



Boeing, Airbus, Embraer Eye APAC's Aviation Boom Amid Production Struggles

At the Association of Asia Pacific Airlines' 69th Assembly of Presidents in Bangkok held November 14-16, 2025, leading aircraft manufacturers presented their forecasts for what they're calling the industry's biggest growth opportunity in years.

Boeing, Airbus, and Embraer each laid out ambitious plans for what's shaping up to be aviation's most dramatic growth story over the next two decades. The numbers being discussed speak of staggering growth in the Asia Pacific (APAC) region: tens of thousands of new aircraft needed, trillions in economic value, and growth rates that dwarf every other region.

However, the manufacturers presenting these rosy forecasts are the same ones currently running months or even years behind on deliveries. Adding tens of thousands of orders to already stretched production lines won't make things any easier.

Dave Schulte, Boeing's Managing Director for APAC Marketing, emphasized Southeast Asia's massive potential, reckoning that the region needs 4,885 new aircraft over the next 20 years, split between 3,975 single-aisle jets and 910 widebodies. "We're forecasting 7% annual growth—the fastest in the world alongside South Asia," Schulte explained, noting that the region's middle class has doubled over 25 years and currently shows no signs of slowing. But Boeing faces a challenge it readily admits: a global shortfall of 1,500 aircraft that should already have been delivered, but weren't. "Airlines used to plan five or six years out. Now they have to plan 10, even 15 years into the future," Schulte observed, highlighting how the supply crunch is reshaping the industry. The company is betting on its 737 MAX family, claiming that one takes off or lands every 12-13 seconds globally. Recently, new orders have been secured from ANA (18 aircraft), Malaysia Airlines (60), and Japan Airlines (50).

Airbus President APAC Anand Stanley presented even larger numbers, forecasting nearly 20,000 new passenger aircraft needed across the broader Asia-Pacific region, representing 46% of global demand. "All of this ends up making Asia Pacific one of the most successful commercial and economic stories, one of the largest consumer markets in the world," Stanley stated, pointing to GDP growth of 3.4% annually and an expanding middle class of one billion people. The European manufacturer projects demand for 16,000 single-aisle aircraft and 3,480 widebodies, with the region already operating the world's largest widebody fleet at 900 units. Stanley emphasized sustainability as a key differentiator, noting that new Airbus aircraft deliver 25% better fuel efficiency, with the company working toward 100% sustainable aviation fuel capability. Recent wins include Qantas's A350-1000 for Project Sunrise, the world's longest commercial flights, plus new Asian customers such as EVA Air and Korean Air joining the A350 program.

While Boeing and Airbus battle over large jet orders, Embraer CEO Arjan Meijer sees massive opportunity in the regional segment. The Brazilian manufacturer forecasts APAC and China will need 3,390 aircraft in the up-to-150-seat category, the largest regional requirement globally. "We hope to climb to a \$10 billion company towards the end of the decade," Meijer revealed, in light of a \$50.2 billion commercial backlog. Embraer's strategy targets three specific opportunities: penetrating cost-conscious low-cost carriers with the E195-E2's improved economics; replacing Asia's 800 aging turboprops (37% of the global fleet); and expanding hub connectivity for major carriers. To continue reading, please click [here](#).

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Blue Origin Launches Twin Mars Probes for NASA as New Glenn Makes First Landing

Blue Origin launched its second heavy-lift New Glenn rocket Thursday, putting two small NASA satellites onto a long, looping course to Mars to learn more about how the sun has slowly blown away the red planet's once thick atmosphere.

The centerpiece of Amazon- and Blue Origin-founder Jeff Bezos' space ambitious, the towering 321-foot tall New Glenn rocket's seven methane-burning main engines ignited at 3:55 p.m. EST, majestically pushing the booster skyward atop 3.8 million pounds of thrust.

The launching came four days late due to stormy weather on Earth and in space where a powerful solar storm buffeted the upper atmosphere with a torrent of high-energy radiation that could have caused electrical problems with the rocket or its payloads.

The storm had abated by launch time Thursday and Blue Origin employees, looking on from viewing sites several miles from the Cape Canaveral Space Force Station launch pad, cheered and applauded as the booster climbed skyward, followed moments later by the booming roar of its engines sweeping across the Space Coast.

The New Glenn's maiden flight last January successfully boosted a Blue Origin payload into orbit, but the reusable first stage failed in its attempt to reach an off-shore landing ship, named after Bezos' mother Jacklyn.

The 188-foot-tall first stage launched Thursday, nicknamed "Never Tell Me The Odds," featured a variety of upgrades to improve performance.

As with SpaceX booster landings, the New Glenn stage fired three engines to slow down for re-entry, then restarted the engines just before touchdown, followed by landing on the power of a single engine.

This time around, the booster made an on-target, picture-perfect landing, prompting another round of raucous cheers and applause from Blue Origin workers.

Much like returning SpaceX Falcon 9 rockets, the larger New Glenn booster will be hauled back to Port Canaveral and, depending on its condition, be refurbished and readied for use on an upcoming New Glenn flight.

The second stage, meanwhile, pressed ahead, carrying out two firings of its twin engines to reach the planned Earth-escape trajectory. Thirty-three minutes after liftoff, the ESCAPEDE satellites were released to fly on their own. To continue reading, please click [here](#).



Falcon 9 Starlink Mission Marks 100th Launch of the Year From Florida's Space Coast

A Falcon 9 rocket lifted off from the Kennedy Space Center Thursday evening on a milestone mission marking the 100th launch from the Space Coast this year.

The Starlink 6-78 mission, carrying 29 satellites for SpaceX's internet service, soared spaceward at 10:39 p.m. EST (0339 UTC), the Falcon 9 rocket rising from a fog bank that had blanketed the area around launch complex 39A.

