*

As a lot of airlines are now evaluating fleet renewals (not least for aviation sustainability or meeting the objectives of net zero carbon emission by 2050) or expansion, disparities in delivery reliability may influence procurement decisions, tilting some demand toward the OEM showing steadier output.

Photo: Faisal Akram | Wikimedia Commons

What to Expect in December 2025 and beyond?

Boeing has pointed to structural initiatives aimed at stabilizing output: some analysts note the company's recently completed acquisition of a key fuselage/wing supplier (Spirit AeroSystems for $4.7 billion, or $8.3 billion including debt assumption) as a long-term strategic move to regain tighter control over manufacturing and supply-chain reliability, reported WRAL News:

> *".....enhancing production efficiency, and improving quality control, especially for the 737 MAX. While this acquisition is widely viewed by analysts as a substantial long-term positive for Boeing's operational reliability and margins, its benefits are expected to materialize over the medium to long term, offering little immediate relief to the stock on delivery news".*

Airbus publicly acknowledged supply-chain difficulties, specifically the fuselage-panel issue for its A320-family jets, as the reason for revising down its 2025 delivery target from 820 to 790.

Addison Schonland, partner at US-based AirInsight, was quoted in The National and suggested that while Airbus currently holds the delivery lead, the upcoming December push will test the resilience of both manufacturers, as December has historically been the busiest month for handovers in the commercial aviation industry:

> *Historical data from AirInsight over the past five years shows the date of the highest delivery for Airbus, Boeing, Embraer and Comac was in December, or close to it. The December delivery surge is a structural pattern, not a one-off phenomenon…Plane makers' stock prices "often react to the final delivery tally, and this helps explain why December pressure is extraordinary – it's not just about hitting targets, it's about earnings optics".*

As 2025 draws to a close, all eyes will be on December's delivery numbers — traditionally the busiest month for aircraft handovers. For Boeing, a strong December performance could help narrow the gap and restore some investor and market confidence. But doing so will require overcoming persistent production and supply-chain constraints.

← PREVIOUS
IATA Warns of Slowing SAF Production as Airlines Push T…

NEXT →
Ranked: Cheapest Domestic and International Places to …

Leave a Comment

Your email address will not be published. Required fields are marked *

Type here..

Name*

Email*

Website

Save my name, email, and website in this browser for the next time I comment.

Post Comment

Follow Us

About Us

In the quest of great knowledge, humans have leapt to the skies with airplanes and we're heading towards unchartered skies with space vehicles. We're here to share knowledg

Useful Links

Privacy Policy

Donating= Loving

Contact us

www.aviospace.org