

= Ethiopian Airlines =

Ethiopian Airlines (Amharic : የኢትዮጵያ አየር ላይንስ (Yäit'yop ? ?ya äyär? män?gäd?) ; የኢትዮጵያ አየር ላይንስ (Yäit'yop ? ?ya) ? in short) , formerly Ethiopian Air Lines (EAL) and often referred to as simply Ethiopian , is Ethiopia 's flag carrier and is wholly owned by the country 's government . EAL was founded on 21 December 1945 and commenced operations on 8 April 1946 , expanding to international flights in 1951 . The firm became a share company in 1965 , and changed its name from Ethiopian Air Lines to Ethiopian Airlines . The airline has been a member of the International Air Transport Association since 1959 , and of the African Airlines Association (AFRAA) since 1968 . Ethiopian is a Star Alliance member , having joined in December 2011 (2011 @-@ 12) .

Its hub and headquarters are at Bole International Airport in Addis Ababa , from where it serves a network of 82 passenger destinations ? 19 of them domestic ? and 23 freighter ones . Ethiopian flies to more destinations in Africa than any other carrier . It is one of the fastest @-@ growing companies in the industry , and is among the largest on the African continent . It is also one of the few profitable airlines in the Sub @-@ Saharan region . The airline 's cargo division was awarded The African Cargo Airline of the Year in early 2011 . Recently , Ethiopian won the Best Regional Airline of the Year award at the 41st Annual Airline Industry Achievement Awards by Air Transport World (ATW) , held in Washington , D.C. on 25 February 2015 .

= = History = =

= = = The 1940s : early years = = =

After the liberation of Ethiopia , Emperor Haile Selassie I asked the United States , the United Kingdom , and France to help him to establish an airline as part of his modernisation effort . According to the BBC News it is possible that the Emperor intended the creation of a quality national airline to help dispel impressions of Ethiopian poverty . In 1945 , the Ethiopian government began negotiations with both Transcontinental Air Transport and Western Air Express (later merged into TWA) . On 8 September 1945 , TWA signed an agreement with the American historian and foreign affairs advisor to Ethiopia John H. Spencer to establish a commercial aviation company in Ethiopia .

The carrier , originally called Ethiopian Air Lines (EAL) , was founded on 21 December 1945 , with an initial investment of ETB 2 @, @ 5 million , divided in 25 @, @ 000 shares that were entirely held by the government . The company was financed by the Ethiopian government but managed by TWA . At the beginning , it relied upon American pilots , technicians , administrators and accountants ; even its General Managers were from TWA . Minister of Works and Communications Fitawrari Tafasse Habte Mikael became EAL 's first president and chairman , whereas H. H. Holloway ? who was American ? was appointed by TWA as general manager . The board held the first meeting on 26 December 1945 (1945 @-@ 12 @-@ 26) , with a key point of the agenda being the deposit of E £ 75 @, @ 000 in a bank in Cairo for the acquisition of aircraft and spare parts . Shortly afterwards , the airline was in negotiations for landing rights with Aden , Egypt , French Somaliland , Saudi Arabia and Sudan , and five Douglas C @-@ 47s were bought ; these aircraft were flown to Addis Ababa in February 1946 (1946 @-@ 02) .

The new airline had its maiden flight to Nairobi carrying a shipment of East African currency equivalent to US \$ 3 @. @ 7 million in February 1946 (1946 @-@ 02) , but it was on 8 April 1946 (1946 @-@ 04 @-@ 08) that the carrier had its first revenue scheduled service ; it travelled the Addis Ababa ? Asmara ? Cairo route using one of five Douglas C @-@ 47 Skytrains acquired from the US Government . This route later operated on a weekly basis . The Skytrains were initially intended for military use , although Ethiopian operated them in a mixed passenger @-@ cargo configuration . Soon afterwards , the carrier launched services to Aden and Djibouti , as well as a domestic flight to Jimma . The main five routes in the early years were Addis Ababa ? Asmara , Addis Ababa ? Djibouti ? Aden , Addis Ababa ? Khartoum , Addis Ababa ? Cairo (routed via Jeddah or Khartoum) and Asmara ? Khartoum .

