



The Commercial Aviation Association
of Southern Africa NPC

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Lead Partner

From our CEO

The Power of Association in South African Aviation

March is a time when we traditionally reflect on progress, reassess priorities, and recommit to the objectives that define our industry. In the South African aviation environment – complex, highly regulated, and constantly evolving – we cannot overstate the importance of a strong, credible industry association.

CAASA exists for one primary reason: to ensure that the collective voice of commercial aviation operators in South Africa remains heard, respected, and effective. In a regulatory environment shaped by the Civil Aviation Authority (SACAA), the Department of Transport, ATNS, ACSA, CARCom structures, and Parliamentary processes, no single operator, no matter how established, can influence outcomes alone with the same authority and protection that a unified association provides.

The Importance of an Association

An association provides structure, legitimacy, and continuity. It transforms individual concerns into coordinated policy engagement. It ensures that, when regulators draft amendments, review standards, and adjust compliance frameworks, professionals who understand both the law and the industry represent the operational realities of commercial aviation.

Without an association, engagement becomes fragmented. Individual operators risk isolation. Issues affecting the broader sector remain unaddressed because there is no coordinated mechanism to raise them.

CAASA provides:

- **Credibility** – Engagement under the CAASA banner carries weight. SACAA structures and government platforms recognise us as stakeholders. Our submissions are not informal complaints; they are formal, consolidated industry positions.
- **Governmental Recognition** – Over the years, CAASA has engaged consistently and professionally and has secured recognition as a legitimate industry representative. This recognition allows us access to forums where policy stakeholders shape policy, not after they make decisions, but during development.
- **Approved Participation and Voting Rights** – Formal regulatory forums, including CARCom and technical committees, do not grant representation automatically. Recognised status and consistent contribution secure it. CAASA's presence ensures that commercial operators are not passive recipients of regulation but active players in shaping it.

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- **Constant, Constructive Pressure** – Regulatory environments require sustained engagement. Licensing processes, medical certification backlogs, cost structures, airspace management, infrastructure access, and compliance interpretations do not resolve themselves. They require stakeholders to conduct consistent follow-up, prepare documented submissions, and drive structured negotiation. CAASA fulfils that role on behalf of members.
- **Limiting Victimisation** – In a highly regulated environment, individual operators may hesitate to challenge interpretations, raise systemic concerns, or question policy direction. Collective action protects individual businesses. When members raise matters through CAASA, the association raises them on behalf of the sector rather than attributing them to a single operator, reducing exposure while increasing impact.
- **Saving Time and Resources** – Regulatory monitoring, legal analysis, submission drafting, forum attendance, and technical follow-up require time and expertise. Individual operators often find this burden unsustainable. Through shared representation, members benefit from professional oversight without diverting operational management from their core businesses.
- **Harnessing Communal Expertise** – South African commercial aviation is rich in experience: operators, legal specialists, safety experts, training organisations, AMOs, and compliance professionals. CAASA provides the platform where members pool, debate, refine, and translate that expertise into coherent policy positions. No single organisation holds all the answers – but together, the collective depth of knowledge is formidable.

Why Membership Participation Matters

While CAASA provides the structure, active member participation determines its strength.

Regulation development is not theoretical. Every amendment to the Civil Aviation Regulations and Technical Standards carries practical, financial, and operational consequences. Whether it concerns crew duty schemes, training requirements, Part 135 or Part 121 interpretations, medical standards, safety management systems, or infrastructure access, these changes directly affect cost structures and sustainability.

If members do not engage by providing input, responding to calls for comment, participating in committees, or sharing operational data, our collective submissions lose depth. Regulators require evidence. They require examples. They require operational insight. Only you can provide that insight.

Cont.



In the South African context, where economic pressures remain significant and margins are often tight, regulatory inefficiency or misaligned standards can produce disproportionate effects.

