

Our attention has been drawn to a story running on the Business Daily titled [KQ in fresh row with Pilots union over speeding order](#) .

Kenya Airways would like to provide clarity on the points raised in the article as follows.

Excerpt in Business Daily Article	Kenya Airways Position	Legal Reference
<p><b>Paragraph 2:</b> <i>“...directing pilots to cruise at a cost index of 300 on the route is illegal as it risks the lives of passengers and crew.”</i></p>	<p>The aircraft manufacturer sets the speed limits which allow for the Boeing 787 to fly up to a speed of Mach 0.90*.</p> <p>With the current Cost of 300 Index** to Guangzhou, the aircraft is flying within this safety envelope at a speed of Mach 0.86 compared to a previous speed of Mach 0.84.</p> <p>This is a difference of only Mach 0.02. which does not affect the safety operations of the aircraft.</p> <p><i>*Mach 1 is the speed of sound</i></p> <p><i>** Cost Index (CI) is the input the pilot inserts into the FMS (Flight Management System or aircraft flight computer) which is what determines the speed and flight profile of the aircraft in addition to other aspects of flight. The CI is a trade between time related costs and cost of fuel. You fly faster you burn more fuel but in this case time is of essence. CI is within the safety and legal limits which have been approved as part of the operations manual and allow a Cost Index up to 9999</i></p>	<p><b>Boeing 787 Aircraft Manual Revision 20 of D613Z003.8U8 dated 16/Dec/2020</b></p> <ul style="list-style-type: none"> <li>Maximum Speed Limit envelope (pg. 17) provides for a safe cruise speed up to MACH 0.90</li> </ul> <p><b>Boeing 787 Flight Crew Operations Manual</b></p> <ul style="list-style-type: none"> <li>PG 11.31.4 provides for a cost index entry between 0 (min. safe speed) and 9999 (max. safe speed).</li> </ul>
<p><b>Paragraph 10-11 &amp; 19:</b> <i>“...The airline has also cut the number of pilots in a single flight from four to two in an effort to save on allowances and hotel costs. But pilots argue that this will lead to fatigue on long routes and that it is against the standard practice where airlines fly at least four pilots on a single trip.</i></p> <p><i>“... it is important to have a structured framework through a Memorandum of Understanding (MoU) to support Guangzhou operations legally, considering the length of flight duty involved and its impact on safety.</i></p>	<p>The Kenyan and International civil aviation laws allow for safe operation with two 2 pilots up to a duty time of 15hours.</p> <p>The Civil Aviation Regulations are derived from the International Civil Aviation Organisation (ICAO) best practices and standards.</p> <p>Kenya Airways’ operations to Guangzhou remain within the safety parameters as governed internationally and locally by the Civil Aviation Authority with a planned duty time of 12 hours.</p>	<p><b>The Kenya civil aviation law</b></p> <p>Legal Notice 126 of the civil aviation (Operation of aircraft for commercial air transport) Regulations, 2018.</p> <p>Regulation 250</p>

\*Kenya Airways reiterates that the safety of our crew and customers remains our highest priority.