Henry Bruce Obermiller replaced Holloway as a general manager in June 1946 (1946 @-@ 06) . In July the same year , four more Skytrains were incorporated into the fleet . New scheduled services to Sheikh Othman and Nairobi were launched in July 1946 (1946 @-@ 07) and June 1947 (1947 @-@ 06) , respectively . In 1947 , Waldon Gene Golien became the carrier 's general manager , and the company started operating charter flights to Jeddah during the Hajj season . That year in February , three more Douglas C @-@ 47s were acquired to operate new international routes . A service to Mukalla was inaugurated in June 1947 (1947 @-@ 06) . In September , Port Sudan was added to the route network ? it had been previously served as a technical landing on the route to Cairo ? , Lydda was incorporated as a scheduled destination in October and charter flights to Bombay were launched in November . Services to Lydda and Mukalla were discontinued in February and April 1948 (1948 @-@ 04) , respectively . In September , the route to Bombay started being flown on a scheduled basis in cooperation with BOAC , with EAL carrying passengers as far as Aden , and the British enterprise flying them on the Aden ? Bombay sector . The route also included stops at Mesirah Island in Oman and Karachi . For a brief period until April 1948 (1948 @-@ 04) , Mesirah Island was used as a refuelling stop ; since then , services to French Somaliland and Aden started on a twice @-@ weekly basis . EAL was allowed to fly to Aden using Sheik ' Othman Airport , located 16 kilometres (9 @. @ 9 mi) away from the city , whereas BOAC used the Khormaksar Airport facilities , just 3 miles (4 @. @ 8 km) away from the city . Aden was under British rule at the time as also was Sudan , and the British empire denied EAL landing rights at Khartoum , forcing the airline to move the refuelling stop on the Aden route to Port Sudan . The carrier recorded a £ 40 @, @ 000 profit for 1949 .

= = = The 1950s : start of long @-@ haul routes = = =

Services to Bombay were withdrawn in July 1950 (1950 @-@ 07) . Also this year , a US \$ 1 @, @ 000 @, @ 000 (equivalent to \$ 9 @, @ 835 @, @ 408 in 2015) loan granted from the Ex @-@ Im Bank enabled the carrier to incorporate Convair CV @-@ 240s , aimed at operating international routes . Two CV @-@ 240s , named ? Eagle of Ethiopia ? and ? Haile Selassie I ? , entered the fleet in December 1950 (1950 @-@ 12) ; starting January 1951 (1951 @-@ 01) , these aircraft were subsequently deployed on the Addis Ababa ? Cairo , Addis Ababa ? Nairobi , and Addis Ababa ? Jeddah ? Dhahran ? Karachi routes , with Dhahran and Sharjah being incorporated to the route network on 20 February . In April 1952 (1952 @-@ 04) , the airline was appointed general sales agent for TWA in Kenya , Tanganyika , Uganda and Zanzibar , and by May the same year the fleet consisted of two Convair @-@ Liner 240s and nine Douglas DC @-@ 3s or their subtypes , operating a route network that was 7 @, @ 000 miles (11 @, @ 000 km) long . Services to India and Sharjah were discontinued in 1953 . On 14 Jul , a new agreement with TWA that succeeded the original one was signed . Unlike other companies , the airline 's preamble stated that it was ? the ultimate aim that EAL shall eventually be operated entirely by Ethiopian personnel ? .

A new service to Athens via Khartoum and Wadi Halfa was launched on 3 April 1954 (1954 @-@ 04 @-@ 03) . A third Convair CV @-@ 240 (? The Spiritual Power ?) was purchased from Sabena in 1955 for US \$ 560 @, @ 000 (equivalent to \$ 4 @, @ 946 @, @ 783 in 2015) . These aircraft were equipped with rocket @-@ assisted take @-@ off devices . This was a common practice for a small number of airlines in the World that EAL had abandoned by April 1956 (1956 @-@ 04) . Also in 1955 , Ethiopian inaugurated a self @-@ owned maintenance facility . That year , Vic Harrell succeeded Swede Golien as general manager of the company . The carrier was in need of newer and larger aircraft , and three different aircraft types ? two from the Lockheed Corporation , the Constellation and the Electra , and the Douglas DC @-@ 6 ? were considered for the fleet renewal programme . Two Douglas DC @-@ 6Bs were eventually ordered in 1956 for US \$ 4 million , including spares ; an option for a third machine was also taken . Another loan obtained from the Ex @-@ Im Bank , a GB £ 8 @, @ 5 million one dating back to 1955 , was partly used to finance the two purchased aircraft .

