



MINUTES
NASCOM 1 / 2026
 19 February 2026 at 10h00
 CAA, Ikhaya Lokundiza
 12 Byls Bridge Boulevard,
 Building No 2, Byls Bridge
 Office Park, Centurion
Virtual Meeting

ANNEXURE B

ATTENDANCE LIST

OFFICIAL	COMPANY	CONTACT NUMBERS	E-MAIL ADDRESS
Ms. T. Maphike	SACAA	072 300 8617	Maphiket@caa.co.za
Mr. S. Maphanga	SACAA	011 545 1194	Maphangas@caa.co.za
Mr. V. Nkosi	SACAA	066 470 2188	Nkosiv@caa.co.za
Ms. S. Mbatha	SACAA	011 545 1658	Mbathasi@caa.co.za
Mr. J. Davis	ATNS	066 304 3246	Jamesd@atns.co.za
Mr. K. Storie	CAASA	082 382 3276	Kev@caasa.co.za
Mr. Z. Cira	SACAA	011 545 1562	Ciraz@caa.co.za
Ms. J. Prins	DoT	082 857 7931	Prinsj@dot.gov.za
Ms. I. Mabala	SACAA	011 545 1023	Mabalae@caa.co.za
Ms. L. Zwedzi	SACAA	011 545 1311	ZwedziL@caa.co.za
Mr. V. Lochan	AASA	071 896 1398	Vlochan@aasa.za.net
Mr. M. Cooper	ATNS	079 500 8847	Martinc@atns.co.za
Ms. A. Dana-Mfikili	DFFE	071 256 5048	Adana-mfikili@dffe.gov.za
Ms. J. Malope	DoT	012 309 3561	Malopej@dot.gov.za
Mr. W. Doubell	Aero Club	079 830 6452	Walter@aeroclub.org.za
Ms. S. Bruce	BARSA	076 150 9233	Sarah.bruce@barsa.co.za
Ms. S. May	SACAA	011 545 1065	Mays@caa.co.za
Mr. N. Chetty	ATNS	068 136 1950	NiesanC@atns.co.za
Mr. P. Behari	GATSCA	082 097 1234	pareshdb@gmail.com
Mr. D. Joubert	ATNS	079 517 6863	DaveJ@atns.co.za
Mr. T. Masuku	SACAA	011 545 1000	Masukut@caa.co.za
Ms. T. Mahuwa	DoT	012 399 3020	mahuwat@dot.gov.za
Mr. T. Matabane	SACAA	011 545 1066	Matabanet@caa.co.za
<u>APOLOGIES</u>			
Official	Company	Contact Numbers	E-Mail Address
Ms. P. Kganyago	DoT	012 309 3330	Kganyagop@dot.gov.za
Ms. L. Venter	SACAA	083 451 2645	Venterl@caa.co.za
<u>ABSENT</u>			

Mr. K. Sim	ACSA	082 775 0315	Kenton.sim@airports.co.za
------------	------	--------------	--

	ACTION BY
1. OPENING The meeting was opened by the Chairperson, Ms. T. Maphike.	ALL
2. APOLOGIES Refer to Annexure B: Attendance List.	ALL
3. ANNOUNCEMENTS Ms. Bruce (BARSA) reminded members of the upcoming BARSA Aviation Summit 2026, scheduled for 5–6 March 2026 at Zimbali Capital Hotel, KwaZulu-Natal. She advised that members who had not yet received invitations should contact the BARSA office.	BARSA
4. SUPPLEMENTARY ITEMS 4.1 Cape Nature Letter Mr. Storie presented a letter, where, CAASA members are being threatened with legal actions for operating within World Heritage Sites below 2500 ft above the highest point. He raised concerns regarding restrictions imposed on World Heritage Sites, specifically the requirement for aircraft to remain 2,500 feet above the highest point. This has caused significant operational challenges, particularly to non-propulsion, lighter-than-air aircraft (e.g., gliders, paragliders, and hang gliders). Longstanding recreational activities, such as wave camps in Drakensberg, are now at risk of being deemed illegal despite having no environmental impact. He emphasized the urgency of obtaining contact details for management authorities to resolve these issues at the operator–authority level, as has been done in other parks. Mr. Adriaan elaborated using the Cape Gliding Club as an example. The Club attracts many foreign pilots and contributes to tourism and local investment in Worcester. Gliders rely on mountain-generated waves for lift to operate, covering large areas from Worcester eastward to George and northward to Klawer/ Nieuwoudtville. He indicated that the airspace restrictions block access to key mountain areas, severely limiting operations. Gliders produce no noise, no pollution, and no environmental impact, and often provide benefits such as spotting and reporting wildfires. The Club seeks an agreement that allows continued operations, highlighting the recreational and economic value of gliding in South Africa.	CAASA

