



CAASA Newsletter



The Commercial Aviation
Association of Southern Africa

June 2026

Content Guide

Discover our latest insights and updates on the **aviation industry**. This edition features important articles, news, and the continuous efforts of CAASA to enhance aviation standards.

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FROM OUR CEO

Environmental Responsibility Must Become a National Economic Strategy

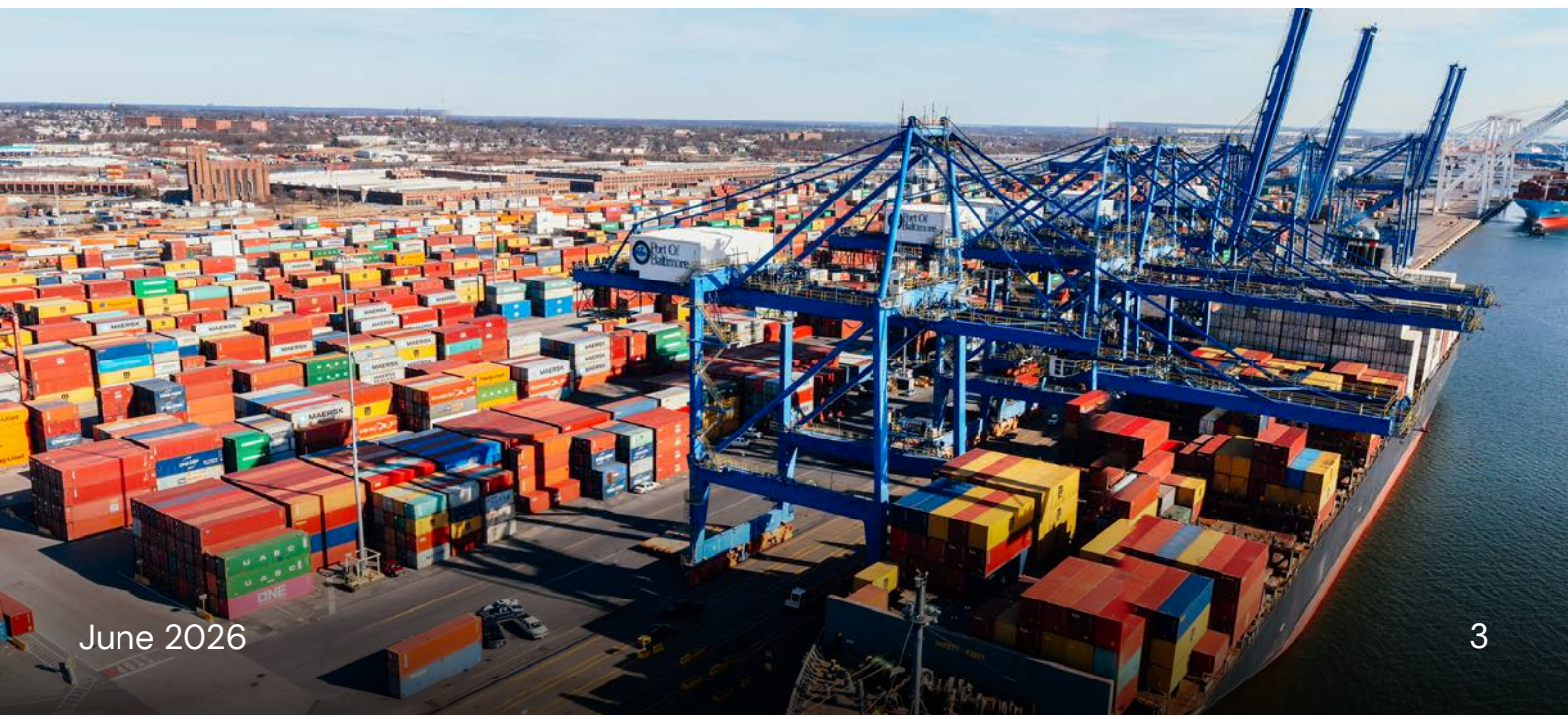
The global aviation industry is changing rapidly. Environmental responsibility is no longer a future discussion, it is now shaping investment decisions, fuel development, airline operations, and international policy.

South Africa cannot afford to stand on the sidelines while these changes unfold globally.

At CAASA, we believe sustainability must be approached practically, strategically, and in a manner that strengthens, rather than weakens, South African aviation and the broader transport sector.

One of the greatest opportunities before us is the development of Sustainable Aviation Fuel (SAF).

Importantly, this is not simply an aviation issue. It is an economic, agricultural, energy security, and industrial development opportunity for South Africa.



Our country does not produce significant oil reserves. We remain heavily dependent on imported crude oil and refined fuel products. This creates long-term vulnerability for aviation, logistics, freight movement, mining, agriculture, and the economy as a whole.

Recent refinery challenges and fuel supply concerns have already demonstrated how exposed South Africa can become when local refining capacity is constrained.

For aviation, fuel security is non-negotiable.

