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Manufacturing

Boeing secures order for 50 Max jets as lessor expands commitment



Image: Anthony Bolante | PSBJ

A 737 Max 10 jetliner sits parked at Renton Airport next to the Boeing 737 production factory.

ANTHONY BOLANTE | PSBJ



By [Akielly Hu](#) – Reporter, Puget Sound Business Journal
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Story Highlights

- Aviation Capital Group ordered 50 Boeing 737 Max jets.
- ACG is now the largest Max 10 customer among airplane lessors.
- Boeing has said it expects Max 10 federal certification to occur this year.

The [Boeing Co.](#) (NYSE: BA) has landed an order for 50 737 Max jets, including 25 Max 10 planes, the extra-large capacity version of the jet the company aims to begin rolling out this year.

The deal, announced Tuesday, makes Aviation Capital Group's orderbook for the Max 10 the largest of any airplane lessor. It brings ACG's total 737 Max order book to 121, including firm orders for 50 Max 10 jets. Tuesday's order also included 25 Max 8 aircraft.

The deal comes on the heels of [another major Boeing order by Alaska Airlines](#) that includes more than 100 Max 10 jets.

Delta Air Lines also put in an order Tuesday for 30 787-10 Dreamliners, with options to add 30 more to replace jets and expand service on its transatlantic and South American routes. The Dreamliner is built at Boeing's factory in South Carolina.

"Boeing is having a fabulous 2026 start," AirInsight partner and co-founder Addison Schonland told the Business Journal. "Customers have stuck by them,

and now you're seeing big orders."

The orders suggest a renewed confidence in the jet maker, which has faced heightened scrutiny over a series of production issues, including a high-profile incident in which [a door plug blew off a Boeing 737 Max midflight](#) two years ago.

"ACG's expanded order for the 737-10 reflects strong confidence in the airplane and its appeal to the lessor's customers worldwide," said Brad McMullen, Boeing senior vice president of commercial sales and marketing, in a news release.

The 737-10 is the largest model in Boeing's Max line and has faced [years of delays in certification](#) due in part to an engine deicing issue. On Jan. 9, Reuters reported that the [Federal Aviation Administration approved](#) the Max 10 to move on to the second phase of flight testing, although the engine deicing issue has yet to be resolved.

Boeing CEO Kelly Ortberg has stated that the company expects to receive federal certification for the Max 10 sometime this year. It plans to produce its Max 10 jets at its [plant in Everett](#). The Max 8 is produced in Renton.

"This order for additional 737 Max aircraft enhances the strategic value of ACG's orderbook, supports a key pillar of our growth strategy and reinforces our commitment to the latest fuel-efficient aircraft technology," said Thomas Baker, CEO and president of ACG.

The company is a subsidiary of Tokyo Century Corp. and owns about 470 aircraft leased to roughly 90 airlines in 50 countries.

Boeing reported 160 deliveries in the fourth quarter of 2025, giving it 600 total for the year. As its production levels remain below its pre-pandemic rates, Boeing fell short of rival Airbus' 793 deliveries for the year.

Still, Boeing's 600 deliveries is a significant increase from 2024, when it delivered 348 jets, nearly 300 of which came from its Washington production lines. The jet maker more than doubled its gross orders to 1,175 in 2025, compared to 1,000 gross orders for Airbus.

It was the first time it outpaced Airbus orders since 2019, when two deadly crashes of its 737 Max jets led to a 20-month grounding shortly before the Covid-19 pandemic upended the global airline industry.

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