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Paris Air Show 2025 Highlights: Airbus Leads, Defense Dominates

As the final trade day of the Paris Air Show 2025 came to a close, the prevailing tone has been one of realism and recalibration. While the industry gathered in Le Bourget under the shadow of tragedy and amid intensifying geopolitical tensions, it delivered a message loud and clear: production capacity, platform adaptability, and strategic alignment are taking priority over flashy unveilings.

In Boeing's absence, Airbus seized center stage in the commercial aviation space. With little competition in terms of major announcements, it quickly racked up close to $20.9 billion in new orders, including an MoU with Vietjet for 100 Airbus A321neos with options for 50 more, 30 A320neos and 10 A350Fs for AviLease, 25 A350-1000s for Riyadh Air, and 40 firm A220s (plus 44 options) for LOT Polish Airlines. Starlux Airlines added 10 more A350-1000s to its long-haul fleet, bringing the total to 18, while EgyptAir expanded a 2023 order for 10 A350-900s to 16. ANA Holdings finalized a firm order for 24 A321neos and three A321XLRs. At most airshows, the two rivals trade blows in rapid succession. This year, however, Airbus set the tone almost entirely on its own.

Yet even this early flurry of orders couldn't shift the broader impression: the 2025 edition is a defense show. More specifically, a show shaped by war and the enduring demands it places on production, logistics, and inventory. Organizers revealed that approximately 45% of this year's show was dedicated to defense and security, marking a record-high share for Le Bourget. Air and missile defense systems, ISR platforms, and drone technologies dominated both floor space and conversations.

The wars in Ukraine and Gaza continue to influence both the tone and content of announcements across the board. This year, exhibitors seemed more preoccupied with the gritty realities of supply chains, industrial base readiness, and attrition warfare.

It is a telling shift. The idea that high-end systems alone win wars has been challenged repeatedly over the past two years. In Ukraine, Russia's reliance on quantity over quality has exposed the limits of boutique arsenals. In Israel, stockpiles have proven just as essential as sensors or networked command.

Lockheed Martin captured this mood directly. It announced a production ramp-up across its missile portfolio, with a 40% increase in tactical missile deliveries year-on-year. While many eyes were looking for flashy unveilings or next-gen prototypes, Lockheed's real message was about scale and delivery capacity, two areas militaries increasingly care about.

Beyond missiles, a clear narrative emerged around the transformation of legacy platforms. Gone are the days when new drones or sixth-generation fighter mockups dominated every conversation. Instead, the focus has shifted toward how existing assets, some of them decades old, can be adapted to fight in tomorrow's networked environment.

Take Airbus's A400M, which was presented not just as a transport aircraft but as a future "mothership" platform capable of deploying UAVs and integrating into a system-of-systems battlefield. Similarly, Sikorsky gave a briefing in which its Black Hawk was showcased with concepts for integration with unmanned systems and autonomous missions, proof that even established workhorses are being reimagined for collaborative combat scenarios. To continue reading, please click here.

Boeing Bullish on 20 Year Forecast, Despite Short-Term Headwinds

The Boeing Company (BA) remains upbeat on its annual 20-year commercial aircraft projections, as the aviation industry comes to terms with the economic uncertainty of the current political climate.

Boeing projects a need for 43,600 aircraft over the next 20 years, with 75% of those being single-aisle jets. This is a drop of 375 aircraft over the previous years outlook, in which the company foresaw a need of 43,975 over the same period. Most of the drop off has happened the wide-body segment, which will now need 7,815 planes, versus 8,065 in 2024, a decrease of ~3%.

"Passenger traffic has tripled in size as the global economy has doubled. Despite the challenges of the last 25 years that we've seen both from an exogenous shock standpoint, from a global pandemic standpoint, and even from an economic standpoint through the last 25 years," explained Darren Hulst, vice-president of Commercial Marketing. Hulst points to the global aviation fleet growing from 15,000 aircraft in 2000, to over 27,000 aircraft in 2024, as a sign of industry resilience.