Jet A1 and Avgas are strategic national requirements. Airlines, charter operators, emergency medical services, agricultural aviation, flight schools, and business aviation all depend on secure, reliable fuel supply chains. Any instability in fuel availability directly impacts connectivity, economic activity, tourism, trade, and safety.

This is why CAASA believes South Africa must urgently begin developing a long-term sustainable and low-carbon fuel strategy.

The opportunity exists to position South Africa as a future SAF production hub for Africa, while simultaneously strengthening national energy resilience.

One of the most promising pathways lies within our sugar industry.

For years, the South African sugar sector has faced enormous economic pressure. Yet the same industry now holds the potential to become part of the future global aviation fuel supply chain through ethanol and Alcohol-to-Jet fuel production. The South African sugar industry is facing layoffs and contraction; however, it can be refocused and repurposed for SAF production and should become a government imperative, which would additionally stimulate job creation and associated sub-industries. Every refinery or mill should, we believe, have an ethanol-producing element, and this should align with national fuel and energy policies that require urgent development.



Key Elements of Sugarcane-Derived Sustainable Aviation Fuel (SAF)

Advanced Production Process

Sugarcane-based SAF is produced through an advanced Alcohol-to-Jet (ATJ) process. In simple terms, sugar extracted from sugarcane is converted into ethanol, which is then further refined into aviation-grade fuel suitable for modern aircraft operations.

A Renewable and Sustainable Feedstock

Sugarcane offers significant sustainability advantages as an energy crop. It is fast-growing, renewable, absorbs carbon dioxide during cultivation, and can be harvested on a continuous annual cycle, making it a strong long-term feedstock option for sustainable fuel production.

Significant Carbon Reduction Potential

International studies have shown that SAF produced from sugarcane can achieve lifecycle carbon emission reductions of up to 80% compared to conventional fossil-based jet fuel, making it one of the most promising pathways for aviation decarbonisation.

Seamless Integration Into Existing Aviation Systems

Sugarcane-derived SAF functions as a certified "drop-in" fuel, meaning it can be safely blended with conventional Jet A1 fuel and used within existing aircraft engines and airport fuel infrastructure without requiring major modifications or redesign.

Critical to the Future of Low-Carbon Aviation

SAF is increasingly recognised globally as one of the most practical and scalable solutions for achieving the aviation industry's long-term net-zero emissions objectives by 2050, with sugarcane-based SAF representing a major opportunity for countries with strong agricultural sectors, such as South Africa.

This could become transformational.

Instead of viewing sustainability purely as a compliance burden, South Africa should recognise the opportunity to create an entirely new industrial sector around sustainable fuels.



A properly developed SAF industry could:

- Protect and expand rural agricultural jobs
- Stimulate refinery and processing investment
- Reduce dependence on imported fuel
- Support aviation decarbonisation
- Create export opportunities
- Strengthen fuel security
- Contribute to broader transport fuel diversification

Importantly, this discussion must extend beyond aviation.

South Africa remains heavily dependent on diesel across freight transport, logistics, mining, agriculture, and backup power generation.

Reducing long-term reliance on diesel should become part of a wider national transport energy strategy.

Sustainable fuels, renewable diesel alternatives, biofuels, and lower-carbon transport energy solutions should all form part of an integrated national approach.

Aviation can help drive that transition.

However, none of this will happen without decisive policy intervention.

Government and regulators must now create the conditions necessary to unlock private-sector investment and long-term industry confidence.



The **first** requirement is policy certainty.

South Africa needs a clear national SAF roadmap supported by realistic implementation timelines and proper industry consultation. Investors will not commit billions of rand into fuel infrastructure without stable regulatory frameworks and long-term demand visibility.

Secondly, government must introduce practical blending policies developed with industry.

Many international markets are already implementing phased SAF blending mandates to stimulate local production and create market certainty. South Africa should adopt a similar approach with gradual SAF blending targets linked to domestic production capability.



Thirdly, tax incentives and funding mechanisms will be essential.

At present, SAF remains significantly more expensive than conventional aviation fuel. Without incentives, large-scale industry development will struggle to gain traction.

Government and industry should therefore consider:

- Tax credits for SAF producers
- Accelerated depreciation allowances for refinery upgrades
- Carbon tax offsets linked to sustainable fuel use
- Fuel levy relief mechanisms
- Green energy investment incentives
- Public-private infrastructure partnerships

South Africa cannot expect private industry alone to carry the financial burden of developing an entirely new fuel ecosystem.

At the same time, regulation must remain practical and operationally realistic.

Environmental responsibility cannot come at the expense of aviation sustainability, fuel availability, or economic growth.

South Africa's developmental realities differ significantly from those of Europe and North America. Aviation remains essential to regional connectivity, tourism, healthcare access, trade, and economic participation across Southern Africa.

Our policies must therefore support responsible growth, not punitive restriction.

CAASA strongly supports environmental responsibility. However, sustainability must be implemented in a manner that protects industry viability, national competitiveness, and long-term fuel security.