Both Mr. Storie and Mr. Adriaan stressed that the restrictions were never intended to criminalise recreational aviation and urged that resolution to prevent unintended consequences be found as a matter of urgency.

Mr. Storie reiterated the seriousness of the issue, the 2,500ft restriction over World Heritage Sites is causing severe disruption to long-established recreational aviation activities.

He warned that if unresolved, South Africa risks losing foreign aviation tourism to countries like Namibia, with long-term damage to reputation and revenue.

Mr. Adriaan added that in the Cape region, several World Heritage Site and National Park airspace declarations overlap with controlled airspace of major airports. Examples include Cape Town International TMA and parts of George airspace, where declared protected areas extend into controlled zones.

Flight track analysis showed that commercial airliners on descent into Cape Town and George are regularly infringing on these declared airspaces, likely without realising it, since they are operating within controlled airspace.

He indicated that infringements are occurring daily, not only for recreational aviation but also for commercial operations.

Mr. Storie reinforced the gravity of the issue; infringements could have serious insurance implications. In the event of a hull loss (aircraft accident), insurance companies may repudiate claims if the aircraft is deemed to have been operating illegally in restricted airspace.

This risk applies to airlines, general aviation, and recreational aircraft alike. Such repudiation would cause a national disaster, with international consequences through ICAO and global aviation bodies questioning South Africa's compliance.

Mr. Maphanga responded to the concerns raised and confirmed that this issue has been under discussion for some time but remains unresolved.

He suggested that legislation should explicitly exempt arriving and departing aircraft from restrictions, since they must descend through protected airspace to reach airports. He cited Chief Dawid Stuurman Airport as an example, where the nearby Addo Elephant Park overlaps with approach paths.

Mr. Maphanga explained that fixed-wing aircraft cannot descend vertically like helicopters; they must pass through airspace to land, and he highlighted risks for VFR (Visual Flight Rules) pilots, who rely on ground markers for navigation. Forcing them to fly higher reduces visibility and increases danger.

He noted that the corridors for cruising aircraft could work, but they disrupt navigation and routing. The corridors for landing/departing aircraft are impractical due to varying turning radii of different aircraft types.

He concluded that the matter can only be resolved at Ministerial level, or by establishing a system where operators request permission from management authorities.

Ms. Prins emphasised that the DFFE and DoT Inter-departmental committee should be given the opportunity to establish itself properly. A work plan will be necessary to prioritise issues, since not everything can be solved at once. The committee should invite relevant stakeholders and begin laying the groundwork for structured action.

The Chairperson agreed, noting the need for acceleration in setting up the committee so that issues can be addressed sooner rather than later. She requested that updates be provided to NASCOM members even before the next scheduled meeting, to avoid waiting until the next NASCOM meeting planned for May 2026.

Mr. Storie added that interim solutions could be pursued directly with management authorities in critical areas (e.g. Cape Nature, Drakensberg). He suggested that applying minimum altitudes consistent with normal aviation practice (rather than 2,500 feet above the highest point) would resolve most issues.

Mr. Storie highlighted successful precedents, such as agreements with SANParks for paragliding in the Cradle of Humankind and Cape Town, where management authorities allowed operations under specific conditions.

He urged acceleration of such interim agreements to prevent worst-case scenarios, such as accidents leading to lawsuits against the SACAA, DoT, or DFFE, and insurance repudiation.

The Chairperson thanked Mr. Storie for his input and confirmed that the contact details shared by Ms. Dana-Mfikili would assist in reaching out to relevant management authorities while broader committee work progresses.

Mr. Storie agreed to try engaging with management authorities directly, though noted challenges such as compliance with POPIA regulations.

5. APPROVAL OF THE AGENDA

The agenda was approved.

