

Government Gazette
Staatskoerant

REPUBLIC OF SOUTH AFRICA
REPUBLIEK VAN SUID AFRIKA

Vol. 730 17 April April 2026 No. 54520

PART 1 OF 3

N.B. The Government Printing Works will not be held responsible for the quality of "Hard Copies" or "Electronic Files" submitted for publication purposes

ISSN 1682-5845







AIDS HELPLINE: 0800-0123-22 Prevention is the cure

IMPORTANT NOTICE:

THE GOVERNMENT PRINTING WORKS WILL NOT BE HELD RESPONSIBLE FOR ANY ERRORS THAT MIGHT OCCUR DUE TO THE SUBMISSION OF INCOMPLETE / INCORRECT / ILLEGIBLE COPY.

NO FUTURE QUERIES WILL BE HANDLED IN CONNECTION WITH THE ABOVE.

Contents

No.		Gazette No.	Page No.
GOVERNMENT NOTICES • GOEWERMENTSKENNISGEWINGS			
National Treasury / Nasionale Tesourie			
7375	Currency and Exchanges Act (9/1933): Draft Capital Flow Management Regulations 2026: invitation for Public Comment	54520	13
7376	Conduct of Financial Institution Bill, 2026: National Assembly: Notice of introduction in National Assembly of the Conduct of Financial Institutions Bill 2026 and Publication of Explanatory Summary of Bill	54520	14
7377	General Laws Amendment Bill, 2026: National Assembly: Notice of Introduction in National Assembly of General Laws (Anti-Money Laundering and Combating Terrorism Financing) Amendment Bill 2026 and Publication of Explanatory Summary of Bill	54520	16
Rural Development and Land Reform, Department of / Landelike Ontwikkeling en Grondhervorming, Departement van			
7377	Land Rights Act ,1994 (Act No.22 of 1994) as amended: Various Properties	54520	18
South African Qualifications Authority / Suid-Afrikaanse Kwalifikasie-owerheid			
7378	Medicines and Related Substances Act,1965 (Act 101 of 1965) as amended: Notifications of Medicines	54520	19
GENERAL NOTICES • ALGEMENE KENNISGEWINGS			
Justice and Constitutional Development, Department of / Justisie en Staatkundige Ontwikkeling, Departement van			
3887	Prescribed Rate of Interest Act, 1975 (Act No. 55 of 1975): Prescribed Rate of Interest, section 1 of the Act	54520	59
3887	Wet op die Voorgeskrewe Rentekoers, 1975 (Wet No. 55 van 1975): Voorgeskrewe Rentekoers, Artikel 1 van die Wet	54520	60
Legal Practice Council / Raad vir Regspraktyke			
3888	Legal Practce Act, 28 of 2014 (as amended): Notice in terms of section 95(5) of the Act	54520	61
3889	Legal Practce Act, 28 of 2014 (as amended): Notice in terms of section 95(1) of the Act	54520	63
Trade, Industry and Competition, Department of / Handel, Nywerheid en Kompetisie, Departement van			
3890	Standards Act, 2008: Standards Matters	54520	64
Transport, Department of / Vervoer, Departement van			
3891	Air Service Licensing Act (115/1990): Application for the Grant or Amendment of Domestic Air Service Licence; and International Air Service Act (60/1993): Grant/Amendment of International Air Service Licence	54520	78
3892	Civil Aviation Act (13/2009): Invitation by the Minister of Transport for application or nomination for appointment to the Civil Aviation Appeal Commitee	54520	81
3893	Department of Transport: National Airports Development Plan ¬ NADP ¬ March 2024	54520	82
BOARD NOTICES • RAADSKENNISGEWINGS			
904	Auditing Profession Act No. 5 of 2021: Publication of the Independent Regulatory Board for Auditors Regulatory Strategy	54520	270
905	Engineering Council of South Africa: Rules for the Management of Appeal Matters	54520	271
906	Engeneering Council of South Africa: Rules for the Management of Enforcement Matters	54520	289
907	Engineering Council of South Africa: Rules for the Management of Improper Conduct Matters	54520	316
908	Dental Technician Act, 1979: Regulations Relating to the Registration of Dental Laboratories and Related Matters	54520	352
909	Dental Technicians Act, 1979: Regulations Relating to Unmounted Artificial Teeth: Amendment	54520	356

government printing
Department:
Government Printing Works
REPUBLIC OF SOUTH AFRICA

HIGH ALERT: SCAM WARNING!!!

TO ALL SUPPLIERS AND SERVICE PROVIDERS OF THE GOVERNMENT PRINTING WORKS

It has come to the attention of the *GOVERNMENT PRINTING WORKS* that there are certain unscrupulous companies and individuals who are defrauding unsuspecting businesses disguised as representatives of the *Government Printing Works* (*GPW*).

The scam involves the fraudsters using the letterhead of *GPW* to send out fake tender bids to companies and requests to supply equipment and goods.

Although the contact person's name on the letter may be of an existing official, the contact details on the letter are not the same as the *Government Printing Works*'. When searching on the Internet for the address of the company that has sent the fake tender document, the address does not exist.

The banking details are in a private name and not company name. Government will never ask you to deposit any funds for any business transaction. *GPW* has alerted the relevant law enforcement authorities to investigate this scam to protect legitimate businesses as well as the name of the organisation.

Example of e-mails these fraudsters are using:

PROCUREMENT@GPW-GOV.ORG

Should you suspect that you are a victim of a scam, you must urgently contact the police and inform the *GPW*.

GPW has an official email with the domain as **@gpw.gov.za**

Government e-mails DO NOT have org in their e-mail addresses. All of these fraudsters also use the same or very similar telephone numbers. Although such number with an area code 012 looks like a landline, it is not fixed to any property.

GPW will never send you an e-mail asking you to supply equipment and goods without a purchase/order number. *GPW* does not procure goods for another level of Government. The organisation will not be liable for actions that result in companies or individuals being resultant victims of such a scam.

Government Printing Works gives businesses the opportunity to supply goods and services through RFQ / Tendering process. In order to be eligible to bid to provide goods and services, suppliers must be registered on the National Treasury's Central Supplier Database (CSD). To be registered, they must meet all current legislative requirements (e.g. have a valid tax clearance certificate and be in good standing with the South African Revenue Services - SARS).

The tender process is managed through the Supply Chain Management (SCM) system of the department. SCM is highly regulated to minimise the risk of fraud, and to meet objectives which include value for money, open and effective competition, equitability, accountability, fair dealing, transparency and an ethical approach. Relevant legislation, regulations, policies, guidelines and instructions can be found on the tender's website.

Fake Tenders

National Treasury's CSD has launched the Government Order Scam campaign to combat fraudulent requests for quotes (RFQs). Such fraudulent requests have resulted in innocent companies losing money. We work hard at preventing and fighting fraud, but criminal activity is always a risk.

How tender scams work

There are many types of tender scams. Here are some of the more frequent scenarios:

Fraudsters use what appears to be government department stationery with fictitious logos and contact details to send a fake RFQ to a company to invite it to urgently supply goods. Shortly after the company has submitted its quote, it receives notification that it has won the tender. The company delivers the goods to someone who poses as an official or at a fake site. The Department has no idea of this transaction made in its name. The company is then never paid and suffers a loss.

OR

Fraudsters use what appears to be government department stationery with fictitious logos and contact details to send a fake RFQ to Company A to invite it to urgently supply goods. Typically, the tender specification is so unique that only Company B (a fictitious company created by the fraudster) can supply the goods in question.

Shortly after Company A has submitted its quote it receives notification that it has won the tender. Company A orders the goods and pays a deposit to the fictitious Company B. Once Company B receives the money, it disappears. Company A's money is stolen in the process.

Protect yourself from being scammed

- If you are registered on the supplier databases and you receive a request to tender or quote that seems to be from a government department, contact the department to confirm that the request is legitimate. Do not use the contact details on the tender document as these might be fraudulent.
- Compare tender details with those that appear in the Tender Bulletin, available online at **www.gpwonline.co.za**
- Make sure you familiarise yourself with how government procures goods and services. Visit the tender website for more information on how to tender.
- If you are uncomfortable about the request received, consider visiting the government department and/or the place of delivery and/or the service provider from whom you will be sourcing the goods.
- In the unlikely event that you are asked for a deposit to make a bid, contact the SCM unit of the department in question to ask whether this is in fact correct.

Any incidents of corruption, fraud, theft and misuse of government property in the *Government Printing Works* can be reported to:

Supply Chain Management: Ms. Anna Marie Du Toit, Tel. (012) 748 6292.
Email: **Annamarie.DuToit@gpw.gov.za**

Marketing and Stakeholder Relations: Ms Bonakele Mbhele, at Tel. (012) 748 6193.
Email: **Bonakele.Mbhele@gpw.gov.za**

Security Services: Mr Daniel Legoabe, at tel. (012) 748 6176.
Email: **Daniel.Legoabe@gpw.gov.za**

Closing times for **ORDINARY WEEKLY** *GOVERNMENT GAZETTE* 2026

*The closing time is **15:00** sharp on the following days:*

- **23 December,** Tuesday for the issue of Friday **02 January 2026**
- **02 January,** Friday for the issue of Friday **09 January 2026**
- **09 January,** Friday for the issue of Friday **16 January 2026**
- **16 January,** Friday for the issue of Friday **23 January 2026**
- **23 January,** Friday for the issue of Friday **30 January 2026**
- **30 January,** Friday for the issue of Friday **06 February 2026**
- **06 February,** Friday for the issue of Friday **13 February 2026**
- **13 February,** Friday for the issue of Friday **20 February 2026**
- **20 February,** Friday for the issue of Friday **27 February 2026**
- **27 February,** Friday for the issue of Friday **06 March 2026**
- **06 March,** Friday for the issue of Friday **13 March 2026**
- **13 March,** Friday for the issue of Thursday **20 March 2026**
- **20 March,** Friday for the issue of Friday **27 March 2026**
- **26 March,** Thursday for the issue of Thursday **02 April 2026**
- **01 April,** Wednesday for the issue of Friday **10 April 2026**
- **10 April,** Friday for the issue of Friday **17 April 2026**
- **17 April,** Friday for the issue of Friday **24 April 2026**
- **22 April,** Wednesday for the issue of Thursday **30 April 2026**
- **30 April,** Thursday for the issue of Friday **08 May 2026**
- **08 May,** Friday for the issue of Friday **15 May 2026**
- **15 May,** Friday for the issue of Friday **22 May 2026**
- **22 May,** Friday for the issue of Friday **29 May 2026**
- **29 May,** Friday for the issue of Friday **05 June 2026**
- **05 June,** Friday for the issue of Friday **12 June 2026**
- **11 June,** Thursday for the issue of Friday **19 June 2026**
- **19 June,** Friday for the issue of Friday **26 June 2026**
- **26 June,** Friday for the issue of Friday **03 July 2026**
- **03 July,** Friday for the issue of Friday **10 July 2026**
- **10 July,** Friday for the issue of Friday **17 July 2026**
- **17 July,** Friday for the issue of Friday **24 July 2026**
- **24 July,** Friday for the issue of Friday **31 July 2026**
- **31 July,** Friday for the issue of Friday **07 August 2026**
- **06 August,** Thursday for the issue of Friday **14 August 2026**
- **14 August,** Friday for the issue of Friday **21 August 2026**
- **21 August,** Friday for the issue of Friday **28 August 2026**
- **28 August,** Friday for the issue of Friday **04 September 2026**
- **04 September,** Friday for the issue of Friday **11 September 206**
- **11 September,** Friday for the issue of Friday **18 September 2026**
- **17 September,** Thursday for the issue of Friday **25 September 2026**
- **25 September,** Friday for the issue of Friday **02 October 2026**
- **02 October,** Friday for the issue of Friday **09 October 2026**
- **09 October,** Friday for the issue of Friday **16 October 2026**
- **16 October,** Friday for the issue of Friday **23 October 2026**
- **23 October,** Friday for the issue of Friday **30 October 2026**
- **30 October,** Friday for the issue of Friday **06 November 2026**
- **06 November,** Friday for the issue of Friday **13 November 2026**
- **13 November,** Friday for the issue of Friday **20 November 2026**
- **20 November,** Friday for the issue of Friday **27 November 2026**
- **27 November,** Friday for the issue of Friday **04 December 2026**
- **04 December,** Friday for the issue of Friday **11 December 2026**
- **10 December,** Thursday for the issue of Friday **18 December 2026**
- **17 December,** Thursday for the issue of Thursday **24 December 2026**
- **23 December,** Wednesday for the issue of Thursday **31 December 2026**

