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

All South African fixed-wing aeroplanes and helicopters fitted with Textron-Lycoming and Teledyne Continental engines and possibly also Pratt & Whitney and Rotax engines not overhauled during the past 12 years have constructively been grounded overnight. A major insurance underwriter estimates up to 70 percent of the ageing fleet could be affected. The latest move by the South African Civil Aviation Authority (SACAA) to rescind an Air Information Circular embodied in the South African Civil Aviation Regulations and associated Technical Standards follows successive general exemptions and unsuccessful deliberations over the past two years to oppose the new regulation.

An entire sector of the aviation industry could subsequently be grinding to a halt. The knock-on effects in the value chain could harm food security, conservation, safety, security, tourism and private business enterprises and amount to billions of rand. It is therefore imperative that the collective efforts of an action group formed under the auspices of industry representative organisations listed above, and affected aircraft owners, pilots, operators, technicians and maintenance engineers to reverse the decision and reinstate the former ruling will be successful.

Scores of owners and operators may not yet be aware that they may be flying with effectively 'un-airworthy' aircraft, illegally and without any insurance cover. Few aircraft owners, especially those operating under Part 91 operations, can afford to overhaul their aircraft engines prematurely and are highly likely to stop flying altogether. Many operators may subsequently have to dismiss staff and close their doors, as the costs of a premature major overhaul could vary between R 1 m and R2.5 m depending on the size and complexity of the engine variant. Owners and pilots operating under Part 92 operations for leisurely activities, including ultra- and microlight aircraft or gyroplanes, are currently not affected.

Most private owners and pilots operating in the Part 91 category of operations use their aircraft for private business and to gain access to clients across the SADC region, including destinations not readily accessible by road or via commercial airlines. The action group insists that no empirical evidence exists to indicate safety is being compromised that would compel owners to carry out overhauls based on years instead of the number of hours flown. The original rationale for factories to recommend overhauling engines every 12-years was based on passive storage and inactive engines. The rescinded AIC was aimed at mitigating any potential harmful effects. No empirical evidence was ever presented to warrant the rescinding.

Anyone wishing to support the effort to oppose the ruling through collective action, should please contact CAASA as the current situation if left unresolved, poses a dire threat to the South African economy, potentially costing thousands of jobs, and destroying entire sectors irrecoverably while doing all South Africans enormous harm in the process.

Please Contact your association involved for details of how to get be informed and contribute.

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