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Newsletter from The Commercial Aviation Association of Southern Africa NPC

From our CEO

We hope this April newsletter finds you well after a relaxing Easter break. We trust you had a chance to enjoy valuable time with your loved ones over the holidays.

In a world rapidly evolving since President Trump's inauguration, the pace and impact of numerous executive orders continue to shape global narratives. The media suggest we are heading into a time of significant change—far from 'business as usual'.

What effect will the tariffs have on our aircraft parts? Note that our industry predominantly relies on the USA for aviation.

Industry Updates

Air Services Licensing Council (ASLC) (Domestic and international) Appointments

Closer to home, changes in the composition of the International and Domestic Air Services Licensing Councils are promising. We anticipate a more agile and accommodating approval process within the framework of existing regulations, even as work continues on the new Air Services Licensing Bill under the directive of the Minister of Transport.

CAASA and BARSA are deeply involved and still await feedback from our members for comments to add value to our input into this reinvigorated bill preparation.



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AAD 2026 – Gearing Up

Preparations for AAD 2026 are already in full swing. Early Bird bookings are open, with improvements underway based on lessons learned from previous editions. As lead partner, CAASA remains actively engaged. The finance team is conducting audits, and leadership is establishing a new HR committee to align our employment policies with AAD's growing national presence. We are on track and plan to deliver an excellent AAD 2026 with our partners AMD and ARMSCOR.

We are pleased that AAD has announced MILKOR as a confirmed lead sponsor. The event's uptake with several additional participant contracts is being finalised and should increase our confirmed participation list.

Meetings with the Minister of Transport

CAASA and leading industry CEOs recently engaged with the Minister of Transport. We are encouraged by acknowledging four key focus areas that impact the sector, which the Minister instructed the regulators to address. These areas include:

- **ASLC Act and Licensing Reforms**

Draft revisions and meetings are ongoing. Members have been sent documentation for comment, with the next ASL Bill Workgroup meeting scheduled for 6 May 2025.

- **FAA Bilateral Agreements**

While we progress, political dynamics between the USA and RSA may influence the outcomes. The Director of Civil Aviation (DCA) will provide an update within the six-month report-back cycle.

- **Aircraft Registration and Exit Process**

Ongoing administrative issues remain a challenge. The team is revising exit documentation to understand why aircraft owners deregister from the RSA. Our contention is the significant time the regulator takes to bring aircraft onto our register and the methodologies the regulator's staff use to slow the process down and affect the internal Service level standards report back system.

CAASA continues to advocate for a more efficient, template-based system akin to Australia's, although the regulator's preference for TGM remains a concern. We have guided them to look at Australia, where a similar system would bring standardisation and efficiencies. Have a look at it if you're interested.

- **Click here: [Manual Authoring and Assessment Tool \(MAAT\) – CASA Australia](#)**

• Drone Registration

Our economist estimates over 120,000 drones have entered RSA, but the only reliable data is post 2020, yet only 3,000 are registered commercially through the RLA. This poses a serious potential safety risk to manned aviation.

CAASA strongly supports the mandatory registration of all drones, akin to mobile phone registration, to ensure proper training and oversight. However, note we believe this should be a free registration capturing FICA-type requirements like name, address, mobile number, email address, and drone's serial number. If they are familiar with the system, we can educate them and raise safety standards.

We are adding some drone trends for interest sake created by our very own friendly economist Fanie, noting that SARS now monitors the numbers, and we believe this is accurate compared with the regulator's fundamental understanding of the market.

Drone Import/Export Trends – March 2025 Analysis

The latest SARS data (Tariff 88.06 – Unmanned Aircraft) provides deeper insight into South Africa's drone activity. CAASA's analysis includes four drone classes:

- Total (all drones)
- < 7kg
- 7-150kg
- Other

Key Highlights:

- Imports are steadily increasing in both volume and value.
- The <7kg category remains dominant, aligned with photography, surveying, agriculture, and recreational flying use.
- Larger drones (7-150kg) showed an import uptick in 2024, suggesting expanding industrial applications.
- Exports lag imports, except in the "Other" category, where local production or re-export is gaining traction.

Alignment with National Stats:

SARS has recorded an estimated 50,000–60,000 drones entering circulation in South Africa, most weighing under 7kg. However, authorities have registered only around 3,000 for commercial use.

