Boeing in Africa

Boeing partnerships in Africa date back nearly 75 years. Since the introduction of the jet airplane, Boeing airplanes have formed the backbone of the continent’s commercial fleet, and Boeing continues to be one of the largest U.S.-based companies doing business on the continent.

Boeing has offices in Johannesburg, South Africa, and Nairobi, Kenya, as well as field service representatives with commercial customers across the continent.

Boeing Commercial Airplanes

With more than 40 airline customers operating more than 400 airplanes throughout Africa, Boeing represents nearly 70 percent of the airplane market currently in service across the continent.

Air traffic for the continent’s commercial airplane carriers is forecast to grow at an estimated rate of 6 percent a year between 2018 and 2037. Boeing forecasts that African carriers will need 1,190 new airplanes valued at $215 billion over the next 20 years, meaning that new or newer airplanes will replace almost 90 percent of Africa’s fleet over the next two decades.

Africa’s fleet — both single-aisle and widebody — is forecast to more than double in the next 20 years as the continent boosts both intracontinental and intercontinental travel.

Single-aisle airplanes will continue to dominate with a 75 percent share of new airplane deliveries during this period, providing growth options on many routes in the top three African flows: intra-Africa, to and from Europe, and to and from the Middle East.

Ethiopia

Boeing’s commercial relationship with Africa began with the establishment of Ethiopian Air Lines (now Ethiopian Airlines) in 1945. The airline, a joint venture between the Ethiopian government and Trans World Airlines, began service in 1946 with five C-47 Skytrains from Boeing heritage company Douglas Aircraft.

In June 1954, Ethiopian Emperor Haile Selassie made an historic visit to Seattle, Washington, that included a tour of Boeing Plant 2. That visit culminated in an order for two 720B commercial jets in July 1960, making Ethiopian the first airline in Africa to order the Boeing 720B. In 1984, Ethiopian Airlines was a launch customer for the new 767. The airline attracted worldwide attention when its first 767 completed a 13.5-hour delivery flight from New York to Bole, Ethiopia, setting a new world distance record for a commercial twin-engine jet.
Ethiopian Airlines became the first carrier on the African continent to order the new 787 Dreamliner, ordering 10 of these airplanes in 2005 followed by another agreement for six more in 2015. In August 2012, Boeing and Ethiopian Airlines celebrated the delivery of the airline’s first 787.

In November 2010, Ethiopian Airlines also became the first African carrier to own and operate Boeing’s ultra-long-range, twin-aisle 777-200LR. Ethiopian Airlines marked another milestone when it became the first African carrier to receive and operate a 777 Freighter in September 2012.

In June 2018, Ethiopian took delivery of its 100th aircraft, a 787-9, followed by the first 737 MAX delivery to the airline in the same month. Ethiopian Airlines has 29 737 MAX 8s on order.

South Africa

In 1946, South African Airways (operating since 1934) increased its destinations and capacity when it introduced Douglas DC-4 Skymasters and DC-3 Dakotas into service. In 1956, SAA added the Douglas DC-7B, which had the speed and range to enable SAA to offer one-stop service from Johannesburg to London and Australia. Four years later, SAA received its first Boeing 707, which provided shorter flying times, longer distances and greater comfort and enabled SAA to offer service to the Americas, beginning in February 1969.

In 1968, SAA introduced the 737 Classic into its fleet. In 1971, SAA added its first 747 jumbo jet, making it the first African carrier to operate a 747. Over the years, SAA added 727s, 767s and 747s, many of which were “combi” models that could carry passengers and freight. In March 2000, South African Airways announced an order for 21 Next-Generation 737-800s.

In October 2013, Boeing and SAA announced a plan to work together to develop a sustainable aviation biofuel supply chain in Southern Africa.

In March 2014, South Africa’s Comair Limited became the first operator on the continent to announce an order for the 737 MAX, placing an order for eight of the airplane type. The airline received its first MAX in February 2019.

