REPUBLIC OF KENYA

MINISTRY OF ROADS AND TRANSPORT

STATE DEPARTMENT FOR AVIATION AND AEROSPACE DEVELOPMENT

AIRCRAFT ACCIDENT INVESTIGATION DEPARTMENT

INVESTIGATION REPORT No. 02/04/2026

PRELIMINARY INVESTIGATION REPORT ON A RUNWAY OVERRUN INCIDENT INVOLVING AN EMBRAER 120 AIRCRAFT, REGISTRATION 5Y-EBB, ON 24 APRIL 2026 AT MANDERA AIRPORT, MANDERA COUNTY, KENYA.

OBJECTIVE

This report contains information determined up to the time of publication. It is published to inform the aviation industry and the public of the general circumstances of the serious incident.

This investigation has been carried out in accordance with ***The Kenya Civil Aviation (Aircraft Accident and Incident Investigation) Regulations, 2024,*** and ***the International Civil Aviation Organization's (ICAO's) Annex 13 to the Convention on International Civil Aviation.***

The sole objective of the investigation of an accident or incident under these Regulations shall be the prevention of accidents and incidents. It shall not be the purpose of such an investigation to apportion blame or liability.

The information contained in this report is derived from the data collected during the investigation of the serious incident.

AIRCRAFT ACCIDENT INVESTIGATION DEPARTMENT

AIRCRAFT ACCIDENT INVESTIGATION PRELIMINARY REPORT SUMMARY

OPERATOR	:	Transafrican Air Limited
AIRCRAFT TYPE	:	Embraer 120
MANUFACTURER	:	Embraer S.A.
YEAR OF MANUFACTURE	:	1992
AIRCRAFT REGISTRATION	:	5Y-EBB
AIRCRAFT SERIAL NUMBER	:	120-268
DATE OF REGISTRATION	:	25 September 2025
NUMBER AND TYPE OF ENGINE	:	Two, Pratt & Whitney Canada PW118B
DATE OF OCCURRENCE	:	24 April 2026
LAST POINT OF DEPARTURE	:	Jomo Kenyatta International Airport, Nairobi County, Kenya
POINT OF INTENDED LANDING	:	Mandera Airport, Mandera County, Kenya
TIME OF OCCURRENCE	:	*0545 (0845)
LOCATION OF OCCURRENCE	:	Mandera Airport
TYPE OF FLIGHT	:	Commercial, Passenger, charter
PHASE OF FLIGHT	:	Landing
NUMBER OF PERSONS ON BOARD	:	36
INJURIES	:	Minor (01)
NATURE OF DAMAGE	:	Slight damage
CLASS OF OCCURRENCE	:	Serious Incident
PILOT IN COMMAND	:	ATPL holder
PIC FLYING EXPERIENCE	:	5,366.7 hours

All times given in this report are Coordinated Universal Time (UTC), with East African Local Time in Parenthesis

INVESTIGATION PROCESS

The operator notified the Aircraft Accident Investigation Department (AAID) of the State Department for Aviation and Aerospace Development (SDAAD) in the Ministry of Roads and Transport of the serious incident involving an Embraer 120 aircraft, registration 5Y-EBB, which occurred at Mandera Airport in Mandera County on 24 April 2026.

AAID investigators were deployed to the site to conduct an initial onsite investigation and witness interviews.

After the initial on-site investigation phase, the occurrence was classified as an "incident" in accordance with the International Civil Aviation Organization's (ICAO) Annex 13 provisions.

Subsequently, in accordance with ICAO Annex 13 protocols, the AAID notified the following:

1. The Centro de Investigação e Prevenção de Acidentes Aeronáuticos (*Aeronautical Accidents Investigation and Prevention Center*) of Brazil as the aircraft accident investigation authority of the State of Design and Manufacture of the aircraft;
2. The Transportation Safety Board of Canada as the aircraft accident investigation authority of the State of Manufacture of the engines; and
3. The International Civil Aviation Organization (ICAO).

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LIST OF ABBREVIATIONS/GLOSSARY OF TERMS

AAID	-	Aircraft Accident Investigation Department
AMSL	-	Above Mean Sea Level
AOC	-	Air Operator Certificate
ATC	-	Air Traffic Control
ATPL	-	Airline Transport Pilot License
CENIPA	-	Centro de Investigação e Prevenção de Acidentes Aeronáuticos do Brasil
C of A	-	Certificate of Airworthiness
CSN	-	Cycles Since New
CVR	-	Cockpit Voice Recorder
ELT	-	Emergency Locator Transmitter
FDR	-	Flight Data Recorder
ft	-	feet
HKJK	-	Jomo Kenyatta International Airport
HKMA	-	Mandera Airport
ICAO	-	International Civil Aviation Organization
IFR	-	Instrument Flight Rules
VMC	-	Visual Meteorological Conditions
IR	-	Instruments Ratings
KAA	-	Kenya Airports Authority
KCAA	-	Kenya Civil Aviation Authority
KMD	-	Kenya Meteorological Department
M	-	metres
Operator	-	Transafrican Air Limited
PIC	-	Pilot-In-Command
SDAAD	-	State Department for Aviation and Aerospace Development
TSN	-	Time Since New
TSO	-	Time run since Overhaul
VFR	-	Visual Flight Rules

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SYNOPSIS

On 24 April 2026 at approximately 0545 (0845), a runway overrun incident occurred at Mandera Airport (HKMA) in Mandera County, involving an Embraer EMB-120 aircraft, registration 5Y-EBB. On board the commercial passenger charter flight were 32 passengers and a crew comprising a pilot-in-command, a first officer, a cabin crew member, and an aircraft engineer.

The operator, Transafrican Air Limited, had filed a flight plan with the Kenya Civil Aviation Authority (KCAA) with a planned departure at 0300 (0600) from Jomo Kenyatta International Airport (HKJK) in Nairobi County. An estimated arrival at 0450 (0750), operating under Instrument Flight Rules (IFR) at flight level FL230. The flight plan was approved by the KCAA.

The aircraft took off from HKJK at 0355 (0655) and touched down on HKMA's Runway (RWY) 05 at 0545 (0845). The flight crew reported being unable to stop the aircraft, resulting in the runway overrun. The aircraft came to a rest against the aerodrome's perimeter fence.

An emergency evacuation was initiated immediately, allowing all occupants to exit the aircraft safely; one crew member sustained minor injuries.