Devolution of Power: Recreational Aviation

The feasibility of devolving oversight of recreational aviation remains contentious. CAASA believes that this sector, like in other global jurisdictions, should be overseen by specialised entities such as AROs or Aero clubs. This would allow the regulator to focus on commercial aviation and ICAO compliance. A workshop on this matter, which is to be hosted by the DCA and tasked by the Minister, will be forthcoming next month.

Airworthiness Updates – AIC 18/19 Withdrawal

Authorities have replaced the withdrawal of AIC 18/19 with amendments to Part 43, which include provisions related to the 12-year engine calendar life requirements. Lobang Thanantso plans to lead a long-awaited industry workshop addressing ongoing airworthiness concerns, particularly those related to older aircraft. The workshop will introduce industry-leading methodologies that could guide other nations facing similar challenges if developed correctly.

Due to conflicting member positions (e.g., AMOs vs. operators), CAASA cannot adopt a unified stance now. CAASA board members explore these complexities best during meetings, where affiliate presidents engage in in-depth discussions.

Part 139 Subpart 5 – Progress Report

This subpart is now in effect. Despite some teething issues, the regulator has shown responsiveness regarding documentation and turnaround times. Many Category 1 and 2 airfields are now transitioning to the more flexible Subpart 5 framework.

Despite its extensive workshops and consultations, many aerodrome owners have overlooked this four-year project. At some point, there must be a line in the sand, and in this case, this department has, within its limitations, tried to accommodate and continues to do so. While not all Departments at the regulator are equally effective, we must give credit where it's due. The process isn't smooth sailing now, and it won't be immediately—but it will stabilise over time. It seems that ANSO and the operators must spearhead the education of the aerodrome owners should they wish to have commercial flights to these aerodromes.

During the promulgation process, one clause used the word 'aircraft' instead of 'aeroplane,' which raised concerns among helicopter operators. CAASA and HASA addressed the issue directly with the department, and they expect to correct it through the CARCom process.

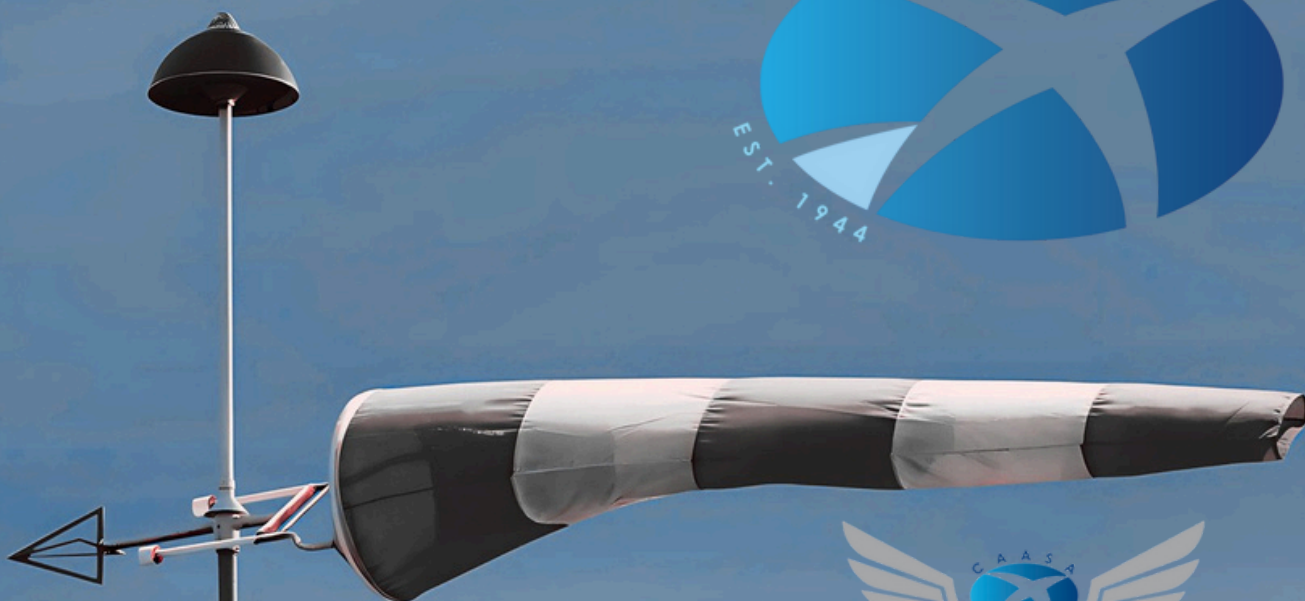
Airfield registration, i.e. (not licensing or approvals) remains free and is relatively straightforward, enhancing the depiction of serviceable airfields on the aviation map and improving safety.