6. APPROVAL OF NASCOM MINUTES (4/2025)

The minutes were approved as a true reflection of the meeting.

7. MATTERS ARISING/ PENDING AGENDA ITEMS

7.1 DFFE INFORMATION AND INTENDED DECLARATION ACTIVITY

ALL

ALL

DFFE INFORMATION – The Secretariat reported that the CAA had been tasked with publishing charts. He confirmed that the charts were completed and that work on the World Heritage Site charts was ongoing.

DFFE

Ms. Zwedzi added that data had been received from DFFE and the SACAA team is currently working on the charts, which would be published by the end of February 2026.

The Secretariat reported that DFFE was tasked with sharing the management authorities' contact details, as requested by Mr. Storie. He noted that some contacts were no longer available or had changed, and DFFE was expected to provide updated information.

Mr. Storie emphasized the importance of moving forward with this matter, noting its impact on aviation and the country. He stressed the need for urgency and clear timelines, highlighting that providing contact details should not take several months.

Ms. Dana-Mfikili provided background as follows, the previous official assisting with the committee had left, and Mr. Charles Kgomotso Bopape was appointed as Secretariat of the working group.

He is assisting with setting up the committee and obtaining information from management authorities regarding airspace above protected areas. Discussions with DoT and the working group are ongoing to finalise institutions to be represented.

Governance measures require information to be shared via the Secretariat. The Secretariat role will rotate between DFFE and DoT, with DoT arranging internal engagement to establish its Secretariat function.

She also added that the planning and organisation for the committee to convene is still underway.

Ms. Prins acknowledged the urgency raised by members. She reported that meetings had taken place to address logistical, administrative, and TOR-related matters. She plans to meet with her Director next week to solidify issues from a Department of Transport perspective, with the aim of providing more concrete next steps.

She assured members, including Mr. Kev Storie, that the urgency is understood and that updates will follow.

Ms. Amanda Dana-Mfikili added to her earlier update, confirming that details regarding the proposed declaration of Grassland National Park had been provided and inputs received from NASCOM.

She committed that in future, separate letters will be sent to NASCOM alongside those sent to DoT, to ensure NASCOM members are informed of such declarations.

The Secretariat emphasised the importance of keeping NASCOM informed, noting that this is a standard practice. He also reminded members that DFFE was expected to communicate dates for the departmental committee sitting.

Ms. Dana-Mfikili clarified that the committee dates have not yet been confirmed but assured members that once finalised, they will be communicated.

The Chairperson acknowledged Ms. Dana-Mfikili had shared contact details in the chat for the Secretariat of the working group, who holds the relevant management authority contacts.

Action/Decision

- The DFFE to keep NASCOM informed on new developments
- The DFFE to communicate the dates for departmental committee meetings to NASCOM Secretariat.
- NASCOM Secretariat to distribute the dates for departmental committee meetings to NASCOM members.

DFFE

DFFE

Secretariat

7.2 National Airports Dev. Plan (NADP)

Ms. Prins reported that the NADP was reported to the International Corporation, Trade and Security Director General (ICTS DG) cluster on 30 October 2025 and to the Economic Sectors, Investment, Employment and Infrastructure Development (ESIEID) Ministers cluster on 14 November 2025. It was then presented to the Justice Crime Prevention and Security Director General (JCPS DG) cluster on 3 February 2026 and to the JCPS Ministers cluster on 5 February 2026.

DoT

Both clusters approved the NADP to proceed to Cabinet and the NADP is currently undergoing internal Ministerial approval processes before submission to Cabinet for approval and subsequent publication in the Government Gazette for public comment.

Ms. Bruce asked whether timelines were available for the NADP.

Ms. Prins responded that timelines are difficult to confirm at this stage since the matter is at Cabinet level. She assured members that once approval for publishing is granted, DoT will communicate the expected publication dates to the NASCOM Secretariat, who in turn will share them with NASCOM members.

The Secretariat noted consultations by the DoT with AASA, CAASA, ACSA, and related stakeholders. He noted that CAASA required approval from its CEO, however, was uncertain whether the issue had been resolved in previous meetings.

Mr. Storie confirmed that while they had made themselves available, no further consultations had taken place. He emphasised that they remain ready to participate and will accommodate scheduling as needed.