Participation ensures that:

- Proposed regulations remain practical and implementable
- Compliance burdens stay proportionate to safety objectives
- Stakeholders understand and properly assess cost implications
 - Transitional arrangements remain realistic
- Stakeholders identify unintended consequences before implementation.

Shared costs form another critical element. Legal reviews, specialist consultations, research, and formal submissions require funding. By distributing these costs across the membership base, we ensure that high-level representation remains sustainable and independent. Without shared financial support, industry representation weakens, and the consequences invariably include higher costs and reduced influence.

The South African Regulatory Landscape

South Africa's aviation regulatory environment is sophisticated and internationally benchmarked. It must align with ICAO standards while addressing local operational realities, from remote airstrips to complex urban airspace. Balancing safety, economic viability, and transformation objectives requires nuanced engagement.

Government departments operate within policy mandates and legislative frameworks. Regulators exercise statutory authority. Associations ensure that stakeholders integrate commercial realities into that framework. We do not oppose regulation; we help shape it so that safety, sustainability, and growth coexist.

In recent years, administrative delays, cost escalations, licensing challenges, and infrastructure constraints have underscored the need for organised representation. Individual frustration does not lead to systemic change. Structured, persistent engagement does.

Strength Through Unity

The aviation sector in South Africa is not large by global standards. That reality makes unity even more critical. Fragmentation dilutes influence. Alignment amplifies it.

Membership is not merely a subscription; it is an investment in industry stability. It is a commitment to collective problem-solving. It recognises that long-term sustainability depends on structured engagement, not reactive response.

When we speak as CAASA, we speak with the authority of a unified commercial aviation sector. That authority grows as participation grows.

Looking Ahead

As we move further into 2026, regulatory developments will continue. Stakeholders will propose amendments. Technical bodies will evolve standards. Authorities will refine oversight practices. The question is not whether change will occur, but whether we shape it or merely absorb it.

I encourage every member to:

- **Engage** when we circulate calls for comment
- **Participate** in working groups and committees
- **Share** operational insights and data
- **Encourage** peers to join and strengthen the collective
- **View** membership not as a cost, but as strategic protection and investment.

CAASA's mandate remains clear: to protect, represent, and advance the interests of South Africa's commercial aviation sector through credible, professional, and sustained engagement.

An association is only as strong as its members.

Your participation ensures that our voice remains informed, respected, and effective.

Together, we safeguard not only our businesses but the future of commercial aviation in South Africa.

Yours sincerely,



Kevin Storie – Chief Executive Officer
Commercial Aviation Association of Southern Africa (CAASA)





2026 Lead Partner

**Commercial Aviation Association
of Southern Africa NPC**

Your Aviation Partner

Our Affiliate Partners



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CAASA's Industry Updates



MEDIA RELEASE NO. 18.

DATE: 26 FEBRUARY 2026

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.

COMMENT PROCESS OPEN FOR PART 43 APPENDIX 3

Please note that Part 43 Appendix 3 is available for scrutiny and comment, if necessary, on the CAA webpage.

Please see: <https://www.caa.co.za/legal-notices-2/#Proposed-Amendments>
Then search and click on: Schedule 10 SA-CATS 43 (General Maintenance Rules)

12-Year Engines Appendix 3 of Part 43: the technical standards have been developed to provide relief to PART 91 owners of aircraft with Lycoming and Continental engines that are older than 12 years. This was placed on the SACAA website.

Electronic copies of the draft Amendments may also be requested from Keitumetse Segami at RDSecretariat@caa.co.za.

Interested persons are invited to submit written comments on these draft Amendments on or before 19 March 2026 to the Chairperson of CARCom, for the attention of Ms Keitumetse Segami Ikhaya Lokundiza, Byls Bridge office Park, Boulevard, Dooringkloof, Centurion, 0157, or by email to RDSecretariat@caa.co.za. Tel: (011) 545 1032.

www.caa.co.za

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Thohoyandou Successfully Hosted A RESOUNDING ARMED FORCES DAY 2026.