The aircraft sustained structural damage to the nose section, all propeller blades on both engines, and the nose landing gear separated from its attachment fittings. A post-impact fire in Engine No. 1 was initially suppressed by the crew and subsequently extinguished by the local county fire services.

At the time of the serious incident, Visual Meteorological Conditions (VMC) prevailed in the region.

The investigation to identify the probable causes and contributing factors of the serious incident is ongoing.

1.0 FACTUAL INFORMATION

1.1 THE HISTORY OF THE FLIGHT

On 23 April 2026, the operator of an Embraer EMB-120 aircraft, registration 5Y-EBB, filed a flight plan with the Kenya Civil Aviation Authority (KCAA) for 24 April 2026. The plan specified a departure time of 0300 (0600) from Jomo Kenyatta International Airport (HKJK) in Nairobi County, and an estimated arrival time of 0450 (0750) at Mandera Airport (HKMA) in Mandera County, operating under Instrument Flight Rules (IFR) at flight level FL230. The flight plan was approved by the KCAA.

On 24 April 2026, the aircraft, registration 5Y-EBB, operated by Transafrican Air Limited, took off from HKJK's Runway (RWY) 06 at 0355 (0655) bound for Mandera Airport. On board the commercial passenger charter flight were 32 passengers and a crew comprising a pilot-in-command, a first officer, a cabin crew member, and an aircraft engineer. This was the crew's first flight of the day.

According to the flight crew, the approach to HKMA Runway (RWY) 05 was stable, and all flight parameters were normal. Upon touchdown at 0545 (0845), the crew reported that despite applying normal braking pressure, the aircraft did not decelerate as expected and could not stop within the remaining runway distance. The flight crew then applied maximum reverse thrust and emergency braking in an unsuccessful attempt to stop the aircraft, leading to a runway overrun. The crew issued the command "brace," just before impact. The aircraft impacted the aerodrome's perimeter fence, a thicket, and a small embankment, coming to rest facing 90° right of the runway, 89 metres from the end of the runway.

Following engine shutdown, the flight crew commanded an emergency evacuation. All passengers and crew successfully egressed the aircraft, with one crew member sustaining minor injuries. The aircraft sustained damage to the nose section, all propeller blades on both engines, and the nose landing gear separated from its attachment fittings. A post-impact fire in Engine No. 1 was initially suppressed by the flight crew and subsequently extinguished by the local county fire brigade.

At the time of the serious incident, Visual Meteorological Conditions (VMC) prevailed in the region.

Fig. No.1: *A general flight path of the occurrence aircraft from HKJK to HKMA (Source: Flightradar24).*

Fig. No. 2: *A photo illustrating the runway threshold, tire marks, and the aircraft's final resting position.*

Fig. No. 3: A photo showing the damage to the thicket along the aircraft's direction of motion

Fig. No. 4: *A photo of the aircraft's empennage*

Fig. No. 5: *A different view of the aircraft's resting position*

1.2 INJURIES TO PERSONS

Table A. INJURY CHART

Injuries	Crew	Passengers	Others
Fatal	1	0	0
Serious	0	0	0
Minor/None	4	32 *(Inclusive of infants)*	

1.3 DAMAGE TO AIRCRAFT

The aircraft was slightly damaged.

1.4 OTHER DAMAGE

The aircraft impacted and damaged the aerodrome's perimeter chain-link fence and concrete poles.

1.5 PERSONNEL INFORMATION

Table B: SUMMARY OF THE FLIGHT CREW'S RELEVANT INFORMATION

FLIGHT CREW DETAILS	PIC DETAILS	FO DETAILS
Pilot License	ATPL	ATPL
Ratings	Piper PA 34, Embraer EMB 120, Fokker 50, and de Havilland DHC 8	Piper PA 34, Cessna 172, Cessna 208, and Embraer EMB 120
Medical expiry date	28 May 2026	12 June 2026
License expiry date	05 July 2026	19 June 2026
Total flying hours	5,366.7	6,615.5
Total hours on type EMB 120	2,385.5	164.6
Hours flown, last 90 days	122.23	150.23
Hours flown, last 30 days	58.72	61.47
Hours flown, last 14 days	28.55	30.35
Hours flown, last 07 days	3.83	3.83
Hours flown, last 24 hours	1.7	1.7
Hours, rest since previous duty	≥12	≥12

Records provided by the operator indicated that the PIC and FO had completed mandatory training, including:

1) Safety Management Procedures: initial theory and initial drills;
2) Dangerous goods regulations: Pilot-specific training;
3) Aviation security (AVSEC): Initial training for flight crew;
4) Safety Management Systems (SMS): Awareness initial training;
5) Crew Resource Management (CRM): Initial; and
6) Embraer EMB 120 initial training: Ground and synthetic flight trainer/ground and full flight simulator level B qualification.

1.5.1 The Pilot-in-Command

Records provided by the operator indicated that at the time of the serious incident, the 32-year-old PIC held a valid Airline Transport Pilot License (ATPL - Aeroplane) with an Instrument Rating (IR) issued by the Kenya Civil Aviation Authority (KCAA). The license was valid until 05 July 2026, and included Group 1 type ratings for the Piper PA-34, Embraer EMB 120, Fokker 50, and de Havilland DHC-8, issued on 29 October 2018, 02 September 2019, 02 March 2020, and 27 September 2024, respectively.

The ATPL was originally issued on 29 October 2018. The PIC completed an Instrument Flying Test on 23 May 2025 and passed the flight test. The Instrument Rating (IR) was endorsed on 05 June 2025.

The current rating was valid until 27 October 2026. The PIC also held a night rating issued on 29 October 2018, and a Flight Radio Telephony Operator's license valid until 12 April 2027. Additionally, the PIC held a Class 1 medical certificate with limitations (holder shall wear corrective lenses), valid for 12 months until 28 May 2026, in accordance with current KCAA personnel licensing requirements. On this flight leg, the PIC acted as the pilot flying (PF).

1.5.2 The First Officer

Records provided by the operator indicated that at the time of the serious incident, the 33-year-old FO held an Airline Transport Pilot License (ATPL - Aeroplane) with an Instrument Rating (IR) issued by the KCAA. The license was valid until 19 June 2026, with Group 1 type ratings for the Piper PA-34, Cessna 172, Cessna 208, and Embraer EMB-120 (issued on 21 June 2023, 08 June 2024, 21 June 2023, and 04 March 2026, respectively), and a Group 2 type rating for the BAE ATP issued on 02 October 2023.