Kenya

Kenya Airways (KQ) is sub-Saharan Africa’s third-largest carrier and Kenya’s flag carrier. The airline launched service in 1977 with two Boeing 707s. KQ purchased two 737-700s in March 2000 and ordered nine 787 Dreamliners in 2006, receiving its first delivery in March 2014. In October 2018, KQ became the first east-African airline to operate the 777-300ER and inaugurated its longest, non-stop flight from Nairobi to New York on a 787-8 Dreamliner. KQ plans to add as many as 20 new destinations in Africa, Europe and Asia in the next four years.
Nigeria

On December 21, 2018, Boeing and Lagos-based Green Africa Airways announced a commitment for up to 100 737 MAX 8 aircraft, evenly split into 50 firm aircraft and 50 options, as the airline gears up to begin commercial operations. The total deal carries a list-price of $11.7 billion, the largest aircraft agreement from Africa.

Angola

In June 2011, Angola’s flag carrier, TAAG, became the first African carrier to own and operate a Boeing 777-300ER (Extended Range). TAAG now has eight 777s in its fleet, including five 777-300ERs.

Rwanda

In August 2011, RwandAir took delivery of a Next-Generation 737-800 outfitted with the signature Boeing Sky Interior, making it the first African carrier to own and operate the latest in interior options.

Mozambique

LAM Mozambique Airlines received its first Boeing 737-300 in 1991. In November 2013, LAM Mozambique placed a firm order for three 737-700s, but later changed the order to three 737-800 airplanes. In March 2018, LAM and Fastjet (headquartered in South Africa) entered into a memorandum of understanding to explore long-term commercial cooperation in Mozambique.

Mauritania

In December 2017, Mauritania Airlines (previously Mauritania Airlines International) became the first African airline to take delivery of the 737 MAX 8.

Madagascar, Algerie, Cameroon

In the late 1960s and the early 1970s, a large number of 737 Classics were introduced into the African airline fleet, with deliveries to Air Madagascar and LAM in 1969, Air Algerie in 1971 and Cameroon Airlines in 1972. The 737 served as the mainstay of regional intra-Africa travel for the next two decades.

Cape Town Treaty

Several African countries have ratified the Cape Town Treaty, an important international treaty from the Cape Town Convention that facilitates international financing and leasing of airplanes and engines. These countries include Angola, Cameroon, Cape Verde, Ethiopia, Kenya, Nigeria, Rwanda, Senegal, South Africa, Togo, Tanzania, Mozambique and Madagascar.
Boeing Defense, Space & Security

Defense, Space & Security offers its customers and partners a portfolio of products, systems, services and solutions, including products from Space and Launch; Strike, Surveillance and Mobility; Missile and Weapon Systems; and Autonomous Systems. Through this structure, Defense, Space & Security is better aligned to its core markets and capabilities to deliver the best support to African customers, who are all fully supported and maintained by Boeing Global Services.

Ethiopia

The Boeing military aircraft legacy in Africa goes back to World War II, when Boeing heritage company Douglas Aircraft established a top-secret aircraft maintenance facility in Ethiopia, called “Project 19,” to serve Allied air commands in North Africa. There, Douglas employees did heavy repair and modification work, including building auxiliary fuel tanks. The desert factory was disassembled and shipped back to the United States in 1943.

Morocco

In October 2010, Morocco signed a letter of agreement for three surplus U.S. Army CH-47D helicopters.

The Royal Moroccan Air Force has procured a number of Joint Direct Attack Munition (JDAM) guidance kits as part of its F-16 program. In October 2011, it signed a letter of agreement for 10 laser kits to go with the 10 tail kits.

South Africa

In July 2001, Boeing delivered a 737-700 Boeing Business Jet (BBJ) to the South African Air Force for use as an intercontinental VIP transport. It was the first BBJ based in South Africa.

