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Issued by the **AIC 18. 19 Task Team** under the collective auspices of the **Commercial Aviation Association of South Africa (CAASA)**, the **Aeroclub of South Africa**, the **Aviation Watch Action Committee**, the **Aviation Action Group** and Concerned Aircraft Owners, Pilots, Engineers and Operators.

AVIATION RESPONSE AND ACTIONS SINCE OUR LAST MEDIA STATEMENT AGAINST ENGINE RULING

1. Task Meeting

The task team met recently to consider all possible options available after the judgment. Factually, the court case, while legally not in our favour based on legal elements and not merit, has confirmed that the regulator has prejudiced the industry, noting that the regulator has implemented their CATS 43 based on no fundamental safety case or impact assessment. These vital facts showcase the flaws in the regulators management of change and decision-making processes.

2. The Alternative means of compliance (AMOC)

To date no AMOC was accepted by the SACAA, despite applications, with one application going to appeal and rejected on the same safety case that was proven as having no substance in the case. Note these AMOC's were brought in while the confusing General Notice was in play. The General Notice was rejected by insurance companies as a waiver, but banked upon by the regulator.

The participants of this matter intend to press ahead with AMOC applications, while awaiting feedback from Lycoming and modernising the AIC 18/19 program of ongoing maintenance methods that has delivered safe aviation for all these years. Despite the CARCOM Part 43 process, the regulator failed to incorporate an AMOC, despite numerous requests from the industry to do so.

3. The Constitutional quandary regarding separation of powers

Our legal team is investigating and preparing the groundwork for a constitutional challenge which will require specialised council. Timelines and costs are being developed as well as calculating the funding required to bring about such a challenge.

4. Damages are building up

The damages suffered by the industry have increased since we brought the initial application and methods to prepare for such a case are currently being investigated from a class action point of view, noting that there will be significant groundwork to bring such an action.

Since the matter went to court, the regulator has not advised officially if they are planning any program and have not placed it on the airworthiness forums agenda in the past 2 sittings despite assurances from the senior manager Mr Thabantso that this would transpire.

While we are open to discussions as the matter is no longer sub judicia, there will be one more attempt

to meet with the regulator to clarify their position as it may have changed since the judgement. A team will be prepared after a few internal meetings pending within some of the consortiums of individual organisations.

5. Unity

There are many differing legal views and various other factions that have plans to challenge the situation legally. We are also aware of letters to the Minister and the DCA, not dissimilar to our reach outs prior to embarking on our legal challenge.

Industry must stand together as a divide and conquer approach by the regulator is clearly evident. If there are other organisations wishing to try alternative routes, industry as a whole should support it and ensure that the significant data developed and utilised to showcase that this is not a SAFETY matter as portrayed by the regulator and goes against their mandate – should be shared.

We have forged forward and while not having won outright, we have showcased the huge gaps in the regulator's decision making and feigned inclusive consultation methods. This must be built upon to ensure that the regulator is held accountable as they are supposed to ensure growth balanced with safety.

Another progress virtual meeting by the AIC 18.19 Task Team will be held shortly once the pre-elements of our strategy have been solidified by the task team.

A link will be sent out early next week via the usual channels. Please contact your club, association or organisation for details to become involved or contribute:

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