Benghazi was briefly served between 7 November 1956 (1956 @-@ 11 @-@ 07) and 15 January 1957 (1957 @-@ 01 @-@ 15) . During 1957 , a third DC @-@ 6B was purchased . Likewise , that

year the airline had been asked to take a Lockheed L @-@ 749 that had been given as a gift to the Emperor , who declined it . Ethiopian paid US \$ 1 @.@ 6 million for this airframe , and it was incorporated into the fleet on 4 June ; the aircraft was destroyed by fire on 10 Jul in an accident in Sudan . Two Yemeni cities , Hodeida and Taiz were first served on 1 September 1957 (1957 @-@ 09 @-@ 01) . On 23 May 1958 (1958 @-@ 05 @-@ 23) , flights to Wadi Halfa were terminated . The incorporation of three Douglas DC @-@ 6Bs took place between May and July , and EAL started a new link between Addis Ababa and Athens , via Cairo , using these recently delivered aircraft . On 21 Jun , the route was extended both to the north and to the south so that Frankfurt and Nairobi became linked by the same corridor , operated with DC @-@ 6Bs . By this time , the Convairs were redeployed to serve domestic and regional routes . Given that radio operators were no longer required as part of flight crews , they were assigned other tasks with the airline . Swissair handled the pilot training for the DC @-@ 6B aircraft at Zurich . The suspension of fifth freedom rights between Djibouti and Aden prompted the discontinuance of the route that linked them . EAL joined the International Air Transport Association (IATA) on 1 January 1959 (1959 @-@ 01 @-@ 01) . During the year , two Boeing 720Bs were ordered and scheduled for delivery in December 1961 (1961 @-@ 12) , two more DC @-@ 6Bs entered the fleet , services to Nairobi were suspended once more and the airline 's list of domestic destinations saw the incorporation of Bulchi , Dodollo , Lalibela and Masawa .

== The 1960s and 1970s : the jet age ==

Port Sudan was removed from the list of destinations on 1 March 1960 (1960 @-@ 03 @-@ 01) . The airline had its first fatal accident on 15 July when a DC @-@ 3 crashed en route from Bulchi to Jimma , killing the pilot . A Convair 240 was sold to Allied Stores of Israel on 18 July . On 12 August , an order with Boeing for two Boeing 720B aircraft was placed . EAL 's general manager had already brought the idea of acquiring two jet aircraft for long @-@ haul operations up already in February , suggesting the Boeing 720B . The Sud SE @-@ 210 Caravelle , the de Havilland D.H.106 Comet 4 and the Boeing 720B were all taken into account . Hot and high condition of some EAL operations made the Caravelle inappropriate , whereas the Comet was considered obsolete . The first East ? West link made by an African airline started on 8 November , when the Addis Ababa ? Accra ? Lagos ? Monrovia route was launched using DC @-@ 6B equipment .

The second fatal accident took place on 5 September 1961 when another DC @-@ 3 crashed shortly after takeoff from Sendafar ; a flight attendant and four passengers lost their lives in the accident . The event urged the Civil Aviation Department to investigate the accidents . It was found that the lack of infrastructure at many airfields , marginal even for DC @-@ 3 operations , was a major contribution . Landing sites at Gore , Mizan Teferi and Tippi were included in the list of airfields that would require closure . On 13 January 1962 , the crew and four passengers lost their lives in another accident involving a DC @-@ 3 ? registration ET @-@ T @-@ 1 , EAL 's first aircraft of the type ? , this time the crash taking place at Tippi while the aircraft was taking off . The event prompted the government to decide the closure of the airfields at both Mizan Teferi and Tippi . In March 1962 (1962 @-@ 03) , two more DC @-@ 3s were acquired , and registered ET @-@ ABE and ET @-@ ABF . During the year , the ? ET @-@ T- ? registration would change to simply ? ET- ? . Jack B. Asire became general manager in April 1962 (1962 @-@ 04) .