In July 2014, Boeing signed a memorandum of collaboration with Paramount Group, Africa’s largest privately owned defense and aerospace business, to jointly develop defense and security opportunities in key international markets. In March 2016, Boeing and the Paramount Group expanded their 2014 agreement to cooperate on an advanced mission system for a variant of the Advanced High Performance Reconnaissance Light Aircraft (AHRLAC), which is built by Paramount.

Tunisia

The Boeing defense presence in Africa also includes the Insitu ScanEagle in Tunisia and in several African countries on the continent.

Defense, Space & Security continues to work with countries across the continent to determine security requirements and offer capability-based solutions from Boeing’s
surveillance aircraft, mobility systems, manned and unmanned capabilities, intelligence and security systems, and communications architectures.

**Boeing Research & Technology**

In February 2003, Boeing inaugurated the first worldwide **Ka-band antenna system** and tracking facility at the Council for Scientific and Industrial Research (CSIR) Satellite Applications Centre northwest of Johannesburg, South Africa. Boeing invested $5 million to fund the entire project.

Boeing and the South African CSIR are currently engaged in joint research and development proposals that are of mutual interest. Boeing has worked with the CSIR since 2007 to develop a **titanium roadmap** that aligns with the mutual interests of South Africa and the aerospace industry. BR&T-led materials collaboration with the CSIR aims to advance South African economic and industrial development goals while improving the competitiveness and performance of Boeing’s aircraft and aerospace systems. Boeing and CSIR signed a memorandum of understanding in June 2013 to develop and evaluate opportunities to incorporate **titanium powder** and powder product into manufacturing processes and aerospace products.

**Boeing Partnerships in Africa**

Boeing works with about five suppliers across the African continent, with partnerships valued at approximately $30 million per year.

*South Africa*

**Aerosud Aviation Pty. Ltd.** became a Boeing supplier in 1998 and a parts manufacturer in 2001. It delivers production parts to several Commercial Airplane programs such as 747, 767 and 777, with the majority being for the Next-Generation 737. These parts include simple curvature interior linings and vacuum-formed cockpit and cabin parts and assemblies. Aerosud has been increasing its production deliveries to Boeing since 2006 and is consistently delivering between 60,000 and 80,000 parts per year. Since 2017, Boeing has been partnering with Aerosud to further their connectivity within the aerospace industry and support overall competitiveness.

In 2011, Boeing announced a partnership with **43 Air School**, Africa’s largest flight-training organization. Boeing Flight Services and 43 Air School agreed to jointly offer a comprehensive pilot training program, reflecting a shared commitment to maintain and enhance aviation safety in Africa and around the world. The program is designed to provide a candidate who has had no prior flying experience the opportunity to progress seamlessly through professional training from basic instruction through qualification as a Next-Generation 737 first officer.

In March 2014, Boeing and South African Airways (SAA) launched an initiative with the **Roundtable on Sustainable Biomaterials (RSB)** to expand opportunities for “small hold” farmers in Southern Africa to grow crops that produce **sustainable fuels**. Boeing
and RSB are working with Southern Africa stakeholders to create pilot programs to build knowledge and skills among groups of farmers who want to certify their crops as sustainable. The program seeks to improve the livelihoods of small-hold farmers by linking them to markets and promoting sustainable practices based on the RSB standard while also increasing the supply of alternative fuel for regional airlines.

In August 2014, Boeing and South African Airways took the collaboration further by announcing work with Sunchem SA and SkyNRG, a Dutch company, to develop biofuel in South Africa from a new type of tobacco plant that produces fuel rather than cigarettes. This initiative supports South Africa’s public health and economic goals. In July 2016, South African Airways and low-cost carrier Mango celebrated Africa’s first passenger flights using sustainable biofuel.

**Morocco**

In 2001, Boeing, Royal Air Maroc and Safran formed a joint venture, Morocco Aero-Technical Interconnect Systems (MATIS) Aerospace, in Casablanca to manufacture wire bundles and harnesses. Currently owned by Boeing and Safran, MATIS provides high-quality products to Boeing and other aerospace manufacturers. Its employment has increased from 75 to more than 1,000 employees today.