LIST OF TARIFF RATES

FOR PUBLICATION OF NOTICES

COMMENCEMENT: 1 APRIL 2018

NATIONAL AND PROVINCIAL

Notice sizes for National, Provincial & Tender gazettes 1/4, 2/4, 3/4, 4/4 per page. Notices submitted will be charged at R1008.80 per full page, pro-rated based on the above categories.

Pricing for National, Provincial - Variable Priced Notices		
Notice Type	**Page Space**	**New Price (R)**
Ordinary National, Provincial	1/4 - Quarter Page	252.20
Ordinary National, Provincial	2/4 - Half Page	504.40
Ordinary National, Provincial	3/4 - Three Quarter Page	756.60
Ordinary National, Provincial	4/4 - Full Page	1008.80

EXTRA-ORDINARY

All Extra-ordinary National and Provincial gazette notices are non-standard notices and attract a variable price based on the number of pages submitted.

The pricing structure for National and Provincial notices which are submitted as **Extra ordinary submissions** will be charged at R**3026.32** per page.

GOVERNMENT PRINTING WORKS - BUSINESS RULES

The **Government Printing Works** (**GPW**) has established rules for submitting notices in line with its electronic notice processing system, which requires the use of electronic *Adobe* Forms. Please ensure that you adhere to these guidelines when completing and submitting your notice submission.

Closing Times for Acceptance of Notices

1. The *Government Gazette* and *Government Tender Bulletin* are weekly publications that are published on Fridays and the closing time for the acceptance of notices is strictly applied according to the scheduled time for each gazette.

2. Please refer to the Submission Notice Deadline schedule in the table below. This schedule is also published online on the Government Printing works website www.gpwonline.co.za

   All re-submissions will be subject to the standard cut-off times.
   All notices received after the closing time will be rejected.

Government Gazette Type	Publication Frequency	Publication Date	Submission Deadline	Cancellations Deadline
National Gazette	Weekly	Friday	Friday 15h00 for next Friday	Tuesday, 15h00 - 3 working days prior to publication
Regulation Gazette	Weekly	Friday	Friday 15h00 for next Friday	Tuesday, 15h00 - 3 working days prior to publication
Petrol Price Gazette	Monthly	Tuesday before 1st Wednesday of the month	One day before publication	1 working day prior to publication
Road Carrier Permits	Weekly	Friday	Thursday 15h00 for next Friday	3 working days prior to publication
Unclaimed Monies (Justice, Labour or Lawyers)	January / September 2 per year	Last Friday	One week before publication	3 working days prior to publication
Parliament (Acts, White Paper, Green Paper)	As required	Any day of the week	None	3 working days prior to publication
Manuals	Bi- Monthly	2nd and last Thursday of the month	One week before publication	3 working days prior to publication
State of Budget (National Treasury)	Monthly	30th or last Friday of the month	One week before publication	3 working days prior to publication
Extraordinary Gazettes	As required	Any day of the week	*Before 10h00 on publication date*	*Before 10h00 on publication date*
Legal Gazettes A, B and C	Weekly	Friday	One week before publication	Tuesday, 15h00 - 3 working days prior to publication
Tender Bulletin	Weekly	Friday	Friday 15h00 for next Friday	Tuesday, 15h00 - 3 working days prior to publication
Gauteng	Weekly	Wednesday	Two weeks before publication	3 days **after** submission deadline
Eastern Cape	Weekly	Monday	One week before publication	3 working days prior to publication
Northern Cape	Weekly	Monday	One week before publication	3 working days prior to publication
North West	Weekly	Tuesday	One week before publication	3 working days prior to publication
KwaZulu-Natal	Weekly	Thursday	One week before publication	3 working days prior to publication
Limpopo	Weekly	Friday	One week before publication	3 working days prior to publication
Mpumalanga	Weekly	Friday	One week before publication	3 working days prior to publication

GOVERNMENT PRINTING WORKS - BUSINESS RULES

Government Gazette Type	Publication Frequency	Publication Date	Submission Deadline	Cancellations Deadline
Gauteng Liquor License Gazette	Monthly	Wednesday before the First Friday of the month	Two weeks before publication	3 working days **after** submission deadline
Northern Cape Liquor License Gazette	Monthly	First Friday of the month	Two weeks before publication	3 working days **after** submission deadline
National Liquor License Gazette	Monthly	First Friday of the month	Two weeks before publication	3 working days **after** submission deadline
Mpumalanga Liquor License Gazette	Bi-Monthly	Second & Fourth Friday	One week before publication	3 working days prior to publication

Extraordinary Gazettes

3. *Extraordinary Gazettes* can have only one publication date. If multiple publications of an *Extraordinary Gazette* are required, a separate Z95/Z95Prov *Adobe* Forms for each publication date must be submitted.

Notice Submission Process

4. Download the latest *Adobe* form, for the relevant notice to be placed, from the **Government Printing Works** website www.gpwonline.co.za.

5. The *Adobe* form needs to be completed electronically using *Adobe Acrobat* / *Acrobat Reader*. Only electronically completed *Adobe* forms will be accepted. No printed, handwritten and/or scanned *Adobe* forms will be accepted.

6. The completed electronic *Adobe* form has to be submitted via email to submit.egazette@gpw.gov.za. The form needs to be submitted in its original electronic *Adobe* format to enable the system to extract the completed information from the form for placement in the publication.

7. Every notice submitted **must** be accompanied by an official **GPW** quotation. This must be obtained from the *eGazette* Contact Centre.

8. Each notice submission should be sent as a single email. The email **must** contain **all documentation relating to a particular notice submission**.

   8.1. Each of the following documents must be attached to the email as a separate attachment:

      8.1.1. An electronically completed *Adobe* form, specific to the type of notice that is to be placed.

         8.1.1.1. For National *Government Gazette* or *Provincial Gazette* notices, the notices must be accompanied by an electronic Z95 or Z95Prov *Adobe* form

         8.1.1.2. The notice content (body copy) **MUST** be a separate attachment.

      8.1.2. A copy of the official **Government Printing Works** quotation you received for your notice. *(Please see Quotation section below for further details)*

      8.1.3. A valid and legible Proof of Payment / Purchase Order: **Government Printing Works** account customer must include a copy of their Purchase Order**. Non-Government Printing Works** account customer needs to submit the proof of payment for the notice

      8.1.4. Where separate notice content is applicable (Z95, Z95 Prov and TForm 3, it should **also** be attached as a separate attachment. *(Please see the Copy Section below, for the specifications)*.

      8.1.5. Any additional notice information if applicable.

GOVERNMENT PRINTING WORKS - BUSINESS RULES

9. The electronic *Adobe* form will be taken as the primary source for the notice information to be published. Instructions that are on the email body or covering letter that contradicts the notice form content will not be considered. The information submitted on the electronic *Adobe* form will be published as-is.

10. To avoid duplicated publication of the same notice and double billing, Please submit your notice **ONLY ONCE.**

11. Notices brought to **GPW** by "walk-in" customers on electronic media can only be submitted in *Adobe* electronic form format. All "walk-in" customers with notices that are not on electronic *Adobe* forms will be routed to the Contact Centre where they will be assisted to complete the forms in the required format.

12. Should a customer submit a bulk submission of hard copy notices delivered by a messenger on behalf of any organisation e.g. newspaper publisher, the messenger will be referred back to the sender as the submission does not adhere to the submission rules.

QUOTATIONS

13. Quotations are valid until the next tariff change.

    13.1. ***Take note:*** **GPW**'s annual tariff increase takes place on ***1 April*** therefore any quotations issued, accepted and submitted for publication up to ***31 March*** will keep the old tariff. For notices to be published from 1 April, a quotation must be obtained from **GPW** with the new tariffs. Where a tariff increase is implemented during the year, **GPW** endeavours to provide customers with 30 days' notice of such changes.

14. Each quotation has a unique number.

15. Form Content notices must be emailed to the *eGazette* Contact Centre for a quotation.

    15.1. The *Adobe* form supplied is uploaded by the Contact Centre Agent and the system automatically calculates the cost of your notice based on the layout/format of the content supplied.

    15.2. It is critical that these *Adobe* Forms are completed correctly and adhere to the guidelines as stipulated by **GPW**.

16. **APPLICABLE ONLY TO GPW ACCOUNT HOLDERS**:

    16.1. **GPW** Account Customers must provide a valid **GPW** account number to obtain a quotation.

    16.2. Accounts for **GPW** account customers **must** be active with sufficient credit to transact with **GPW** to submit notices.

        16.2.1. If you are unsure about or need to resolve the status of your account, please contact the **GPW** Finance Department prior to submitting your notices. (If the account status is not resolved prior to submission of your notice, the notice will be failed during the process).

17. **APPLICABLE ONLY TO CASH CUSTOMERS:**

    17.1. Cash customers doing **bulk payments** must use a **single email address** in order to use the **same proof of payment** for submitting multiple notices.

18. The responsibility lies with you, the customer, to ensure that the payment made for your notice(s) to be published is sufficient to cover the cost of the notice(s).

19. Each quotation will be associated with one proof of payment / purchase order / cash receipt.

    19.1. This means that **the quotation number can only be used once to make a payment.**

GOVERNMENT PRINTING WORKS - BUSINESS RULES

COPY (SEPARATE NOTICE CONTENT DOCUMENT)

20. Where the copy is part of a separate attachment document for Z95, Z95Prov and TForm03

20.1. Copy of notices must be supplied in a separate document and may not constitute part of any covering letter, purchase order, proof of payment or other attached documents.