It was also decided to build a new airport to replace the Lideta Airfield , unable to accommodate the Boeing 720 jetliner the company intended to acquire . This was the birth of Bole International Airport , where the company set its headquarters . In December 1962 (1962 @-@ 12) , the arrival of two Boeing 720s ordered directly from Boeing marked the carrier 's entrance into the jet age . These two aircraft were registered ET @-@ AAG and ET @-@ AAH and were named ? Blue Nile ? and ? White Nile ? , respectively . The first jet service took place on 15 January 1963 (1963 @-@ 01 @-@ 15) when one of these aircraft was deployed on the route to Nairobi . The following day , a new service to Madrid was flown using the new jet equipment , with Frankfurt joining the jet network soon afterwards . On 1 April , the Boeing 720 replaced the DC @-@ 6B on the Addis Ababa ? Athens route ; during that month , the West African corridor also benefited from jet operations . The

airline entered into a pool agreement with Aden Airways and Sudan Airways on the Khartoum ? Asmara ? Aden service . A new flight to Conakry was launched on 8 May 1963 (1963 @-@ 05 @-@ 08) . Kano , which had been served since 18 March 1962 (1962 @-@ 03 @-@ 18) , was removed from the list of destinations that day . On 30 November 1963 , the airline lost another DC @-@ 3 (ET @-@ AAT) in a test flight at Addis Ababa ; the crew of three suffered minor injuries . Rome became served for the first time on 5 June 1964 (1964 @-@ 06 @-@ 05) on a weekly basis ; the flight was routed via either Khartoum or Athens as part of a pool agreement with Alitalia .

Also in the early 1960s , the carrier provided some initial aviation support to the Ethiopia @-@ United States Mapping Mission in its operation to acquire topographic maps of Ethiopia . The firm changed from a corporation to a share company in 1965 , and changed its name from Ethiopian Air Lines to Ethiopian Airlines . By 1966 , the contractual relationship with TWA was adjusted to reflect the transfer of management with the appointment of an Ethiopian deputy general manager . Two Boeing 720s were in operation and a Boeing 707 @-@ 320C was due to be phased in by March 1968 (1968 @-@ 03) , when the carrier ordered a second -320C .

In 1970 , the fifth renewal of the original 1945 contract changed TWA 's role from manager to adviser . On its 25th anniversary in 1971 , the company was ready to continue without foreign assistance . Since then , Ethiopian Airlines has been managed and staffed by Ethiopian personnel . The first Ethiopian General Manager was Col. Semret Medhane , appointed in 1971 .

Two Boeing 720Bs were acquired from Continental Airlines in 1973 . In 1975 , the carrier ordered five Dash 7s . By then , Ethiopian Airlines had ended its 30 @-@ year relationship with TWA . The airline became a new customer for the Boeing 727 in 1978 , ordering two . The 727s arrived in the late 1970s as a replacement for the oldest Boeing 720s .

== = The 1980s and 1990s == =

The DHC @-@ 5 Buffalo entered Ethiopian 's fleet in the early 1980s . In 1982 , Ethiopian became the first African carrier in ordering the Boeing 767 , as well as the first airline to order the Boeing 767 @-@ 200ER . On 1984 @-@ 6 @-@ 1 , the first of these aircraft set a new distance record for a twinjet , flying 7 @-@ 500 miles (12 @-@ 100 km) non @-@ stop from Washington , D.C. to Addis Ababa , on delivery to the company . The Boeing 767 @-@ 200ERs came to replace the remaining Boeing 720s . ATR @-@ 42s and Twin Otters were incorporated into the fleet in the mid @-@ 1980s , with the first of six Twin Otters entering the fleet in early 1985 . The Boeing 737 @-@ 200 joined the fleet in late 1987 .

In 1990 , Ethiopian became the first passenger airline in taking delivery of the Boeing 757 Freighter , receiving the first of five Boeing 757 @-@ 200s a year later . By 1996 the airline was flying to Bangkok , Beijing , Durban and Johannesburg ; routes to Ivory Coast and Senegal were also being operated . Furthermore , the Fokker 50 entered the fleet to operate domestic routes ; actually , Ethiopian became the last company in taking delivery of this aircraft in 1997 , just after the collapse of Fokker due to financial problems . In the late 1990s the carrier saw the incorporation of Copenhagen and Maputo to its international network , as well as New York City and Washington as transatlantic destinations ; the frequent flyer programme , named " Sheba Miles " after the legendary Queen of Sheba , was launched too . In 1998 , the airline disrupted their flights to the Eritrean capital Asmara after a war erupted between the two countries .