The South African National Defence Force (SANDF) commemorated Armed Forces Day on 21 February 2026 in Thohoyandou, marking the event's return after a two-year absence.

This important national occasion honoured the men and women who served and had served in uniform. The day was observed with a ceremonial parade and a wreath-laying ceremony attended by Commander-in-Chief His Excellency President Cyril Matamela Ramaphosa.

The commemoration paid tribute to SANDF members who had lost their lives in the course of their patriotic duty in the country or on international missions. This included the 616 black South African troops who died when the SS Mendi troopship sank on 21 February 1917, a defining chapter in South Africa's military history. During the Interfaith Church Service held ahead of the main parade, Minister of Defence and Military Veterans, Angie Motshekga, delivered a heartfelt message of gratitude and solidarity.



"Our Defence Force members were true heroines and heroes. They were volunteers who stepped forward fully aware of the risks and sacrifices that came with the calling," she said. Armed Forces Day 2026 served as a moment of national reflection and unity, recognising the SANDF's unwavering commitment to safeguarding South Africa's sovereignty, supporting communities, and promoting peace and stability across the continent.

Exhibitors BOOK YOUR SPACE NOW!

Be a part of Africa's ONLY aerospace AND defence exhibition, and one of the top six defence events in the world and book your space to exhibit at #AAD2026.

Don't miss out on this opportunity to connect and engage with leaders in private industry and heads of the military from around the world.

Prominent global countries will also participate as National Pavilions at this year's AAD. Don't miss the chance to network with industry players and explore valuable opportunities.

[CLICK HERE TO BOOK YOUR SPACE](#)



INDUSTRY LEADERS Are Already Locked In

Position your company alongside the names shaping the future of the industry. Recognised as the top-tier aerospace and defence exhibition in Africa, AAD 2026 is already attracting strong commitments from leading South African and international defence companies. With growing global interest and confirmed participation from major industry players, momentum is building rapidly.

This highly anticipated edition is expected to surpass previous benchmarks, delivering an exceptional three-day trade exhibition followed by a spectacular two-day air show experience that will once again captivate industry professionals and the public alike.



Sponsorship AND BRANDING OPPORTUNITIES

For exhibitors looking to elevate their presence at Africa's premier aerospace and defence exhibition, **AAD 2026** offers a wide range of sponsorship and branding opportunities designed to maximise visibility and strengthen brand impact. From high-impact on-site branding to premium digital visibility, our tailored packages ensure your organisation stands out before, during, and after the event.

[CLICK HERE TO VIEW SPONSORSHIP BROCHURE](#)

AAD YOUTH FOUNDATION GOLF DAY

Every Swing Counts

 **19 MAY 2026**
 **WATERKLOOF GOLF CLUB**

Join industry leaders for the AAD Youth Foundation Golf Day, supporting the development of South Africa's future aerospace, defence and STEM talent.



GET INVOLVED. MAKE AN IMPACT

Contact us for sponsorship, four-ball and bookings

marketingcomms@aadexpo.co.za | marketingpr@aadexpo.co.za

IMPORTANT ANNOUNCEMENT

Registration for Trade Show, Vendor Application Air Show and Media Accreditation will open soon. Please look out for information on our website and our social media for regular updates.

[CLICK HERE TO VIEW TECHNICAL GUIDE](#)



Industry News

GENERAL AVIATION AN IMPORTANT PART OF AAD

This Monday (16 February) marks seven months until Africa Aerospace and Defence (AAD) opens for its silver anniversary event, one which would not have made it the success it is without the support of general aviation (GA) in the form of CAASA (the Commercial Aviation Association of Southern Africa).

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Industry News

ARMED FORCES DAY TAKES SHAPE IN LIMPOPO

With Armed Forces Day/Week growing larger on the horizon, preparations and, in some instances action, for the event are underway. The force preparation side, with its integral logistics component, saw a train moving prime mission equipment, including Mamba and Casspir armoured personnel carriers and Samil trucks, from an unidentified departure point – probably the Northern Cape Combat Training Centre at Lohathla – to Air Force Base (AFB) Makhado in Limpopo.