The ATPL was originally issued on 21 June 2023, and the current IR was valid until 21 June 2026. The FO also held a night rating issued on 21 June 2023, and a Flight Radio Telephony Operator's license valid until 12 June 2026. Additionally, the FO held a Class 1 medical certificate with no limitations, valid for 12 months until 12 June 2026, in accordance with current KCAA personnel licensing requirements. On this flight leg, the FO acted as the pilot monitoring (PM).

1.6 AIRCRAFT INFORMATION

1.6.1. General

Fig. No. 6: *A past photo of 5Y-EBB*

The aircraft was an Embraer EMB-120ER manufactured in Brazil by Embraer S.A. It is a twin-turboprop commuter airliner featuring a circular cross-section fuselage, low-mounted straight wings, and a T-tail configuration. The fuselage utilizes a semi-monocoque design with an aluminum alloy skin, while the wing structure features a single three-spar design linked to the lower fuselage frames.

The nose cone, dorsal fin, and leading edges of the wings and tailplane primarily consist of Kevlar-reinforced glass-fibre material. Additionally, the aircraft is equipped with a hydraulically actuated, retractable tricycle landing gear system fitted with oleo-pneumatic shock absorbers, a Hydro-Aire anti-skid system, and either carbon or steel brakes.

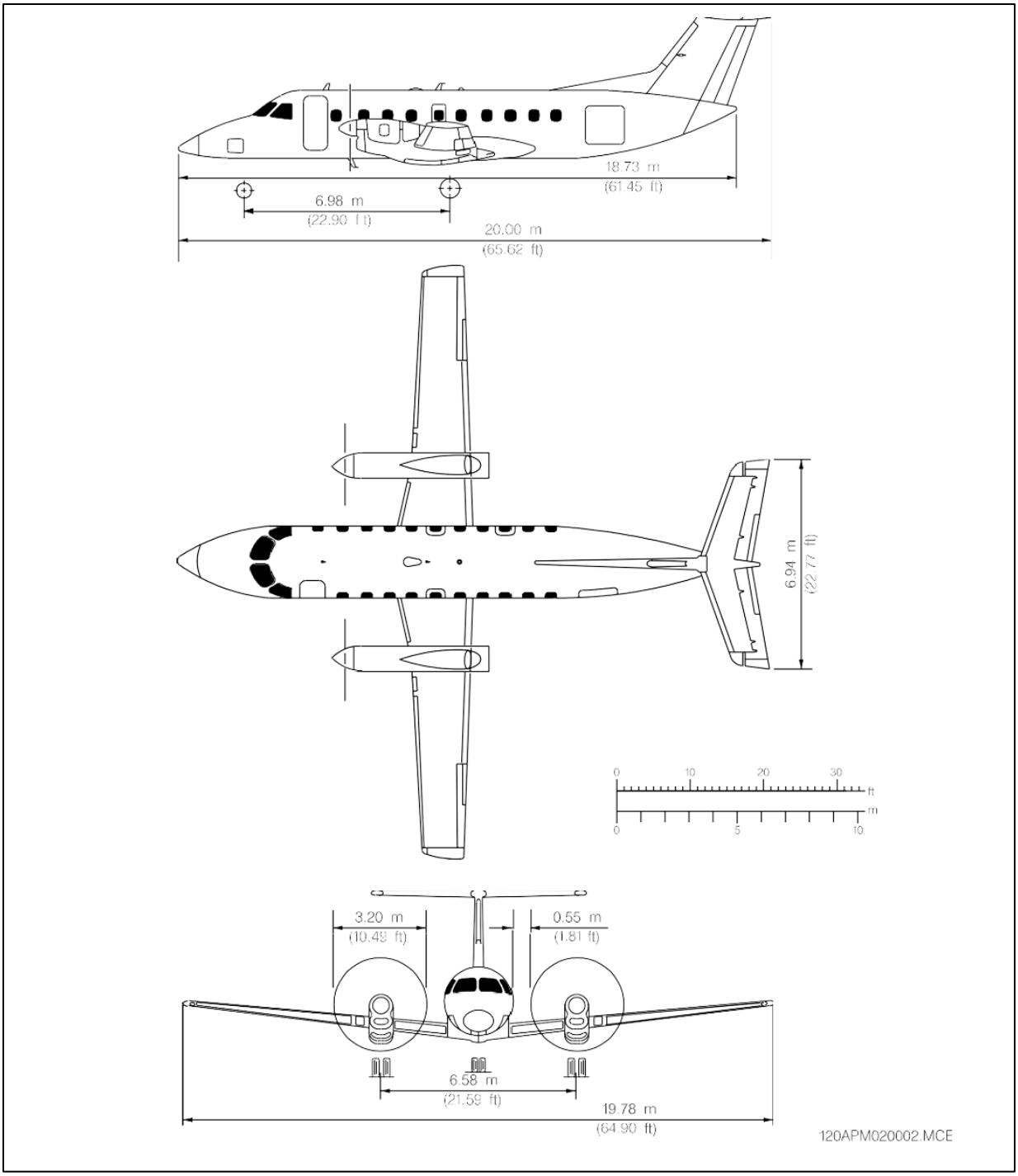

Fig. No. 7: *Airplane general dimensions*

Table C: SUMMARY OF THE AIRCRAFT'S DETAILS

Manufacturer	Embraer S.A. (Yabora Industrial Aeronautica S.A.)	
Type and model	EMB 120 ER	
Aircraft Serial number	120-268	
Date of Manufacture	1992	
Nationality / Registration Mark	5Y-EBB	
Name of Operator	Transafrican Air Limited	
Name of Approved Maintenance Organization	Helicopters International Limited	
Aircraft Certificate of Registration	25 September 2025	
Issuance of Certificate of Airworthiness	13 January 2026	
Validity of Certificate of Airworthiness	12 January 2027	
Category of Certificate of Airworthiness	Commercial Air Transport (Passengers)	
Number of crew	02	
Number of Passengers	34	
Service ceiling	32,000 ft	
Maximum Ramp Weight	12,070 kg	
Maximum take-off mass	11,990 kg	
Maximum landing weight	11,700 kg	
Basic operating weight	7,628 kg	
Maximum zero fuel weight	10,900 kg	
Maximum payload	3,220 kg	
Usable fuel (litres)	3,312	
Total airframe time since new (hours)	34,692.05	
Cycles since new	36,903	
Time since renewal of C of A (hours)	183.30	
Engine type (No.)	Pratt & Whitney Canada PW 118B (2No.)	
Engine Serial number	PCE-AP0035, PCE-AP0051	
Engine date of manufacture	April 1998	
Engine hours since new (No. 1, No. 2) (as at 20 April 2026)	37,991.15	33,591.93

