



MEDIA RELEASE NO. 9

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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.

REGULATOR WANTS URGENT INJUNCTION AGAINST 12-YEAR ENGINE RULE SCRAPPED WITH COSTS

In an Answering Affidavit received at the eleventh hour on Friday, 8 Aug. 2025, the SACAA has indicated that the Pretoria High Court will be requested to scrap the application for an injunction from the roll with costs. The Applicants are currently drafting a Replying Affidavit in answer to the SACAA's contentions, which is required to be delivered on Friday, 22 Aug. 2025.

The application by the **AIC 18.19 Task Team**, representing the organized aviation industry, to set aside the 12-year engine overhaul rule, will be heard on 11 and 12 Sept. 2025. Until then, several obligations by the Applicants and Respondents need to take place in adherence to Court protocols. The Applicants have indicated that during the ensuing case management process, the Deputy Judge President will be respectfully requested to appoint a judge with an in-depth knowledge of aviation.

The Task Team has asked supporters and interested and affected parties who have been contributing financially and in other ways, to maintain unity and cooperate when approached by representatives of the **Research Institute** of the organization **Solidarity**. Data collected is to further quantify the impact of the current impasse on the industry due to well over a thousand fixed-wing aircraft and helicopters being constructively required to grounding by the arbitrary ruling.

Due to many having their aircraft grounded, particular attention must be paid to ensure that the engines are either inhibited, alternatively ground run on a regular basis (which in itself has unintended consequences, which the SACAA, by invoking the 12-year engine overhaul rule, is trying to guard against). Pilots must take care, especially if and when, re-commencing their flying by becoming current again that this must be kept in the fore front of the mind for safety reasons. Affected owners and pilots are subsequently advised to discuss preventative measures with respective aviation training and aircraft maintenance organisations.

Meanwhile calls have been streaming in pertaining to the legality of Certificates of Airworthiness and flying their aircraft. The position maintained by the Regulator is that the applicable SA-CATS 43.02.5 have been signed into law on July 19, 2025 by the Director of Civil Aviation (DCA) and that ignorance of the law is no excuse and hence, no-one else has the necessary locus standi to issue the necessary authorisation to fly. **[End]**

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

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