

# Boeing reveals initial details of 787-10

The launch of the 787-10 completes the 787 family, and provides a variant to match the capacity of the 777-200 and the A350-900. The following launch of the 777-X will complete Boeing's widebody strategy for the next 15 to 20 years.

Boeing launched a third variant of the 787 family, the 787-10, in June 2013. The 787-10 is a stretch of the 787-9, and will have an 18-foot longer fuselage. The 787-10 is scheduled to enter service in 2018, four years after the 787-9. The 787-10 was launched with orders from Air Lease Corporation, GECAS, British Airways, Singapore Airlines and United Airlines. These firm orders totalled 102 aircraft. Total 787 programme orders are now 930 units.

The 787-8 and -9 have Boeing standard tri-class seat capacities of 242 and 280. This is based on first and business classes providing 60 and 66 seats in the -8 and -9, with the balance being in economy. The standard Boeing layout of passenger accommodations (LOPA) for the 787 has an economy cabin configured in a 9-abreast cabin.

The 787-8 and -9 share the same wing, and have almost identical fuel capacities. The 787-8 has a maximum take-off weight (MTOW) of 502,500lbs, while the -9 is heavier at 571,000lbs. The aircraft have ranges of 8,200nm and 8,500nm respectively with a full standard

tri-class payload. The 787-8 and -9 can accommodate 28 and 36 LD-3 containers in their underfloor compartments.

The 787-10's longer fuselage will provide it with a tri-class capacity of 323, with a 9-abreast economy cabin. The aircraft will have the same MTOW as the shorter -9 variant, and will share the same wing as the 787-8 and -9. It is not clear what the -10's fuel capacity will be, but the aircraft will have a range of about 7,000nm.

The 787-10's tri-class seat capacity of 323 takes it close to the capacity of the 777-200/-200ER. Boeing's standard tri-class LOPA for the 777-200 is a total of 305 seats, with 68 in first and business classes, and the remaining 227 in economy in a 10-abreast configuration. The 787-10 is actually likely to have a seat capacity that is about 15 seats larger than the 777-200's when cabins are configured on an equal basis.

The 787-10 will be 18 feet longer than the 777-200, which is the same length as the 787-9. The 787 has a smaller fuselage diameter than the 777.

The addition of the 787-10 therefore provides Boeing with a family to replace

the 767-300ER, 767-400ER and 777-200/-200ER. The 787-10's range of 7,000nm allows it carry a full load of tri-class passengers the same distance as most gross weight variants of the 777-200.

The 787-10 will clearly be more efficient than the 777-200ER. While it is not clear what the 787-10's usable fuel capacity will be, at most it will only be a marginal increase on the 787-9's capacity. Information provided by Boeing indicates that the -10 will carry four more LD-3 containers in its belly, which suggests that it will not use the space occupied by LD-3 containers for additional fuel capacity. The 787 may have space, however, for additional centre fuel capacity between the wings.

With a potential replacement for the 777-200/-200ER having now been launched, Boeing is left to launch a replacement for the 777-300. This is expected in the form of the 777-X, details of which are likely to be released by Boeing in the last quarter of 2013. The 777-X may also include a growth aircraft.

In addition to providing replacements for the 767-300ER, 767-400ER and 777-200/-200ER, the 787 family also provides an alternative to the A350. Like the 787, the A350 has three variants, which share the same fuselage cross-section and configuration and wing.

The A350-800, the smallest variant, has a standard Airbus LOPA of 270 seats, and a range of 8,500nm. Its capacity places it between the 787-8 and -9, and closer to the -9.

The medium-sized A350-900 has a standard tri-class capacity of 314 seats, and corresponding range of 8,100nm. The aircraft's size gives it a capacity close to the 777-200/-200ER and the 787-10. The launch of the A350-900 saw orders for the 777-200/-200ER virtually stop.

The A350-1000 has a tri-class capacity of 350, putting it close to the 777-300/-300ER. Although the A350-1000 has a more recent design, the 777-300ER has continued to enjoy a steady stream of orders. The launch of the 777-X should provide the A350-1000 with a more advanced and efficient competitor. **AC**

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*The 787-10 will have a seat capacity and range performance close to the 777-200/-200ER. The 787-10 will have a smaller fuel capacity, indicating its superior fuel burn capability.*