Engine Cycles Since New (No.1, No.2)	50,675	47,860
Total engine hours since complete overhaul (No. 1, No. 2)	7,107.15	3,171.73
Propeller manufacturer	Hamilton Standard	
Propeller type, No.	14RF-9	
No. of blades	4	
Propeller serial Number (No.1, No.2)	2012070111	508
Propeller year of manufacture (No.1, No.2)	Details were not captured in their respective logbooks	
Propeller Time Run Since Complete Overhaul (TSCO) (No.1, No.2) (Hours)	4,297.55	1,040.16
Fuel type used	Jet A1	
Fuel capacity (litres)	1,360 litres ** The fuel quantity was topped up at HKJK prior to the flight.*	

1.6.2. Aircraft Maintenance

A review of the aircraft records provided by the operator indicated that the most recent maintenance checks were conducted by Helicopter International Limited, an HKNW-based Approved Maintenance Organization (AMO) contracted by the operator.

The AMO was certified by the KCAA under Authority Reference No. K/AMO/L/064, issued on 06 March 2026 and valid for 12 months. Documents provided by the operator showed that the aircraft had no known defects prior to or during the flight.

1.6.3 Mass and Balance

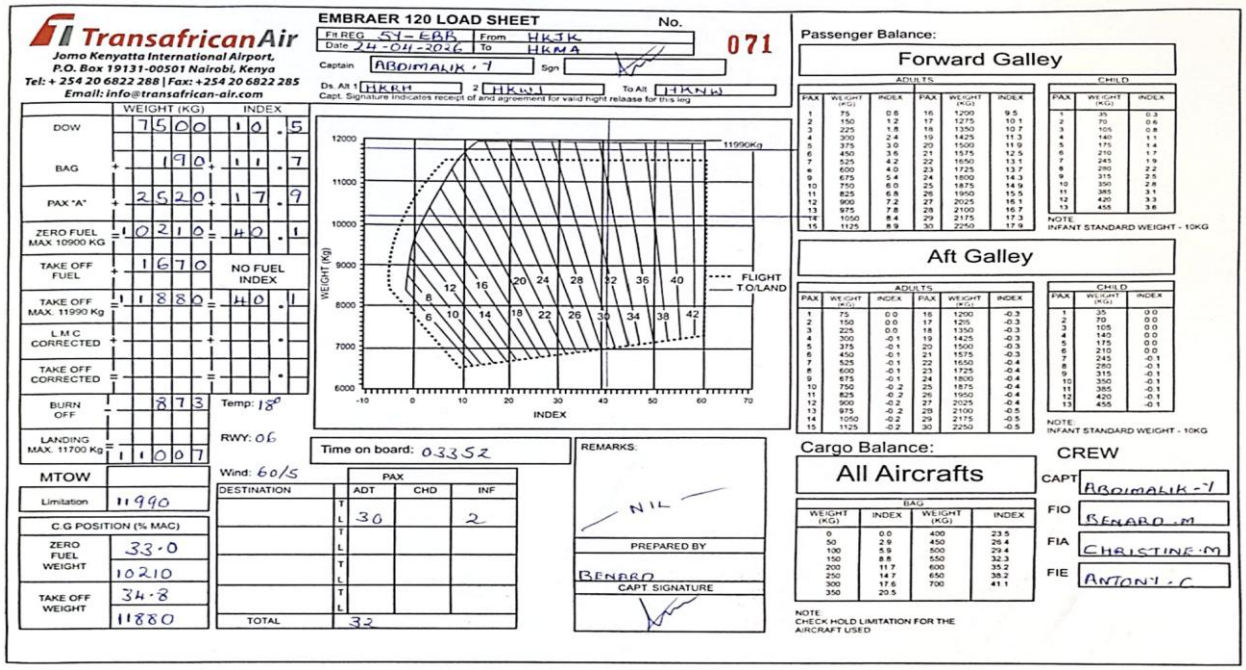

Fig. No. 8: *Load Sheet*

1.7 METEOROLOGICAL INFORMATION

The Aerodrome Routine Meteorological Report (METAR) issued by the Kenya Meteorological Department indicated that on 24 April 2026, HKMA experienced the following weather conditions:

1) METAR HKMA 240500Z 26009KT 9999 SCT024 27/23=
2) METAR HKMA 240600Z 22009KT 9999 BKN025 28/22=

At 0500 (0800), the wind direction was from 260 degrees (west-southwest) at 9 knots, with prevailing visibility of 10 km or greater and a scattered cloud layer at 2,400 ft above ground level. The ambient temperature was 27°C, with a dew point of 23°C.

At 0600 (0900), the wind direction was from 220 degrees (southwest) at 9 knots, with prevailing visibility of 10 km or greater and a broken cloud layer at 2,500 ft above ground level. The ambient temperature was 28°C, with a dew point of 22°C.

The weather at HKMA and its environs was suitable for the flight.