The content document should contain only one notice. (You may include the different translations of the same notice in the same document).

20.2. The notice should be set on an A4 page, with margins and fonts set as follows:

Page size = A4 Portrait with page margins: Top = 40mm, LH/RH = 16mm, Bottom = 40mm; Use font size: Arial or Helvetica 10pt with 11pt line spacing;

Page size = A4 Landscape with page margins: Top = 16mm, LH/RH = 40mm, Bottom = 16mm; Use font size: Arial or Helvetica 10pt with 11pt line spacing;

CANCELLATIONS

21. Cancellation of notice submissions are accepted by **GPW** according to the deadlines stated in the table above in point 2. Non-compliance to these deadlines will result in your request being failed. Please pay special attention to the different deadlines for each gazette. Please note that any notices cancelled after the cancellation deadline will be published and charged at full cost.

22. Requests for cancellation must be sent by the original sender of the notice and must accompanied by the relevant notice reference number (N-) in the email body.

AMENDMENTS TO NOTICES

23. With effect from 01 October 2015, **GPW** will not longer accept amendments to notices. The cancellation process will need to be followed according to the deadline and a new notice submitted thereafter for the next available publication date.

REJECTIONS

24. All notices not meeting the submission rules will be rejected to the customer to be corrected and resubmitted. Assistance will be available through the Contact Centre should help be required when completing the forms. (012-748 6200 or email info.egazette@gpw.gov.za). Reasons for rejections include the following:

24.1. Incorrectly completed forms and notices submitted in the wrong format, will be rejected.

24.2. Any notice submissions not on the correct *Adobe* electronic form, will be rejected.

24.3. Any notice submissions not accompanied by the proof of payment / purchase order will be rejected and the notice will not be processed.

24.4. Any submissions or re-submissions that miss the submission cut-off times will be rejected to the customer. The Notice needs to be re-submitted with a new publication date.

GOVERNMENT PRINTING WORKS - BUSINESS RULES

Approval of notices

25. Any notices other than legal notices are subject to the approval of the Government Printer, who may refuse acceptance or further publication of any notice.

26. No amendments will be accepted in respect to separate notice content that was sent with a Z95 or Z95Prov notice submissions. The copy of notice in layout format (previously known as proof-out) is only provided where requested, for Advertiser to see the notice in final Gazette layout. Should they find that the information submitted was incorrect, they should request for a notice cancellation and resubmit the corrected notice, subject to standard submission deadlines. The cancellation is also subject to the stages in the publishing process, i.e. If cancellation is received when production (printing process) has commenced, then the notice cannot be cancelled.

Government Printer Indemnified Against Liability

27. The Government Printer will assume no liability in respect of—

27.1. any delay in the publication of a notice or publication of such notice on any date other than that stipulated by the advertiser;

27.2. erroneous classification of a notice, or the placement of such notice in any section or under any heading other than the section or heading stipulated by the advertiser;

27.3. any editing, revision, omission, typographical errors or errors resulting from faint or indistinct copy.

Liability of advertiser

28. Advertisers will be held liable for any compensation and costs arising from any action which may be instituted against the Government Printer in consequence of the publication of any notice.

Customer inquiries

Many of our customers request immediate feedback/confirmation of notice placement in the gazette from our Contact Centre once they have submitted their notice – While **GPW** deems it one of their highest priorities and responsibilities to provide customers with this requested feedback and the best service at all times, we are only able to do so once we have started processing your notice submission.
GPW has a 2-working day turnaround time for processing notices received according to the business rules and deadline submissions.
Please keep this in mind when making inquiries about your notice submission at the Contact Centre.

29. Requests for information, quotations and inquiries must be sent to the Contact Centre ONLY.

30. Requests for Quotations (RFQs) should be received by the Contact Centre at least **2 working days** before the submission deadline for that specific publication.

GOVERNMENT PRINTING WORKS - BUSINESS RULES

PAYMENT OF COST

31. The Request for Quotation for placement of the notice should be sent to the Gazette Contact Centre as indicated above, prior to submission of notice for advertising.

32. Payment should then be made, or Purchase Order prepared based on the received quotation, prior to the submission of the notice for advertising as these documents i.e. proof of payment or Purchase order will be required as part of the notice submission, as indicated earlier.

33. Every proof of payment must have a valid **GPW** quotation number as a reference on the proof of payment document.

34. Where there is any doubt about the cost of publication of a notice, and in the case of copy, an enquiry, accompanied by the relevant copy, should be addressed to the Gazette Contact Centre, **Government Printing Works**, Private Bag X85, Pretoria, 0001 email: info.egazette@gpw.gov.za before publication.

35. Overpayment resulting from miscalculation on the part of the advertiser of the cost of publication of a notice will not be refunded, unless the advertiser furnishes adequate reasons why such miscalculation occurred. In the event of underpayments, the difference will be recovered from the advertiser, and future notice(s) will not be published until such time as the full cost of such publication has been duly paid in cash or electronic funds transfer into the **Government Printing Works** banking account.

36. In the event of a notice being cancelled, a refund will be made only if no cost regarding the placing of the notice has been incurred by the **Government Printing Works**.

37. The **Government Printing Works** reserves the right to levy an additional charge in cases where notices, the cost of which has been calculated in accordance with the List of Fixed Tariff Rates, are subsequently found to be excessively lengthy or to contain overmuch or complicated tabulation.

PROOF OF PUBLICATION

38. Copies of any of the *Government Gazette* or *Provincial Gazette* can be downloaded from the **Government Printing Works** website www.gpwonline.co.za free of charge, should a proof of publication be required.

39. Printed copies may be ordered from the Publications department at the ruling price. The **Government Printing Works** will assume no liability for any failure to post or for any delay in despatching of such *Government Gazette*(s)

GOVERNMENT PRINTING WORKS CONTACT INFORMATION

Physical Address:	**Postal Address:**	**GPW Banking Details:**
Government Printing Works	Private Bag X85	**Bank:** ABSA Bosman Street
149 Bosman Street	Pretoria	**Account No.:** 405 7114 016
Pretoria	0001	**Branch Code:** 632-005

For Gazette and Notice submissions: Gazette Submissions: **E-mail:** submit.egazette@gpw.gov.za

For queries and quotations, contact: Gazette Contact Centre: **E-mail:** info.egazette@gpw.gov.za
Tel: 012-748 6200

Contact person for subscribers: Mrs M. Toka: **E-mail:** subscriptions@gpw.gov.za
Tel: 012-748-6066 / 6060 / 6058
Fax: 012-323-9574

NATIONAL TREASURY

NO. 7375 **17 April 2026**

DRAFT CAPITAL FLOW MANAGEMENT REGULATIONS, 2026: INVITATION FOR PUBLIC COMMENT

Notice is hereby given that the draft Capital Flow Management Regulations, 2026 ('the Regulations'), made in terms of section 9(1) of the Currency and Exchanges Act, 1933 (Act No. 9 of 1933), are published for public comment. The Regulations seek to, amongst others—

(a) align the exchange control framework with Organisation for Economic Co-operation and Development and Financial Action Task Force recommendations aimed at combating money laundering, terrorist financing and the proliferation of illicit financial flows;
(b) bring crypto-assets within the ambit of exchange control framework in order to address risks and ensure oversight of emerging financial instruments;
(c) clarify exemptions, permissions, and conditions; and
(d) impose administrative sanctions where there is non-compliance with the Regulations.

A copy of the draft Regulations is available on the National Treasury website: www.treasury.gov.za. Written comments on the draft Regulations may be submitted to CommentDraftRegulations@treasury.gov.za within 30 days after the date of this notice. By making a submission, the commentator agrees that the name of the commentator and the submission may be made public by the National Treasury and the submission will be disclosed if requested in terms of the Promotion of Access to Information Act, 2000.

NATIONAL TREASURY

NO. 7376 **17 April 2026**

NOTICE OF INTRODUCTION IN NATIONAL ASSEMBLY OF THE CONDUCT OF FINANCIAL INSTITUTIONS BILL, 2026, AND PUBLICATION OF EXPLANATORY SUMMARY OF BILL

In terms of rule 276(1)(b) and (c) of the Rules of the National Assembly—

(a) notice is hereby given of the introduction by the Minister of Finance of the Conduct of Financial Institutions Bill, 2026 ('the Bill') in the National Assembly; and

(b) the following explanatory summary of the Bill is hereby published:

The Bill—

- provides for a consolidated, comprehensive and consistent regulatory framework for the conduct of licensed financial institutions, supervised entities and representatives; to require financial institutions to have compliance arrangements in place;
- regulates the appointment and debarment of representatives; to set out business principles in terms of which financial institutions must conduct their business; to prescribe governance obligations for the governing bodies of financial institutions;
- requires financial institutions, subject to the Broad-Based Black Economic Empowerment Act, 2003, to have plans in place to meet their commitments in terms of promoting transformation of the financial sector and to take all reasonable measures to implement the plans;
- requires key persons of financial institutions to comply with fitness and propriety requirements; to impose specific requirements on financial institutions that provide financial products and financial services to retail financial customers and small enterprise financial customers;
- sets principles for advertising and disclosure of information; to prescribe principles for financial institutions and certain persons dealing with trust property and funds of financial institutions; to provide for financial soundness and operational ability requirements;
- provides for reporting, accounting and audit matters; to prescribe conduct requirements relating to insurance business; to empower the Financial Sector Conduct Authority to prescribe conduct standards; to create offences; to provide for written applications and notifications to the Financial Sector Conduct Authority; to provide for regular reviews of the Act;
- amends the Pension Funds Act, 1956 to align the provisions of that Act with this Act;
- repeals certain financial sector laws; to amend certain other laws; to amend the Financial Sector Regulation Act, 2017, to enhance the functions of the Financial Sector Conduct Authority,
- includes a consolidated licensing framework for financial institutions, to include a consolidated framework for the recovery and exit of financial institutions from the financial sector and to include a consolidated framework for the recognition of equivalent foreign jurisdictions, and to provide for requirements for credit rating agencies, managers of collective investment schemes and friendly societies, to provide for consistent requirements for statutory ombuds;
- repeals certain financial sector laws;

- provides for savings provisions, to provide for the amendment of the Schedule to the Act; and
- provides for matters connected therewith.

A copy of the Bill will be obtainable from the National Treasury's website at http://www.treasury.gov.za after introduction of the Bill, and also by contacting Mr A Hendricks, Parliament, PO Box 15, Cape Town, 8000, Telephone no: 021 403 8223.

