



The Aero Club of South Africa

Preserving Free Flight

Aero Club Communique # 15 of 2026

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

I hope it is not too cold and trust you are well.

12-Year Engine Rule

There is some news about the process of the signing of the amendments to Parts 43 and 91 by the minister. The 36th Amendment which includes the amendments to Parts 43 and 91 was circulated to the DoT on 11 May 2026. Comments were received by the CAA on 29 May and were answered by the DCA on 4 June 2026. Further comments were addressed with the DoT on 10 June 2026. So, it would appear that the minister now has all that is needed to sign the amendments. However, there is still no indication when the amendments will be signed. We hope it will be soon.

The Commercial Aviation Association of South Africa (CAASA) sent a request to the SACAA to enquire about the processes once the amendments are signed and owners want to return aircraft to operation. While the Aero Club was not a formal signatory to the letter, we collaborated with CAASA.

The requests sent to the CAA and their responses were as follows:

Request: What is the way to returning aircraft to operation?

CAA response was that the process will be in terms of the Condition Monitoring Program and that any such implementation can only proceed once the proposed amendments have been promulgated by the Minister and the proposed CATS have been approved by the DCA. The process will be in terms of the promulgated CATS.

Request: The process applicable to Certificates of Airworthiness Inspections where validity has lapsed.

The reply was that aircraft inspections remain a CAA function and the CAA does not make a blanket determination that a particular type or category of aircraft must be inspected or not. SACAA is monitoring the situation and may make assessments and adjustments to determine the resources required.

Request: *SACAA inspection capacity and resource allocation to address the anticipated volume of applications and inspections;*

CAA answered that they are mandated to ensure that the services that are required are rendered, and the associated capacity planning is undertaken. Considering that capacity augmentation is a financially demanding activity, such activation may not be exercised on anticipation of volumes, as they are currently not known. As such, the resource allocation will be determined at the correct time when analysis of human capital requirements has been extensively undertaken.

Request: *Definitive implementation timelines*

The request about set timelines was answered by stating that:

“the acceleration of Part 91 and Part 43 implementation is an activity that is managed by the Department of Transport (DOT), a fact which we are all aware of. However, SACAA will continue with its established liaison protocols with the DOT whom we understand to be giving due regard to these promulgations. SACAA remains committed to continue with the follow ups as necessary.”

From the above it is clear that we will have to wait until the minister has signed the amendments and the CAA has received requests to renew CofAs to determine how and to what level the process will be done. From informal discussions I believe that some work is being done to prepare for an increased workload.

The information given here and in previous Communiques is what we know. Now that the proposed engine Condition Monitoring Program has been sent for promulgation, there is not much that can be done until the minister signs the amendments. I have a few Aero Club members who contact me regularly to find out what the progress is with the whole 12-year engine issue. I want to extend an invitation to all Aero Club members and any other interested person to please contact me if you need information.

Air Traffic Control at Special Air Events

During 2023 the SACAA decide to withdraw the permission for air traffic controllers to assist at special air events. This had a major effect on events of the Aero Club where an increased air activity occurred. The yearly Airweek, the President's Trophy Air Race, air shows, competitions and other events were affected.

It is absolutely necessary to have qualified, experienced air traffic controllers at special air events. To get to an equitable solution that could facilitate the presence of qualified air traffic controllers at special air events, many meetings, work groups and consultations were held during the last 3 years. Members of the Aero Club, CAASA and industry, Air Traffic and Navigation Services and the SACAA worked together. A manual of procedure has been agreed to by ATNS and the SACAA which this week resulted in a formal Alternative Means of Compliance (AMOC) being issued by the DCA. Earlier this year we also participated in formulating amendments to the CATS of Part 172 which improved the standards applicable to ATC at events.

With the AMOC and the amendments to Part 172 we now have structured, regulatory compliant documents that clearly set out the process for supplying air traffic services at special air events

I want to thank the colleagues at ATNS and the CAA for the great effort in getting this finalised. Also, of course, a big thank you to the Aero Club members, CAASA and other industry members for your effort in getting this finalised.

Other Aero Club information

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.

Please also see below the information on our Aero Assist system whereby you can easily renew your Authority to Fly.

The contact numbers for the SACAA for confidential hazard reporting and the Aeronautical Rescue Coordination Centre are also listed below.

If you fly or drive, be safe.

Regards,

Walter Doubell, Chairman, Aero club of SA, 26 June 2026

walter@aeroclub.org.za, 0798306452

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
(011) 082 1100 or salome@aeroclub.org.za

Sections of The Aero Club of South Africa



Safety Contact Information

The SACAA Confidential Aviation Hazard Reporting System (CAHRS) reporting link:

<https://www.caa.co.za/information-for-the-public/reporting/#cahrs>

ARCC

Aeronautical Rescue
Coordination Centre

SEARCH AND RESCUE



+27 63 505 4164 or



+27 63 505 5485



Report **ANY** Aircraft Accident
Immediately to the ARCC

This includes Paragliders



ARCC
SASAR

