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De Havilland Canada Dash 7 – 110

This 49-seat aircraft was initially developed to shuttle travellers outside of busy cities to reduce international airport traffic, but quickly found a niche due to its robust design.

Able to deal with even the most challenging flight conditions, this turboprop-powered aircraft is ideal for wilderness take-offs and landings and has earned its worldwide reputation for reliability & performance.

Engine Type: 4 × Pratt & Whitney Canada PT6A-50 Turboprop

Manufacturer: De Havilland, Canada

Max takeoffweight: 44,000 lbs (19,958 kgs)



Seating Capacity: 49
Pressurised Cabin



Crew: 6 (2 Pilots, 2 Flight Attendants,
1 Engineer and 1 Baggage Master)



Bombardier DHC 8-202 (Dash 8)

This is a classic turboprop, first manufactured by De Havilland Canada, modelled after the Dash 7.

Featuring improved cruise performance, this model combines turboprop attributes with jet-like features.

Larger and faster than its predecessors, the Dash 8 is even more robust when using unpaved runways, making it an ideal aircraft for bush flying.

Engine Type: 2 x Pratt and Whitney Canada PW123D

Manufacturer: De Havilland, Canada

Max takeoffweight: 36,300 lbs (16,466 kgs)



Seating Capacity: 36
Pressurised Cabin



Crew: 5 (2 Pilots, 1 Flight Attendant,
1 Engineer and 1 Baggage Master)



De Havilland Canada DHC-6-300 Twin Otter

The Twin Otter is a regional aircraft that has become known as a model that embodies reliability. Powered by twin turboprop engines and featuring a rugged, fixed tricycle landing gear, its durable construction is engineered to navigate challenging terrains with ease.

It's rugged construction and short take-off and landing (STOL) capabilities makes it the definitive tool for transporting passengers and cargo into the most remote and iconic reaches of the wild, where others cannot land.

Engine Type: Two Pratt and Whitney PT6A-27 Turboprop

Manufacturer: De Havilland, Canada

Max takeoffweight: 12,500 lbs (5,670 kgs)



Seating Capacity: 18



Crew: 2 Pilots



Safety Standards

AirKenya operates with high safety standards emphasizing a “safety first” culture and utilizing inhouse maintenance with qualified engineers and maintenance technicians. Our pilots undergo world-class training at FlightSafety International in Toronto, Canada, where they do both their initial and recurrent training. We do bi-yearly base checks (pilot proficiency checks) and yearly route checks (line checks) for all our pilots.

From take-off to landing and throughout all ground operations, safety and precautionary measures remain central to our flight operations.

All AirKenya aircrafts are equipped with:

- Advanced flight following systems
- Traffic and Collision Avoidance Systems
- Ground Proximity Warning Systems
- Weather Radar Systems
- Weather Radar
- VHF/HF Radios (For immediate Dispatcher communication)
- Portable display devices (to reduce crew workloads)

Maintenance

Our maintenance facility in Nairobi is an Approved Maintenance Organisation (AMO) to service our aircraft as well as our sister airlines, Regional Air (Tanzania) and Aerolink (Uganda).

We also carry out third party maintenance.

The group only uses approved suppliers and Original Equipment Manufacturers (OEM).

Oversight bodies

- Kenyan Civil Aviation Authority (KCAA)

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