Boeing is also cognizant of the increased competition in the sector, as over the same time frame, the top ten airlines in the world accounted for a whopping 45% of industry capacity. That has dropped to a market share of 30% in 2025. The growth has been in the Middle East and Asia Pacific regions, coming at the expense of Europe and North American carriers. Despite multiple worldwide setbacks, Boeing is confident in the continuing trend of growth and fleet expansion.

Year-over-year, Boeing expects China to account for a larger percentage of the demand for new aircraft, up 100 basis-points, to 21% of the market. It also expects that fleet growth will also outpace replacement aircraft, as 22,500 of the projected 43,600 deliveries are used for expansion, while the remaining 21,100 jets will be used to replace aircraft that are currently in fleets. Given the current climate regarding tariffs and delivery refusals, it will be supremely important for Boeing to have normalized relations with a nation that is expected to accept more then one-fifth of the future commercial aircraft deliveries.

Still recovering from the effects of the global pandemic, the aviation supply chain has been slow to catch-up to demand levels of the OEMs. "..the industry is only receiving about half or slightly below half the number of aircraft it received in the pre-pandemic years between 2015 and 2018. Overall, I think that results in a shortage, a cumulative shortage of aircraft, somewhere in the neighborhood of 1,500 to 2,000 aircraft." At previously exhibited annual production levels of ~800 per manufacturer (Airbus and Boeing), this represents a production loss of about a year, for the industry. Once Embraer and others are added in, the 1,500-2,000 figure is not an unreasonable estimate. To continue reading, please click here.

Rolls-Royce Says 'Even More True' It Wants to Enter Narrow-Body Market

Rolls-Royce CEO Tufan Erginbilgic said on Tuesday it was "even more true" that the British jet engine maker would like to re-enter the narrow-body airplane market, preferably through a partnership.

He said he had previously described the single-aisle market as an opportunity and that was "even more true" now. "We are talking to multiple parties, and they are also talking to us, and we obviously engage with Airbus and Boeing because they will be the ultimate customers, and they more than welcome this," he told reporters at the Paris Airshow.

A successful move into the narrow-body market could deliver the single biggest boost to Britain's economic growth, he said.

Rolls-Royce was in an alliance with Pratt & Whitney on engines for Airbus A320 single-aisle jets until 2011. But it pulled out for the current generation of narrow-bodies, whose sales have soared.

Engine makers and airframers are jockeying for position ahead of the planes that will replace the workhorse Airbus A320 and Boeing 737 families. Erginbilgic said he believed the airframers would not move to the next generation before 2035. Rolls is making a smaller version of its fuel-efficient Ultrafan demonstrator, seen as a further step towards re-entering the market. Rival GE Aerospace is running tests with French partner Safran on their RISE open-fan technology for future narrow-bodies, promising fuel savings of about 20% from 2035 onwards.

Erginbilgic said Rolls had previously researched the rival technology, and in its view fuel efficiency with open fan would be 2-3% better "at best" than its next generation ducted engines, but "the risks are far greater".

"It is commercial risk, as well as other risks, because you are going to change the whole aircraft configuration," he said. The risk profile was a lot bigger than developing a more efficient ducted engine, he said, adding that Rolls had achieved 2% fuel savings on some of its existing engines. Passengers' acceptance of radical technology should also not be overlooked, he said. "I'm not sure passengers would like to see a big fan," he said. "Not everybody is comfortable with flying, so you need to make it as comfortable, as safe as possible. Even the visual representation, it is hard to see." To continue reading, please click here.

RTX's Pratt & Whitney GTF™ Engines Near 1,100 Orders and Commitments in 2025

Pratt & Whitney, an RTX (NYSE: RTX) business, has received nearly 1,100 GTF engine orders and commitments since the beginning of 2025. Airlines that have announced orders so far this year include Aegean Airlines, Air Niugini, ANA, Frontier Airlines, LOT Polish Airlines and Wizz Air along with GTF engine selection from two undisclosed customers. In total, over 12,000 GTF engine orders and commitments have been placed by more than 90 customers worldwide.