Action/Decision

• DoT to share NADP publication dates with NASCOM Secretariat • NASCOM Secretariat to share NADP publication dates with NASCOM members.	DoT Secretariat
7.3 Spectrum Feedback The Chairperson reported on the sharing of state letters with industry. She indicated that Aviation Development & Stakeholder Relations (AD&R) had advised there was no issue with sharing relevant letters. These will be directed to the appropriate entities (SACAA, ATNS, or other industry stakeholders) depending on relevance. Mr. Matabane commented on the altimeter interference issue that no recent reports of interference have been received. However, the item will be discussed in the next Frequency Spectrum Management Panel (FSMP) Working Group meeting. Airport Managers and private airports are encouraged to report any challenges directly to SACAA. He also mentioned that ongoing studies are examining potential impacts of 5G frequencies on altimeters, with findings to be submitted to International Telecommunication Union (ITU) and ICAO by WRC-27. He noted that ATNS is most likely to detect such interference through tower operations, but no current cases have been reported. Ms. Prins emphasised the importance of keeping the DoT informed about issues of interference, particularly given ongoing work with projects such as SKA. She noted that DoT is currently not receiving any updates on interference matters and requested that such information be routed to them. The Chairperson agreed to pass this message on to colleagues in AD&R who interact regularly with SACAA CNS, ensuring that DoT is kept informed.	SACAA
Action/Decision • Chairperson to inform AD&R to keep DoT informed on interference matters. • SACAA CNS to keep NASCOM updated on Spectrum developments.	Chairperson
7.4 SARAO/SKA feedback Ms. Prins noted that a Technical Working Group (TWG) meeting had taken place on 17 February 2026. She highlighted that a presentation was delivered, including research findings, and suggested that Mr. James Davis provide detailed feedback. Mr. Davis reported that the meeting focused on Radio Frequency Interference (RFI) in South Africa, particularly in relation to aviation systems.	DoT

Significant sources of interference were identified as legacy radar systems, ADS-B, GNSS, and GPS satellites. While interference levels were notable, they were not severe enough to disrupt SKA's exploration activities.

Next steps include further analysis to quantify interference levels, assess mitigation strategies (e.g., spectrum regulation, polarization techniques), and monitor aviation infrastructure and traffic flow patterns.

Reports can be shared with NASCOM members, though technical context will be needed to aid understanding.

Mr. Matabane added that much of the current work is highly technical and may be confusing if presented directly to NASCOM at this stage.

The focus is on clarifying mutual understanding between aviation stakeholders and SKA researchers regarding how aviation equipment may contribute to RFI.

Progress has been made, with SKA sharing analysis reports, some dating back 8–10 years, which provide a useful baseline for discussions.

He emphasised that this exchange of information is helping both parties find common ground.

He expressed appreciation for the contributions of Mr. Davis and other committee members in advancing this work.

Action/Decision

- DoT to share the analysis completed by ATNS with NASCOM Secretariat
- NASCOM Secretariat to share the analysis from DoT with NASCOM Members

DoT
Secretariat

7.5 ATM/CNS Implementation Committee

Mr. Davis reported that minutes from the previous meeting are pending endorsement and will be shared after the meeting taking place on 26 February 2026.

ATNS

He explained that the ATM CNS Implementation Committee previously tracked APIRG conclusions and decisions. APIRG was dissolved at APIRG 27 (Nov 2024) and merged with the AFI Regional Aviation Safety Group due to overlapping mandates. This merger created the Africa Indian Ocean Aviation System Planning and Implementation Group (AASPG), with its first meeting held in Gabon in November 2025.

The ATM CNS Implementation Committee must restructure in order to align with the new AASPG procedural handbook. The upcoming meeting will focus on ensuring South Africa's ATM community members are aligned with AASPG decisions.

He also noted that South Africa's position on the True North Working Group still needs to be defined, with members already participating in the global project.

The Secretariat asked whether APIRG related items should be removed from NASCOM's agenda since the group has been renamed and restructured.

Mr. Davis advised that the item should remain; however, be updated to reflect the transition from APIRG to AASPG, with actions continuing under the ATM CNS Implementation Committee.

Mr. Davis advised that the ATM CNS Implementation Committee should take the lead on restructuring to align with the newly established AASPG.

