



**MEDIA RELEASE NO. 6.**

**DATE 11 JULY 2025**

**EMBARGOED UNTIL 2000 ON 12 JUL. 2025**

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.

# AVIATION RESPONSE AND ACTIONS SINCE OUR LAST MEDIA STATEMENT AGAINST ENGINE RULING

## 1. Virtual Meeting with the Minister (26 June 2025)

While the Aero event was underway, Minister Barbara Creecy convened a virtual follow-up meeting to address outstanding issues, notably our letter on AIC 18.19. Task Team members and SACAA's full executive were present. This was our final bid for a negotiated solution.

## 2. Minister's Directive & Our Submission

At Minister Creecy's request, the Task Team submitted a detailed letter of concerns—by the extended deadline of 28 June—and tendered our draft urgent-interdict application to demonstrate both our sincerity and readiness to litigate if necessary. We made clear that we would withhold filing should SACAA show genuine intent to amend or rescind the flawed regulation.

## 3. Silence & Legal Counter preparation

Despite the Minister's and SACAA commitment to respond by 1<sup>st</sup> July 2025, no communication was received. The decision to file was after there was no response.

## 4. Filing for Relief & SACAA's After-the-Fact Forum

Following our agreed course of action, the Task Team's amended urgent-interdict application was formally filed at **13:10:14 SAST on 9<sup>th</sup> July 2025**. Only thereafter did SACAA convene an "industry forum" on CATS 43 interpretation—far too late and symptomatic of their poor communication processes.

On the 10<sup>th</sup> July, when SACAA's attorneys (Mfinci Bahlmann Inc.) issued a letter to our legal team, notably after filing our matter. SACAA also sought a separate meeting with AeCSA—declined in deference to the agreed multi-party process—even though their legal position was already crystallized. The regulator should have called a meeting with all the parties.

## 5. Call for Lasting Resolution

The AIC 18.19 framework has safely governed engines beyond 12 years of calendar life for 19 years, validated by modern engineering tests and statistical analyses. Its unmodified integration into Part 43 would secure another two decades of predictable, cost-effective airworthiness oversight. Until SACAA provides **pertinent safety data** and engages in bona fide consultation, general aviation remains under existential threat.

## 6. Next Steps & Solidarity

We await the court's scheduling of our interdict hearing and will announce the date in due course. In the meantime, the Task Team stands united: "United we stand; divided, the industry will be irreparably harmed." We call on all stakeholders to intervene and restore a regulatory environment that safeguards both safety and the livelihoods of thousands of South African aviators.

**A progress virtual meeting by the AIC 18.19 Task Team will be held at 9am on the 16<sup>th</sup> July 2025.**

A link will be sent out early next week via the usual channels. Please contact your club, association or organisation for details to become involved or contribute:

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