NATIONAL TREASURY

NO. 7377 **17 April 2026**

NOTICE OF INTRODUCTION IN NATIONAL ASSEMBLY OF GENERAL LAWS (ANTI-MONEY LAUNDERING AND COMBATING TERRORISM FINANCING) AMENDMENT BILL, 2026, AND PUBLICATION OF EXPLANATORY SUMMARY OF BILL

In terms of rule 276(1)(b) and (c) of the Rules of the National Assembly—

(a) notice is hereby given of the introduction by the Minister of Finance of the General Laws (Anti-Money Laundering and Combating Terrorism Financing) Amendment Bill, 2026, ('the Bill') in the National Assembly; and

(b) the following explanatory summary of the Bill is hereby published:
The Bill amends—

- the Nonprofit Organisations Act, 1997, so as to provide for the appeal in respect to administrative sanction; to extend the functions of the Directorate to include monitoring and enforcement of nonprofit organisations; to provide for the director to impose administrative sanctions; to provide for maximum penalties for offences;
- the Financial Intelligence Centre Act, 2001, so as to amend and insert certain definitions; to expand the sharing of information by the Centre; to provide for the Centre to conduct lifestyle audits; to expand the general powers of the Centre to include the requesting of information from a public entity and municipality; to extend the period for which records must be kept; to require the Director to give notice pursuant to an order in terms of section 23 of the Protection of Constitutional Democracy against Terrorist and Related Activities Act, 2004; to expand the circumstances under which a person or entity referred to in section 26A may be permitted provision of financial services to include providing for extraordinary expenses; to provide for the accrual of interest or other earnings due on accounts holding property affected by a prohibition under section 26B that arose before the date on which the person or entity was identified by the Security Council of the United Nations; to expand the type of information accountable institutions, reporting institution and persons subject to reporting obligations are required to advise the Centre of; to require the person authorised by the Minister to receive a report relating to the conveyance of cash to or from the Republic to send a copy of the report to the Centre within a prescribed period; to provide for magistrate or judge of an area of jurisdiction within which the accountable institution conducts business to hear applications by the Centre in respect of monitoring orders; to expand the circumstance under which the protection of persons making reports apply; to require accountable institutions to take into account the risk of new delivery mechanisms and the use of new or developing technologies which may involve or facilitate money laundering activities, the financing of terrorist and related activities or proliferation financing activities; to expand the sections of the Act that the protection of personal information apply with regard to the Protection of Personal Information Act, 2013; to provide for consequential amendments to the relevant offences and failure to comply sections;
- the Companies Act, 2008, so as to insert certain definitions; to empower the Commission to deregister a company that fails to submit a securities register within a certain period; to empower the Commission to impose administrative penalties; to empower the Companies Tribunal to review a decision of the

Commission to impose an administrative penalty; to require obliged entities to report to the Commission any material discrepancy in the information it holds in respect of beneficial owners; amends the Close Corporation Act, 1984, so as to provide for a close corporation to comply with the requirements set out in section 33 of the Companies Act;

- the Financial Sector Regulation Act, 2017, so as to provide for the circumstances under which new services are expanded to include arrangements that are similar in nature or have similar outcomes as financial products and services; to ensure that the responsible authority may license financial institutions that are providing financial products and financial services, including new services despite existing licensing requirements in other legislation; to empower financial sector regulators to obtain information from significant owners or beneficial owners; to empower financial sector regulators to institute an investigation under certain circumstances; to exclude transactions concluded under a 'master agreement' as defined in the Insolvency Act, 1936, from the application of a certain section.

A copy of the Bill will be obtainable from the National Treasury's website at http://www.treasury.gov.za after introduction of the Bill, and also by contacting Mr A Hendricks, Parliament, PO Box 15, Cape Town, 8000, Telephone no: 021 403 8223.

DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM

NO. 7377 **17 April 2026**

GENERAL NOTICE IN TERMS OF THE RESTITUTION OF LAND RIGHTS ACT, 1994, (ACT NO. 22 OF 1994) as amended

Notice for publication is hereby given in terms of Section 11(1)a-c of the Restitution of Land Rights Act, 1994 (Act 22 of 1994 as amended) that there is a claim for restitution of land rights on:

1. **Reference No : R0075**

2. **Claimant : DR NAZREEN DASO- BHYAT**

REF NO.	CLAIMANT	PROPERTY DESCRIPTION	DISTRICT	INTERESTED PARTIES
R0075	Dr, Nazreen Dasoo-Bhyat	R/E of Erf 90, 100 and 101 Plein Street and Berg Street Rustenburg CBD	Bojanala	Rustenburg Local Municipality

Any party who has interest in the above-mentioned land is hereby invited to submit within 30 days from the publication of this notice, any objections, comments/information to: The Regional Land Claims Commissioner: North – West Private Bag X 08 Mmabatho 2735, Tel: (018) 388 7005

Submissions may also be hand delivered to: Cnr James Moroka and Sekame Drive, West Gallery, Mega city, Mmabatho.

MR. V. TITIES
DEPUTY DIRECTOR: IMS
DATE: 2025/10/21

MR. LEBJANE MAPHUTHA
REGIONAL LAND CLAIMS COMMISSIONER
DATE: 2025/12/08

SOUTH AFRICAN QUALIFICATIONS AUTHORITY

NO. 7378 **17 April 2026**

NOTIFICATION OF REGISTRATION OF MEDICINES IN TERMS OF SECTION 17 OF THE MEDICINES AND RELATED SUBSTANCES ACT, 1965 (ACT 101 OF 1965) AS AMENDED

Registration Number	Registration Date	Product Name	Applicant Name	Ingredients	Conditions For Registrations
20/17.1.5/14	2025/04/01	KELAFLO 300 mg/ml	LeBasi Pharmaceuticals (Pty) Ltd	Each 1,0 ml Solutions contains: Florfenicol 300,0 mg	Annexure A
55/13.1/0858	2025/04/01	ZHLORAPREP STERILE CLEAR	Zimbili Pharma cc	Each 1,0 ml Solution contains: Chlorhexidine Gluconate 20,0 mg ; Isopropyl Alcohol	Annexure B
55/13.1/0859	2025/04/01	ZHLORAPREP STERILE ORANGE	Zimbili Pharma cc	Each 1,0 ml Solution contains: Chlorhexidine Gluconate 20,0 mg ; Isopropyl Alcohol 0,7 ml	Annexure B
56/7.5/1186	2025/04/01	ATORVASTATIN 10 mg COSPHARM	Cospharm Investments (Pty) Ltd	Each Tablet contains: Atorvastatin Calcium Trihydrate equivalent to Atorvastatin 10,0 mg	Annexure A
56/7.5/1187	2025/04/01	ATORVASTATIN 20 mg COSPHARM	Cospharm Investments (Pty) Ltd	Each Tablet contains: Atorvastatin Calcium Trihydrate equivalent to Atorvastatin	Annexure A
56/7.5/1188	2025/04/01	ATORVASTATIN 40 mg COSPHARM	Cospharm Investments (Pty) Ltd	Each Tablet Contains: Atorvastatin Calcium Trihydrate equivalent to Atorvastatin	Annexure A
56/7.5/1189	2025/04/01	ATORVASTATIN 80 mg COSPHARM	Cospharm Investments (Pty) Ltd	Each Tablet contains: Atorvastatin Calcium Trihydrate equivalent to Atorvastatin 40,0 mg	Annexure A
57/8.2/0106	2025/04/01	APIXABAN 2,5 mg PD	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Apixaban 2,5 mg	Annexure A
57/8.2/0107	2025/04/01	APIXABAN 5 mg PD	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Apixaban 5 mg	Annexure A
57/26/0147	2025/04/01	OXALIPLATIN 50 mg/10 ml EUROLAB	Eurolab (Pty) Ltd	Each 10,0 ml Solution Contain: Oxaliplatin 50,0 mg	Annexure A
57/26/0148	2025/04/01	OXALIPLATIN 100 mg/20 ml EUROLAB	Eurolab (Pty) Ltd	Each 20,0 mg Solution contains: Oxaliplatin 100,0 mg	Annexure A
57/26/0149	2025/04/01	OXALIPLATIN 200 mg/40 ml EUROLAB	Eurolab (Pty) Ltd	Each 40,0 mg Solution contains: Oxaliplatin 200,0 mg	Annexure A
57/20.1/0159	2025/04/01	GAPOBAK 350 mg	Hetero Drugs South Africa (Pty) Ltd	Each Vial contains: Daptomycin 350,0 mg	Annexure A
57/20.1/0160	2025/04/01	GAPOBAK 500 mg	Hetero Drugs South Africa (Pty) Ltd	Each Vial contains: Daptomycin 500,0 mg	Annexure A
57/20.1/0161.159	2025/04/01	DAPTOMYCIN 350 HETERO	Hetero Drugs South Africa (Pty) Ltd	Each Vial contains: Daptomycin 350,0 mg	Annexure A
57/20.1/0162.160	2025/04/01	DAPTOMYCIN 500 HETERO	Hetero Drugs South Africa (Pty) Ltd	Each Vial contains: Daptomycin 500,0 mg	Annexure A
57/30.1/0217	2025/04/01	RITUXIMA 100 CIPLA	Cipla Medpro (Pty) Ltd	Each vial contains: Rituximab 100,0 mg	Annexure A

