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UNEMBARGOED

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.

CALL FOR RESTRAINT, UNITY AS ORGANISED AVIATION INDUSTRY MOVES AHEAD FOR INJUNCTION

Calls for restraint and unity of purpose were made during an online public meeting of the AIC 18.19 Task Group representing the organised industry on Wednesday, 16 July 2025. Hampered by a revoked rule by the SACAA after being in effect for 19 years now grounding aircraft with Lycoming, Continental and certain other engines not overhauled after a 12-year period, many private owners and industry participants are finding it increasingly difficult not being allowed to fly. Maintenance organisations and other aviation concerns have begun closing their doors.

From previous top-level discussions it became evident that those in governance are more concerned about own liability than inherent safety. The organised industry including top experts maintains that all available evidence substantiates that Part 91 (private, private business and pleasure) and operations such as Part 135 (non-scheduled commercial) and Part 141 (training) should be included in the exemption. Scientifically collated and verified data is proving beyond a shadow of a doubt why the tenets of AIC 18.19 are considerably safer than the 12-year overhaul mandated by the SACAA. An additional objective of the research effort will be to measure and quantify damages and loss of use being suffered.

Expedient and considerable progress has been made to maximise the chances of success when the High Court will be asked for an urgent injunction early in August 2025, as the earliest date. Efforts have been employed to ensure that all parties are afforded reasonable opportunity to set forth their versions in order for a proper ventilation of the issues at Court. The interim relief sought from the Court, would be to revert to the status quo prior to the withdrawal of the previous maintenance exemptions, thereby allowing private owners and light commercial operators to continue operating their aircraft, however subject to the previous maintenance dispensation pending further hearings and/or negotiations.

The current revocation of the former rule and the new technical standards are considered representative of a regime that does not follow the broader principles of law-making and policy-decisions, such as domestic best practice, international conformity and prior broad-based consultation with interested and affected parties. The industry contends that especially during the past few years the governing style has evolved from realistic democratic-participative, as it is supposed to be, to unrealistic autocratic-directive.

The case will hence be a landmark and open the door to restore the balance with the current and other ill-considered initiatives on the part of governance imposing severe hardship and unsafe conditions on both aviation participants and the travelling public without due consideration of either the empirical evidence or the socio-economic impact.

After successful discussions with a large organisation the campaign for a better dispensation will be supplemented with an even stronger data-driven approach thanks to the support of a specialised research institute and an additional support network reaching into the vestiges of Parliament. An announcement about the alliance may be expected soon. **[End]**

Aviation users affected by the current situation are advised to contact their club, association or organisation for details to become involved or contribute:

- melissa@caasa.co.za
- walter@aeroclub.co.za
- morne@awac.org.za

For media enquiries or interviews, please contact:

- **Johan Lottering +2782-550-3665 / info@jclpublications.co.za**
- **Kevin Storie, CEO of CAASA, kev@caasa.co.za**