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Industry News

MBAMBO HONOURS SAAF UNITS, BASES AND PERSONNEL AT PRESTIGE PARADE

The South African Air Force (SAAF) has turned 106 years old, with the Chief of the SAAF, Lieutenant General Wiseman Mbambo, honouring all those who have safeguarded the country's skies over the last century, including those involved in recent disaster relief efforts.

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Industry News

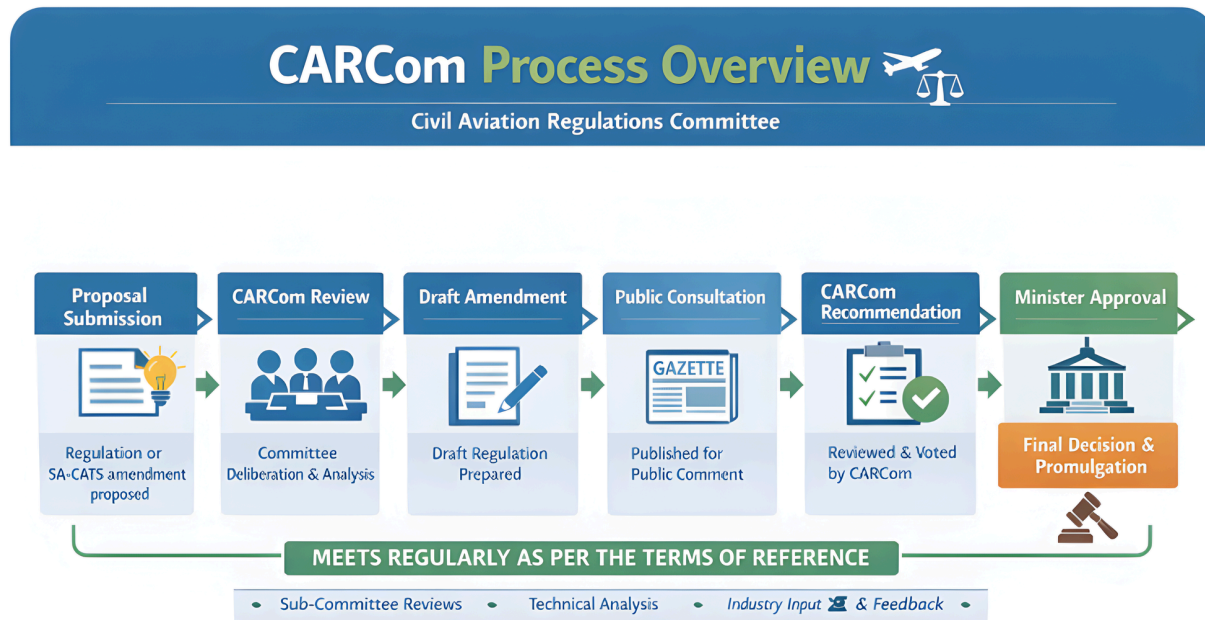
CALL FOR PAPERS ISSUED FOR AAD CONFERENCE 2026

As Africa's premier defence and aerospace exhibition returns in 2026, the associated conference programme will once again provide a dedicated forum for strategic discussion and knowledge exchange.

A call for papers has been issued for the AAD Conference 2026, which will take place alongside the Africa Aerospace and Defence (AAD) Expo from 16 to 18 September 2026 at Air Force Base Waterkloof in Pretoria.

[READ NOW](#)

Understanding South Africa's Civil Aviation Regulations Committee (CARCom)



In recent months, it has become fairly obvious that there is a disconnect between members and industry players regarding how CARCom works and the timelines and delays that must be factored into regulatory development. I have taken this opportunity to provide guidance on understanding the process and to manage expectations accordingly.

Hopefully, it is found to be beneficial.