The global transition towards lower-carbon transport is already underway. The real question is whether South Africa chooses to lead, participate, or simply become dependent on imported technologies, imported fuels, and external policy decisions.



South Africa Can Lead

We believe South Africa has the capability to lead.

We have the agricultural base, industrial expertise, aviation infrastructure, and innovation capacity required to build a sustainable fuels industry that supports both aviation and the wider transport economy.

What is needed now is coordinated leadership, practical regulation, and long-term strategic vision.

Environmental responsibility should not be viewed as a threat to aviation.

Done correctly, it can become one of the greatest industrial and economic opportunities South Africa has seen in decades.



– Kevin Storie, CEO

The Economic Costs and Structural Consequences of Black Economic Empowerment in South Africa

Black Economic Empowerment (BEE), later expanded into Broad-Based Black Economic Empowerment (B-BBEE), was introduced in post-apartheid South Africa with the stated objective of addressing historical economic exclusion and racial inequality.

The policy framework sought to increase black ownership, management participation, procurement inclusion, and economic representation after decades of legislated discrimination under apartheid.

The moral and historical basis for economic redress is broadly accepted across most sectors of South African society. However, over time, growing concern has emerged regarding the practical implementation of BEE policy and its broader economic consequences. Increasingly, economists, industry participants, policy analysts, and governance institutions have questioned whether the current framework has unintentionally contributed to rising costs, reduced competitiveness, procurement inefficiencies, and weakened economic growth.

One of the most significant areas of concern relates to public procurement. South Africa's preferential procurement framework frequently evaluates suppliers not only on price, technical capability, and delivery capacity, but also on BEE compliance scoring. In principle, this was intended to broaden participation within the economy. In practice, critics argue that the system has often introduced additional intermediary structures into procurement chains, particularly where empowerment partners are included primarily for compliance purposes rather than productive contribution.



Research referenced by the Free Market Foundation* and the Solidarity Research Institute estimated that BEE compliance costs South Africa between R145 billion and R290 billion annually, representing approximately 2% to 4% of GDP. The same analysis suggested that the cumulative long-term economic impact over two decades could exceed R5 trillion in lost economic activity, together with substantial associated employment losses.

The economic implications arise through several mechanisms. Procurement premiums increase the cost of goods and services purchased by the state. Analysis discussed by the Institute of Race Relations* estimated that procurement premiums associated with BEE requirements may amount to approximately R17 billion annually, while broader indirect costs linked to inefficiencies and corruption risks may be substantially higher.

Where procurement systems place excessive weighting on compliance metrics over technical capability, operational efficiency, or value-for-money principles, the result can be inflated infrastructure costs, delayed delivery, and reduced public-sector effectiveness.

Roads, hospitals, energy infrastructure, schools, and municipal projects ultimately become more expensive to deliver, while constrained public finances provide fewer measurable outcomes for taxpayers.

A central criticism repeatedly raised within industry and governance discussions concerns the insertion of non-productive intermediary structures into procurement processes. In numerous state-linked contracts, empowerment-linked entities have reportedly functioned primarily as transactional intermediaries rather than operational contributors.

In such arrangements, contracts may be secured through compliance positioning and subsequently subcontracted to established technical operators, with intermediary margins increasing overall project costs without corresponding productive value creation.

Former Eskom chairman Mteto Nyati publicly criticised procurement structures that, in his view, "create a layer of middlemen", contributing to inefficiency and inflated costs within already financially constrained state entities.

These concerns became particularly prominent during the era of state capture and the subsequent findings of the Judicial Commission of Inquiry into Allegations of State Capture, commonly referred to as the Zondo Commission.

The Commission documented widespread procurement manipulation, politically connected tender allocation, and systemic governance failures across multiple state-owned enterprises and government departments.

Importantly, the Commission did not conclude that corruption is unique to BEE itself. However, critics argue that procurement systems heavily dependent on political discretion and preferential allocation created environments vulnerable to patronage networks, rent-seeking behaviour, and institutional capture.



The findings surrounding entities such as South African Airways, Eskom, and Transnet reinforced concerns regarding governance weaknesses within politically influenced procurement frameworks.

Beyond direct corruption risks, BEE compliance requirements have also introduced substantial administrative and regulatory burdens for businesses.

Companies are frequently required to engage verification agencies, consultants, ownership restructuring mechanisms, reporting systems, and procurement compliance processes, all of which increase operating costs.

Research published through **South Africa's National Treasury archives acknowledged that preferential procurement systems can reduce competition and increase procurement expenditure where implementation becomes overly compliance-driven.**

Concerns have also been raised regarding the impact on foreign investment. International investors generally seek policy certainty, regulatory consistency, and merit-based commercial environments. Critics contend that ownership quotas, compliance uncertainty, and politically influenced procurement frameworks may discourage investment in capital-intensive sectors such as mining, manufacturing, energy, engineering, and aviation.