== = 2000 ? onwards == =

A fleet renewal started in the early 2000s , with the incorporation of the Boeing 737 ? 700 and the Boeing 767 @-@ 300ER ; The airline discontinued its service to Newark in favour of serving Washington in 2004 .

In the late 2000s the airline announced it would be the launch customer of the Boeing 787 Dreamliner , and placed orders to acquire brand new Airbus A350 @-@ 900s , Boeing 777 @-@ 200LRs and Bombardier equipment .

In late September 2010 (2010 @-@ 09) , Ethiopian Airlines was officially invited to join Star

Alliance under the mentoring of Lufthansa . The carrier became a member of the alliance in December 2011 (2011 @-@ 12) , the third Africa @-@ based carrier in doing so ? following EgyptAir and South African Airways ? and the 28th member worldwide .

= = Corporate affairs = =

= = Management and ownership = = =

As of July 2016 , the CEO of Ethiopian Airlines was Tewolde Gebremariam ; he replaced Girma Wake in 2011 . The airline , which is wholly owned by the Government of Ethiopia , has traditionally been unfettered by government intervention , even during times of significant turmoil and domestic hardship . Whereas many African state owned airlines were and remain often poorly run , with staffings often serving nepotistic purposes , and business decisions being made on political grounds , Ethiopian Airlines remained professionally run and managed , leading the Christian Science Monitor to term it in 1988 a " capitalist success in Marxist Ethiopia " .

The Derg , after expanding the airline 's workforce , which had resulted in a decline in service quality and revenues , allowed the airline to be run on a " strictly commercial basis " . Captain Mohammed Ahmed was appointed CEO in 1980 , and slashed the workforce by 10 % . The airline continued the acquisition of Western , rather than Soviet aircraft , despite the links between the communist government and the Soviet Union , purchasing the Boeing 727 in 1979 and the Boeing 767 in 1984 . Despite famine , unfavorable exchange rates , and general economic disarray , the airline managed to retain its reputation , particularly in the provision of maintenance and training . The Financial Times noted that it managed to remain one of the most profitable airlines in Africa throughout the decade .

Despite the violent overthrow of the communist government by the Ethiopian People 's Revolutionary Democratic Front in 1991 , the airline managed to post a profit for the fiscal year . The market @-@ oriented policies of the new government meant that the airline would remain operationally independent , and under Captain Bisrat Nigatu the airline remained fiscally sound , despite disruptions caused by the Eritrean @-@ Ethiopian War .

= = Head office = = =

Ethiopian Airlines currently has its head office at Bole International Airport , Addis Ababa , but intends to build a new head office facility . A contest for the design was held in 2009 , but none of those plans were proceeded with . On 16 February 2011 it held a second round , and in September 2011 it was announced that BET Architect Plc won the contest . The airline stated that the estimated Br300 million complex will be constructed on a 50 @,@ 000 m2 (540 @,@ 000 sq ft) plot at Bole International Airport . The company that received 4th place in the competition 's second round has threatened to take legal action , accusing the airline of not giving due consideration to the proposed design .

= = Business trends = = =

Performance figures for the government @-@ owned Ethiopian Airlines are available in Annual Accounts and occasional press reports . Available trends are (as at year ending 30 June) :

= = Strategic ambitions and landmarks = = =

The airline was featured by The Economist as an example of excellence in late 1987 , and economist Paul B. Henze recognised it in 2000 as being " one of the most reliable and profitable airlines in the Third World " . In July 2011 (2011 @-@ 07) , Ethiopian was named Africa 's most profitable airline for the year 2010 by Air Transport World , and it has also been praised by AFRAA

for its sustained profitability over recent years .

As a long term company policy , in addition to the carrier 's main activities , revenues are also generated by providing aircraft maintenance to foreign airlines , and specialist training for both Ethiopian and foreign trainees . Every year , pilots and technicians graduate from both the Pilot School , inaugurated in 1964 , and the Aviation Maintenance Technician School , established in 1967 . The American Federal Aviation Administration accredited the airline 's maintenance division with license No . ETIY 102F .