"We continue to see strong demand for the GTF engine, as evidenced by the large number of orders we've received only halfway into the year," said Rick Deurloo, president of Commercial Engines at Pratt & Whitney. "These orders demonstrate confidence in Pratt & Whitney and the value the GTF delivers to customers with its industry-leading fuel efficiency. We will continue to build on this with the entry into service next year of the GTF Advantage, which received FAA type certification earlier this year and will provide even more range capability, better fuel efficiency and enhanced durability."

The GTF is the most fuel-efficient engine for the single aisle market, delivering up to 20% lower fuel consumption and a 75% smaller noise footprint compared to the prior generation of engines. To date, about 2,400 GTF-powered aircraft have been delivered to more than 85 customers worldwide. The newly introduced GTF Hot Section Plus (HS+) option will enhance durability, nearly doubling time on wing.

The engine's revolutionary geared architecture is the right foundation for next generation technologies and will have accumulated more than 250 million hours of flying time by the mid-2030s.

Pratt & Whitney, an RTX business, is a world leader in the design, manufacture and service of aircraft engines and auxiliary power units for military, commercial and civil aviation customers. Since 1925, our engineers have pioneered the development of revolutionary aircraft propulsion technologies, and today we support more than 90,000 in-service engines through our global network of maintenance, repair and overhaul facilities.

RTX is the world's largest aerospace and defense company. With more than 185,000 global employees, we push the limits of technology and science to redefine how we connect and protect our world. Through industry-leading businesses – Collins Aerospace, Pratt & Whitney, and Raytheon – we are advancing aviation, engineering integrated defense systems for operational success, and developing next-generation technology solutions and manufacturing to help global customers address their most critical challenges. The company, with 2024 sales of more than $80 billion, is headquartered in Arlington, Virginia. To continue reading, please click here.

Starship Destroyed in Test Stand Explosion

A SpaceX Starship upper stage being prepared for the company's next flight exploded June 19 during preparations for a static-fire test.

Video from sources such as NASASpaceFlight.com showed the vehicle designated Ship 36, exploded just after midnight Eastern (11 p.m. June 18 local time) while on a test stand at a site known as Massey's, several kilometers west from the company's launch pads at Starbase, Texas.

"On Wednesday, June 18 at approximately 11 p.m. CT, the Starship preparing for the tenth flight test experienced a major anomaly while on a test stand at Starbase," SpaceX said in a statement about 90 minutes after the incident. "A safety clear area around the site was maintained throughout the operation and all personnel are safe and accounted for."

The company added it was working to safe the test site in cooperation with local officials and that there were no hazards for people in the area. SpaceX initially provided no other details about the explosion. The explosion took place as Ship 36 was being prepared for a static-fire test. However, it occurred before the vehicle ignited its Raptor engines. The explosion appeared to start at the top of the vehicle, suggesting a failure of header tanks located there. A cloud of condensation appears at the top of the vehicle just before the explosion, which could be evidence of a tank failure.

Elon Musk, chief executive of SpaceX, said in a social media post that initial analysis of data suggested a nitrogen composite overwrapped pressure vessel (COPV) in the vehicle's payload bay "failed below its proof pressure," triggering the explosion. "If further investigation confirms that this is what happened, it is the first time ever for this design."

The explosion deals another setback to SpaceX's development of the Starship vehicle. Ship 36 was planned to be the upper stage for the next Starship test flight, known as Flight 10. A Federal Aviation Administration advisory June 18 indicated that Flight 10 could launch as soon as June 29, although SpaceX would still require approvals from the FAA before attempting a launch.

The last three Starship flights, all using an upgraded version of the Starship upper stage or "ship", suffered failures involving the ship. On Flight 7 in January, a harmonic response much stronger than expected stressed elements of the ship's propulsion system, causing propellant leaks that fed fires. The Flight 8 launch in March failed at almost the same phase of the vehicle's ascent, but this time because of an unspecified hardware failure in a Raptor engine that caused several other engines to fail. To continue reading, please click here.