Helicopter Route Updates

The IMC/VMC departure and blue route regulation amendments for helicopters have been approved and are pending formal promulgation. In the interim, several companies have secured individual AMOCs or exemptions. This proactive handling by HASA has ensured minimal disruption. The affiliated section's focus is essential, and members of CAASA are encouraged to actively interact with their sector's association to enable a united approach to matters. We cannot downplay the value of an industry response compared to companies acting alone, as demonstrated by the number of exemptions and amok declinations.

We thank all members and affiliates for their ongoing contributions, collaboration, and commitment to shaping a safer, more efficient aviation sector in Southern Africa.

Note: Often, due to strategy requirements and not playing our hands publicly, we may not be able to report in this sort of fashion; however, as always, we are a phone call away and can give deeper information as required.



AAD2026
Lead Partner



Commercial Aviation Association
of Southern Africa NPC

YOUR AVIATION PARTNER

Our Affiliate Partners



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Come Fly with Us

As the year forges forward, why not take a moment to consider letting us know what your flight plans look like, what you've recently done, or what you intend to do that the world should read about.

To that end, CAASA would like to support our valued member's endeavours by offering the opportunity to participate and contribute to our monthly newsletters in the months ahead.

All we need is:

1. Your company logo (JPG or PDF)
2. Your company overview, along with the products and/or services you offer (long short form)
3. Share any significant milestones (again, long or short form and any supporting visuals (JPG or PDF) – Optional
4. All your contact details, including your website and social media links.

Do this, and we'll rack and stack your contribution for inclusion. We'll also share the final copy and the laid-out page(s) with you for review and approval before publication.

Get involved and reap the benefits of getting your business in front of curated, aviation-focused peers pro bono!

Reach out to our General Manager, Melissa Sewgolam (melissa@caasa.co.za) and she'll make sure your voice is heard amongst our fellow members and beyond.

With 80 years of legacy and reputation, your contribution can only help us foster growth in your business and across our critically important aviation sector.



EXPLORING NEW PATHS, SHARING SOLUTIONS SHOWCASING INNOVATION AND CAPABILITIES

A Message

FROM THE EXHIBITION DIRECTOR

As we set our sights on Africa Aerospace and Defence (AAD) 2026, I am filled with immense excitement and anticipation for what promises to be another landmark event. Building on the success of previous editions, AAD continues to serve as Africa's premier platform for the defence and aerospace industries, bringing together global leaders, innovators, and stakeholders to shape the future of our sectors.

Our recent participation at IDEX and NAVDEX in Abu Dhabi was a testament to AAD's growing international footprint. Engaging with industry giants and decision-makers reinforced the importance of global partnerships, and I am thrilled to announce Millkor's return as a Diamond Sponsor for AAD 2026. This commitment from a key industry player underscores the value and impact of AAD as a catalyst for business growth and collaboration.

With exhibition bookings now officially open, I encourage all potential participants to take advantage of our early bird rates, available until 30 September 2025. Securing your spot early not only guarantees prime visibility but also strategic placement within Africa's largest defence and aerospace exhibition.

Beyond showcasing the latest technological advancements, AAD 2026 remains committed to nurturing the next generation of industry leaders through our Youth Development Programme (YDP). Investing in our youth is an investment in the future of Africa's defence and aviation sectors, and I invite you to support this initiative, whether through sponsorship or direct involvement.

As we count down to AAD 2026, I urge you to explore the AAD 2024 Post-Show Report, which provides valuable insights and success stories that highlight the tremendous business potential of participating in AAD.

I look forward to welcoming you to Air Force Base Waterkloof from 16–20 September 2026, where we will once again redefine possibilities, inspire innovation, and strengthen global connections.