In 2016, building on a nearly 50-year relationship, Boeing and the government of Morocco announced an agreement to collaborate to attract more aerospace manufacturing in-country, helping to meet Boeing’s requirements to succeed in the growing, competitive market for commercial airplanes.

**Ethiopia**

In 2013, Boeing and Ethiopian Airlines signed an agreement to double wire-harness production at the airline’s base in Addis Ababa, Ethiopia. Ethiopian Airlines is both a Boeing customer and supplier and currently provides seat-to-seat wire harnesses for all Boeing Commercial Airplanes programs.

**Internship Program**

In 2016, Boeing Commercial Airplanes expanded its International Business Internship Program (IBIP) to the African continent. IBIP participants from around the globe receive the unique opportunity to work as part of the Boeing team in the United States in areas such as contracts, finance, strategy and marketing. Since the program’s inception, IBIP interns have come from Latin America, the Middle East, South Asia and Northeast Asia. In 2016, Boeing was proud to launch this program for students studying in South Africa, Kenya and Ethiopia. To date the program has had five participants.
Boeing Global Engagement

Everywhere in the world where it does business, Boeing partners with nonprofit organizations to strengthen local communities. In Africa, Boeing has invested more than $7.5 million to provide systemic improvements in education and human services.

Kenya

The BOMA Project: A two-year poverty graduation program that provides seed capital, income and savings, financial literacy and life-skills training, and local mentoring.

Village Enterprise: Provides 3,900 rural Kenyans who are in extreme poverty, mostly women, with increased business knowledge, financial literacy and conservation education.

Digital Divide Data: Provides training in cloud computing skills to cohorts of underserved youth. Graduates of the program receive jobs assisting clients using Amazon Web Services.

South Africa

Global Teachers Initiative: Aims to develop a new generation of highly capable educators by immersing pre-service teachers full time in schools, while equipping in-service teachers with the necessary skills and resources to improve their own teaching practice.

Ubuntu Pathways: Significantly expands the capacity of the Ubuntu Pathways workforce training program by improving curriculum and increasing staff capacity, staff development and staff retention programs.

Ethiopia

Link Community Development: An ambitious new program that educates more than 60,000 Ethiopian girls by training teachers, developing gender-appropriate curriculum and improving school resources and facilities.

Angola

Joint Aid Management International: Implements the experiential, play-based LEGO SixBricks curriculum into Angolan preschools to help develop the literacy, numeracy and problem-solving skills necessary for academic growth.

Tanzania

Hand in Hand International: Helps new entrepreneurs in Tanzania’s poorest region start new ventures through skills training, mentorship and business savings groups that help members boost capital and strengthen partnerships.
North Africa

Injaz El Djazair, Injaz Morocco and Injaz Egypt: Injaz provides entrepreneurship education for youth. Boeing supports the Entrepreneurship Pipeline program, which seeks to create and sustain an environment of entrepreneurship and contribute to employment and job creation in North Africa.

Boeing also works with Education for Employment and World Learning in Morocco, Algeria and Egypt, helping unserved populations develop skills they need to find jobs.

Boeing Humanitarian Delivery Flights in Africa

Working together, Boeing, its airline customers and nonprofit nongovernmental organizations partner throughout the world to aid people in need. Through the Humanitarian Delivery Flights program, items such as medicine, medical equipment or supplies, and educational materials are loaded into the empty cargo space of a new Boeing airplane in Seattle or Everett, Washington, and delivered to an airline customer’s home destination. Boeing has flown more than 60 delivery flights in Africa to date. The latest was in June 2017 when Boeing, Conscience International, Horn of Africa Neonatal Development Services and Seattle Alliance Outreach loaded a new Ethiopian Airlines 787 with 7.16 tons (6.5 metric tons) of humanitarian aid for St. Paul’s Hospital and Bihar Dar University College of Medicine & Health Sciences in Ethiopia.

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