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Boeing 777X Order From American Airlines?



Daniel Fowkes 11 AUG 2026 4 MIN READ

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Boeing 777X at the Dubai Airshow - Editorial credit: Shoaib Ahmed Jan / Shutterstock.com

[American Airlines](#) has issued an RFP to Airbus and Boeing for the supply of more widebody aircraft, with both under consideration. [Airinsight](#) has flagged the Boeing 777X as a possible option.

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The U.S. carrier is evaluating an order to replace its Boeing 777-200ER fleet, particularly as it reaches retirement age in the 2030s. The airline will also need to consider the future of its 777-300ER fleet.

Launched by Boeing in 2013 and expected to enter service in 2027, the 777X is positioned as the direct replacement for the 777 family; however, with evolving flexibility needs, not all airlines are going with the straight swap.

Thus far, American Airlines has preferred, like most U.S. carriers, to move forward with a streamlined, flexible, and basic approach with a limited number of aircraft families, but large fleets of each type. United Airlines has built its long-haul strategy around the 787, while American has largely relied on the 787 and 777 families.

With the need for more widebodies clear, and American Airlines needing to close the gap with U.S. competitors that have outpaced it in recovery following the COVID-19 pandemic, the largest twinjet in the 777-9 becomes a fascinating proposition for the business.

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While the assumption remains that American Airlines will look towards more modest Airbus and Boeing jets, such as additional 787 Dreamliners, including the higher-capacity 787-10, or a mid-sized A330neo, even revisiting the A350, these aircraft do not offer the same capacity as the 777-9.

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Where could the Boeing 777X fit at American Airlines

Airinsight's reporting makes it clear that the 777-9 is not something American Airlines has flagged as consideration for its next widebody purchase as of yet; however, a compelling case for its mere mention is clear.

American Airlines has used the Boeing 777 family for decades across its operation; the 777-200ER is the main focus of the renewal discussion, while the 777-300ER remains the airline's highest-capacity aircraft.

These Boeing 777-300ERs are used across some of the denser and more gruelling long-haul routes, including to London Heathrow, selected Asia services and into Sydney. These are cities and airports where there's strong year-round premium demand, with strong cargo capacity as well, and thus a segment where seat counts can be more valuable.

Los Angeles, CA / USA – May 30 2016: American Airlines Boeing 777 landing at LAX International Airport runway with slats and engine reverse thrust deployed. 77W aircraft registered as N725AN – Editorial credit: Thiago B Trevisan / Shutterstock.com

The Boeing 777-9, positioned as the answer to quad-engines and a renewal option for the 777-300ER, is alongside the A350-1000 one of the few aircraft available to airlines looking to bypass slot constraints with a suitable capacity point and cabin space to still serve dense premium locations.

In comparison to the 777-200ER, the 777-9 represents a leap; however, for most airlines, upgauging the capacity on their jets as part of new aircraft purchases is common, especially in single-aisle aircraft as slots become scarce and demand increases.

American Airlines is no stranger to the 777; while the 777-9 would be a new iteration, it is a successor to the 777 family, particularly the 777-300ER. With pilots, engineering facilities, and other personnel all familiar with the structure of this family, despite it being a new widebody to the mix, it still maintains commonality over the introduction of the A350.

American's existing Boeing maintenance infrastructure is something AirInsight flagged as something that could make early-build 777-9s worth evaluating, although the required rework and configuration changes would remain significant.

Emirates and Lufthansa have now both publicly expressed that they will not take the early builds on, leaving over 30 units in limbo with no end destination at this point.



ABOUT THE AUTHOR

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Daniel Fowkes is a Melbourne-based aviation analyst and journalist with over a decade of industry experience. As founder of Dj's Aviation, he delivers trusted analysis on aircraft, airline strategy and global aviation trends for djsaviation.net

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