In South Africa's civil aviation regulatory framework, effective engagement between industry and regulator is foundational to safe, practical and internationally aligned rules. At the centre of this consultative and regulatory development ecosystem sits the **Civil Aviation Regulations Committee** – commonly referred to as **CARCom**.

CARCom plays a pivotal, albeit often misunderstood, role: it is the statutory consultative body that reviews, deliberates on, and, where appropriate, *recommends amendments to the Civil Aviation Regulations* and supporting technical standards before they are submitted to the Minister of Transport for promulgation.

This article unpacks how CARCom works, its mandate, processes, membership, voting rights, meeting schedules, and limitations. Understanding CARCom is invaluable for aviation stakeholders – from operators and associations to legal advisors and technical specialists – because the process shapes the very rules that govern everyday operations.

Cont.

1. CARCom's Legal Basis and Mandate

The Civil Aviation Regulations (CARs), promulgated under the Civil Aviation Act, 2009 (Act No. 13 of 2009), establish CARCom's authority. The Regulations empower CARCom to function as the chief consultative committee for developing and amending regulatory text.

Mandate

CARCom's core mandate is to:

- Evaluate proposals to amend or develop Civil Aviation Regulations.
- Review and consider amendments to South African Civil Aviation Technical Standards (SA-CATS).
- Facilitate industry-regulator dialogue on regulatory content, safety implications, practical effects, and implementation impacts.
- Provide formal recommendations to the Minister of Transport on regulatory amendments before authorities gazette them for public comment or promulgation.

In essence, CARCom acts as the bridge between regulator and industry: ensuring consultations are formalised, harnessing technical expertise, and informing regulatory amendments through collective operational experience.

2. Composition: Who Sits on CARCom?

CARCom operates as a multi-stakeholder body that brings together regulatory officials, industry representatives, and subject-matter experts. While appointment cycles change specific names, key categories include:

- Representatives from the South African Civil Aviation Authority (SACAA) – including technical, regulatory, and legal personnel.
- Industry stakeholders – from operators, associations, technical specialists, maintenance organisations, and aviation service providers.
- Independent experts – whom the Chairperson appoints when specific subject expertise (e.g., avionics, airworthiness, licensing) is required.

The Director of Civil Aviation appoints the Chairperson of CARCom (and sub-committees) and presides as the senior authority.

Importantly, industry participants bring real-world operational insights to discussions, ensuring that the proposed regulatory text remains technically sound, implementable, and proportional.

3. Terms of Reference (What CARCom Does)

CARCom's terms of reference reflect its consultative, advisory, and deliberative purpose:

a) Regulatory Review and Amendment

CARCom reviews draft amendments to both:

- The Civil Aviation Regulations (CARs), and
- The South African Civil Aviation Technical Standards (SA-CATS).

This includes reviewing wording, safety implications, unintended consequences, cost burdens, transitional arrangements, and technical consistency.

b) Recommendation to Minister

After deliberation, CARCom recommends whether proposed amendments should proceed to the Minister of Transport. CARCom does not promulgate amendments directly; the Minister retains sole legislative authority. After the legislative drafting process, the regulation may change from CARCom's recommended versions, provided authorities do not alter them substantively.

c) Public Consultation and Gazette Process

CARCom publishes proposed regulatory drafts in the Government Gazette, invites public comment, and ensures transparency in the consultative process.

d) Specialised Technical Input

For particularly technical or specialised proposals, CARCom establishes subcommittees (e.g., Aviation Safety Operations, Aviation Security, Fees, Technical Standards) to examine specific subjects in greater depth. These sub-committees advise CARCom and refine proposals before full committee review. They also hold the authority to publish proposals directly for public comment where required.

Additionally, sub-committees may form work groups to develop proposals and complete them for submission to CARCom through the sub-committee. The subcommittee chair appoints a chairperson for each work group, and work groups must provide regular reports on deliberations and progress.

e) Emergency Regulation Review

In exceptional cases where the Director of Civil Aviation promulgates emergency regulations to address immediate safety threats, CARCom must reconsider those regulations within 90 days of promulgation and may propose variations or repeal them following consultation.