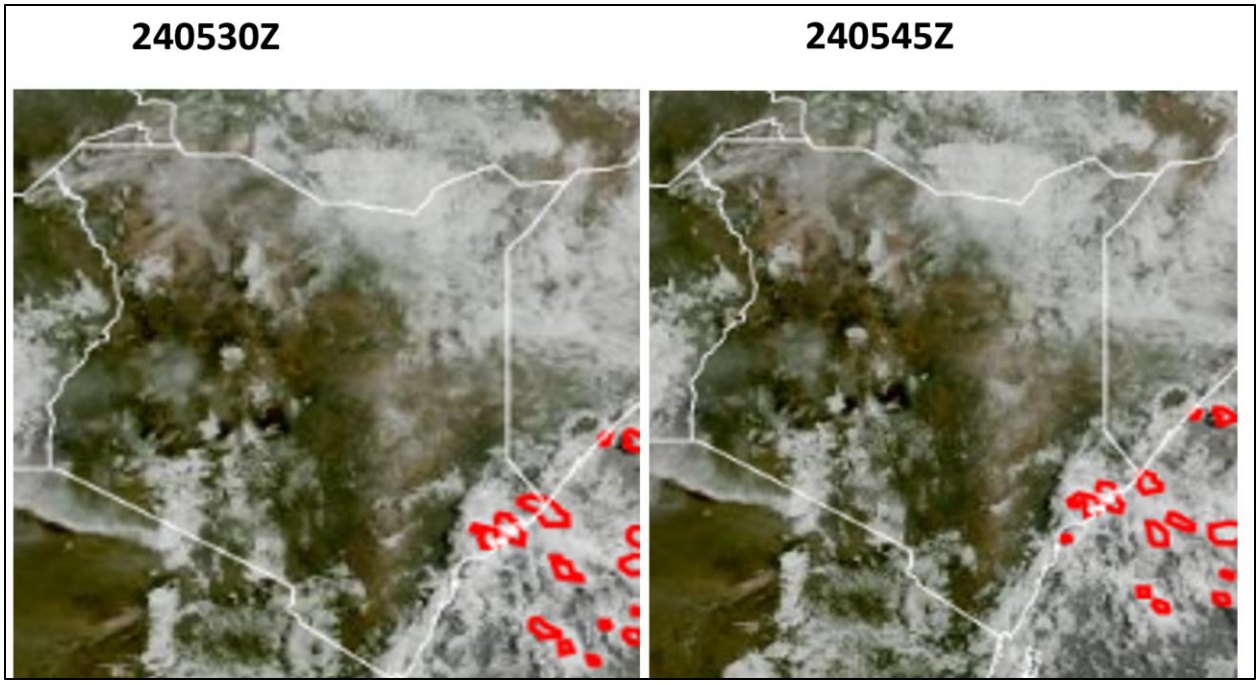

Fig. No. 9: *Satellite images of the country taken at the highlighted times (Source: Kenya Meteorological Department)*

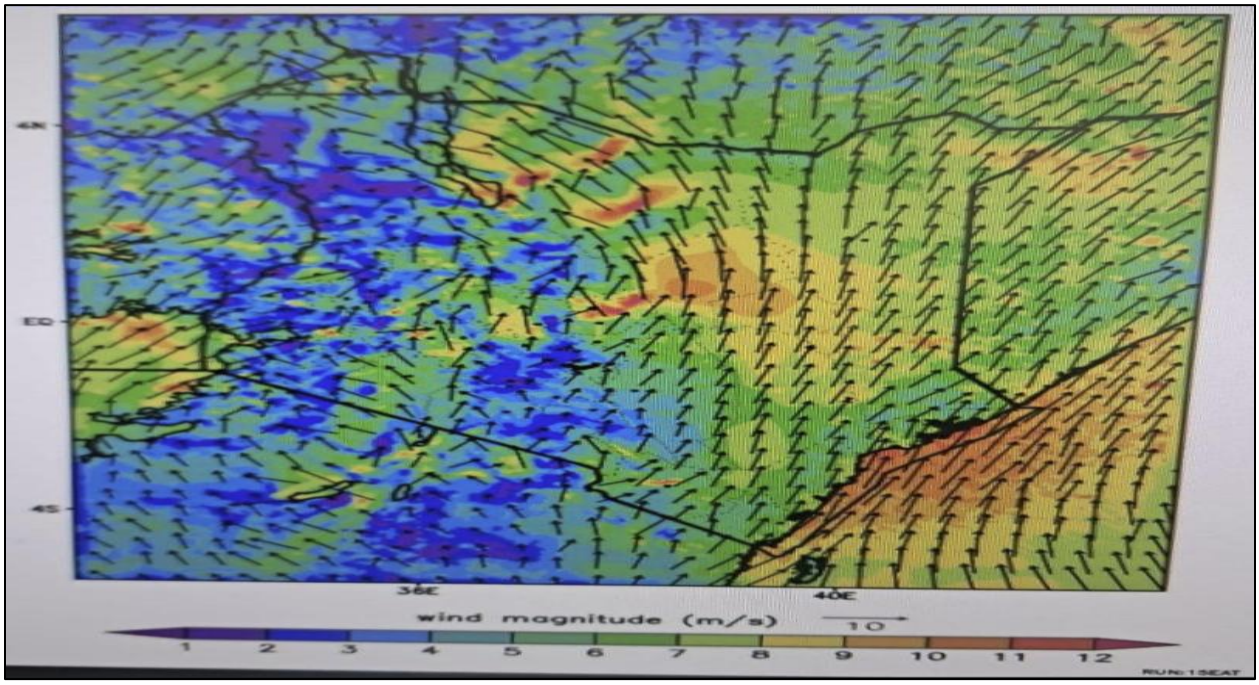

Fig. No. 10: *Maximum surface wind forecast between 0600 (0900) 23 April and 0600 (0900) 24 April 2026.*

1.8 AIDS TO NAVIGATION

There are no navigational aids available at HKMA, and the aerodrome is unmanned. Operations are conducted under VFR.

The aircraft departed HKJK on a routine flight. Upon release from Nairobi Approach, the crew contacted the Area Control Center (ACC) and were instructed to climb to cruising level FL190 and call at the top of descent. The crew acknowledged. The aircraft climbed at a rate between 600 and 800 ft/min, maintaining FL190 until commencing its descent at 0530 (0830) at 1,200 ft/min.

The aircraft was lost on radar at 0535:01 (0835:01), passing approximately FL124 at a distance of about 390 miles from HKJK.

Table D: PERTINENT RADAR TRANSCRIPT 5YEBB E120 ON 24 APRIL 2026

ACFT C/S		Squawk 5372				
TIME	DME	RAD	ROC	ALT	GS/HDG	REMARKS
0400:28	11.23	032.2	+800	092	192/029	
0408:32	36.90	037.0	+600	150	201/046	ACFT handed to ACC from APP
0417:38	67.59	040.0	+400	190	208/043	
0436:40	144.35	041.35	=	190	245/043	
0451:14	203.59	041.0	=	191	244/043	ACFT at Wajir TMA boundary
0504:46	259.20	042.1	=	190	244/042	ACFT abeam WAV
0516:40	309.64	042.1	=	190	229/042	ACFT exiting Wajir TMA boundary
0530:16	367.06	042.2	-1200	183	261/043	ACFT top of descent
0532:41	379.16	042.2	-1200	153	304/042	
0534:46	388.54	042.2	-1100	128	287/043	
0535:01	390.34	042.2	-1200	124	283/042	Radar lost at 0535:13
NOTE: Distances and bearings are from VOR/DME						

1.9 COMMUNICATIONS

The aircraft was equipped with a two-way Very High Frequency (VHF) radio. The flight crew made standard radio calls to the Nairobi Area Control Center (ACC) during the early phases of the flight.

