Aviation.

KQ averts loss of Sh310 nillion aircraft deposit

posit to Boeing, helping the national carrier avoid another hit to its bot-Kenya Airways (KQ) has secured an extension of the validity period for a Sh310 million non-refundable de-KQ chief executive Allan Kilavu-

ka yesterday confirmed the extension that will last for at least a year.

ended December books at a time KQ slid into a full-year loss of Sh36.26 billion in the year al carrier avoid a further dent to its The move has helped the nation-

competition from continental rivals mainly, Ethiopian Airlines. it to the US plane maker to buy new crafts and boost its fleet amid stiff Kenya Airways made the depos-

> purchases are not refundable if a carmoney given deposits made for plane

"Yes we have agreed to an extension with Boeing," Mr Kilavuka told Business Daily.

"The extension would be for at least one year to mid next year. The



THE DEPOSITS ARE NON-REFUNDABLE

extension is not limited to new aircraft but for any service or good from Boeing." KQ had in its annual report for last year said it risked losing the 310

to exchange rate movemes shilling against the dollar. million in 2021, although KQ did not disclose whether the increase was due to additional cash being put in or due rier fails to make the buy. The deposit had risen from Sh280 ments of the

KQ more than doubled its loss from Sh15.87 billion in the year to December 2021 at the back of sky-rocketing fuel prices and debt, further making it

reveal the number of new aircraft that KQ is eyeing and the timelines amid airline in a shaky financial state growing loss Mr Kilavuka, however, declined to es that have placed the

in Africa's aviation industry by offerhave been on an ambitious plan to grow their fleet and maintain Rivals such as Ethiopian Airlines

the largest variant of the Airbus A350 first African carrier, yet again to own for A350-1000 model, making it the verted existing orders of A350-900 Ethiopian Airlines last year con-

to advancing new jet designs, noting that key suppliers have struggled with staffing shortages.

hard for the airline to buy nev

Bombardier planes and remains keen fleet in Africa, including Boeing and models further pulling clear of KQ. Ethiopian Airlines has the largest

to further grow the fleet.

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Manufacturing.

current certifications Boeing says priority is

Boeing will focus on successfully completing plane certifications, shorchief executive Dave Calhoun. technologies in development before ing up its supply chain and improving model, said

Paris Air Show in late June. "You have to be patient, you have to get your ducks lined up," Calhoun Tuesday and Wednesday ahead of the ton, South Carolina factory organised said at a briefing at Boeing's Charles-

greater use of composite materials and autonomous systems. gy efforts under development include The aviation giant's top technolo-

we decide to include it, it's mature enough to do so," he said. on, a lot of regular testing, so that if "There's a lot of homework going

the certification process. These include the shortest version of its best-selling 737 MAX, the 737-7, as well Boeing currently has three commercial aircraft at various stages of

as the longest in the 737-10. The third jet moving through the US regulatory process is the long-distance 777X.

"It's an enormous amount of work

ing's development programmes, said Wednesday that certification of the 737-7 was taking longer than expected. at scale to move through all of those certifications," Calhoun said. Mike Flemming, who heads Boe

much larger," said Flemming, adding that they still hope to receive final ap-"The amount of documentation that we're producing on these airplanes relative to what we've had to produce in the past is considerably

proval for the jet by the end of the year.

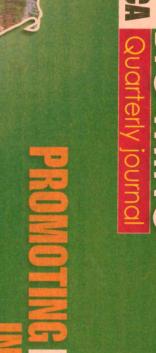
The company also expects to be cleared to undertake certification flights on the 737-10 "within this year," Flemming said

supply chain constraints in explaining the company's waiting approach Calhoun cited the pandemic-era

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