SEE YOU AT #AAD2026

Nakedi Phasha
Exhibition Director

AAD DELEGATION ANNOUNCES STATE OF READINESS

For AAD 2026 at IDEX and NAVDEX

The AAD delegation attended IDEX and NAVDEX in Abu Dhabi, UAE, to strengthen global partnerships and promote **AAD 2026**.

During IDEX and NAVDEX that took place from **17–21 February 2025**, the delegation engaged with key stakeholders to highlight participation benefits.

A major milestone was securing Milkor's return as a **Diamond Sponsor for AAD 2026**. The agreement was finalised at IDEX by AAD Exhibition Director Nakedi Phasha and Milkor's Communications Director Daniel du Plessis.



EXHIBITION BOOKINGS NOW OPEN FOR AAD 2026

Secure Your Spot Today!

Take advantage of our early bird rates, available until **30 September 2025**, to secure prime visibility and strategic placement. Exhibition space is allocated on a first-come, first-served basis, in accordance with exhibition regulations.

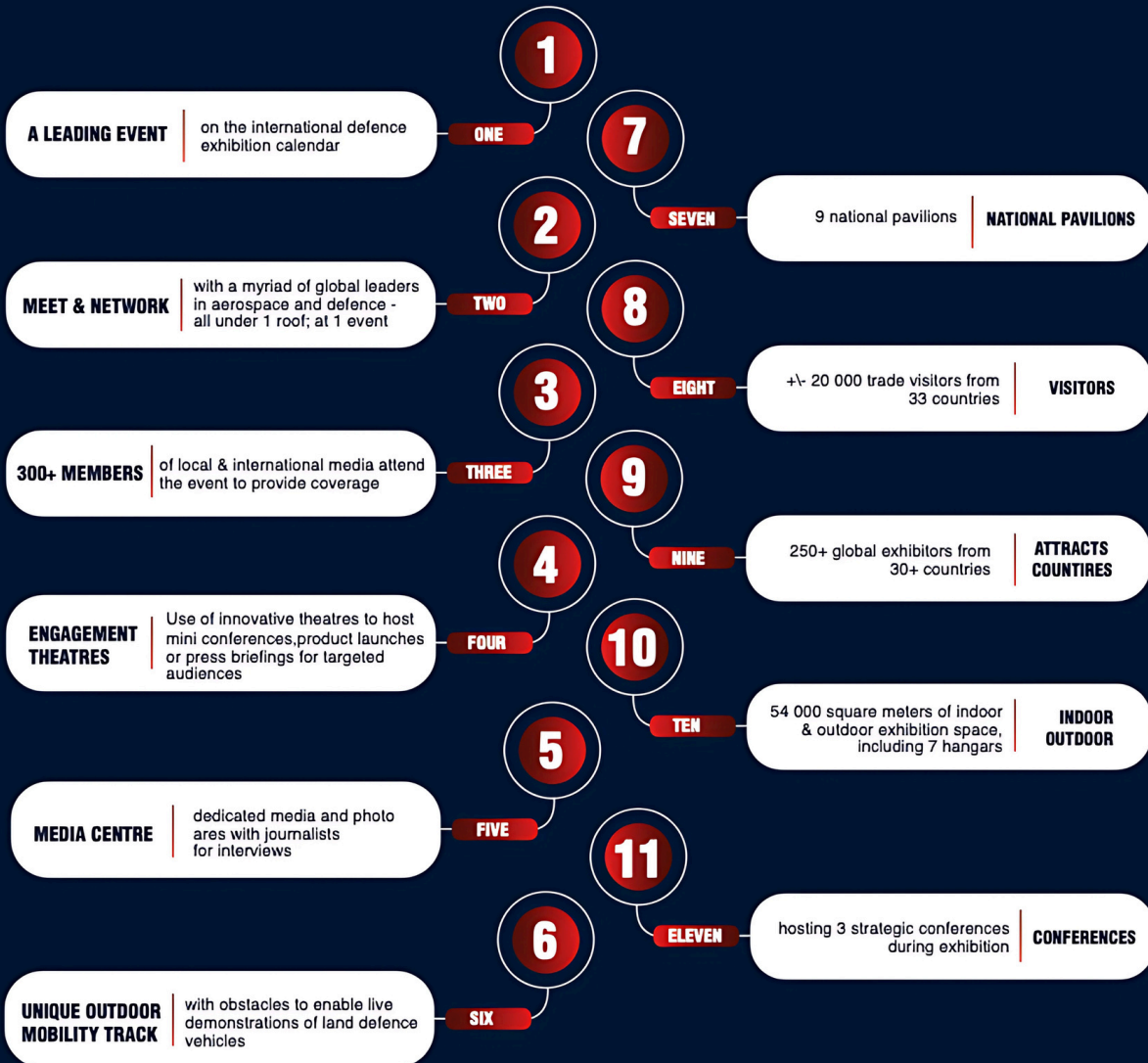
Bookings can be made seamlessly through the Exhibitor E-Zone, now live at www.aadexpo.co.za/portal. Don't miss this opportunity to be part of AAD 2026—reserve your space today.