Table E: VOICE TRANSCRIPT 5YEBB E120 ON 24 APRIL 2026

TIME	TX STN	RX STN	INTELLIGENCE
0408:26	5YEBB	ACC N	Good morning, five yankee echo bravo bravo
0408:32	ACC N	5YEBB	Five Yankee Echo Bravo Bravo, good morning, climb flight level one Niner Zero Mike Alpha Victor report top of descent
0408:42	5YEBB	ACC N	Roger, One Nine Zero Mike Victor, next top of descent Echo Bravo Bravo

Communications were not considered a contributing factor to the serious incident.

1.10 AERODROME INFORMATION

1.10.1 General Aerodrome Information – HKMA

Mandera Airport (ICAO code: HKMA) is located in Mandera, Mandera County, Kenya, near the tripoint where the international borders of Kenya, Ethiopia, and Somalia intersect. It is owned by the KAA and is located approximately 800 km by air northeast of HKJK. The geographic coordinates of the airport are 3° 56' 15" N, 41° 50' 55" E.

Situated at 231 m (758 ft) above mean sea level, the airport has a single asphalt runway measuring 1,100 m (3,600 ft) by 23 m (75 ft).

The serious incident occurred within the aerodrome, which serves Mandera and its surrounding communities.

During the on-site investigation, sand contamination was found on the runway surface.

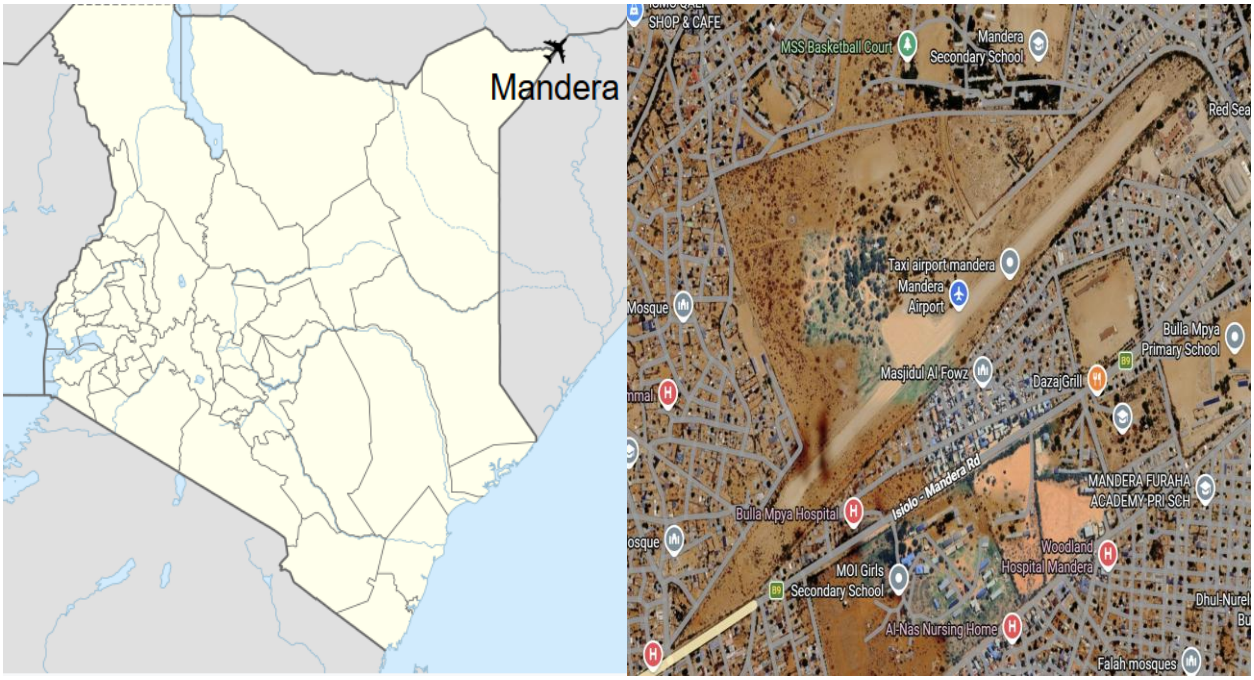

Fig. No. 11: *Location of Mandera Airport in Kenya (Placement on map is approximate), and aerial view of RWY 05/23 (Source: Google Maps)*

1.11 FLIGHT RECORDERS

The aircraft was equipped with a digital Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR).

Fig. No. 12: *Photos of the FDR and CVR*

1.11.1 Cockpit Voice Recorder (CVR)

The aircraft was equipped with a Fairchild A100A CVR (Part No. 93-A100-83, Serial No. 61389) featuring a data plate date of 07/93. The CVR was recovered in good condition from the aft section of the aircraft on 25 April 2026. This model of CVR is obsolete and does not conform to the First Schedule of the Civil Aviation (Instruments and Equipment) Regulations, 2018.

1.11.2 Digital Flight Data Recorder (DFDR)

The aircraft was equipped with an L3 Communications FA2100 FDR (Part No. 2100-4043-00, Serial No. 000413527), with a manufacturer code (MFR) of 06141 and a manufacture date (DMF) of 09/2006. The FDR was recovered in good condition from the aft section of the aircraft on 25 April 2026.

The aforementioned components will be shipped to the CENIPA recorders laboratory for data readout and analysis, in accordance with the protocols of Annex 13 to the Convention on International Civil Aviation.

1.12 WRECKAGE AND IMPACT INFORMATION

The aircraft overran the runway by 89 m and veered 10 m to the right. It impacted the aerodrome's perimeter fence, a thicket, and a small embankment, coming to rest facing 90° right of the runway.

The propeller blades of Engine No. 1 detached from their hub and exhibited torsional damage. The upper engine cowling exhibited fire damage. The Engine No. 2 propeller blades suffered a mid-span separation and exhibited torsional damage.

The main landing gear embedded in the soft ground; the left inboard tire deflated. The nose landing gear collapsed aft and detached from its attachment fittings. The nose section impacted the aerodrome perimeter fence, damaging both the fencing and its support poles.