Ethiopian Airlines started ? Vision 2010 ? in 2005 , which aimed to increase passenger traffic to 3 million , revenue to US \$ 1 billion and employees to 6 @,@ 000 by 2010 . By the year 2010 Ethiopian had exceeded all goals set in ? Vision 2010 ? , and the company 's net profit for the fiscal year ended 2010 @-@ 6 @-@ 30 was US \$ 121 @.@ 4 million . The results were attributed in part to an aggressive marketing campaign and major cost cutting measures .

In 2010 Ethiopian adopted " Vision 2025 " , a 15 @-@ year development strategy , under which the airline anticipates increasing its fleet to 120 , the number of destinations to 90 , carrying more than 18 million passengers and 720 @,@ 000 tonnes (710 @,@ 000 long tons ; 790 @,@ 000 short tons) of cargo , with 17 @,@ 000 employees . ? Vision 2025 ? also considers a fourfold expansion of the capacity building for trainees in the airline 's aviation academy .

Ethiopian signed in July 2013 (2013 @-@ 07) a deal for the acquisition of 49 % of the Malawian carrier Air Malawi . The new airline will be named Malawian Airlines . The remaining shareholding will be held by the government of Malawi and private Malawian investors . Malawian Airlines started operations in January 2014 (2014 @-@ 01) . For the operation year 2013 @-@ 14 , Ethiopian Airlines was ranked the most profitable airline in Africa and 18th most profitable airline in the world with a profit of \$ 228 million .

= = Destinations = =

As of September 2014 , the passenger network comprises 83 international destinations and 20 domestic ones , including 49 cities in Africa (excluding Ethiopia) , 13 in Europe and the Americas and 21 in the Middle East and Asia ; the cargo network serves 24 destinations , including 15 in Africa , seven in the Middle East and Asia and two in Europe . Ethiopian serves more destinations in Africa than any other airline . As of April 2013 , the carrier 's five densest routes were Addis Ababa ? Dubai , Addis Ababa ? Johannesburg , Addis Ababa ? Guangzhou , Addis Ababa ? Nairobi and Addis Ababa ? Beijing .

In late April 2012 (2012 @-@ 04) , the airline said it planned to start serving the Latin American market but no firm dates were disclosed . In August that year , Abuja , Accra , Douala , Dubai , Entebbe , Frankfurt , Johannesburg , Harare , Kilimanjaro , Lagos , Lomé , London , Luanda , Lusaka , Malabo , Maputo , Mombasa , Mumbai , Nairobi and Rome would be served on an rotational basis with the first Boeing 787 Dreamliner , and that upon delivery of the second aircraft of the type these would be assigned on fixed scheduled routes .

In February 2013 (2013 @-@ 02) , unofficial reports disclosed the carrier 's plans to launch new services to Ho Chi Minh City , Manila and Seoul starting in June the same year , as well as the company 's intention to start flying the 9 @,@ 899 @-@ nautical @-@ mile (18 @,@ 333 km ; 11 @,@ 392 mi) -long São Paulo ? Lomé ? Addis Ababa ? Guangzhou run in July 2013 (2013 @-@ 07) . In June 2013 (2013 @-@ 06) , unofficial sources reported that the launch of flights to both Ho Chi Minh City and Manila were cancelled , and that they will be replaced with a flight to Singapore starting in September 2013 (2013 @-@ 09) ; as announced , flights to Rio de Janeiro and São Paulo commenced in July the same year . Flights to Singapore were launched in December 2013 (2013 @-@ 12) . A new link to Shanghai was launched in March 2014 (2014 @-@ 03) , while new services to Vienna started in June 2014 (2014 @-@ 06) and to Doha in December the same year .

Tokyo @-@ Narita was added on 20 April 2015 . Other new destinations are Los Angeles (the carrier 's fifth point to be served in the Americas) and Dublin . A new service to Manila was launched in July 2015 (2015 @-@ 07) . The Addis Ababa ? Lomé ? Newark run is set to commence on 3 July 2016 (2016 @-@ 07 @-@ 03) .