57/30.1/0218	2025/04/01	RITUXIMA 500 CIPLA	Cipla Medpro (Pty) Ltd	Each vial contains: Rituximab 500,0 mg	Annexure A
54/21.12/0010	2025/04/08	ACTASVO	Activo Health (Pty) Ltd	Each Capsule contains: Dutasteride 0,5 mg	Annexure A
56/26/0954	2025/04/08	PEMETREXED 500 mg/20 ml FRESENIU	Fresenius Kabi South Africa (Pty) Ltd	Each 1,0 ml Solution contains: Pemetrexed Diacid 25,0 mg	Annexure A
57/1.2/0037	2025/04/08	METHYLPHENIDATE 27 DRL	Dr Reddy's Laboratories (Pty) Ltd	Each Tablet contains: Methylphenidate Hydrochloride 27,0 mg	Annexure A
57/1.2/0038	2025/04/08	METHYLPHENIDATE 36 DRL	Dr Reddy's Laboratories (Pty) Ltd	Each Tablet contains: Methylphenidate Hydrochloride 36,0 mg	Annexure A
57/1.2/0039	2025/04/08	METHYLPHENIDATE 54 DRL	Dr Reddy's Laboratories (Pty) Ltd	Each Tablet contains: Methylphenidate Hydrochloride 54,0 mg	Annexure A
57/13.1/0272	2025/04/08	BETADINE SURGICAL SCRUB	Mundipharma (Pty) Ltd	Each 100,0 ml Solution Contains: Povidone- Iodine 7,5 g	Annexure B
57/7.2/0400	2025/04/08	NETVODY 40 units/100 ml	Cipla Medpro (Pty) Ltd	Each 100,0 ml Solution contains: Vasopressin 40,0 IU	Annexure A
57/7.2/0401	2025/04/08	NETVODY 60 units/100 ml	Cipla Medpro (Pty) Ltd	Each 100,0 ml Solution contains: Vasopressin 60,0 IU	Annexure A
57/7.2/402.400	2025/04/08	VASOPRESSIN 40 units/100 ml CIPLA	Cipla Medpro (Pty) Ltd	Each 100,0 ml Solution contains: Vasopressin 40,0 IU	Annexure A
57/7.2/0403.401	2025/04/08	VASOPRESSIN 60 units/100 ml CIPLA	Cipla Medpro (Pty) Ltd	Each 100,0 ml Solution contains: Vasopressin 60,0 IU	Annexure A
57/20.2.3/0430	2025/04/08	DUOPIC PAED	Adcock Ingram Limited	Each Tablet contains: Rifampicin 75,0 mg; Isoniazid 50,0 mg	Annexure A
50/21.12/0103	2025/04/15	DOXURRA	Pharmacare Limited	Each Tablet contains: Cabergoline 0,5 mg	Annexure A
56/21.2/0973	2025/04/15	EMPAGLIFLOZIN 10 mg PD	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Empagliflozin 10,0 mg	Annexure A
56/21.2/0974	2025/04/15	EMPAGLIFLOZIN 25 mg PD	Pharma Dynamics (Pty) Ltd	Each Tablet contains:Emagliflozin 25,0 mg	Annexure A
57/20.1.1/0088	2025/04/15	CYCLATIG	Austell Pharmaceuticals (Pty) Ltd	Each Vial contains: Tygecycline 50,0 mg	Annexure A
57/20.1.1/0089.088	2025/04/15	TIGECYCLINE AUSTELL	Austell Pharmaceuticals (Pty) Ltd	Each Vial contains: Tygecycline 50,0 mg	Annexure A
57/2.5/0200	2025/04/15	ETHOSUXIMIDE EQUITY	Equity Pharmaceutical (Pty) Ltd	Each 5,0 ml Solution contains: Ethosuximide 250,0 mg	Annexure A
57/7.1/0215	2025/04/15	TRINDIP 10	Trinity Pharma (Pty) Ltd	Each Tablet contains: Lercanidipine Hydrochloride equivalent to Lercanidipine 10,0 mg	Annexure A
57/7.1/0216	2025/04/15	TRINIDIP 20	Trinity Pharma (Pty) Ltd	Each Tablet contains: Lercanidipine Hydrochloride equivalent to Lercanidipine 20,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/21.5.1/0333	2025/04/15	CIPZAMIST	Cipla Medpro (Pty) Ltd	Each 1,0 g Suspension contains: Azelastine Hydrochloride 1000,00 ug; Fluticasone Propionate 365,0 ug	Annexure A
57/1.2/0036	2025/04/18	METHYLPHENIDATE 18 DRL	Dr Reddy's Laboratories (Pty) Ltd	Each Tablet contains: Methylphenidate Hydrochloride 18,0 mg	Annexure A
56/20.1.2/1137	2025/04/22	MOCLAV 0,6	Ando Pharma (Pty) Ltd	Each vial contains: Amoxicillin Sodium 0,5 g ; Clavulanate Potassium 0,1 g	Annexure A
56/20.1.2/1138	2025/04/22	MOCLAV 1,2	Ando Pharma (Pty) Ltd	Each vial contains: Amoxicillin Sodium 1,0 g ; Clavulanate Potassium 0,2 g	Annexure A
56/15.4/1207	2025/04/22	DORZOLAMIDE EYE DROPS FDC	FDC SA (Pty) Ltd	Each 1,0 ml Solution contains: Dorzolamide Hydrochloride equivalent to Dorzolamide	Annexure A
56/15.4/1208.1207	2025/04/22	DORZIVRA	FDC SA (Pty) Ltd	Each 1,0 ml Solution contains: Dorzolamide hydrochloride equivalent to Dorzolamide 20,0 mg	Annexure A
57/10.2.1/0339	2025/04/22	TIZAGLENN CO 12 ug/250 ug	Glenmark Pharmaceuticals South Africa	Each Capsule contains: Formoterol Fumarate 12,0 ug; Fluticasone Propionate 250,0 ug	Annexure A
56/5.6/0755	2025/04/29	SERC 48	Abbott Laboratories S.A. (Pty) Ltd	Each Tablet contains: Betahistine Dihydrochloride 48,0 mg	Annexure A
56/7.6/1113	2025/04/29	LAVACUTRAN 24/26	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Sacubitril 24,0 mg; Valsartan 26,0 mg	Annexure A
56/7.6/1114	2025/04/29	LAVACUTRAN 49/51	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Sacubitril 49,0 mg; Valsartan 51,0 mg	Annexure A
56/7.6/1115	2025/04/29	LAVACUTRAN 97/103	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Sacubitril97,0 mg; Valsartan 103,0 mg	Annexure A
56/7.6/1116.1113	2025/04/29	SACUVAN 24 mg/ 26 mg	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Sacubitril 24,0 mg; Valsartan 26,0 mg	Annexure A
56/7.6/1117.1114	2025/04/29	SACUVAN 49 mg/51 mg	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Sacubitril 49,0 mg; Valsartan 51,0 mg	Annexure A
56/7.6/1118.1115	2025/04/29	SACUVAN 97 mg/103 mg	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Sacubitril 97,0 mg; Valsartan 103,0 mg	Annexure A
57/13.12/0226	2025/04/29	CIBINQO 50 mg	Pfizer Laboratories (Pty) Ltd	EACHTABLETCONTAINSABROCITINIB 50,0 mg	Annexure A
57/13.12/0227	2025/04/29	CIBINQO 100 mg	Pfizer Laboratories (Pty) Ltd	EACH TABLET CONTAINS ABROCITINIB 100,0 mg	Annexure A
57/13.12/0228	2025/04/29	CIBINQO 200 mg	Pfizer Laboratories (Pty) Ltd	EACH TABLET CONTAINS ABROCITINIB 200,0 mg	Annexure A
57/13.12/0229.226	2025/04/29	ABROCITINIB 50 mg PFIZER	Pfizer Laboratories (Pty) Ltd	EACHTABLETCONTAINSABROCITINIB 50,0 mg	Annexure A
57/13.12/0230.227	2025/04/29	ABROCITINIB 100 mg PFIZER	Pfizer Laboratories (Pty) Ltd	EACH TABLET CONTAINS ABROCITINIB 100,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/13.12/0231.228	2025/04/29	ABROCITINIB 200 mg PFIZER	Pfizer Laboratories (Pty) Ltd	EACH TABLET CONTAINS ABROCITINIB 200,0 mg	Annexure A
57/26/0641	2025/04/29	PAZITORZ 200 mg	Dr Reddy's Laboratories (Pty) Ltd	EACH TABLET CONTAINS PAZOPANIB HYDROCHLORIDE 200,0 mg	Annexure A
57/26/0642	2025/04/29	PAZITORZ 400 mg	Dr Reddy's Laboratories (Pty) Ltd	EACH TABLET CONTAINS PAZOPANIB HYDROCHLORIDE 200,0 mg	Annexure A
57/1.2/0569	2025/04/29	REDIRUNO 50 XR	Dr Reddy's Laboratories (Pty) Ltd	Each Tablet contains: Desvenlafaxine Benzoate equivalent to Desvenlafaxine 50,0 mg	Annexure A
57/1.2/0570	2025/04/29	REDIRUNO 100 XR	Dr Reddy's Laboratories (Pty) Ltd	Each Tablet contains: Desvenlafaxine Benzoate equivalent to Desvenlafaxine 100,0 mg	Annexure A
56/15.4/1203	2025/05/03	LATANOPROST EYE DROPS FDC	FDC SA (Pty) Ltd	Each 1,0 ml Solution contains: Latanoprost 50,0 ug	Annexure A
57/8.2/0020	2025/05/06	ELIQMAK 2,5	Macleods Pharmaceuticals SA (Pty) Ltd	Each Tablet contains: Apixaban 2,5 mg	Annexure A
57/8.2/0021	2025/05/06	ELIQMAK 5	Macleods Pharmaceuticals SA (Pty) Ltd	Each Tablet contains: Apixaban 5,0 mg	Annexure A
57/1.2/0461	2025/05/06	DENLAZYD 50	Zydus Healthcare (Pty) Ltd	Each Tablet contains: Desvenlafaxine succinate equivalent to Desvenlafaxine 50,0 mg	Annexure A
57/1.2/0462	2025/05/06	DENLAZYD 100	Zydus Healthcare (Pty) Ltd	Each Tablet contains: Desvenlafaxine succinate equivalent to Desvenlafaxine 100 mg	Annexure A
57/1.2/0463.461	2025/05/06	DESVENLAFAXINE 50 ZYDUS	Zydus Healthcare (Pty) Ltd	Each Tablet contains: Desvenlafaxine succinate equivalent to Desvenlafaxine 50,0 mg	Annexure A
57/1.2/0464.462	2025/05/06	DESVENLAFAXINE 100 ZYDUS	Zydus Healthcare (Pty) Ltd	Each Tablet contains: Desvenlafaxine succinate equivalent to Desvenlafaxine 100,0 mg	Annexure A
56/5.7.2/1178	2025/05/06	FOSAPREPITANT EQUITY	Equity Pharmaceutical (Pty) Ltd	Each vial contains: Fosaprepitant Dimeglumine equivalent to Fosapreptitant 150,0 mg	Annexure A
56/15.4/1209	2025/05/06	DORZOLAMIDE/TIMOLOL EYE DROPS F	FDC SA (Pty) Ltd	Each 1,0 ml Solution contains: Dorzolamide hydrochloride equivalent to Dorzolamide20,0 mg, Timolol Maleate equivalent to Timolol 5,0 mg	Annexure A
56/15.4/1210.1209	2025/05/06	TIMOZERA	FDC SA (Pty) Ltd	Each 1,0 ml Solution contains: Dorzolamide hydrochloride equivalent to Dorzolamide 20,0 mg, Timolol Maleate equivalent to Timolol 5,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/21.8.2/0075	2025/05/06	BIJUVA	Adcock Ingram Limited	Each capsule contains: Estradiol Hemihydrate equivalent to Estradiol 1,0 mg, Progestrone 100,0 mg	Annexure A
56/15.4/1205	2025/05/06	LATANOPROST/TIMOLOL EYE DROPS	FDC SA (Pty) Ltd	Each 1,0 ml solution contains: Latanoprost 50,0 mg, Timolol Maleate equivalent to Timolol 5,0 mg	Annexure A
56/15.4/1206.1205	2025/05/06	VISTROLET	FDC SA (Pty) Ltd	Each 1,0 ml solution contains: Latanoprost 50,0 mg, Timolol Maleate equivalent to Timolol 5,0 mg	Annexure A
540394	2025/05/06	TRINOPTHAL	Trinity Pharma (Pty) Ltd	Each 1,0 ml Solution contains: Latanoprost 0,05mg	Annexure A
54/15.4/0395.394	2025/05/06	TANOTRIN	Trinity Pharma (Pty) Ltd	Each 1,0 ml Solution contains: Latanoprost 0,05 mg	Annexure A
54/15.4/0396.394	2025/05/06	TRINLOTAN	Trinity Pharma (Pty) Ltd	Each 1,0 ml Solution contains: Latanoprost 0,05 mg	Annexure A
56/15.4/1204.1203	2025/05/06	VISLENTA	FDC SA (Pty) Ltd	Each 1,0 ml Solution contains: Latanoprost 50,0 ug	Annexure A
57/13.11/0267	2025/05/06	CLENZOYL GEL	Trinity Pharma (Pty) Ltd	Each 1,0 g Gel contains: Clindamycin Phosphate equivalent to Clindamycin 10,0 mg, Hydrous Benzoyl Peroxide Equivalent to Anhydrous Benzoyl Peroxide 50,0 mg	Annexure A
57/13.11/0268.267	2025/05/06	BACLIZYL GEL	Trinity Pharma (Pty) Ltd	Each 1,0 g Gel contains: Clindamycin Phosphate equivalent to Clindamycin 10,0 mg, Hydrous Benzoyl Peroxide Equivalent to Anhydrous Benzoyl Peroxide 50,0 mg	Annexure A
57/21.12/0365	2025/05/13	FASATRANT	Abex Pharmaceutica (Pty) Ltd	Each 5,0 ml Solution contains: Fulvestrant 250,0 mg	Annexure A
57/20.2.8/0154	2025/05/13	TAZANORIT	Austell Pharmaceuticals (Pty) Ltd	Each Tablet contains: Atazanavir Sulfate equivalent to Atazanavir 300,0 mg ; Ritonavor 100,0 mg	Annexure A
57/7.1.5/0381	2025/05/13	TEREDYS 5	Jubilant Pharma SA (Pty) Ltd	Each Tablet contains: Tadalafil 5,0 mg	Annexure A
57/7.1.5/0382	2025/05/13	TEREDYS 20	Jubilant Pharma SA (Pty) Ltd	Each Tablet contains: Tadalafil 20,0 mg	Annexure A
57/21.5.1/0555	2025/05/13	TAZOMIST DUO	Cipla Medpro (Pty) Ltd	Each 1,0 ml Solution contains: Xylometazoline Hydrochloride 0,5 mg; Ipratropium Bromide 0,6 mg	Annexure A
57/8.2/0273	2025/05/13	REDUPRIN	Trinity Pharma (Pty) Ltd	Each Tablet contains: Aspirin 81,0 mg	Annexure A
57/8.2/0274.273	2025/05/13	ASPIRIN 81 mg CLICKS	Trinity Pharma (Pty) Ltd	Each Tablet contains: Aspirin 81,0 mg	Annexure A
570275	2025/05/13	TRINPRIN 81 mg EC	Trinity Pharma (Pty) Ltd	Each Tablet contains: Aspirin 81,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/5.7.1/0298	2025/05/13	LORATADINE TABLET ASCEND	Ascend Laboratories (Pty) Ltd	Each Tablet contains: Loratadine 10,0 mg	Annexure A
47/2.8/0127	2025/05/13	EXIPYN PLAIN	Pharmacare Limited	Each Sachet contains: Aspirin 453,6 mg, Paracetamol 324,0 mg, Caffeine 64,8 mg	Annexure B
47/2.8/0130	2025/05/13	EXIPYN LEMON	Pharmacare Limited	Each Sachet contains: Aspirin 453,6 mg, Paracetamol 324,0 mg, Caffeine 64,8 mg	Annexure B
47/2.8/0129	2025/05/13	EXIPYN ORANGE	Pharmacare Limited	Each Sachet contains: Aspirin 453,6 mg, Paracetamol 324,0 mg, Caffeine 64,8 mg	Annexure B
47/2.8/0128	2025/05/13	EXIPYN BLACKCURRANT	Pharmacare Limited	Each Sachet contains: Aspirin 453,6 mg, Paracetamol 324,0 mg, Caffeine 64,8 mg	Annexure B
60/20.2.8/0363	2025/05/13	LUTOVIR	Emcure- Pharmaceutical South Africa (	Each Tablet contains: Dolutegravir sodium equivalent to Dolutegravir 50,0 mg, Tenofovir Disoproxil fumarate 300,0 mg, Lamivudine 300,0 mg	Annexure A
57/21.3/0125	2025/05/13	LEVOTHYROXINE 25 ug PD	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Levothyroxine sodium equivalent to Levothyroxine 25,0 ug	Annexure A
57/21.3/0126	2025/05/13	Levothyroxine 50 ug PD	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Levothyroxine sodium equivalent to Levothyroxine 50,0 ug	Annexure A
57/21.3/0127	2025/05/13	LEVOTHYROXINE 75 ug PD	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Levothyroxine sodium equivalent to Levothyroxine 75,0 ug	Annexure A
57/21.3/0128	2025/05/13	LEVOTHYROXINE 100 ug PD	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Levothyroxine sodium equivalent to Levothyroxine 100,0 ug	Annexure A
57/21.3/0129	2025/05/13	LEVOTHYROXINE 200 ug PD	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Levothyroxine sodium equivalent to Levothyroxine 200,0 ug	Annexure A
59/15.4/0977	2025/05/13	VISIGESIC	Umsebe Healthcare	Each vial contains: Chloroprocaine Hydrochloride 24,0 mg	Annexure A
57/5.2/0337	2025/05/13	Rupro 5	LeBasi Pharmaceuticals (Pty) Ltd	Each Tablet contains: Bisoprolol Fumarate 5,0 mg	Annexure A
57/5.2/0338	2025/05/13	RUPRO 10	LeBasi Pharmaceuticals (Pty) Ltd	Each Tablet contains: Bisoprolol Fumarate 10,0 mg	Annexure A
57/20.2.3/0707	2025/05/13	ETHAMBUTOL 400 mg PHARMA-Q	Pharma-Q (Pty) Ltd	Each Tablet contains: Ethambutol Hydrochloride 400,0 mg	Annexure A
57/17.3/0304	2025/05/20	PRIBEMAK 15	Macleods Pharmaceuticals SA (Pty) Ltd	Each Capsule contains: Cyclobenzaprine Hydrochloride 15,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/17.3/0305	2025/05/20	PRIBEMAK 30	Macleods Pharmaceuticals SA (Pty) Ltd	Each Capsule contains: Cyclobenzaprine Hydrochloride 30,0 mg	Annexure A
57/2.5/0189	2025/05/20	LEPQUITY	Equity Pharmaceutical (Pty) Ltd	Each 5,0 ml Solution contains: Valproic Acis 250,0 mg	Annexure A
57/26/0397	2025/05/20	NIVOCHA 20 mg	Encha Health (Pty) Ltd	Each Capsule contains: Vinorelbine equivalent to vinorelbine 20,0 mg	Annexure A
570398	2025/05/20	NIVOCHA 30 mg	Encha Health (Pty) Ltd	Each Capsule contains: Vinorelbine equivalent to vinorelbine 30,0 mg	Annexure A
57/26/0399	2025/05/20	NIVOCHA 80 mg	Encha Health (Pty) Ltd	Each Capsule contains; Vinorelbine Tartrate equivalent to vinorelbine 80,0 mg	Annexure A
59/20.2.3/0007	2025/05/20	UKUZID 100 mg	Pharma Dynamics (Pty) Ltd	Each Tablets contains: Isoniazid 100,0 mg	Annexure A
56/1.2/0735	2025/05/20	DEXINOR 50 XR	Unicorn Pharmaceuticals (Pty) Ltd	Each Tablet contains: Desvenlafaxine Benzoate equivalent to Desvenlafaxine 50,0 mg	Annexure A
56/1.2/07360	2025/05/20	DEXINOR 100 XR	Unicorn Pharmaceuticals (Pty) Ltd	Each Tablet contains: Desvenlafaxine Benzoate equivalent to Desvenlafaxine 100,0 mg	Annexure A
57/27/0325	2025/05/27	DEFERIPRONE KEY	Key Oncologics (Pty) Ltd	Each Tablet contains: Deferiprone 500,0 mg	Annexure A
57/21.5.1/0618	2025/05/27	NAZULAIR	KAHMA BIOTECH (Pty) Ltd	Each 0,4 ml Dose contains: Fluticasone Propionate 400,0 ug	Annexure A
56/11.4.3/0416	2025/05/27	LANSOPRAZOLE 15 OTC UNICORN	Unicorn Pharmaceuticals (Pty) Ltd	Each Capsule contains: Lansoprazole 15,0 mg	Annexure A
57/20.2.8/0853	2025/05/27	ENLATIV	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Efavirenz 400,0 mg; Lamivudine 300,0 mg, Tenofovir Disoproxil Fumarate equivalent to Tenofovir Disoproxil 300,0 mg	Annexure A
57/20.2.8/0854.853	2025/05/27	ZELTEDVIR	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Efavirenz 400,0 mg; Lamivudine 300,0 mg, Tenofovir Disoproxil Fumarate equivalent to Tenofovir Disoproxil 300,0 mg	Annexure A
56/21.2/1180	2025/05/27	VIDAMACE PLUS	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Vildagliptin 50,0 mg, Metformin Hydrochloride 850,0 mg	Annexure A
56/21.2/1181	2025/05/27	VIDAMACE PLUS 50/1000 mg	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Vildagliptin 50,0 mg, Metformin Hydrochloride 1000,0 mg	Annexure A
57/5.7.1/0199	2025/05/27	RUPASTRAL	ASTRAL PHARMA (PTY) LTD	Each Tablet contains: Rupatadine fumarate equivalent to rupatadine 10,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