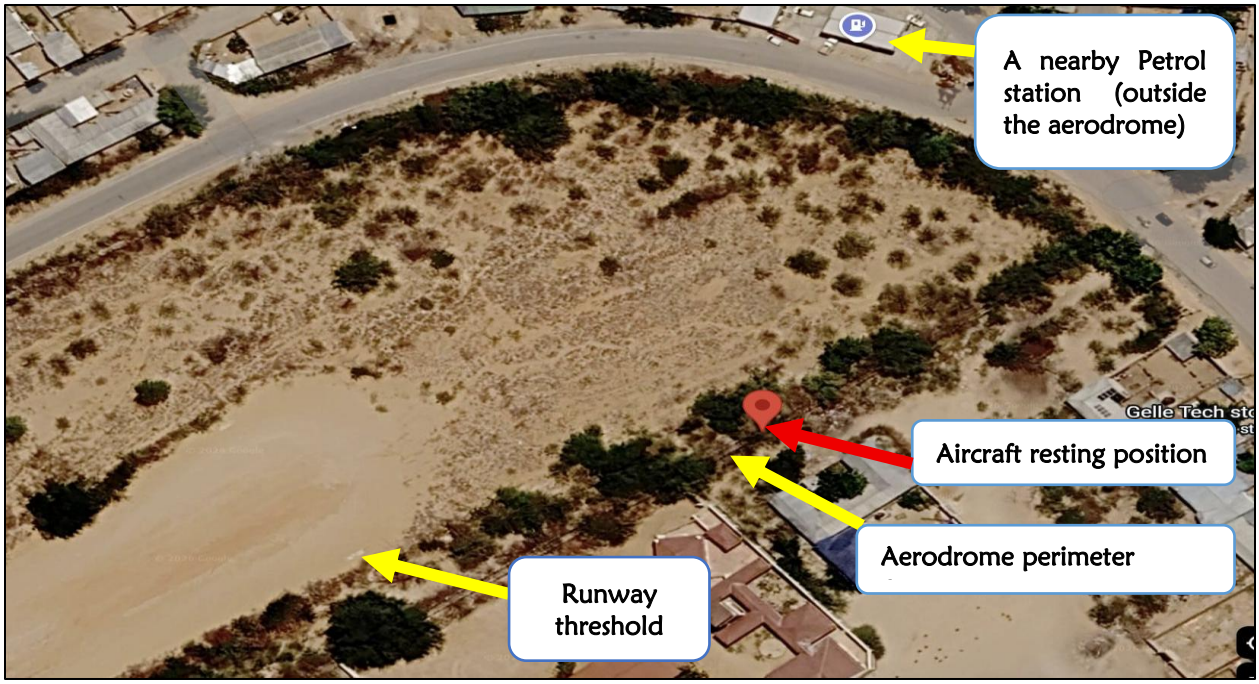

Fig. No. 13: *Aerial view illustrating the aircraft's final resting position relative to the runway threshold, the aerodrome perimeter fence, and the nearby petrol station (Source: Google Maps).*

Fig. No. 14: *A left-side photo of the aircraft*

Fig. No. 15: *Aircraft entangled in the perimeter fence and associated poles.*

Fig. No. 16: *Right-side view of the aircraft*

Fig. No. 17: *The nose landing gear*

Fig. No. 18: *Right main landing gear embedded in the soft ground, and left inboard deflated tire.*

Fig. No. 19: *Engine No. 1 propeller hub assembly missing all blades.*

Fig. No. 20: *View of Engine No. 2 propeller blades exhibiting mid-span separation and spinner damage*

Fig. No. 21: *View of the right-wing leading edge with thicket on the top surface*

Fig. No. 22: *Right main landing gear embedded in the soft ground*

Fig. No. 23: *A propeller blade exhibiting torsional damage.*

1.13 MEDICAL AND PATHOLOGICAL INFORMATION

The crew members were not taking prescribed medication. Furthermore, no toxicological or physiological tests were conducted to determine if the crew's performance was affected by fatigue, alcohol, drugs, or medication at the time of the serious incident.

1.14 FIRE

A post-impact fire in Engine No. 1 was initially suppressed by the flight crew and subsequently extinguished by the local County fire engine.

Fig. No. 24: *Engine No.1 engine upper cowling exhibiting thermal distress.*

1.15 SURVIVAL ASPECTS

According to a crew member on board the aircraft, the touchdown "felt abnormal." There was a heavy impact, and the aircraft did not appear to decelerate as expected. Following the impact, the crew initiated an emergency evacuation by opening the left emergency exit door. The crew member fell from the doorsill and sustained minor injuries, but continued to assist passengers with the evacuation.

A passenger seated at the aft right emergency exit successfully deployed that door, allowing passengers to evacuate using both the left and right exits. Emergency response services arrived and extinguished the fire in Engine No. 1. All passengers evacuated safely from the aircraft, and the injured crew member was transported to a nearby medical facility.

An inspection of the cabin and cockpit revealed that all seatbelts and shoulder harnesses remained intact. However, the aft-row passenger seats and the baggage compartment bulkhead partition were displaced.

The Emergency Locator Transmitter (ELT) did not activate

Fig. No. 25: *Post-crash aft-row passenger seats and baggage compartment bulkhead/partition exhibiting displacement*

Fig. No. 26: *Post-crash aft-row passenger seats and baggage compartment bulkhead/partition exhibiting displacement.*