== = Alliances and codeshare agreements == =

== = = Alliances == = =

In October 2007 (2007 @-@ 10) , Ethiopian Airlines ' frequent flyer programme Shebamiles and Lufthansa 's Miles & More entered into partnership , allowing members of each programme to earn and spend miles on both airlines ' networks . In July 2008 (2008 @-@ 07) , the carrier entered a strategic partnership with Lomé @-@ based start @-@ up airline ASKY Airlines , in which Ethiopian holds a 40 % stake . Ethiopian Airlines is responsible for aircraft maintenance and operational management . The plan is to turn Lomé into Ethiopian Airline 's regional hub for the West African market . ASKY started operations in January 2010 and became profitable after a few months . Ethiopian officially joined Star Alliance in December 2011 (2011 @-@ 12) .

== = = Codeshare agreements == = =

As of June 2014 , the Ethiopian Airlines has codeshare agreements with the following airlines :

== Fleet ==

== = Recent developments == =

In February 2005 (2005 @-@ 02) , Ethiopian Airlines signed a preliminary agreement to buy up to ten Boeing 787 Dreamliner aircraft (five firm orders plus five options) , becoming the first African carrier to order this kind of equipment . On 31 May 2005 (2005 @-@ 05 @-@ 31) , Boeing announced that Ethiopian had exercised its purchase rights and confirmed a firm order for ten aircraft . The carrier also became the first African airline to order the Boeing 777 @-@ 200LR , and the first of these aircraft Ethiopian took possession of , in November 2010 (2010 @-@ 11) , was the 900th model of the type delivered by Boeing . Furthermore , upon delivery Ethiopian became the first African airline to operate the type .

The company ordered eight Bombardier Q400s for US \$ 242 million in November 2008 (2008 @-@ 11) and took options on four additional aircraft of the type . During the 2009 Dubai Air Show , Ethiopian placed an order for 12 Airbus A350 @-@ 900s , initially scheduled for delivery between 2016 and 2019 . To date , this order is the largest placed by the airline , and it evidenced the company 's dissatisfaction with Boeing for the delays in the delivery of the Dreamliners , initially scheduled to enter the fleet in June 2010 (2010 @-@ 06) . In January 2010 (2010 @-@ 01) , Ethiopian Airlines announced a firm order for ten Boeing 737 ? 800 Next Generation aircraft in a deal worth US \$ 767 million . The first 78 @-@ seater Q400 entered the fleet in March ; in August , Ethiopian and the Ex @-@ Im Bank signed an agreement worth US \$ 1 @. @ 6 billion for a loan to finance the acquisition of the ten Dreamliners ? the first of them scheduled for delivery in mid @-@ August 2012 (2012 @-@ 08) ? , and the five Boeing 777s the carrier already has in the fleet .

In October 2011 (2011 @-@ 10) , the company announced an order for four Boeing 777Fs in a deal worth US \$ 1 @. @ 1 billion ; the move positioned Ethiopian Airlines as the first African carrier in ordering the type . These four aircraft will join another two ones of the same type the airline will lease from GECAS . Ethiopian received the first of these aircraft in mid September 2012 (2012 @-@ 09) .

Five Q400 NextGens were ordered in February 2012 (2012 @-@ 02) for US \$ 160 million at list prices , whereas in July 2012 (2012 @-@ 07) , an additional Boeing 777 @-@ 200LR was ordered in a deal worth US \$ 276 million . In August 2012 (2012 @-@ 08) , the first Dreamliner was delivered to the company , which became the first airline outside Japan in operating the type on scheduled flights , after All Nippon Airways and Japan Airlines . Also in October 2012 (2012 @-@

10) , the first Q400 NexGen was delivered , and in November the same year the airline confirmed that three additional Dreamliners will be leased from ILFC , the first of them entering service in 2015 .