[Click Here To View Our Sales Brochure](#)

Secure your exhibitor space now and don't miss your chance to be at the forefront of Africa's defence and aerospace industry.

WHY EXHIBIT?

The trade exhibition



The air show

50 000+ VISITORS OVER 2 DAYS

Spectacular ensemble showcasing live aircraft prowess.

Investing

IN YOUNG PEOPLE IS KEY TO SUSTAINABLE DEVELOPMENT

Invest in the future of the global defence and aviation industries by supporting the Youth Development Programme (YDP) at AAD 2026. The YDP plays a crucial role in shaping the next generation of skilled professionals, exposing young talent to career opportunities across defence, aviation, and military sectors not just in South Africa, but also globally.

YDP contributes directly to cultivating a skilled and competent workforce for the future. Let's keep the momentum going. Join the initiative that supports the future of global defence and aerospace.

[Click Here To Sponsor Or Donate](#)



Explore

THE POST SHOW REPORT

Participating in AAD could be the game-changer you need. But don't just take our word for it - our **AAD 2024 Post-Show Report** provides all the insights, statistics, and success stories to inspire your next move.

The report showcases the remarkable achievements of AAD 2024, including exhibitor success rates, visitor engagement, and key industry trends that shaped the event. It's a valuable resource for anyone considering participation in **AAD 2026**, offering a comprehensive view of the business potential that awaits.

By browsing through the report, you will gain a deeper understanding of how AAD serves as a platform for **global networking, deal-making, and brand visibility.**

[Click Here To View Post Show Report](#)

Don't miss out! Explore the AAD 2024 post show report. Get inspired and start planning your participation in AAD 2026.

Important dates TO KEEP IN MIND!

To make it easier for our exhibitors to plan their participation at AAD 2026, please see below for an easy breakdown of important dates.

16 - 18 SEPT 2026

TRADE DAYS & CONFERENCING

19 - 20 SEPT 2026

PUBLIC AIR SHOW DAYS

**STAY TUNED TO OUR SOCIAL MEDIA CHANNELS
FOR UPDATES AND ANNOUNCEMENTS!**



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Events



Flying for a Cause: The Bateleurs and Their Impact on Conservation in Southern Africa

World Pilot Day – 26 April 2025

Westville, KZN, 26 April 2025 – On World Pilot Day, we salute the aviators who go beyond the cockpit to make a meaningful difference — those who fly not for profit or prestige, but for purpose. Among them, The Bateleurs, a South African-based non-profit organisation, stand out for their extraordinary role in conservation across Southern Africa.



This dedicated group of volunteer pilots provide free aerial support to conservation and environmental initiatives across the region. From above, they deliver critical insights that are impossible to gather from the ground — uncovering the true scale of poaching activity, habitat destruction, illegal land use, and the movement of endangered wildlife.

Their missions are diverse and far-reaching: from aerial surveys of marine life, assistance with anti-poaching patrols, and wildlife rescues and relocations, to the collection of photographic evidence for environmental litigation. The Bateleurs serve as a strategic link between environmental passion and practical action, offering data, oversight, and mobility that many conservation teams could otherwise never access.

Cont.

Each mission flown represents more than just flight hours — it represents a personal commitment. These pilots donate their time, aircraft, and expertise, driven by a deep-rooted respect for the natural world and a desire to protect it. Their work is not only a testament to their love for aviation but a reflection of their values.

This World Pilot Day, we honour these unsung heroes. The Bateleurs show us what's possible when pilots use their wings for good. Their story is one of courage, collaboration, and hope — proving that when pilots and conservationists come together, they can change the future of our planet.

