

CAASA Newsletter

The Commercial Aviation Association of Southern Africa

October 2026

Content Guide

Welcome to the penultimate CAASA newsletter of 2026! In this edition, we explore aviation's vital role in South Africa's transport network, alongside the latest industry news, insights, and updates from across our aviation community.

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October 2026

FROM OUR CEO

Aviation: The apex of South Africa's transport network

Why South Africa cannot afford to overlook the aviation industry this Transport Month

October is Transport Month in South Africa. It is a time when we quite rightly focus attention on how people and goods move around our country and on the infrastructure that makes that movement possible.

When we think about transport, however, most of us immediately think of roads, rail and public transport.

But above those networks sits another essential part of the transport ecosystem: aviation.

Aviation is, in many respects, the apex of transport. It connects distances that roads and rail simply cannot bridge efficiently, moves people and critical resources rapidly, and provides access to communities and economic activity that would otherwise be isolated.

And aviation is far more than scheduled airlines.

South Africa has a sophisticated and diverse General and Commercial Aviation sector that quietly supports almost every part of our economy.



Aviation beyond the airline

Business and corporate aviation enables companies to reach multiple destinations in a single day, access remote operations and make decisions where time is measured in business opportunity. Charter and business aircraft are not simply conveniences for executives; they are productive business tools.

Tourism depends heavily on aviation. South Africa's geographic size, wildlife attractions, coastal destinations and remote lodges make aviation an essential enabler of international and domestic tourism. Helicopters, charter aircraft and smaller general aviation operations provide access to destinations that conventional transport cannot serve effectively.

Agriculture is another excellent example. Aircraft and helicopters are used for crop monitoring, spraying, surveying and other aerial applications. Aviation also plays an increasingly important role in the protection of game and endangered species, supporting anti-poaching operations, wildlife monitoring and conservation.

Then there is aerial work – an often misunderstood but critical part of aviation. Surveying, photography, mapping, infrastructure inspection, firefighting, construction support, powerline and pipeline inspections and many other specialist activities rely on aircraft.

When an emergency occurs, aviation can become the difference between waiting and responding.

Medical and emergency aviation provides air ambulance services, search and rescue, disaster response and rapid deployment of medical personnel and equipment. In these circumstances, an aircraft is not a luxury. It is an emergency transport system.

Flight training is equally fundamental. Every commercial pilot, instructor and aviation professional begins somewhere. South Africa's flight schools and training organisations are therefore not simply businesses; they are part of the national skills pipeline supporting the future of the aviation industry.

Aviation also connects remote communities. In a country where infrastructure is unevenly distributed, aircraft can provide access to areas where building conventional transport infrastructure is economically impractical. Behind all of this sits another vital industry that is often invisible to the travelling public: aircraft maintenance, engineering and specialist aviation services.

Aircraft do not simply fly. They require engineers, maintenance organisations, avionics specialists, component suppliers, training organisations, inspectors, manufacturers, brokers, insurers, consultants and numerous other specialist businesses to keep them operating safely.

This is an ecosystem – and an important economic one.



Why aviation matters to South Africa

The aviation industry supports tourism, trade, investment, employment, skills development and emergency response. It brings international business into South Africa and allows South African businesses to reach the rest of the continent and the world.

It also supports national resilience.

When roads are flooded, infrastructure is damaged or communities are isolated, aviation can provide an alternative means of access. When minutes matter in an emergency, aviation provides a capability that no road network can replicate.

Yet aviation infrastructure, regulation and investment are too often considered only through the lens of scheduled passenger airlines.

That is too narrow.

South Africa needs airports, airfields, heliports, navigation infrastructure, maintenance capability, training capacity and appropriate regulatory systems that recognise the enormous diversity of aviation operations.

Safety must remain the foundation. But safety and economic viability are not opposing objectives. A sustainable aviation industry is one that is safe, properly regulated and economically capable of continuing to operate and invest.

This is where CAASA has an important role to play.

The role of CAASA

The Commercial Aviation Association of Southern Africa (CAASA) represents the interests of the General and Commercial Aviation industry and provides a unified voice when engaging with government, regulators and other stakeholders.

Our role is not simply to complain when things go wrong.

CAASA monitors legislation and industry developments, advocates for appropriate and proportionate regulation, promotes aviation, provides information to members and works to bring the industry together.

We also recognise that aviation is stronger when the industry works together. CAASA therefore maintains and develops MOUs and working relationships with aligned aviation associations, allowing us to collaborate on issues where a collective industry voice is more effective than fragmented representation.