Earlier this month, missions by the three major launch companies operating from the spaceport broke the record of 93 liftoffs that was set in 2024. SpaceX has chalked up the lion's share of the 100 launches so far in 2025 with 93 flights of its Falcon 9 rocket. United Launch Alliance has made five launches, four by its workhorse Atlas 5 rocket and one of its new Vulcan vehicle. Blue Origin flew its New Glenn rocket for the first time in January and for a second flight on Nov. 13.

The Eastern Range, operated by the Space Force's Space Launch Delta 45 wing, is the busiest spaceport in the world, accounting for more than a third of all orbital launches in 2025.

Until 2020, the annual launch rate from the pads at Cape Canaveral Space Force Station and NASA's Kennedy Space Center only twice exceeded 25 orbital launches in a year. SpaceX, with its partially reusable Falcon 9 rocket, has driven the dramatic increase in launch cadence, accounting for 91 percent of launches from Florida.

Thursday's Starlink delivery mission used Falcon 9 first stage booster B1080, which first flew in 2023 and is launching for a 23rd time. Eight minutes after launch, it landed on the drone ship 'Just Read the Instructions', stationed in the Atlantic Ocean about 365 miles downrange, east of the Bahamas.

Deployment of the Starlink satellites will come about one hour and five minutes after launch. This latest batch of V2 Starlinks will join more than 9,000 satellites already in orbit. To continue reading, please click [here](#).



Lockheed Holding Steady on F-35 Production Rate, Exec Says

When asked whether Lockheed Martin plans to increase the production rate of the F-35 stealth fighter, Steve Sheehy, vice president of aeronautics strategy and business development had a simple answer: "At this moment, no."

"Can we? The answer is yes," he told a group of reporters Tuesday here at the Dubai Airshow.

Lockheed's F-35 has been in high demand for years, and its customer base continues to grow. On Monday in Washington, President Donald Trump revealed that the US intends to greenlight the sale of the advanced fighters to Saudi Arabia, which, if finalized, would grant Riyadh membership in a community of 20 international operators and join a crowded production queue.

The US Air Force in a recent document also laid out a projection for the F-35 program, but one that would require a steep increase in manufacturing: By fiscal 2030, Lockheed could annually produce 100 F-35As for the service alone. According to the document, the Air Force must max out production of both the F-35 and Boeing F-15EX to achieve "acceptable" levels of risk, though doing so would require additional funding that ultimately may not come through.

Scaling production of the F-35 to the rate the Air Force document describes would require a hefty surge in the fighter's supply base, where, for example, the program's recent deal for production Lot 19 featured just 40 jets for the Air Force alone. Asked about the manufacturing projection, an Air Force official previously told Breaking Defense that industry's ability to achieve the figure carries a "healthy amount of skepticism."

Lockheed in recent years has maintained that it can build 156 copies annually of the tri-variant stealth fighter, the bulk of them F-35As. Sheehy said Tuesday that figure is not the "max number" but is the "smart" one established in cooperation with the Pentagon's F-35 Joint Program Office, cautioning the dangers of "whipsaw supply." The current production rate, he added, is set to promote "economic stability."

Air Force officials have previously discussed the fighter's center fuselage as a limiting factor in increasing its production, while company executives have separately noted that adding the German company Rheinmetall as a second source for the fuselages could bump up yearly output to roughly 165 units. However, Sheehy said Tuesday, "the center fuselage is not a bottleneck any longer. So that's not it."

"It's not just a single issue," he added. "We want to keep our suppliers at a steady rate."

Some F-35 customers this year have publicly wobbled on the platform, with Canada weighing a different path forward due to tensions with the Trump administration. Switzerland, for its part, is reevaluating its planned acquisition over a cost dispute. To continue reading, please click [here](#).



Airbus Identifies New Problem With Metal Panels On Some A320s

After roughly 6,000 Airbus A320 jetliners around the world received an urgent software update earlier this week, the European plane maker has also addressed a follow-on issue on some of its other A320 aircraft. An Airbus spokesperson told Fox News that only a limited number of jets made at its US plant required metal panels to be corrected due to a supplier issue.

The planemaker says it was a supplier quality issue that the company now claims has been resolved. Airbus just recently opened its second assembly line for the A320 in Mobile, Alabama, with the plant having delivered over 600 examples since it spooled up in 2015.

No specific details have been released about the issue with the metal panels on the aircraft. However, the company referred to it as a quality issue and made statements alluding to the fact that only a limited number would need to replace or repair them. It's unclear what exactly is defective with the panels, but Airbus has stated that it is going to do thorough inspections on any potentially affected airplanes.



The inspections will include aircraft in the final assembly process as well as those already in service that may have been impacted by the low-quality components. The issue is unrelated to the software recall that affected the global fleet earlier this week, and The Guardian relayed this statement for an Airbus spokesperson on the status of the metal panel repair program: "Airbus is taking a conservative approach and is inspecting all aircraft. (...) Only a portion of them will need further action. (...) The source of the [metal panel] issue has been identified, contained and all newly produced panels conform."

Airbus stock prices have taken a dip following the software problem, and this structural issue appears to be pushing that number even lower. While no exact financial details have been disclosed or alluded to, given the scale of the recall, the combined cost of these two issues will likely be in the hundreds of millions of dollars when it is all over.

Airbus appears to be covering the cost of inspections and repairs due to the defective equipment and components, which will prevent fleet downtime and minimize the impact on airlines. That cost will directly reflect back on Airbus's financial performance as the year comes to a close. To continue reading, please click [here](#).

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