60/18.1/0846	2025/05/27	THIARETIC	Gulf Drug Company (Pty) Ltd	Each Tablet contains: Hydrochlorothiazide 25,0 mg	Annexure A
57/26/0539	2025/06/03	ERIBULIN DRL	Dr Reddy's Laboratories (Pty) Ltd	Each 2,0 ml Solution contains: Eribulin Mesylate equivalent to Eribulin 1,0 mg	Annexure A
56/26/0484	2025/06/03	RITUXIMAB 100 EQUITY	Equity Pharmaceutical (Pty) Ltd	Each vial contains: Rituximab 100,0 mg	Annexure A
56/26/0485	2025/06/03	RITUXIMAB 500 EQUITY	Equity Pharmaceutical (Pty) Ltd	Each vial contains: Rituximab 500,0 mg	Annexure A
54/15.4/0385	2025/06/03	TRINOPTHAL CO	Trinity Pharma (Pty) Ltd	Each 1,0 ml Solution contains: Latanoprost 50,0 ug; Timolol Maleate equivalent to Timolol 5,0 mg	Annexure A
54/15.4/0386.385	2025/06/03	TANOTRIN CO	Trinity Pharma (Pty) Ltd	Each 1,0 ml Solution contains: Latanoprost 50,0 ug ; Timolol Maleate equivalent to timolol 5,0 mg	Annexure A
54/15.4/0387.0385	2025/06/03	TRINLOTAN CO	Trinity Pharma (Pty) Ltd	Each 1,0 ml Solution contains: Latanoprost 50,0 ug; Timolol Maleate equivalent to Timolol 5,0 mg	Annexure A
57/34/0289	2025/06/03	AVOZAQ SR 0,4 mg	Pharma Dynamics (Pty) Ltd	Each capsule contains: Tamsulosin Hydrochloride 0,4 mg	Annexure A
54/13.8.1/0522	2025/06/03	PSOZEROL	Glenmark Pharmaceuticals South Africa	Each 1,0 g Suspension contains: Calcipotriol monohydrate equivalent to calcipotriol 50,0 ug, Betamethasone Dipropionate equivalent to Betamethasone 0,5 mg	Annexure A
54/13.8.1/0523.522	2025/06/03	CALCIPOTRIOL/BETAMETHASONE 0,00	Glenmark Pharmaceuticals South Africa	Each 1,0 g of topical suspension contains: Calcipotriol monohydrate equivalent to calcipotriol 50,0 ug; Betamethasone Dipropionate equivalent to Betamethasone 0,5 mg	Annexure A
57/21.2/0121	2025/06/03	DIAMET XR 500	Innovata Pharmaceuticals	Each Tablet contains: Metformin Hydrochloride 500,0 mg	Annexure A
57/21.2/0122	2025/06/03	DIAMET XR 750	Innovata Pharmaceuticals	Each Tablet contains: Metformin Hydrochloride 750,0 mg	Annexure A
57/21.2/0123	2025/06/03	DIAMET XR 1000	Innovata Pharmaceuticals	Each Tablet contains: Metformin Hydrochloride 1000,0 mg	Annexure A
57/5.7.2/0158	2025/06/03	MOTIVOM 10 ODT	Activo Health (Pty) Ltd	Each Tablet contains: Domperidone	Annexure A
56/15.2/0586	2025/06/03	OPTERADEX 0,1 %	Trinity Pharma (Pty) Ltd	EACH 1,0 ml SOLUTION CONTAINS DEXAMETHASONE PHOSPHATE 1,0 mg	Annexure A
56/2.7/1075	2025/06/03	CALPOL BERRYBLAZE PAEDIATRIC SUS	Haleon South Africa (Pty) Ltd	EACH 5,0 ml SUSPENSION CONTAINS: PARACETAMOL 120,0 mg	Annexure B
57/2.9/0630	2025/06/04	EPATADONE 10 mg/ml	Equity Pharmaceutical (Pty) Ltd	Each 1,0 ml solution contains: Methadone Hydrochloride 10,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/7.1.4/0277	2025/06/10	BRADHET 5	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Ivabradine Hydrochloride equivalent to Ivabradine 5,0 mg	Annexure A
57/7.1.4/0278	2025/06/10	BRADHET 7,5	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Ivabradine Hydrochloride equivalent to Ivabradine 7,5 mg	Annexure A
57/7.1.4/0279.277	2025/06/10	IVATERO 5	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Ivabradine Hydrochloride equivalent to Ivabradine 5,0 mg	Annexure A
57/7.1.4/0280.278	2025/06/10	IVATERO 7,5	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Ivabradine Hydrochloride equivalent to Ivabradine 5,0 mg	Annexure A
56/21.8.2/1072	2025/06/10	Medroxyprogesterone Auro	Aurogen South Africa (Pty) Ltd	Each 1,0 ml suspension contains: Medroxyprogesterone Acetate 150,0 mg	Annexure A
56/21.8.2/1073.1072	2025/06/10	PRIGAURO	Aurogen South Africa (Pty) Ltd	Each 1,0 ml suspension contains: Medroxyprogesterone Acetate 150,0 mg	Annexure A
57/5.7.1/0363	2025/06/10	POLLENTYME FC	ASTRAL PHARMA (PTY) LTD	Each Tablet contains: Desloratadine 5,0 mg	Annexure A
56/15.4/0782	2025/06/10	OPITURAN	Trinity Pharma (Pty) Ltd	Each 1,0 ml Solution contains: Travoprost 40,0 mg, Timolol Maleate equivalent to Timolol 5,0 mg	Annexure A
57/1.2/0370	2025/06/10	INIR 80	Dr Reddy's Laboratories (Pty) Ltd	Each Capsule contains: Atomoxetine Hydrochloride equivalent to Atomexetine	Annexure A
57/2.9/0847	2025/06/10	LOMETASAN 1 mg/ml	LeBasi Pharmaceuticals (Pty) Ltd	Each 1,0 ml solution contains: METHADONE HYDROCHLORIDE 1,0 mg	Annexure A
57/26/0201	2025/06/10	XACLITEL 30 mg/ 5 ml	Aurogen South Africa (Pty) Ltd	Each Vial contains: Paclitaxel 30,0 mg	Annexure A
57/26/202	2025/06/10	XACLITEL 100 mg/ 16,7 ml	Aurogen South Africa (Pty) Ltd	Each Vial contains: Paclitaxel 100,0 mg	Annexure A
57/26/0203	2025/06/10	XACLITEL 150 mg/ 25 ml	Aurogen South Africa (Pty) Ltd	Each Vial contains: Paclitaxel 150,0 mg	Annexure A
57/26/0204	2025/06/10	XACLITEL 300 mg/ 50 ml	Aurogen South Africa (Pty) Ltd	Each Vial contains: Paclitaxel 300,0 mg	Annexure A
57/26/0205.201	2025/06/10	PACLITAXEL 30 mg/5 ml AURO	Aurogen South Africa (Pty) Ltd	Each Vial contains: Paclitaxel 30,0 mg	Annexure A
57/26/0206.202	2025/06/10	PACLITAXEL 100 mg/16,7 ml	Aurogen South Africa (Pty) Ltd	Each Vial contains: Paclitaxel 100,0 mg	Annexure A
57/26/0207.203	2025/06/10	PACLITAXEL 150 mg/25 ml	Aurogen South Africa (Pty) Ltd	Each Vial contains: Paclitaxel 150,0 mg	Annexure A
57/26/0208.204	2025/06/10	PACLITAXEL 300 mg/50 ml	Aurogen South Africa (Pty) Ltd	Each Vial contains: Paclitaxel 300,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/12/0056	2025/06/10	PRAZIBIL 600	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Praziquantel 600,0 mg	Annexure A
57/12/0057.056	2025/06/10	QUINTIPAR 600	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Praziquantel 600,0 mg	Annexure A
57/20.2.3/0419	2025/06/10	ISONIAZID 300 mg ADCO	Adcock Ingram Limited	Each Tablet contains: Isoniazid 300,0 mg	Annexure A
57/6.1/0540	2025/06/17	PHENYLEPHRINE 50 ug/ml PS EQUITY	Equity Pharmaceutical (Pty) Ltd	Each 1,0 ml solution contains: Phenylephrine Hydrochloride equivalent to phenylephrine 50,0 ug	Annexure A
57/2.6.5/0556	2025/06/17	DROPERIDOL EQUITY	Equity Pharmaceutical (Pty) Ltd	Each 1,0 ml Solution contains: Droperidol 1,25 mg	Annexure A
58/21.8.2/0036	2025/06/17	TANILIVE 100 mg VAGINAL CAPSULES	Pharma Dynamics (Pty) Ltd	Each Capsule contains: Progesterone 100,0 mg	Annexure A
58/21.8.2/0037	2025/06/17	TANILIVE 200 mg VAGINAL CAPSULES	Pharma Dynamics (Pty) Ltd	Each Capsule contains: Progesterone 200,0 mg	Annexure A
56/21.2/1147	2025/06/17	EMPAMAK 10	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS EMPAGLIFLOZIN 10,0 mg	Annexure A
56/21.2/1148	2025/06/17	EMPAMAK 25	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS EMPAGLIFLOZIN 10,0 mg	Annexure A
56/21.2/1044	2025/06/17	DIBESTOR 25	Trinity Pharma (Pty) Ltd	Each Tablet contains: Sitagliptin Phosphate monohydrate equivalent to Sitagliptin 25,0 mg	Annexure A
56/21.2/1045	2025/06/17	DIBESTOR 50	Trinity Pharma (Pty) Ltd	Each Tablet contains: Sitagliptin Phosphate monohydrate equivalent to Sitagliptin 50,0 mg	Annexure A
56/21.2/1046	2025/06/17	DIBESTOR 100	Trinity Pharma (Pty) Ltd	Each Tablet contains: Sitagliptin Phosphate monohydrate equivalent to Sitagliptin 100,0 mg	Annexure A
57/20.2.8/0108	2025/06/17	TULODIV	Adcock Ingram Limited	Each Tablet contains: Abacavir Sulphate equivalet to Abacavir 600,0 mg; Dolutegravir Sodium equivalent to Dolutegravir 50,0 mg; Lamivudine 300,0 mg	Annexure A
570197	2025/06/17	MILANDA 25 SOLUTION FOR INJECTION	Accord Healthcare (Pty) Ltd	Each 1,0 ml Solution contains: Bendamustine Hydrochloride Monohydrate equivalent to Bendamustine Hydrochloride 25,0 mg	Annexure A
57/26/0198.197	2025/06/17	BENDAMUSTINE 25 SOLUTION FOR INJ	Accord Healthcare (Pty) Ltd	Each 1,0 ml Solution contains: Bendamustine Hydrochloride Monohydrate equivalent to Bendamustine Hydrochloride 25,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/3.1/0470	2025/06/24	TOFAJAK 5 mg	Cipla Medpro (Pty) Ltd	Each Tablet contains: Tofacitinib citrate equivalent to Tofacitinib 5,0 mg	Annexure A
57/3.1/0471	2025/06/24	TOFAJAK 10 mg	Cipla Medpro (Pty) Ltd	Each Tablet contains: Tofacitinib citrate equivalent to Tofacitinib 10,0 mg	Annexure A
57/7.1.13/0340	2025/06/24	TENSITEV 40/5	Teva Pharmaceuticals (Pty) Ltd	Each Tablet contains: Telmisartan 40,0 mg, Amlodipine Besilate equivalent to Amlodipine	Annexure A
57/7.1.3/0341	2025/06/24	TENSITEV 40/10	Teva Pharmaceuticals (Pty) Ltd	Each tablet contains: Telmisartan 40,0 mg; Amlodipine Besilate equivalent to Amlodipine 10,0 mg	Annexure A
57/7.1.3/0342	2025/06/24	TENSITEV 80/5	Teva Pharmaceuticals (Pty) Ltd	Each Tablet contains: Telmisartan 40,0 mg, Amlodipine Besilate equivalent to Amlodipine 5,0 mg	Annexure A
57/7.1.3/0343	2025/06/24	TENSITEV 80/10	Teva Pharmaceuticals (Pty) Ltd	Each Tablet contains: Telmisartan 40,0 mg, Amlodipine Besilate equivalent to Amlodipine 10,0 mg	Annexure A
57/20.1.1/0408	2025/06/24	LYMECYCLINE ACTIVO	Activo Health (Pty) Ltd	Each Capsule contains: Lymecycline 408,0 mg	Annexure A
55/7.6/0497	2025/06/24	ARNIZYD 26/24	Zydus Healthcare (Pty) Ltd	Each Tablet contains: Sacubitril 24,0 mg; Valsartan 26,0 mg	Annexure A
55/7.6/0498	2025/06/24	ARNIZYD 51/49	Zydus Healthcare (Pty) Ltd	Each Tablet contains: Sacubitril 49,0 mg; Valsartan 51,0 mg	Annexure A
55/7.6/0499	2025/06/24	ARNIZYD 103/97	Zydus Healthcare (Pty) Ltd	Each Tablet contains: Sacubitril 97,0 mg; Valsartan 103,0 mg	Annexure A
55/7.6/0500.407	2025/06/24	VALSARTAN SACUBITRIL 26/24 ZYDUS	Zydus Healthcare (Pty) Ltd	Each Tablet contains: Sacubitril 24,0 mg; Valsartan 26,0 mg	Annexure A
55/7.6/501.498	2025/06/24	VALSARTAN SACUBITRIL 51/49 ZYDUS	Zydus Healthcare (Pty) Ltd	Each Tablet contains: Sacubitril 49,0 mg; Valsartan 51,0 mg	Annexure A
55/7.6/0502.499	2025/06/24	VALSARTAN SACUBITRIL 103/97 ZYDUS	Zydus Healthcare (Pty) Ltd	Each Tablet contains: Sacubitril 97,0 mg; Valsartan 103,0 mg	Annexure A
57/21.7/0452	2025/06/24	TESTOSTERONE PD	Pharma Dynamics (Pty) Ltd	Each Ampoule/vial contains: Testosterone Undecanoate 1000,0 mg	Annexure A
56/21.2/1160	2025/06/24	SITACLEOD 50	Macleods Pharmaceuticals SA (Pty) Ltd	Each Tablet contains: Sitagliptin Phosphate monohydrate equivalent to Sitagliptin 50,0 mg	Annexure A
56/21.2/1161	2025/06/24	STACLEOD 100	Macleods Pharmaceuticals SA (Pty) Ltd	Each Tablet contains: Sitagliptin Phosphate monohydrate equivalent to Sitagliptin 100,0 mg	Annexure A
57/21.2/0366	2025/06/24	VILDAGLYMIN 50/850	Macleods Pharmaceuticals SA (Pty) Ltd	Each Tablet contains: Vildagliptin 50,0 mg, Metformin Hydrochloride 850,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/21.2/0367	2025/06/24	VILDAGLYMIN 50/1000	Macleods Pharmaceuticals SA (Pty) Ltd	Each Tablet contains: Vildagliptin 50,0 mg, Metformin Hydrochloride 1000,0 mg	Annexure A
57/21.2/0368.366	2025/06/24	VIGLYMAK PLUS 50/850	Macleods Pharmaceuticals SA (Pty) Ltd	Each Tablet contains: Vildagliptin 50,0 mg, Metformin Hydrochloride 850,0 mg	Annexure A
57/21.2/0369.367	2025/06/24	VIGLYMAK PLUS 50/1000	Macleods Pharmaceuticals SA (Pty) Ltd	Each Tablet contains: Vildagliptin 50,0 mg, Metformin Hydrochloride 1000,0 mg	Annexure A
57/17.1/0359	2025/06/24	ROCURONIUM BROMIDE 50 mg/5 mlIN	RBC Pharmaceuticals (PTY) LTD	Each vial contains: Rocuronium Bromide 50,0 mg	Annexure A
57/7.1.3/0574	2025/06/24	TELINOD 40/5	Adcock Ingram Limited	Each Tablet contains: Telmisartan 40,0 mg; Amlodipine Besilate equivalent to Amlodipine 5,0 mg	Annexure A
570575	2025/06/24	TELINOD 40/10	Adcock Ingram Limited	Each Tablet contains: Telmisartan 40,0 mg, Amlodipine Besilate equivalent to Amlodipine 10,0 mg	Annexure A
57/7.1.3/0576	2025/06/24	TELINOD 80/5	Adcock Ingram Limited	Each Tablet contains: Telmisartan 80,0 mg , Amlodipine Besilate equivalent to Amlodipine 5,0 mg	Annexure A
570577	2025/06/24	TELINOD 80/10	Adcock Ingram Limited	Each Tablet contains: Telmisartan 80,0 mg; Amlodipine Besilate equivalent to Amlodipine 10,0 mg	Annexure A
56/21.2/1159	2025/06/25	SITACLEOD 25	Macleods Pharmaceuticals SA (Pty) Ltd	Each Tablet contains: Sitagliptin Phosphate monohydrate equivalent to Sitagliptin	Annexure A
57/8.2/0426	2025/06/27	COWARIN 5 mg	Macleods Pharmaceuticals SA (Pty) Ltd	Each Tablet contains: Warfarin Sodium 5,0 mg	Annexure A
59/30.1/0014	2025/07/02	ULTOMIRIS 300 mg	AstraZeneca Pharmaceuticals (Pty) Ltd	Each 1,0 ml Solution contains: Ravulizumab 100,0 mg	Annexure A
59/30.1/0015	2025/07/02	ULTOMIRIS 1100 mg	AstraZeneca Pharmaceuticals (Pty) Ltd	Each 1,0 ML solution contains: Ravulizumab 100,0 mg	Annexure A
56/21.8.2/1194	2025/07/02	LORNESTIN	Trinity Pharma (Pty) Ltd	Each Tablet contains: Levonorgestrel 1,5 mg	Annexure A
56/21.8.2/1195.1194	2025/07/02	TRINESTIN	Trinity Pharma (Pty) Ltd	Each Tablet contains: Levonorgestrel 1,5 mg	Annexure A
60/2.8/0373	2025/07/02	PANADO EXTRA POWDERS	Adcock Ingram Limited	Each Sachet contains: Aspirin 453,6 mg, Paracetamol 324,0 mg, Caffeine 64,8 mg	Annexure B
59/20.2.3/0187	2025/07/02	AKURIT CO KID 75/50/150/ODT	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Rifampicin 75,0 mg; Isoniazid 50,0 mg; Pyrazinmide 150,0 Mg	Annexure A
56/7.1.3/0393	2025/07/02	NEBIMAK 5	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: NEBIVOLOL HYDROCHLORIDE EQUIVALENT TO NEBIVOLOL 5,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