4. Meeting Schedule and Frequency

CARCom must meet regularly and frequently, reflecting the ongoing nature of regulatory oversight:

- The Regulations stipulate that CARCom must meet, per the TOR, for a minimum number of sessions, provided an agenda exists (which it always does). The Chairperson determines times and venues and distributes the annual sitting calendar accordingly. Individuals or associations wishing to submit proposals must adhere to submission cutoff dates.
- The Chairperson also holds the authority to call extraordinary (special) meetings in the public interest if circumstances demand.

This frequency ensures regulatory development remains active rather than episodic, accommodating the fast-moving nature of aviation safety and technological change.

5. Voting Rights and Decision Making

One of the more misunderstood aspects of CARCom concerns decision-making and voting rights.

a) Voting on Recommendations

CARCom deliberates by consensus where possible, reflecting professional dialogue between regulator and industry. The Chairperson prescribes formal voting procedures internally, and only appointed CARCom members typically hold voting rights on recommendations. The Chairperson holds a casting vote in the event of an impasse.

Experts and ad hoc technical participants may participate in discussions but do not have voting rights.

This structure ensures that institutional and formally appointed representatives, rather than transient observers, determine the outcome of votes.

b) Chairperson's Role

The Chairperson generally presides over each meeting and significantly influences the agenda, procedures, and timing. If absent, members elect a presiding officer for that session.

6. Limitations and Practical Realities of CARCom

While CARCom serves as a central consultative body, several limitations affect its functioning.

a) Advisory, Not Legislative Authority

CARCom recommends changes; it does not promulgate regulations. Final authority rests with the Minister of Transport and the statutory legislative process, including gazetting for public comment and promulgation.

b) Influence Depends on Participation

The strength of CARCom's advice depends heavily on active, knowledgeable participation by industry representatives. Without robust input, regulators may shape technical proposals primarily through internal drafting rather than balanced operational insight.

c) Workloads and Resource Constraints

Given South Africa's diverse aviation sectors, from general aviation to commercial airlines and emerging UAS technologies, CARCom manages a broad regulatory workload. Industry expertise remains spread thin, and sub-committee processes can become lengthy, affecting the pace of regulatory outcomes.

d) Public Transparency vs Technical Complexity

While gazetted proposals invite public comment, the technical nature of aviation law means that genuine participation requires specialised legal and technical resources, potentially limiting the depth of contributions from smaller operators.

7. CARCom in Practice: Why Industry Engagement Matters

CARCom plays a vital role in translating operational reality into regulatory text. Successful examples, such as the approval of new regulatory parts (e.g., Part 106 for paragliding and hang gliding), demonstrate how structured engagement leads to usable regulations that respect safety imperatives.

For industry stakeholders, this means:

- Participating in CARCom or sub-committee meetings provides operational insight into regulatory drafting.
- Responding to gazetted draft amendments strengthens the evidentiary basis of deliberations.
- Providing technical submissions ensures regulators produce practical, implementable rules rather than theoretical constructs.

8. Conclusion

CARCom forms the backbone of South Africa's civil aviation regulatory consultation. Its statutory mandate to review, deliberate, and recommend regulatory amendments ensures that both technical expertise and operational experience inform South Africa's aviation safety regime.

However, its effectiveness relies on robust industry participation, adequate representation across diverse aviation sectors, and ongoing dialogue between regulator and industry. Understanding how CARCom works and recognising its limits empowers stakeholders to engage meaningfully in shaping regulations that affect aviation safety, compliance, and the sustainability of aviation businesses nationwide.

What stakeholders still need to add is Management of Change: when and how the regulation will be implemented, and its practical and operational impacts, including, critically, the economic impact balanced with safety.