South Africa's prolonged low-growth environment, persistently high unemployment, declining infrastructure reliability, and ongoing energy instability have intensified scrutiny regarding whether current empowerment models are achieving sufficiently broad-based economic outcomes relative to their associated costs.

The mining sector provides a particularly illustrative example. Commentary associated with Wits University referenced mining analyst Peter Major, who argued that policy uncertainty, regulatory instability, and governance concerns contributed materially to declining investor confidence and long-term sectoral contraction.

A recurring criticism of **BEE implementation is that benefits have often accrued disproportionately to a relatively small politically connected elite**, rather than generating broad-based entrepreneurial expansion.



Political analyst William Gumede has argued that empowerment transactions frequently concentrated wealth among a limited number of politically connected beneficiaries.

While the precise scale of such transfers remains debated, concerns regarding elite enrichment versus broad societal upliftment remain central to the national policy discussion.

At the same time, ordinary **South Africans continue to face unemployment levels exceeding 30%, with youth unemployment significantly higher.**

Infrastructure deterioration, municipal decline, constrained economic growth, and increasing public frustration have contributed to growing scepticism regarding the effectiveness of current empowerment mechanisms in achieving inclusive economic advancement.

Another concern raised by critics is the potential distortion of meritocratic incentives. Where demographic compliance targets outweigh operational capability, institutional performance may weaken across both public and private sectors. In sectors already experiencing severe skills shortages, including engineering, medicine, finance, aviation, energy infrastructure, and technical trades, concerns have been expressed regarding skills flight, declining institutional capacity, and reduced international competitiveness.

It remains important, however, to distinguish criticism of BEE implementation from opposition to economic transformation itself. South Africa remains one of the most unequal societies globally, with many disparities directly linked to historical exclusion under apartheid.

Most credible policy debates therefore no longer centre on whether transformation is necessary, but rather on how transformation can be implemented in a manner that promotes growth, investment, skills development, and long-term national stability.

Increasingly, reform proposals advocate a transition away from politically mediated ownership transactions towards models focused on education, technical training, infrastructure development, entrepreneurship, enterprise incubation, and support for genuinely productive small and medium-sized businesses.

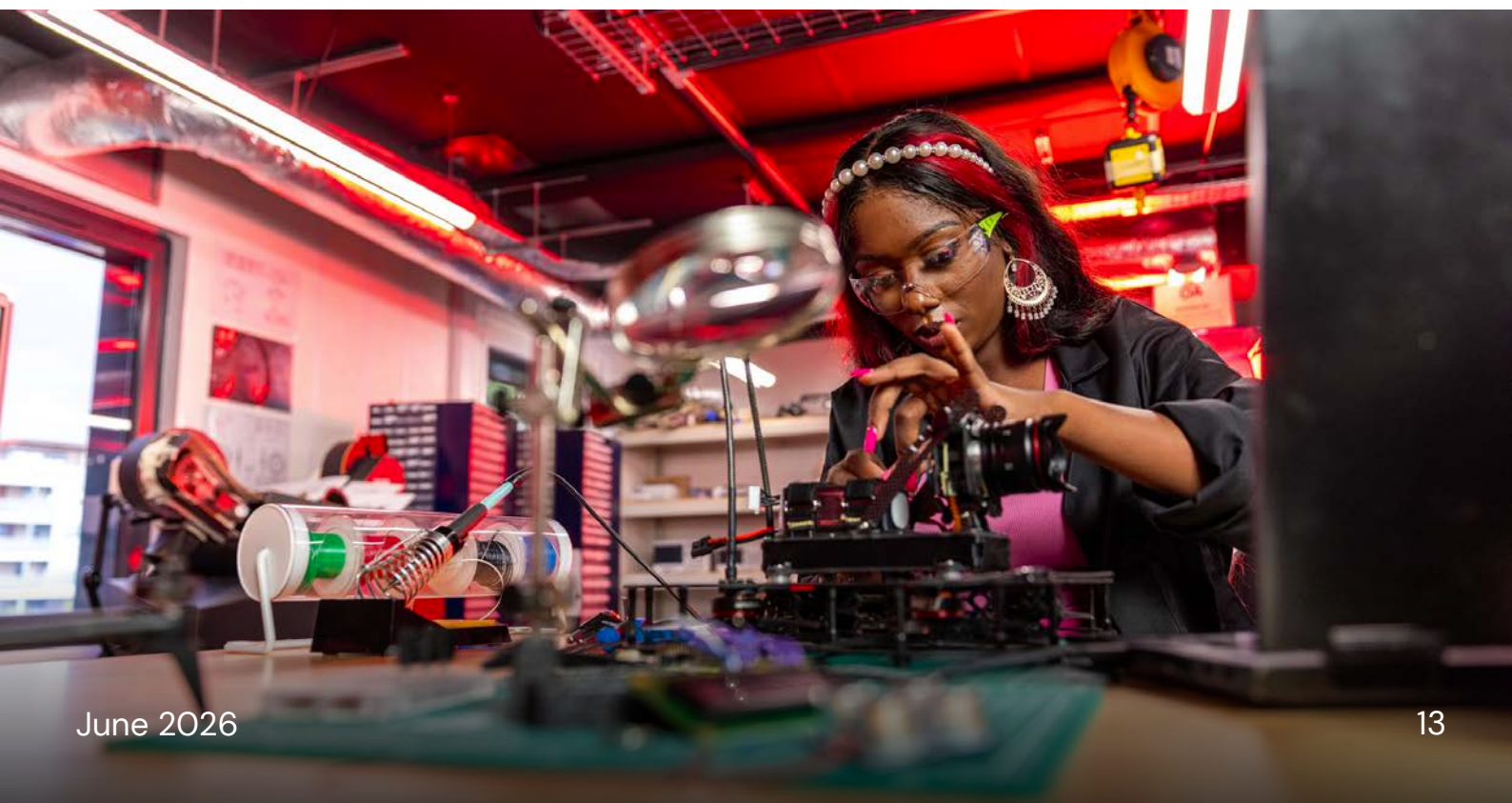
A growing number of analysts argue that empowerment policies should reward measurable value creation, innovation, employment generation, and economic contribution, rather than political proximity or procurement positioning.