Fig. No. 27: *View of left emergency exit door.*

Fig. No. 28: *Post-crash cabin interior exhibiting no seat displacement*

Fig. No. 29: *Post-crash view of the cockpit*

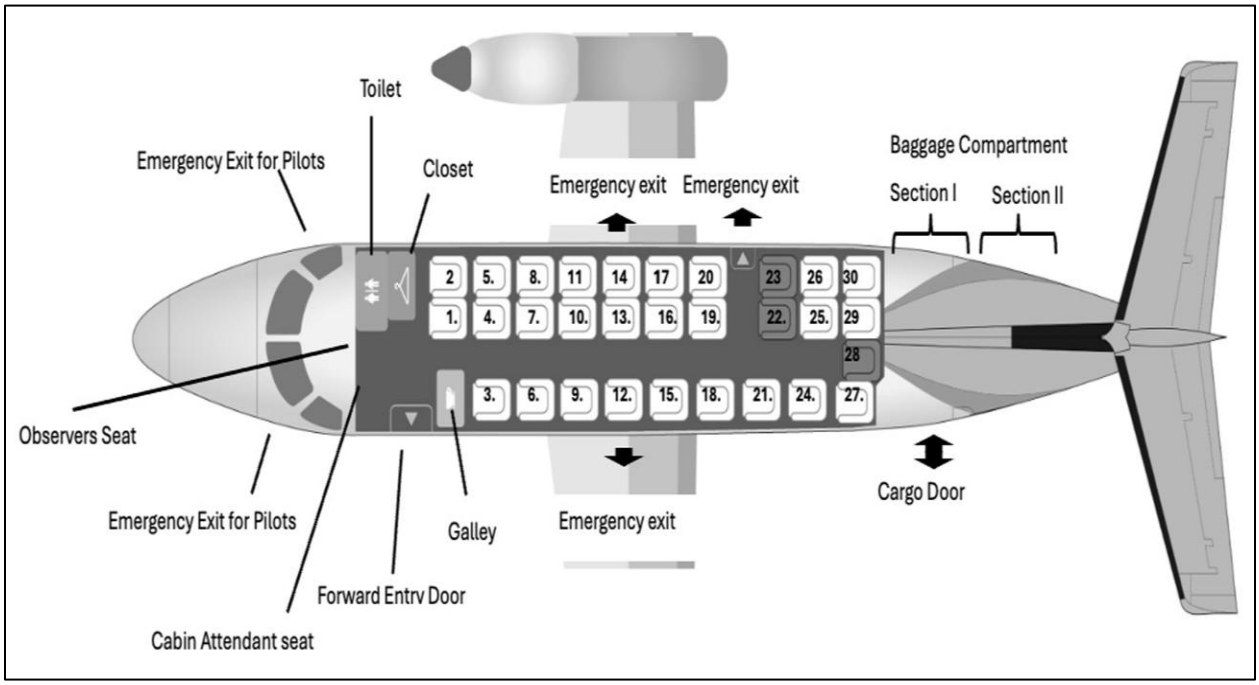

Fig. No. 30: *Embraer 120 ER seating configuration*

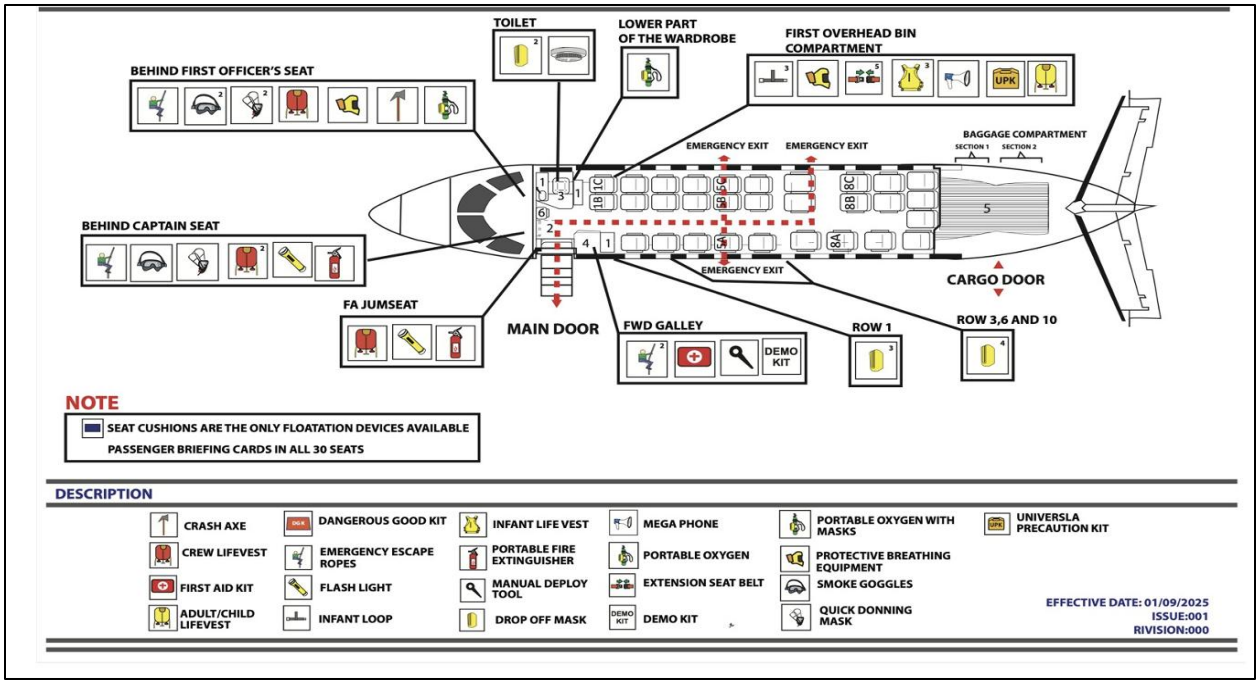

Fig. No. 31: *Emergency equipment location map*

1.16 TESTS AND RESEARCH

Not applicable.

1.17 ORGANIZATIONAL AND MANAGEMENT INFORMATION

1.17 Transafrican Air Limited

Aircraft Operator : Transafrican Air Limited.

Address : Nairobi, Kenya

At the time of the serious incident, the Jomo Kenyatta International Airport-based operator held a valid Air Operator Certificate (AOC) issued by the KCAA. The certificate was issued on 28 January 2026, with an expiration date of 27 January 2027, and authorized commercial air transportation in accordance with the operations specifications for the Embraer EMB-120.

1.18 ADDITIONAL INFORMATION

Not applicable.

1.19 USEFUL AND EFFECTIVE INVESTIGATIVE TECHNIQUES

Not applicable.

2.0 FINDINGS

The aircraft was registered on 25 September 2025 by the KCAA. At the time of the serious incident, the aircraft held a valid Certificate of Airworthiness in the Commercial Air Transport (Passengers) Category, issued by the KCAA on 13 January 2026 and valid until 12 January 2027. An inspection of the equipment by the KCAA preceded the issuance or renewal of the Certificate of Airworthiness.

The aircraft was equipped with a Fairchild CVR model A100A (Part No. 93-A100-83, Serial No. 61389) with a data plate date of 07/93. This obsolete magnetic-tape CVR did not conform to the First Schedule of the Civil Aviation (Instruments and Equipment) Regulations, 2018.

3.0 SUMMARY

The ongoing investigation will analyze all documented information to establish the findings, conclusions, probable causes, or contributing factors, and to issue any necessary safety recommendations to prevent future accidents

Ag. Chief Investigator of Aircraft Accidents – KENYA