Transport Month should therefore remind us that aviation is not a niche component of South Africa's transport system.
It is an essential part of it.





From the helicopter protecting a rhino, to the aircraft carrying a business team; from the flight school training tomorrow's pilots, to the engineer maintaining an aircraft; from the air ambulance responding to an emergency, to the charter aircraft taking tourists into a remote destination – aviation touches far more of South African life than most people realise.

The challenge for government, industry and all stakeholders is to recognise this value and ensure that the infrastructure, regulation and investment environment allows aviation to grow.

As South Africa considers the future of its transport system, we need to look up as well as forward.

Because above our roads, railways and public transport networks lies an industry that connects our country, supports our economy and, when required, saves lives.
That industry is aviation.

And South Africa needs it to succeed.



– Kevin Storie, CEO

CAASA AWARDS 2026

Celebrating Excellence in South African Aviation

The Commercial Aviation Association of Southern Africa (CAASA) brought the aviation community together on Friday, 30 October 2026, for its annual CAASA Awards & Year-End Dinner, an evening dedicated to recognising the people, organisations and industry leaders who continue to make a meaningful contribution to aviation in Southern Africa.

Hosted by Vaughn Gruneberg, the evening celebrated excellence, dedication, leadership and the achievements of individuals across the aviation sector. The event provided an opportunity to reflect on the year's contributions while recognising those whose commitment continues to strengthen and advance the industry.



Recognising Outstanding Contributions

The 2026 awards recognised achievements across a range of aviation disciplines, from technical excellence and general aviation to industry leadership, service and lifetime contributions.

Among the recipients of the Certificates of Recognition were Matthew Bowen of Solenta Aviation, who represented South Africa at the WorldSkills International Competition in Shanghai, earning a silver medal in Aircraft Maintenance and the Best of Nation Medal.

Captain Karl Jensen was also recognised for his remarkable 43-year career with South African Airways, while Craig Wood, founder of Aviation4SA, received recognition for his contribution to aviation safety, compliance and professionalism.

Certificates of Appreciation were presented to organisations and individuals who have provided exceptional service and support to CAASA throughout the year. Recipients included World Airnews, African Pilot, Bonolo Matjila, Rampa Rammopo, Hanke Fourie and Johan Nell.

CAASA also acknowledged employees of the South African Civil Aviation Authority (SACAA), recognising Tembisa Maphike for her work and engagement on important regulatory matters, and Asruf Seedat for his service and contribution to the aviation sector.



Kev Storie , Phillippa Dean (Africa Pilot)

Celebrating Industry Leaders

The evening's prestigious trophies recognised individuals whose influence and commitment have helped shape the aviation landscape.

The **CEO's Trophy** was awarded to Sean Murphy, President of AMOSA, for his outstanding contribution to CAASA and its affiliate.

The **General Aviation Industry Award** went to Dr André Coetzee, Executive Chairman of Henley Air and President of HASA, in recognition of his leadership and contribution to helicopter operations, pilot training, aircraft maintenance and aviation management.

The **Aviation Excellence Award** recognised Tokkie Botes, CEO and Co-Founder of SV Aviation, for his contribution to general aviation through essential aviation fuel supply and distribution services.

The **AAD Recognition Award** was presented to the AAD Office 2026, acknowledging the team's dedication and collaboration in delivering a successful exhibition during CAASA's tenure as Lead Partner.



CAASA Board & Council Members

A particularly special moment was the presentation of the Aviation Industry Excellence Award to Brian Emmenis, widely known as the Voice of South African Airshows. Having first received an aviation award from CAASA in 1987, this recognition, 39 years later, celebrated his longstanding passion and contribution to aviation.

CAASA also paid tribute to the late Garry Marshall with a Posthumous Recognition Award, honouring a career spanning more than five decades across aviation, courier, freight and logistics.

The President's Trophy was awarded to AATOSA, represented by Shaun Ledlie, for its valuable contribution to aviation training, skills development and industry growth.

One of the evening's highest honours, the Lifetime Achievement Award, was presented to Rob Jonkers in recognition of his decades of dedication to general aviation, recreational flying, flight safety and aviation advocacy.

Acknowledging the People Behind the Industry

Beyond the formal awards, CAASA took the opportunity to thank the many individuals and organisations whose support has helped the association and its initiatives throughout the year.

Special recognition was extended to members of the South African Air Force, the Department of Defence, the AAD team, catering partners and CAASA leadership for their contributions to the successful delivery of AAD 2026 and the continued work of the association.