In conclusion, substantial evidence suggests that South Africa's BEE framework has generated significant unintended economic consequences. Procurement inflation, intermediary cost structures, governance vulnerabilities, compliance burdens, reduced competitiveness, and perceptions of elite enrichment have all contributed to increasing national debate regarding the sustainability of the current system.

While the objectives of economic inclusion and historical redress remain both legitimate and necessary, many analysts now question whether the present implementation framework is achieving sufficiently broad-based outcomes relative to the economic costs imposed on the wider economy.

The central policy question facing South Africa is therefore no longer whether transformation should occur, but whether the current model of empowerment advances long-term national prosperity, institutional stability, economic growth, and social cohesion in a sustainable and internationally competitive manner.

References:
Free Market Foundation | Institute of Race Relations





Save the Date

13 August 2026 | Gauteng

Dress Code: Bright & Beautiful
in Formal Dress/Suits and Sneakers

Registration opens 1 July 2026

www.caa.co.za/nags

NATIONAL AVIATION GENDER SUMMIT 2026

LIFT AS WE RISE: CONNECT | INNOVATE | GROW

Join over 300 Women in Aviation for the 2026 National Aviation Gender Summit: A Day of Inspiration and Empowerment!

Mark your calendars for 13 August 2026—a date that promises to be truly unforgettable! The National Aviation Gender Summit will bring together industry leaders, visionaries, and change-makers for a day filled with engaging discussions and practical tools. This isn't just another conference; it's an opportunity to explore your capabilities and learn how to successfully navigate the skies of the aviation industry.

Whether you're a seasoned professional or a newcomer, this summit offers invaluable insights that will help you soar to new heights. Don't miss the chance to make your presence felt.

Register your team and ensure that they represent your brand with pride at this landmark event. We'll take care of the rest, providing a platform that encourages growth, collaboration, and innovation.

Be part of the movement that champions gender equality in aviation. We look forward to welcoming you and your movers-and-shakers tribe to an inspiring gathering on 13 August 2026.

Let's chart a course for a brighter future together!

FEATURED JOB SEEKER

Featured Job Seeker of the Month

Connecting Aviation Talent with Opportunity

Each month, CAASA will showcase an experienced aviation professional who is actively seeking their next opportunity within the industry. This initiative is designed to help connect skilled aviation talent with operators, AMOs, training organisations, and aviation businesses across Southern Africa. Interested in learning more about this month's featured candidate? Contact CAASA for an introduction.

Nadine Naylor

Aircraft Maintenance Planner | Aircraft Management | Compliance & Operations Specialist

Core Competencies

- Aircraft Maintenance Planning
- Airworthiness & Compliance Management
- Aircraft Management
- AOC Administration
- Regulatory Compliance (Part 43, 91, 135 & 145)
- Maintenance Scheduling & Coordination
- Client Relationship Management
- Project & Operations Management

With nearly 20 years of experience in the aviation industry, Nadine Naylor brings extensive expertise in aircraft maintenance planning, airworthiness oversight, compliance management, aircraft administration, and client relationship management. Her experience spans business aviation, aircraft management, maintenance operations, regulatory compliance, and project coordination across both local and international environments.

Currently serving as an Aircraft Manager at Comair Flight Services, Nadine has managed complex maintenance programmes, Air Operator Certificate administration, airworthiness documentation, maintenance planning, vendor negotiations, and regulatory compliance for a diverse fleet including Pilatus, Learjet, and Falcon aircraft.

Her career includes senior roles with Comair Flight Services, Absolute Aviation Group, and ExecuJet MRO Services, where she developed a strong reputation for operational excellence, maintenance planning, customer liaison, project coordination, and regulatory oversight.

Interested in connecting with Nadine?

Contact CAASA for an introduction and access to her full CV, or visit her LinkedIn profile below.

