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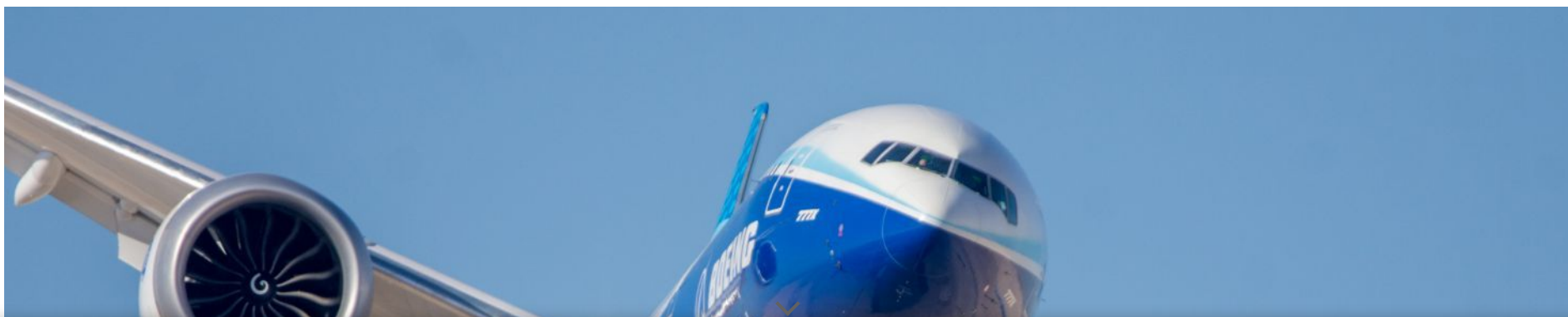
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Boeing 777X certification delayed until 2027

Boeing's CEO warned that the 777X certification program is "clearly behind schedule," delaying initial deliveries and frustrating key customers.



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Boeing 777X at Dubai Airshow 2021 Photo: Sebastián Borsero

Boeing 777X certification is facing a further and lengthy delay, potentially pushing the first





the perception that the test program, which recently added a fifth
ing smoothly. A lack of transparency regarding development
m of Boeing, and although Ortberg's statement came outside of
again calls into question the manufacturer's ability to meet its

schedules, [AirInsight](#) reported .

The economic implications of this delay are considerable. Analysts at Jeffries, led by Sheila Kahyaoglu, noted that this situation "creates an outsized financial impact" and could result in a **non-cash charge of up to \$4 billion for Boeing in the third quarter.**

Since its initial entry-in-service (EIS) date, the **777X** program has already accumulated more than \$10 billion in cost overruns. With this latest setback, that figure could quickly climb to \$14 billion. Furthermore, the postponement of deliveries affects projected cash flow, which could force Boeing to reconsider its plans to increase production to 60 airplanes per year, given the high cost of manufacturing and storing undeliverable aircraft.

Frequently Asked Questions (FAQ)

What is the new estimated date for the first delivery of the Boeing 777X? According to warnings from Boeing's CEO, the first deliveries may not occur until 2027, which is almost eight years behind the original plan from December 2019.

Why is the 777X certification delayed again? Although no single cause was specified, Boeing CEO Kelly Ortberg admitted that the company is "clearly behind" in its certification



...from. Other major customers include Qatar Airways and

to the Boeing 777X on the market? Not currently. The size and range segment that Airbus doesn't directly cover 50-1000. This lack of direct competition is a key advantage for Boeing, despite the delays.

The frustration of key customers

The patience of airline customers is running out. **Emirates**, the largest buyer of the **777X** with 262 of the 624 total orders, is the hardest hit. Its president, Sir Tim Clark, expressed extreme dissatisfaction and announced that he planned to have a "serious conversation" with Boeing, stating that he does not see "how Boeing can make meaningful forecasts about delivery dates."

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Despite the problems, demand for an aircraft of this type remains strong. Airlines such as Qatar Airways and Cathay Pacific have reaffirmed their orders, as Airbus currently offers no direct competitor in size and range. However, confidence in Boeing's ability to meet deadlines is a critical factor that could hinder future orders. Meanwhile, many airlines were forced to invest considerable sums in renewing their 777-300ER fleets, aircraft that the **777X** was intended to replace.

Meanwhile, the certification processes for the **MAX 7** and **MAX 10** models are also delayed, pending a key FAA waiver. This outlook shows that, while the company's overall trajectory may be positive in some areas, resolving its systemic issues will take time and will continue to create turbulence for its most important programs.

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