A Certificate of Appreciation was also presented to AOM Digital, CAASA's marketing team, in recognition of its work across marketing and communications, including content creation, newsletters and the management of CAASA's social media platforms throughout 2026.



Kevin Storie, Melissa Sewgolam



Middle: Vaughn Gruneberg

Looking Ahead

The 2026 CAASA Awards served as a reminder that the strength of the aviation industry lies in its people – the professionals, businesses, leaders and organisations who dedicate their time, expertise and passion to keeping the sector moving forward.

As the evening concluded with closing remarks from CAASA President Mike Clark, the message was clear: collaboration, commitment and recognition remain essential to building a stronger and more sustainable aviation industry.

Congratulations to all the 2026 award recipients, and thank you to everyone who continues to contribute to the growth and success of aviation in Southern Africa.
Here's to celebrating the people who make our industry exceptional!

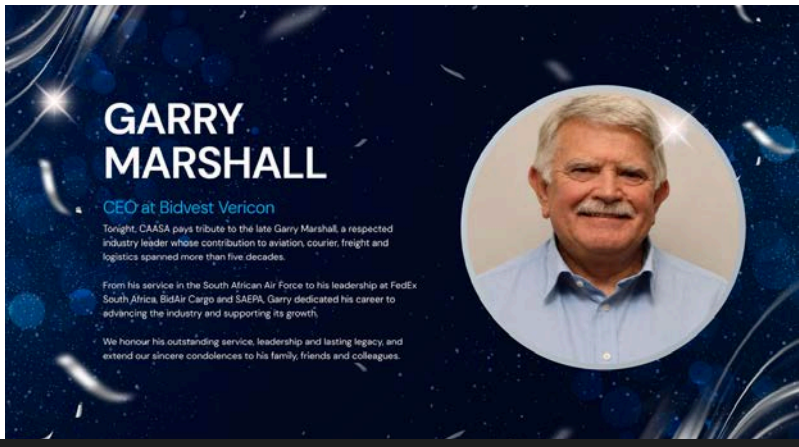

Your Aviation Partner
Middle: Matthew Bowen


Your Aviation Partner
Middle: Craig Wood


CERTIFICATE
CAASA




Middle: Tokkie Botes


GARRY MARSHALL
CEO at Bidvest Vericon
Tonight, CAASA pays tribute to the late Garry Marshall, a respected industry leader whose contribution to aviation, courier, freight and logistics spanned more than five decades.
From his service in the South African Air Force to his leadership at FedEx South Africa, BidAir Cargo and SAEPA, Garry dedicated his career to advancing the industry and supporting its growth.
We honour his outstanding service, leadership and lasting legacy, and extend our sincere condolences to his family, friends and colleagues.





Middle: Karl Jensen



Middle: Johan Nell



Middle: Dr Andre Coetzee



Middle: Judi Rodokankis (World Airnews)



Middle: Hanke Fourie







Middle: Tembisa Maphike



Middle: Asruf Seedat


Your Aviation Partne
CAASA
Middle: Janet Franken


Your Aviation Partn
CAASA


Your Aviation Partn
CAASA
Middle: Sean Murphy


Your Aviation Partner
CAASA
ur Affiliate Partners
Mike Clark, Ray Ledlie



AOM Digital Team



Middle: Brian Emmenis







Middle: Rob Jonkers



Middle: AAD Office



Middle: Bonolo Matjila



Middle: Lt Col Rudolph Venter (SAAF)



Middle: Shaun Ledlie



Middle: Officer Commander Brigadier General Makhamnandi Zama (SAAF)



DECET AVARIS

100 Missing Flight Hours, One Lost Aircraft Sale: The Hidden Cost of Incomplete Logbooks

An aircraft imported into South Africa lost a prospective buyer when its original maintenance records failed to follow it across the Atlantic. The case highlights a longstanding problem in aircraft transactions: how much is an aircraft worth when part of its history cannot be verified?

A light aircraft imported from the United States into South Africa appeared to have attracted a prospective buyer. However, what might otherwise have become a routine aircraft transaction came to an abrupt end when the buyer discovered that the aircraft's original American logbooks had not accompanied it into the country.



The first 100 flight hours of the aircraft's history were undocumented in the records available for inspection.

There was no original logbook evidence showing how those hours had been accumulated, which inspections had been undertaken, whether repairs had been performed, or who had been responsible for the work.

Faced with an incomplete maintenance history, the prospective buyer withdrew.

