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THE WIDEBODY MARKET IN 2026

The cost of leasing the Airbus A330neo will increase by 15% due to the shortage of widebodies until 2035.

With production slots filled until 2035 for other models, the A330-900 emerges as the only widebody option available before 2032.

SATURDAY, JANUARY 24, 2026, 6:26 PM



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Since 2017, doing aviation journalism. Award-Winning Journalist: Winner of the 2023 "High Altitude Journalism" award, granted by ALTA. Facts don't care about your feelings.

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🕒 3 min. 📍 Latin America

The long-haul aviation landscape in 2026 presents a logistical bottleneck that has transformed the **Airbus A330neo** into a strategic chess piece. According to a report by the leasing company **Avolon**, reported by our partner **AeroIn**, the monthly lease cost for this model could increase by more than 15% this year. This trend reflects a demand that far exceeds manufacturers' production capacity.

The global widebody market is in a critical state. Order books for the most advanced Airbus and Boeing models are full until 2035. In this context, **the A330-900 is positioned as the only alternative with delivery availability starting in 2032**, which is putting upward pressure on existing leasing contracts.

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The "awakening" of a versatile model

Aunque el lanzamiento del **A330-900** coincidió con el inicio de la pandemia, lo que frenó su despliegue inicial, el panorama cambió radicalmente. **Según detalló un análisis de Addison Schonland para AirInsight**, el avión fue considerado durante años un competidor silencioso que finalmente encontró su momento. La recuperación del tráfico internacional y la necesidad de reemplazar a los antiguos **A330ceo** impulsaron su adopción.

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En 2025, Airbus registró un **pedido** por 100 unidades de este modelo, consolidando una tendencia de crecimiento que superó los registros de su predecesor, el A330-300. Su capacidad para operar tanto en rutas de corto alcance como en misiones transcontinentales lo convierte en una herramienta adaptable para diversos modelos de negocio, desde aerolíneas de bajo costo hasta operadores de red.

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El atractivo del **A330neo** no reside únicamente en su disponibilidad. **La aeronave ofrece una reducción en el consumo de combustible por asiento del 14% en comparación con la generación anterior.** Además, en términos de **MRO (mantenimiento, reparación y operaciones)**, el modelo permite reducir los costos de mantenimiento de la estructura hasta en un 28% gracias a intervalos de revisión extendidos y una mayor fiabilidad de sus sistemas.

"The A330-900neo has already surpassed the sales figures for the A330ceo equipped with General Electric CF6 and Pratt & Whitney PW4000 engines," **Avolon** stated in its annual report. The company, which manages a fleet of 1,132 aircraft, is responsible for the A330-900neo aircraft operated in Brazil by **Azul** and for future additions to the **Abra** group, which controls **Avianca** and **GOL**. Furthermore, it is the chosen replacement for Aerolíneas Argentinas' A330ceo fleet, which can also upgrade its training center and utilize its simulators for the new variant.



Aerolíneas Argentinas incorpora cuatro Airbus A330neo y 14 Boeing 737 MAX 9 y 10 en un plan financiado con recursos propios

La compañía estatal lanza un plan de inversión de 18 aeronaves, incluyendo A330neo y las variantes más grandes del 737 MAX, financiado íntegramente con recursos propios tras lograr superávit operativo.

 Aviacionline / Nov 27, 2025

Aerolíneas Argentinas incorporates four Airbus A330neo and 14 Boeing 737 MAX 9 and 10 in a plan financed with its own resources

Limited options until the next decade

The industry estimates that 4,000 fewer aircraft than originally projected will be produced this decade due to supply chain disruptions. With **hubs** saturated and flight **schedules** increasingly tight, airlines that failed to secure production slots are now relying on the secondary leasing market.

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ortage of new aircraft ensures that the Airbus model is, for
market that has nothing else to buy.



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