[Connect with Nadine](#)

JOB VACANCY



Ad-hoc Gr III Fixed Wing Instructor

Starlite Aviation Training Academy (Pty) Ltd has a requirement for a dedicated, skilled, and dependable professional to fill the position of an Ad-Hoc GR III Fixed Wing Instructor. The role will be based in Durban, South Africa.

Position

Ad-Hoc Gr III Fixed Wing Instructor

Company

Starlite Aviation Training Academy (Pty) Ltd

Reporting to

Fixed Wing Chief Instructor

Location

Durban, South Africa

Applications close

9 July 2026

Submit your CV

[Click here to apply](#)



AERO SA 2026

CAASA at AERO South Africa 2026

CAASA was proud to once again participate in AERO South Africa, an important gathering point for the General Aviation community.

Throughout the event, the CAASA team engaged with members, industry partners, exhibitors, and visitors from across the aviation sector. The exhibition provided an excellent opportunity to strengthen existing relationships, welcome new industry participants, and discuss many of the opportunities and challenges currently facing General Aviation.



As the voice of Commercial and General Aviation in Southern Africa, CAASA values every opportunity to engage directly with industry stakeholders and ensure that the interests of our members remain represented and supported.

We would like to thank everyone who visited the CAASA stand, shared insights, and contributed to the many meaningful conversations throughout the event. The enthusiasm and commitment demonstrated by exhibitors and attendees alike once again reinforced the strength of the aviation sector and the importance of working together to support its future growth.

We look forward to continuing these conversations in the months ahead and to supporting the ongoing development of aviation across Southern Africa.

AFRICA'S GATEWAY TO THE GLOBAL DEFENCE AND AEROSPACE COLLABORATION



16 - 20 SEPT

#AAD2026

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AFRICA'S GATEWAY TO THE GLOBAL DEFENCE AND AEROSPACE COLLABORATION



AFRICA AEROSPACE AND DEFENCE (AAD) COUNTDOWN:

100 Days To Go

A significant milestone has been reached in the countdown to the 13th edition of the biennial Africa Aerospace and Defence (AAD) Trade Exhibition and Air Show, taking place from 16–20 September 2026 at Air Force Base Waterkloof in Centurion, City of Tshwane, South Africa.

As of 8 June 2026, only 100 days remain until Africa's premier tri-service exhibition opens its doors, bringing together industry leaders, innovators, government stakeholders and aviation enthusiasts from across the globe.

To celebrate this milestone, AAD, in collaboration with its partners, the South African Aerospace, Maritime and Defence Association (AMD), the Armaments Corporation of South Africa SOC Limited (Armcor), and the Commercial Aviation Association of Southern Africa (CAASA), along with the South African Department of Defence and Military Veterans (DOD), unveiled the 100-day countdown to AAD 2026.

The event culminated in a physical setting at CT Hotel, where the exciting features and activities planned for AAD 2026 were outlined. Ms Nakedi Phasha, the Exhibition Director for AAD, stated, this year's theme, 'Africa's Gateway to Global Defence and Aerospace Collaboration,' encapsulates our commitment to fostering global partnerships and showcasing the impressive capabilities within the aerospace and defence sectors. As the only event of its kind on the continent and one of the top six in the world, AAD is truly in a class of its own." Phasha further stated

[READ MORE](#)



AAD 2026 Air Show Tickets NOW OPEN!

Our much-anticipated Africa Aerospace and Defence (AAD) Air Show is now open to the public! Showcasing cutting-edge technology and innovation in the aerospace and defence industries, this premier event, held at Air Force Base Waterkloof in City of Tshwane, South Africa, offers a unique opportunity for attendees to witness the latest advancements, thrilling aerobatics and displays of a diverse array of aircraft.

The AAD air show is a family-friendly event with activities and attractions for all ages. Children and adults alike can enjoy interactive exhibits, simulators and the chance to meet pilots and military personnel. Food stalls, merchandise vendors and entertainment options ensure a perfect fun-filled outing for family and friends.



This year's airshow promises an anticipated attendance of 70,000 spectators - buy your tickets now!

THE AIRSHOW TAKES PLACE ON THE WEEKEND OF 19 & 20 SEPTEMBER 2026

[CLICK HERE TO GET YOUR TICKETS NOW](#)



IN-STORE PURCHASE:



AAD2026 To Feature 3 Conferences In 3 Days

**IT IS NOT JUST AN EXHIBITION;
IT IS A PLATFORM THAT FOSTERS
DIALOGUES ON DETECTION**

Conferences are an important component of international aviation, defence and security exhibitions worldwide and the South African contribution, AAD, is no different. From 16 - 18 September 2026, AAD will feature three conferences that will cover three distinct themes over their duration.

[CLICK HERE TO REGISTER NOW](#)



Today's investment in young people IS TOMORROW'S NATIONAL SUCCESS.