UPM Welcomes Twelve Summer Interns for 2025

For the summer of 2025, United Performance Metals is thrilled to welcome eight interns to our Hamilton, Ohio, headquarters, two interns to our UPM Advanced Solutions team, and two interns at Fabrisonic, located in Columbus, Ohio! These hard-working students will gain real world experience while providing support and new perspectives across multiple departments. Get to know UPM's 2025 summer intern team!

UPM's Supply Chain Department has two returning interns, Danny Schwartz and Peyton Hoog. Danny is an incoming senior at the University of Cincinnati majoring in information systems. As a returning intern, Danny is looking forward to applying what he has learned and being able to take on more responsibilities. Peyton is an incoming senior at Indiana University and is currently majoring in supply chain management. Peyton hopes to continue to gain skills and knowledge in resource planning systems.

In the Quality Department, Jonathan Bowden is also a returning intern and an incoming junior at Cedarville University. He is majoring in mechanical engineering with a minor in math and bible studies. Jonathan is hoping to grow his technical reading skills and become more familiar with metal industry standards.

Returning intern Kiley Eckert will be joining UPM's Sales Department. Kiley is currently a junior double majoring in marketing and entrepreneurship at St. Louis University. Kiley looks forward to working in inside sales and learning the intricacies of communication with customers.

UPM's Business Development team will be gaining two new interns this year, Michael Wolf and Matty Mitchell. Michael will be joining the BD Emerging Markets team and is an incoming senior at Xavier University studying business management. Michael is looking forward to learning as much as possible about sales within UPM. Matty is joining the BD International team and is an incoming junior at The Ohio State University studying finance. Matty is hoping to gain more experience in the workplace and develop his business skills.

The UPM Information Technology Department will have Kavyan Adhikari and John Wesner joining them this summer. Kavyan is an incoming junior at The Ohio State University studying computer science and engineering with a minor in math. Kavyan hopes to make meaningful contributions and gain hands-on experience. John is an incoming junior at the University of Cincinnati where he studies cybersecurity. John is looking to gain further insight into how network systems are created, maintained, and built upon.

The UPM Advanced Solutions team will have two interns this summer, Jacob Goldberg and Ethan Smearsoll. Jacob is a returning intern and an incoming junior at Purdue University studying mechanical engineering. Jacob is looking to gain meaningful experience and better understand successful business operation methods. Ethan is an incoming sophomore at the University of Cincinnati studying aerospace engineering. Ethan hopes to gain real world experience and looks forward to learning more about the field and career path options.

Joining the Fabrisonic team is Andy Tra and Meena Kappahantula. Andy is an incoming senior at The Ohio State University studying welding engineering. Andy looks forward to gaining real world engineering experince during his internship. Meena is an incoming junior at Case Western Reserve University where she is majoring in both mechanical and aerospace engineering. Meena is looking forward to familiarizing herself with CAD softwares.

International Paris Air Show 2025 Recap

The 55th International Paris Air Show was held this year in Paris, France from June 16-22, 2025. This year's Air Show brought a record number of attendees, with 2,500 different exhibitors and 48 countries represented.

United Performance Metals was proud to exhibit at this global gathering. Throughout the week, our team engaged in a steady stream of high-value meetings, focusing on strategic partnerships with customers, prospects, and key suppliers. These conversations reinforced our commitment to collaboration and innovation across the aerospace, defense, and space industries." "A standout highlight was the expansion of the Space Hall - nearly double in size from previous years - reflecting the industry's growing momentum in space exploration. Our UPM Space Team forged new connections and learned more about long-term strategic growth in this exciting sector.

The Paris Air Show proved to be a high-value event for UPM across all fronts—sales, supply chain, and business development strategy. Thank you to everyone who helped make it a success. The connections made, insights gathered, and deals set in motion reflect UPM's growing impact across the industry.