The aircraft had not necessarily been found to have a mechanical defect. Rather, the buyer was unwilling to proceed without sufficient documentary evidence of its early operational history.

The incident illustrates a commercial vulnerability that can be overlooked until an aircraft is placed on the market: incomplete maintenance records can undermine a transaction regardless of the aircraft's apparent physical condition.



When Missing Information Becomes a Commercial Liability

Aircraft logbooks provide far more than a chronological record of maintenance activity.

They document inspections, repairs, component changes, compliance with airworthiness directives, and other information relevant to an aircraft's continuing airworthiness.

For prospective buyers, these records form an essential part of the due diligence process. A physical inspection can establish the aircraft's condition at a particular point in time. Maintenance records provide the historical context needed to assess how that condition was reached.

When sections of the history are missing, the buyer must consider what remains unknown.

The absence of records does not establish that maintenance was neglected or that an aircraft suffered undisclosed damage.

However, it can make it difficult to independently verify whether relevant maintenance and inspections were performed during the undocumented period.

This distinction is particularly important during a pre-purchase evaluation, where uncertainty may influence a buyer's willingness to proceed, the scope of additional inspections, or the price they are prepared to pay.

In the South African case, the missing documentation covered the aircraft's first 100 hours.

Although relatively limited in terms of flight time, the gap was sufficient to prevent the buyer from proceeding with the transaction.

The Effect on Aircraft Values and Financing

The relationship between aircraft records and asset value is well established within the aviation finance sector.

In a February 2023 article, AOPA Finance president Adam Meredith explained that missing logbooks can reduce an aircraft's value as collateral, creating additional uncertainty for lenders.

The consequences may include larger deposit requirements, lower financing advance rates, or shorter repayment terms.

Importantly, the extent of the impact depends on the nature of the missing information.

A short gap in an older aircraft's history may be viewed differently from several years of missing recent records. Supporting documentation, inspections, and other evidence may also help establish aspects of an aircraft's history.

Nevertheless, incomplete records can introduce additional considerations into a transaction that would otherwise be more straightforward.

For sellers, the potential consequences extend beyond a reduced offer.

A buyer may request further inspections, seek alternative documentation, delay a purchase decision, or withdraw entirely.

There is no reliable universal percentage by which missing logbooks reduce aircraft value. The effect varies according to the aircraft, the period involved, the available supporting records, and the circumstances of the transaction.

However, the South African example demonstrates that the financial impact need not be expressed as a percentage to be significant.

The prospective buyer simply chose not to proceed.



An International Problem

The movement of aircraft between countries introduces additional complexity into the preservation of maintenance records. An aircraft may be manufactured in one jurisdiction, operated under several registrations, maintained by different organisations, and subsequently sold into another market.

Its technical documentation must remain sufficiently complete and accessible throughout those transitions.

In practice, maintenance information may be distributed between original logbooks, supporting documents, maintenance providers, owners, and electronic record systems.

Where documentation is not transferred with the aircraft, reconstructing its history can become difficult.

The problem is particularly relevant to aircraft imported from overseas, where a prospective buyer may have limited access to previous owners or maintenance organisations.

In his commentary on missing aircraft logbooks, Meredith specifically identified aircraft previously operated overseas as presenting additional concerns for lenders when their records are incomplete.

Without adequate historical documentation, establishing whether previous damage or significant maintenance activity occurred may require further investigation.

For South Africa's general aviation sector, where imported aircraft form part of the market, the importance of confirming the availability of records before an aircraft changes ownership or jurisdiction should not be underestimated.

The Regulatory Responsibility

South African Civil Aviation Regulations establish requirements for the maintenance and preservation of aircraft logbooks.

Under Regulation 43.01.3, applicable South African-registered aircraft must have approved aircraft, engine, and propeller logbooks recording the maintenance history of the relevant equipment.

Regulation 43.01.4 places responsibility for the preservation and safekeeping of these records on the aircraft owner or operator.

The regulation also addresses the retention of certain maintenance documentation when an aircraft is exported and its logbooks are transported with it.

These requirements reflect the importance of preserving the documentary history of an aircraft throughout its operational life.

However, regulatory obligations do not eliminate the practical risks associated with lost, incomplete, or poorly transferred documentation.

Nor does the existence of a record automatically establish its accuracy.

For aircraft buyers, maintenance organisations, and brokers, the quality and completeness of the available information remain critical considerations.

Can Digital Record-Keeping Reduce the Risk?