Every June, South Africa commemorates Youth Month, a time to honour the courage, resilience and contribution of the young people who shaped our nation's history, particularly the youth of 1976 whose actions helped pave the way for future generations. Youth Month is also a call to action: to invest in young people, create opportunities, and equip them with the tools to build a stronger and more inclusive South Africa.

In this spirit, the AAD Youth Foundation stands as a platform dedicated to inspiring and empowering the next generation of innovators, leaders, creators and problem-solvers. Established as an extension of the Africa Aerospace and Defence (AAD) vision, the Foundation seeks to expose young people to opportunities across aerospace, aviation, defence, science, technology, engineering and advanced manufacturing sectors.

As South Africa continues to navigate a rapidly evolving global landscape driven by innovation and emerging technologies, youth development remains central to unlocking economic growth and building future industries. Through strategic partnerships, skills development initiatives, educational programmes and meaningful industry exposure, the AAD Youth Foundation aims to bridge the gap between ambition and opportunity.

One of the Foundation's key milestones has been the establishment of strategic collaborations that will expand access to learning, innovation and career pathways for young South Africans, ensuring that no talent is left behind.

This Youth Month, the AAD Youth Foundation calls on industry leaders, educational institutions, partners and communities to join hands in creating opportunities that empower youth not only to participate in the future economy, but to lead it.

The future of aerospace, defence and innovation belongs to those who dare to dream, create and build.



FRIENDLY REMINDER TO ALL EXHIBITORS

Please take note of the service providers available to meet all your various requirements and ensure smooth implementation

SERVICE	NAME	TELEPHONE	EMAIL
General Services Expo Solutions	Craig McDonald	+27 (0) 83 326 5767	Craigm@exposolutions.co.za
FR Meyer's Sohn	Estelle Pienaar	Estelle: +27 (0) 72 583 3270	estelle.pienaar@fms-logistics.co.za
	Nico Troostheide	Nico: +27 (0) 83 628 6768	nico.troostheide@fms-logistics.co.za
Show Daily	Robert Mace	+27 (0) 82 458 3599	Robert@defenceweb.co.za
Sanitation			marthinuse@sanitech.co.za
Security Services and OHS	Thulani Skondela		thulani@lodgevents.co.za
Event Catalogue	Sizwe Zim	+27 (0) 11 467 3341 +27 (0) 82 762 2010	sizwe@creativespacemedia.co.za
Conferences and Seminars	Robert Mace	+27 (0) 82 458 3599	Robert@defenceweb.co.za
Catering Services	Malcolm Tait	+27 (0) 76 332 1313	malcolm@maineventcatering.co.za
Golf Carts	Arlene Lane		book@zenevents.co.za

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 AIRSHOW DAYS

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



Industry News

AAD 2026 ORGANISERS MARK 100 DAY COUNTDOWN

There are less than 100 days until Africa's premier aerospace and defence exhibition, AAD 2026, kicks off in Pretoria, with organisers getting ready for what promises to be a substantial show given rising South African defence exports and worldwide geopolitical instability.

[READ MORE](#)

Industry News

MILKOR ANNOUNCED AS DIAMOND SPONSOR OF THE AAD 2026 CONFERENCE

The organisers of the AAD 2026 Conference are proud to announce Milkor as the Diamond Sponsor of this year's event. Taking place from 16 to 18 September 2026 alongside Africa Aerospace and Defence (AAD) 2026 at Air Force Base Waterkloof, the Conference will bring together military leaders, government officials, defence manufacturers, policymakers, and industry experts to explore the trends, technologies, and partnerships shaping the future of defence and aerospace in Africa.

[READ MORE](#)