56/7.1.3/0394.393	2025/07/02	NEBIVOLOL 5 MACLEODS	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: NEBIVOLOL HYDROCHLORIDE EQUIVALENT TO NEBIVOLOL 5,0 mg	Annexure A
57/7.1/0043	2025/07/08	LENDIDIP 10 mg	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Lercanidipine Hydrochloride equivalent to Lercanidipine 10,0 mg	Annexure A
57/7.1/0044	2025/07/08	LENDIDIP 20 mg	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Lercanidipine Hydrochloride 20,0 mg	Annexure A
57/7.1/0045.043	2025/07/08	NIDEXIF 10 mg	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Lercanidipine Hydrochloride 10 mg	Annexure A
57/7.1/0046.0044	2025/07/08	NIDEXIF 20 mg	Hetero Drugs South Africa (Pty) Ltd	Each Tablet contains: Lercanidipine Hydrochloride equivalent to Lercanidipine 20,0 mg	Annexure A
57/21.2/0635	2025/07/08	GAVILDA	Activo Health (Pty) Ltd	Each Tablet contains: Vildagliptin 50,0 mg	Annexure A
57/7.5/0757	2025/07/08	FENOTIVO	Activo Health (Pty) Ltd	Each Capsule contains: Fenofibrate 200,0 mg	Annexure A
58/20.2.8/0026	2025/07/08	MAKOVY 200/25	Macleods Pharmaceuticals SA (Pty) Ltd	Each Tablet contains: Emtricitabine 200,0 mg, Tenofovir Alafenamide fumarate equivalent to Tenofovir Alafenamide 25,0 mg	Annexure A
58/20.2.8/0027.026	2025/07/08	EMTRITAF 200/25	Macleods Pharmaceuticals SA (Pty) Ltd	Each Tablet contains: Emtricitabine 200,0 mg, Tenofovir Alafenamide fumarate equivalent to Tenofovir Alafenamide 25,0 mg	Annexure A
57/34/0658	2025/07/08	REVMADEX 200 mg/2ml	Accord Healthcare (Pty) Ltd	each 2,0 ml solution contains: Sugammadex sodium equivalent to Sugammadex 200,0 mg	Annexure A
57/17.3/0659	2025/07/08	REVMADEX 500 mg/5 ml	Accord Healthcare (Pty) Ltd	Each 5,0 ml solution contains: Sugammadex sodium equivalent to Sugammadex 500,0 mg	Annexure A
58/26/0248	2025/07/08	DOXORUBICIN LIPOSOMAL 20mg/10 m	Accord Healthcare (Pty) Ltd	Each vial contains: Doxorubicin Hydrochloride in a Pegylated Liposomal Formulation 20,0 mg	Annexure A
58/26/0249	2025/07/08	DOXORUBICIN LIPOSOMAL 50 mg/25 m	Accord Healthcare (Pty) Ltd	EACH VIAL CONTAINS: DOXORUBICIN HYDROCHLORIDE IN A PEGYLATED LIPOSOMAL FORMULATION 50,0 mg	Annexure A
58/26/0250.248	2025/07/08	RUBEXET LIPOSOMAL 20 mg/10 ml	Accord Healthcare (Pty) Ltd	EACH VIAL CONTAINS: DOXORUBICIN HYDROCHLORIDE IN A PEGYLATED LIPOSOMAL FORMULATION 20,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

