

Boeing brings battle to Airbus

Boeing has launched a new 737 single-aisle workhorse – the MAX 10 – to counter strong sales of the Airbus A321neo. Boeing forecasts global demand for 28,000 narrow-body jets worth \$2 trillion by 2035

Fuselage: Two extra barrel sections forward and aft of mid-section give two extra seat rows

Length: 43.8m, stretched by 168cm

LEAP-1B engines: Fuel consumption reduced by 15%, noise footprint cut by 40%

Passengers: Single-class capacity up to 230, two-class capacity of 189
Operating cost: Claim of 5% lower costs per seat than A321neo

Main landing gear: Telescopic – to avoid striking runway with tail during rotation on takeoff – contracts to fit into existing wheel well

Orders (prior to Paris Air Show)

Boeing 737 MAX versus Airbus A320neo, A321neo



43% ▼ 57%

Firm orders 2,931
Value* \$267.5bn

1,121

1,074

Firm orders 4,414
Value \$453.1bn

MoU† 185

Options‡

Options

MoU 146

Paris Air Show deals

Boeing	Aircraft	Value (est.)	Airbus	Aircraft	Value (est.)
MAX 8	129	\$12.6bn	A320neo	100	\$10.8bn
MAX 10	120	\$15.0bn	A321neo	12	\$1.5bn
787 Dreamliner	38	\$10.3bn			
Totals	287	\$37.9bn		112	\$12.3bn

*List price. †Memorandum of understanding. ‡Airline can buy future aircraft at agreed price

Sources: Airwise, Aviation Week, Leeham News, pdxlight.com

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