Fly for nature. Fly for change. Fly with purpose.



For more information or media inquiries, please contact:

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About The Bateleurs

The Bateleurs offers a free-of-charge aerial service to conservation organisations in need, granting them an aerial vantage point for assessing environmental concerns. This aims to enhance decision-making. By affording policymakers, conservationists, scientists, media, community leaders, and activists a high-up view of our region, The Bateleurs significantly contributes to safeguarding it.



COLLABORATING TO UNLOCK AFRICA'S GROWTH

Driving the breakthrough for a flourishing African aviation industry

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To find out more please contact Mark Brown: E: mark.brown@aviationafrica.aero

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Member's News

A New Chapter Begins for AEROSUD

Jaco Olivier takes the helm as CEO of Aerosud Aviation, succeeding Johan Steyn as he retires after years of dedicated leadership.



Jaco and Johan have been working together over the past 20 years in various roles and in different Aerosud companies, as well as exploring several SME endeavours. Their last journey started in 2014, after the significant restructuring of the Aerosud Group of Companies – Johan as CEO and Jaco as CFO.

The darkest days were no doubt during and shortly after the covid pandemic. With extreme dedication and commitment to Aerosud, and its stakeholders (internal and external) the two man team were responsible for securing Customer support which has put the company on a growth trajectory ever since. Securing a long term industrial partner and investor will round off this last phase perfectly.

As Johan passes the torch, we honour his steadfast dedication and the legacy he leaves behind. With Jaco stepping into the role of CEO, Aerosud is poised to continue its upward momentum – stronger, more resilient, and ready to embrace the future.

Here's to a new chapter, built on decades of trust, leadership, and shared vision.



AEROSUD



We' ll NEVER WING IT

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✉ Shawn@flychapp.com

💻 www.flychapp.com

Introduction

Charter App (ChApp) is a specialised aviation software company that has developed products that supports Quality, Safety and Security at **Airports**. With over five years of focused development, our platform delivers a robust, cloud-based software solution designed to streamline operations, enhance compliance, and improve safety across the aviation industry.

Our platform comprises multiple modules; however, the focus herein is exclusively on the module designed to support **Airport** operations and providing a less intensive solution to meeting quality and safety standards as required by the regulator, whilst offering tailor made cost packages to meet your respective requirements.

🛡️ ISMAQ – *Integrated Safety Management and Quality System*

Despite its depth and sophistication, ISMAQ is intuitive and easy to use. It was purpose built with aviation operations in mind, ensuring that even complex safety systems are simple to deploy and maintain.

⚙️ ISMAQ Module Overview

ISMAQ can be licensed as a full suite or as a choice of standalone modules tailored to the type of airport or operation as required. Modules include:

- Document Management
- Quality Management System (QMS)
- Safety Management System (SMS)
- Security Management
- Meetings, Communication & Tag Event Tracking
- Training & Testing Centre
- Airport Oversight
- User/Crew Management & Soft Course Tracking

Auditing

The system supports comprehensive **Quality, Safety, and Security audits**, each managed independently within their own dedicated silos, and accommodating four audit types within each silo,

namely Internal Audits, Service Provider Audits, Third-Party (External) Audits, and Regulatory Audits (e.g. SACAA).

The auditing module allows easy uploads of the annual audit plan, audits to be conducted, and thereafter a user-friendly manner of conducting audits including all levels of findings, root cause analysis, corrective actions plans and culminating in the close out of the audit by the accountable manager, all while allowing and retaining internal communication between members involved in such audit.

The centralised Control Panel provides a streamlined interface for auditors, auditees, and accountable managers, enabling quick access to specific audits, findings (by means of a Findings Register), and action items.

Risk Assessments and Management of Change

The system enables airports to effectively manage risks within the two critical operational domains of Safety and Security by allowing for the creation and implementation of tailored Risk Assessments as well as Management of Change (MOC) processes.

Risks identified through these processes are managed via an Identified Risk Action Plan (IRAP), allowing for assessment of each risk resulting in an appointed level of such risk, whereafter the risk can be mitigated or reduced by specific users, who are then responsible for capturing and submitting a Corrective Action Plan (CAP) which is reviewed and closed out by the respective Safety or Security manager, ensuring clear accountability and oversight.