In April 2013 (2013 @-@ 04) , Air Lease Corporation and Ethiopian Airlines announced the lease of two Boeing 777 @-@ 300ERs , with deliveries in May and June 2015 (2015 @-@ 06) . In early July the same year , it was informed that the Ex @-@ Im Bank approved around US \$ 130 million for Boeing in order for this aircraft manufacturer to support the development of GE90 @-@ equipped long @-@ haul aircraft for Ethiopian Airlines . The airline took delivery of its first Boeing 777 @-@ 300ER in November 2013 (2013 @-@ 11) . That month , during the Dubai Air Show , Palma Holding signed a letter of intent with Bombardier for eight Q400s to be leased to Ethiopian ; the order was firmed up in February 2014 (2014 @-@ 02) . In September 2014 (2014 @-@ 09) the carrier announced a firm order for 20 Boeing 737 MAX 8s plus commitments for 15 more aircraft of the type . At January 2015 (2015 @-@ 01) , Ethiopian Airlines was the largest African carrier in terms of fleet size . In 2015 the airline planned to buy 15 to 20 of Boeing 's new 777X planes worth about \$ 7 @. @ 4 billion at list prices . Although the airline had initially planned buying Airbus ' A350 @-@ 1000 planes , it switched to the Boeing 777X as the aircraft is more suitable for operations at their high @-@ altitude hub in Addis Ababa . It became the first airline in Africa to acquire a Boeing 787 full @-@ flight simulator .

The airline received its first Airbus A350 XWB in late June 2016 (2016 @-@ 06) .

= = = Current fleet = = =

As of June 2016 , the Ethiopian Airlines fleet consists of the following aircraft :

Aside from the equipment shown above , the airline uses a number of DA40NGs for training purposes . Ethiopian Airlines had the largest dedicated cargo fleet in Africa , as of December 2013 .

= = = Historic fleet = = =

Following is a list of equipment previously operated by Ethiopian . Helicopters and light aircraft were available for leasing to Government agencies as well as to be used on natural resources projects .

= = Services = =

Cloud Nine and Economy Class are the two classes available on most of Ethiopian Airlines ' flights , with the exception of those operated with Dash 8 equipment , for some of these aircraft are configured in an all @-@ economy layout .

= = = Food and drinks = = =

On all flights , passengers are provided with food and complimentary beverages on board , in both classes . The food service consists of hot meals , hot or cold snacks , or light refreshments , depending on the length of the flight and the time of the day . The choice of acquiring complementary drinks at an extra cost is available too . The airline also offers assorted menus for passengers having special meal requirements .

= = = In @-@ flight entertainment = = =

= = = = Cloud Nine = = = =

Ethiopian Airlines ' Business Class is named Cloud Nine . Passengers travelling in this class are provided with onboard amenities and a wide variety of reading material . On routes operated with Boeing 777 @-@ 200LR equipment passengers are provided with sleeper seats and on @-@

demand audio and video services , with 85 channels on 15 @.@ 4 inch IFE screens .

= = = Economy Class = = =

A variety of meals ? ranging from light snacks to hot dishes ? and amenities are provided to passengers flying on this class , both depending upon the length of the flight . Reclining seats and on @-@ demand audio and video , with 80 channels and 8 @.@ 9 @-@ inched screens , are available on Boeing 777 @-@ 200LR services .

= = = Lounges = = =

Ethiopian Airlines passengers are offered two lounges at Bole International Airport . Cloud Nine passengers can wait for the departure of flights at the Cloud Nine Lounge , where they are provided with a wide variety of amenities , as well as personal computers or wireless connection . Likewise , ShebaMiles cardholders with Gold or Silver status can make use of the Sheba Miles Lounge facilities . Customer Service agents are available at both lounges in order to assist passengers with any query regarding their flights .

= = Accidents and incidents = =

According to the Aviation Safety Network , Ethiopian Airlines records 60 accident / incident events since 1965 , plus six more for Ethiopian Air Lines , the airline 's former name . As of January 2013 , the number of people that lost their lives in occurrences related to either carrier aircraft totals 337 . The company suffered several hijacking episodes throughout its history , with one of them ending up in the carrier 's deadliest accident , when the plane plunged into the Indian Ocean due to fuel starvation in 1996 . The second most deadly accident took place in 2010 , when an aircraft crashed into the Mediterranean Sea , shortly after it departed Beirut ? Rafic Hariri International Airport , killing all 90 people on board . The crash of a Boeing 737 ? 200 that took place in 1988 and led to 35 fatalities ranks as the third worst deadly accident experienced by the company . Despite this , Ethiopian Airlines has a good safety record , in contrast to other African airlines .