Stakeholders must achieve balance, and regulators do not currently consider this aspect sufficiently.





Navigating Regulatory Change Successfully: A Collaborative Approach with the Regulator



Authored by Vaughn Grunberg – **ANSO** President

Regulatory change is an inevitable part of aviation. As standards evolve to address emerging risks, technological advancements, and global best practices, operators must adapt. While these changes can present operational challenges, they also offer an opportunity to strengthen safety systems, improve compliance, and enhance industry cooperation. Successfully navigating regulatory change requires a proactive mindset, open communication, and a shared commitment to safety between operators and the Regulator.

Understanding the Operational Impact

Regulatory amendments often introduce new requirements, revised procedures, or enhanced oversight expectations. For operators managing complex environments, multiple aircraft types, remote bases, and diverse operational risks, implementation can be demanding. Challenges may include interpreting new requirements, aligning manuals and procedures, training personnel, and integrating changes into existing Safety Management Systems.

Rather than viewing regulatory change as an administrative burden, successful operators approach it as part of continuous improvement. Early assessment of regulatory updates enables organisations to identify potential operational impacts and begin structured implementation before compliance deadlines put pressure on them.

Cont.

The Value of Collaboration with SACAA

Constructive engagement with SACAA plays a critical role in effective regulatory transition. The Regulator's objective is aligned with that of operators: ensuring safe, compliant, and sustainable aviation operations. When operators encounter unclear requirements, unintended operational consequences, or implementation challenges, early communication with SACAA helps clarify expectations and prevent misunderstandings.

By reporting concerns, sharing knowledge, and maintaining a proactive safety mindset aligned with the Regulator, operators help ensure that regulatory evolution leads to meaningful safety improvements rather than administrative complexity.

Aviation safety is a shared responsibility. Through cooperation, transparency, and mutual respect, the industry can navigate regulatory change successfully, delivering safer skies for everyone.

This collaborative, safety-first approach reflects the ANSO mindset for 2026, working together, engaging early, and strengthening our industry through shared responsibility and mutual trust. We look forward to continuing these conversations and seeing you at the next ANSO meeting.

Engaging proactively through clarification requests, meetings, or formal submissions demonstrates professionalism and supports practical regulatory implementation. This approach also reduces the likelihood of audit findings by addressing uncertainties before inspections or oversight activities.

A "no surprises" philosophy benefits both operators and regulators. Transparency fosters trust, improves oversight efficiency, and supports shared safety objectives.

Strength in Industry Cooperation

Many regulatory challenges are not unique to a single operator. By engaging with industry peers, operators can identify common concerns, share interpretations, and develop practical solutions. Industry bodies and operator forums provide valuable platforms for collectively raising concerns and engaging SACAA with a unified voice.

When operators collaborate, they strengthen the industry's ability to address regulatory ambiguities and operational realities. Sharing best practices, lessons learned, and implementation strategies promotes consistency and elevates safety performance across the sector.

Importantly, collaboration should reflect the Regulator's safety-first mindset: identifying risks, addressing systemic issues, and supporting continuous improvement.

Shared Responsibility for Safer Skies

Regulatory change should not be viewed as an obstacle, but as an opportunity to reinforce the safety framework that underpins aviation. When operators collaborate with the SACAA and each other, they contribute to a stronger, more resilient aviation system.

By reporting concerns, sharing knowledge, and maintaining a proactive safety mindset aligned with the Regulator, operators help ensure that regulatory evolution leads to meaningful safety improvements rather than administrative complexity.

Aviation safety is a shared responsibility. Through cooperation, transparency, and mutual respect, the industry can navigate regulatory change successfully, delivering safer skies for everyone.

This collaborative, safety-first approach reflects the ANSO mindset for 2026, working together, engaging early, and strengthening our industry through shared responsibility and mutual trust. We look forward to continuing these conversations and seeing you at the next ANSO meeting.





Come Fly with Us

At CAASA we remain invested in *your* success.

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