



The Aero Club of South Africa

Preserving Free Flight

Aero Club Communique # 6 of 2026

Good day to all our Aero Club members and the GA Industry.

The Thirty-Fourth Amendment of the Civil Aviation Regulations, 2026 was published earlier this week. It will be signed by the Minister of Transport and probably come into effect on the 1st of April 2026. This amendment is about changes to the fee structure of the SACAA and includes fee increases to various Parts of the regulations that affect general and recreational aviation.

A brief summary of our involvement in this fee amendment process is:

- The Aero Club first objected to the proposed fee increases in May 2023 after the increases were proposed by the SACAA. The basic principles of our objection at the time were stated as:

“The Aero Club represents the individual recreational aviation pilot. These pilots are from all the various flying disciplines. We have members who offer training and/or maintenance facilities, these are typically small entities that employ a few people. It follows that our members are cost conscious and will not be able to afford large fee increases.

Any costing model has its flaws. We feel that your ABC cost model is geared to the larger corporate enterprise and does not accommodate the small aviation business or the individuals who are involved only with recreational aviation. This was mentioned in the meeting on the 17th of March 2023. Also, to be noted that Recreational Aviation is not required to be ICAO aligned, thus there can be simpler administrative processes applied within the CAA which do not need to be costly.”

- We additionally commented on the structure of the fee increases:

“We wish to add the following:

the average increase for the 17 items that we are objecting to for the 2023 / 2024 years is 92% and range from 35% to 277%.

The average increase for the 17 items for the 2024 / 2025 years is 52% and range

from 22% to 80%.

In some cases, the actual Rand amount of the increase is not that large, but we need to emphasize that we are dealing with individuals and small businesses to whom every cent counts.”

- Another aspect of the fee increase that was questioned was that the increase was based upon 50% of the CAA's Activity Based Costing model (ABC model) and CPI. In some cases, we suggested a 25% increase on the ABC figure plus CPI to limit the impact on the user.
- We compared certain elements of the cost structure of the SACAA to the same elements in the yearly financial statements of the aviation authorities in the USA, the UK, New Zealand and Australia. It was found that our CAA cost in terms of the examined elements is similar to the mentioned authorities.
- Once we had the necessary information, we submitted proposed changes to the fee increase proposal. The outcome of a number of discussions and four meetings was that in a final meeting with the Finance Department of the SACAA and the Aero Club, an agreement was reached on the proposed fee increases for certain fees in terms of Parts 61, 62, 66, 69 and part 105, as well as their payment frequency as some payments could be extended to every two years to align with renewal terms.

We thank the Finance Department of the CAA for their cooperation in reaching an agreement on the proposed fees.

The regulatory changes that affect the 12-year engine matter are the proposed amendments to the regulations in Part 43.02.1 and Part 91.09.1. These have been approved for promulgation. Appendix 3 of Part 43 which sets out the technical process for the maintenance of engines older than 12 years has been approved for public comment. We are hopeful that both the amendments to Parts 43 and Part 91 and Appendix 3 will be sent for publishing in the Government Gazette during next week. Although there is good progress here, it will still take time to seek relief for those who are stuck without a renewed CoA as once the public comment phase is concluded, the proposals have to be submitted to CARCom which is in April, after which when approved, relief can be secured.

At the CARCom meeting on the 5th of December 2025 an exemption request for interim relief for aircraft with engines older than 12 years was personally delivered to the relevant department at the CAA. This exemption request was submitted on behalf of the AIC 18.19 task team. The necessary fee was paid and in early January a few queries were answered. At this stage we are still waiting to hear the outcome of this exemption application.

At a meeting of the Aero Club Airweek planning committee this week, it was a pleasure to see the plans coming together. The team is doing a stellar job and have been able to secure many exhibitors who will be on hand to support your interest. There are also AeCSA sections who will be carrying out their specialist activities during the weekend.

Please see the poster below and register your attendance for Airweek at <https://mailchi.mp/6792bb799348/aero-club-airweek-2026-is-coming-your-way-sign-up-to-participate>

If you need to renew your Authority to Fly, see the information below about our Aero Assist system.

The 2026 Aero Club membership renewal commenced on the 1st of December. Please visit the Aero Club website renewal portal at <https://aeroclub.org.za/membership/> to renew or to register as a new member.

Enjoy the week, keep it safe, till next week.

Regards

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AIRWEEK
2026

CELEBRATING
106 YEARS IN SOUTH AFRICAN AVIATION

AIRWEEK 2026 - FLY IN, CAMP OUT & HANG OUT
FOR AVIATORS, BY AVIATORS & ALL ARE WELCOME!
5 - 8 March 2026
MIDDELBURG AIRFIELD (FAMB)

WWW.AEROCLUB.ORG.ZA
RSVP@AEROCLUB.ORG.ZA



The Aero Club Membership Support Initiative

ATFs and Licences

The Aero Club has created a Member Support Initiative to assist active Aero Club members in their Recreational Licence & ATF application submissions to the CAA at a cost of R 300 per submission, discounts for multiple submissions and referrals.



AeroAssist

<https://www.aeroassist.org.za/>

AeroAssist is a web based system that can be used by members of Aero Club to facilitate Authority to Fly applications with CAA.



The functionality of the system allows for the upload of all required documentation that must be submitted with the application. Aircraft details and applicable documentation will be saved to a master document set for the aircraft and will be available for subsequent applications; making it easier for the user the next time an application is submitted.

Applicants are kept up to date with regards to application progress via their preferred communication method - sms or e-mail. When the Authority to Fly has been issued by CAA, it will be stored in the system and automatically e-mailed to the applicant. As an additional service, we also send a reminder at the appropriate time when an Authority to Fly is due.

For more information contact The Aero Club of South Africa
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Sections of The Aero Club of South Africa