He noted that while APIRG has been dissolved, the objectives and actions remain relevant and should continue under the ATM CNS Implementation Committee, with the item updated to reflect the transition to AASPG.

The Chairperson confirmed that the Secretariat should record this guidance and requested feedback at the next meeting regarding restructuring decisions and implementation steps.

Action/Decision

- ATNS to provide the minutes for ATM/CNS Implementation Committee meeting for March 2025.
- ATNS to provide feedback regarding restructuring decisions and implementation steps at the next NASCOM meeting

ATNS

ATNS

8. NEW AGENDA ITEMS

8.1 WP – NASCOM Constitution Review

The Secretariat reported the draft Constitution had been circulated to members. Inputs from CAASA and AASA were received and incorporated. A cleaned-up version was then re-circulated for members to review. No further inputs were received after circulation of the cleaned-up version.

Secretariat

The Chairperson raised a point from the previous meeting regarding membership provisions, she asked whether the Constitution sufficiently covers the process for registering members, including naming a main representative and an alternate.

She noted the draft specifies a maximum of two representatives per member organisation, which aligns with the earlier request to reinstate the previous process.

The Chairperson suggested that once the Constitution is finalised and adopted, the Secretariat should advise on the approval process for the Constitution.

Ms. Prins recalled that under previous constitutions, requests for membership or observer attendance were directed to the Chairperson of NASCOM, who had the authority to approve.

She noted that in the past, letters were written to the Chairperson of NASCOM to request attendance, including observer participation, rather than escalating directly to the Director of Civil Aviation (DCA).

Mr. Maphanga clarified that while requests are formally sent to the DCA, the DCA delegates authority to the NASCOM Chairperson. The Chairperson therefore manages NASCOM on behalf of the DCA, and all meeting outcomes are reported back to the DCA with recommendations.

The Secretariat added that the appointment of members should also be reviewed against regulatory requirements to ensure compliance.

Mr. Kev Storie proposed that if members are satisfied, a resolution could be passed at this meeting to approve the Constitution for submission to the DCA. If not, a round robin process could be used to accelerate approval.

The Secretariat suggested giving members one week to provide any final inputs.

Action/Decision

- NASCOM members to provide their inputs on the NASCOM Constitution review within 7 working days.
- Secretariat to circulate the constitution to members for round robin, and if no response is received within seven (7) working days, process document for DCA approval.

ALL
Secretariat

8.2 National Airspace Master Plan

Mr. Davis reported that ATNS has not yet been able to support the review due to capacity challenges. Efforts have been initiated to commence the review, but planning needs to be finalised before timelines can be shared.

ATNS

ATNS leadership and the Department of Transport have been consulted, and delays have been communicated. The review process will align with other national and regional strategy documents currently under review, including the Infrastructure Strategy, ATM Roadmap, and the Regional ATM Master Plan.

This alignment will ensure consistency in national airspace planning objectives.

Mr. Storie raised concern, noting that if ATNS lacks capacity, the NAMP review remains a critical priority and questioned how the review will be carried out under these constraints.

Mr. Davis clarified that ATNS holds the mandate to facilitate the NAMP review under the DoT. While capacity challenges have delayed progress, ATNS is actively embarking on the review process.

He requested time to finalise planning before presenting a definitive roadmap and timelines. He emphasised that the review is urgent and will not be deferred.

Mr. Storie welcomed the assurance and stressed the importance of clear timelines, noting that the NAMP is critical for general aviation and airline fleet/route planning. He expressed hope that a roadmap would be available before the next NASCOM meeting.

Mr. Walter Doubell raised concern that his organisation had not received any communication regarding involvement in the NAMP review. He requested inclusion in future discussions and meetings.

Mr. Davis acknowledged the request and confirmed that Aero Club will be included going forward.

Action/Decision

- ATNS to keep NASCOM updated on the developments of the NAMP.
- ATNS to include Aero Club in communication regarding NAMP.

ATNS

ATNS

9. CLOSURE OF MEETING

9.1 Next Meeting (NASCOM 2/2026)

The next meeting is scheduled for Wednesday, 20 May 2026. The deadline for submission is Friday, 10 April 2026.

ALL

Ms. T Maphike (Chairperson)