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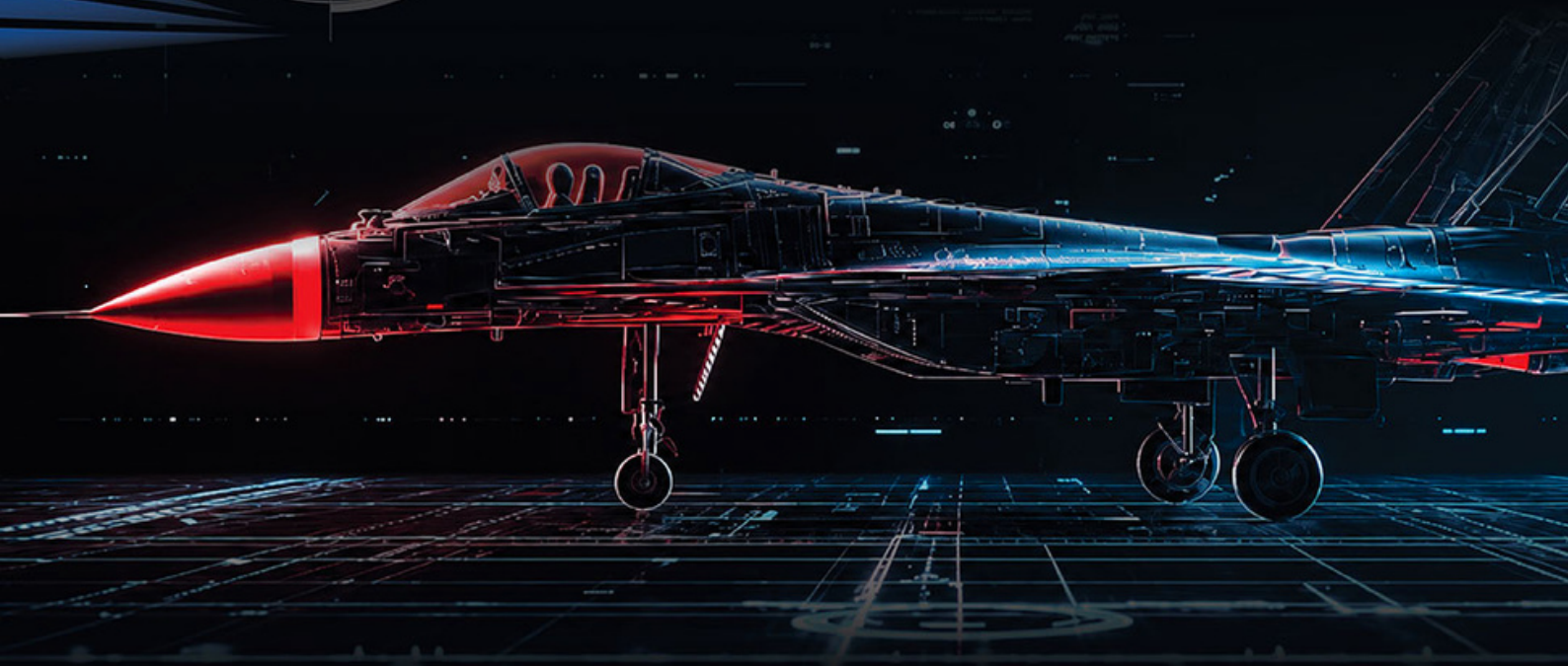
HOST CITY:

 **PRETORIA**
City of Pretoria



AAD 2026

CONFERENCE 16-18 SEPT 2026



EXCLUSIVE MEMBER OFFER

AAD 2026 CONFERENCE

Offer Available exclusively to
eligible **CAASA** members.



R1,995
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conference
fee.

Reserve your ticket today.

FEATURED MEMBER

Talking Radio



TalkingRadio is a specialized training and consulting firm focused on Radio Telephony communications for the aviation, marine, and operational industries.

Their core services include online, self-paced RT and Aviation English courses designed to prepare professionals for global regulatory assessments. Additionally, the company provides turnkey consulting solutions for airspace management, risk assessment, and corporate training programs.

Their offices are located in Cape Town, South Africa with qualified online Consultants available globally. Talking Radio is also both UKCAA and EASA accredited to provide Aviation English Language testing in collaboration with the International House Cape Town.

They also offer an affiliate programme for all our online training products and are continually expanding our database which includes mock examinations to meet our clients needs.



www.talkingradio.net



karen@talkingradio.net



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CAASA MEMBERSHIP

Your voice. Your industry. Your association.

Join the Unified Voice for Aviation in Southern Africa

For more than 80 years, CAASA has represented, protected, and advanced the interests of commercial and general aviation across Southern Africa.

When regulatory changes arise, industry challenges emerge, or critical decisions are being made, CAASA ensures that the aviation industry's voice is heard at the highest levels.

As a member, you gain access to:

- Industry representation and advocacy
- Direct engagement with government, regulators, and key stakeholders
- Expert guidance on regulatory, operational, legal, and industry matters
- Networking opportunities with aviation professionals and decision-makers
- Exclusive member communications, industry updates, and newsletters
- Opportunities to promote your business through CAASA channels
- Member discounts and benefits at industry events, including AAD and selected aviation conferences
- Access to a powerful network spanning operators, AMOs, flight training organisations, helicopter operators, airports, unmanned aviation, safety professionals, and aviation service providers

CAASA is more than an association.

It is a collective of aviation businesses and professionals working together to protect the future of our industry.

Whether you operate aircraft, maintain them, train pilots, support aviation operations, or provide aviation-related services, your business belongs at the table.

Stronger Together. Stronger Aviation.

Join CAASA today and become part of the organisation that has been championing aviation since 1944.

Melissa Sewgolam

melissa@caasa.co.za
+27 (0)82 847 3403



Stay informed.
Stay connected.
Stay represented.



A stronger aviation industry starts with a unified voice

From regulatory engagement to industry advocacy, CAASA represents the businesses that keep aviation moving.

Join the organisations shaping aviation

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melissa@caasa.co.za



COME FLY WITH US

Get involved with our monthly newsletter

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.

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

All we need from you

01

Your company logo
(JPG / PNG / PDF)

02

Company overview, products & services
(Long or short-form)

03

Significant milestones & supporting images
(JPG / PNG / PDF)

04

Contact details
(Including website address & social media)

Reach out to our General Manager,
Melissa Sewgolam

melissa@caasa.co.za