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LONG-RANGE EFFICIENCY

Boeing 787-10: Why United and Delta choose it over the Airbus A330neo

With 28% less fuel consumption, the Boeing 787-10 redefines the long-range strategy of the US "Big Three" in the face of the aging 777 fleet.

MONDAY, JANUARY 19, 2026, 7:03 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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🕒 2 min. 📍 USA

Profitability in long-haul air travel depends directly on the ability to convert weight into revenue. In an environment of **slot** saturation and rising operating costs, the **Boeing 787-10** has proven to be the most efficient tool in global networks. **United** 's decision to convert its outstanding order of 56 -9 aircraft to the -10 variant confirms a technical trend: the largest model in the Dreamliner family offers higher margins by optimizing fuel consumption per available seat.

Según un análisis técnico detallado de [AirInsight](#), el **787-10** rinde a tasas de carga similares a las del **777-300ER**, un avión considerablemente mayor. Mientras que el **777-300ER** promedia unas 79.000 libras de carga por vuelo, el **787-10** alcanza las 73.000 libras. Sin embargo, la diferencia determinante reside en la eficiencia: el **787-10** genera 86,2 **ASM** (millas por asiento disponible) por galón de combustible, frente a las 66,9 **ASM** del **777-300ER**. Esta mejora del 28% en el aprovechamiento del combustible posiciona al Dreamliner como el **líder indiscutible en costo operativo**.

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El rendimiento del **787-10** frente a sus competidores de **Airbus** muestra brechas métricas profundas. Los datos del T-100 del DOT estadounidense revelan que el ratio de carga (el peso de la mercancía como porcentaje de la carga útil total) del 787-10 es un 105% superior al del A330-900 y un 34% mejor que el del A350-900. Esta ventaja competitiva explica por qué **Delta** formalizó esta semana su primer pedido directo por 30 unidades del tipo, rompiendo una racha histórica de fidelidad a los modelos de fuselaje ancho europeos para su **hub** principal.

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Long-haul flight schedules demand aircraft that not only carry passengers but **also** maximize cargo space. In this regard, Boeing dominates the load factor indicator with 16.3% compared to Airbus's 10.3% in the twin-aisle segment. For airlines operating under the "Big 3" model in the United States, the **787-10** delivers margins that its rivals cannot match on high-density routes.

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Competitive pressure is now shifting to **American Airlines**. With its two main competitors investing heavily in the **787-10** to optimize their margins, the pressure for a new widebody aircraft order is intensifying, as it seeks to avoid falling behind the efficiency metrics that Boeing's model is delivering on transatlantic and South American routes.

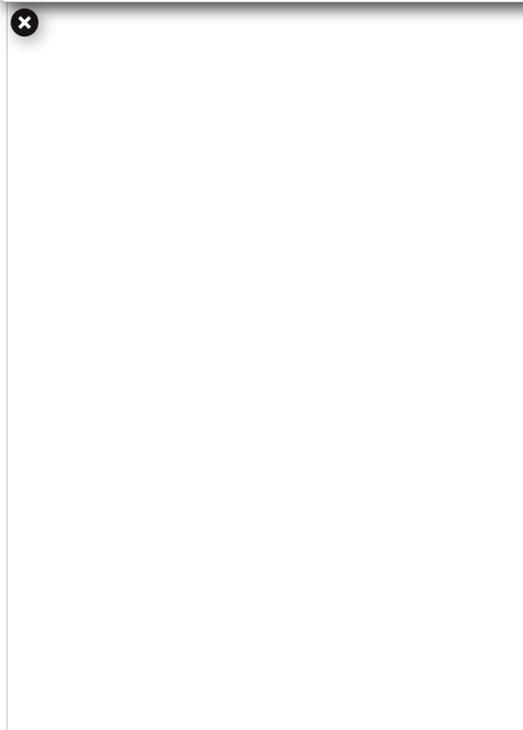
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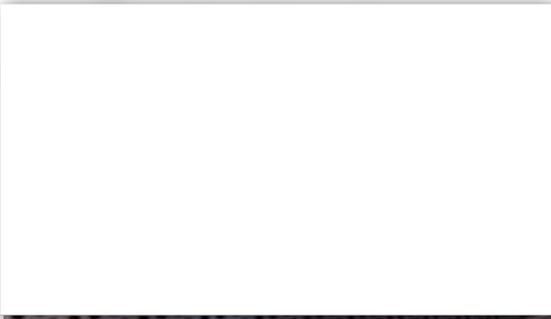


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