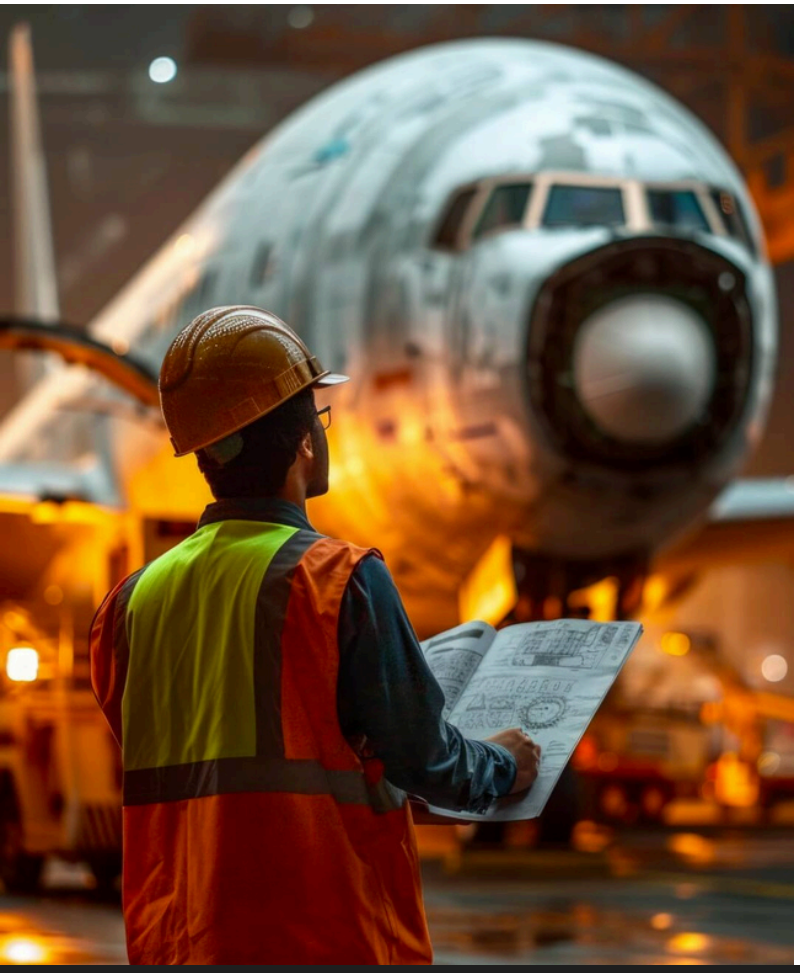
The aviation industry's gradual transition towards digital maintenance management offers opportunities to improve the continuity, accessibility, and traceability of aircraft records.

Electronic records can reduce dependence on a single physical document, while structured systems can make it easier to retrieve information relating to inspections, repairs, components, and maintenance history.

More sophisticated platforms are also being developed to maintain an aircraft-centred record that can remain accessible to authorised parties as the aircraft moves between owners and maintenance organisations.

South African aviation technology company DECET AVARIS is among those pursuing this approach, using structured digital records and permissioned distributed-ledger technology to support traceability and record integrity.





Such technology cannot reconstruct information that was never recorded, and digital storage alone does not establish that an original maintenance entry was accurate.

Its potential lies in improving how records are created, retained, accessed, and transferred, reducing the risk of future gaps arising through fragmented record-keeping processes.

The broader question for the industry is therefore not simply whether aircraft logbooks should be digital, but how maintenance information can remain complete, accessible, and verifiable throughout an aircraft's operational life.



A Consideration Long Before the Sale

The loss of a prospective buyer over 100 undocumented flight hours is a reminder that aircraft record management has consequences well beyond regulatory compliance.

For owners, complete maintenance documentation can contribute to the marketability of an aircraft.

For brokers, it can influence the efficiency and credibility of a transaction.

For buyers and financiers, it provides information necessary to evaluate the asset and the risks associated with its acquisition. And for maintenance organisations, the accuracy and continuity of records remain fundamental to the work they perform.

Where gaps already exist, supporting documentation from previous maintenance providers, overhaul facilities, or other reliable sources may help establish parts of the missing history.

However, recovering historical information can be considerably more difficult than preserving it correctly in the first place.

The aircraft at the centre of this case may ultimately have found another buyer. That outcome has not been established.

What is known is that one prospective purchaser withdrew because the documentation available could not account for the aircraft's earliest operating hours.

In an industry where the condition and history of an aircraft are closely connected to its commercial value, the lesson is clear: maintenance records are not simply administrative documents.

They are an important part of the asset being bought and sold.

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.

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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)

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