This system empowers airports to proactively manage risk in real time and maintain full compliance with SACAA and ICAO standards, while supporting operational transparency and safety assurance.

Hazard Reporting

The ChApp system provides a streamlined, secure platform for reporting and managing **hazards, incidents, and accidents**, in line with both internal protocols and SACAA requirements.

Reports can be submitted **confidentially or anonymously**, allowing staff and stakeholders to flag safety concerns without fear of retribution. This, coupled with the ease of use, encourages open and honest reporting, ensuring that potential and actual risks are captured early and addressed proactively.

All submitted events are managed through a structured Rectification Management Action Plan (RMAP), which are assessed and managed mirroring the accountability process used in risk assessments and management of change

By integrating hazard reporting, root-cause tracking, and corrective action workflows, the ChApp system enables airports to maintain continuous operational safety and full regulatory compliance, without administrative burden.

Document and Manuals Management

The ISMAQ system provides a secure, centralised repository for document management meeting both regulatory and organisational standards by uploading and managing operational manuals, SOPs, and other critical documents. It facilitates a step-by-step workflow for the entire approval process, whether internal or regulatory, enabling users to store, track, and version-control documents, ensuring that updates and revisions are handled in a structured, auditable manner.

Where amendments are submitted to the South African Civil Aviation Authority (SACAA), the system allows users to capture and store all related correspondence, documentation, and contact records, ensuring that no critical communication or evidence is lost throughout the approval journey.

The Team

The team consists of highly motivated, talented and dedicated individuals with 50+ year’s aviation experience. The team comprises of a well-balanced fusion of industry leading systems, programming, legal and aviation expertise, all with focussed drive to transform the industry.

For more information or a live demonstration please contact us as follows:

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Affiliate Partner Profile



The Aircraft Maintenance Organisation of South Africa (AMOSA) serves as the representative body for Aircraft Maintenance Organisations (AMOs) across South Africa, advocating for their interests and needs to the regulatory authorities.

AMOSA's membership encompasses small, single-person AMOs to larger organisations operating within the fixed-wing, rotary-wing, and accessories sectors.

As the sole aviation maintenance association officially recognised by the South African Government under the Commercial Aviation Association of Southern Africa (CAASA), AMOSA represents AMOs on various regulatory committees at the Civil Aviation Authority. AMOSA uses these platforms to amplify the voices of AMOs and prioritise the industry's sustainability.

Committed to protecting the diverse interests of AMOs serving both commercial and private aircraft owners, AMOSA actively engages in regulatory processes. It ensures that organisations' unique challenges and requirements, regardless of size, are considered during the formulation and implementation of regulations.

Additionally, AMOSA liaises with the Civil Aviation Authority to address common issues across the industry during routine interactions between the Authority and AMOs. By approaching these challenges collectively, AMOSA facilitates resolution and promotes operational efficiency.

To join CAASA/AMOSA, please email melissa@caasa.co.za

AMOSA: Championing the aircraft maintenance industry in South Africa.

Meet Our Affiliate President

Each month, we introduce you to the members of our CAASA Board and Council to give you context as to their qualification and overall commitment to our vital sector.

This month, we welcome our **AMOSA President** and **CAASA Council Member**,
Sean Murphy.



Sean Murphy has over 30 years of experience in aircraft maintenance for large and small fixed-wing and rotary aircraft.

His journey began in Europe, where he completed his apprenticeship and earned an engineering degree. In 1996, a short-term contract in South Africa became a turning point, leading him to establish a career in Gauteng's maintenance industry.

Sean has held various key positions throughout his career, including Accountable Manager, General Manager, Quality Assurance Manager, Planning and Project Manager at numerous Aircraft Maintenance Organisations (AMOs) and Original Equipment Manufacturers (OEMs).

His academic achievements include a master's degree in engineering from Wits University and private pilot and drone licenses, providing him with a comprehensive understanding of the industry's technical and operational facets.

An active member of CAASA for over 10 years, Sean has served on the board and currently serves as Council to the Board and is also the President of its affiliate, AMOSA (Aircraft Maintenance Organisations South Africa).

His commitment to CAASA/AMOSA represents his dedication to giving back to the industry and country that have greatly influenced his career.