58/26/0251.249	2025/07/08	RUBEXET LIPOSOMAL 50 mg/25 ml	Accord Healthcare (Pty) Ltd	EACH VIAL CONTAINS: DOXORUBICIN HYDROCHLORIDE IN A PEGYLATED LIPOSOMAL FORMULATION 50,0 mg	Annexure A
57/21.2/0066	2025/07/08	ZITAGLUC PLUS 50/850	Ranbaxy Pharmaceutical (Pty) Ltd	EACH TABLET CONTAINS: SITAGLIPTIN FUMARATE EQUIVALENT TO SITAGLIPTIN 50,0 mg METFORMIN HYDROCHLORIDE 850,0 mg	Annexure A
57/21.2/0067	2025/07/08	ZITAGLUC PLUS 50/1 000	Ranbaxy Pharmaceutical (Pty) Ltd	EACH TABLET CONTAINS: SITAGLIPTIN FUMARATE EQUIVALENT TO SITAGLIPTIN 50,0 mg	Annexure A
57/21.2/0068.065	2025/07/08	SITAGLIPTIN/METFORMIN 50/500 SUN	Ranbaxy Pharmaceutical (Pty) Ltd	EACH TABLET CONTAINS: SITAGLIPTIN FUMARATE EQUIVALENT TO SITAGLIPTIN 50,0 mg METFORMIN HYDROCHLORIDE 500,0 mg	Annexure A
57/21.2/0069.066	2025/07/08	SITAGLIPTIN/METFORMIN 50/850 SUN	Ranbaxy Pharmaceutical (Pty) Ltd	EACH TABLET CONTAINS: SITAGLIPTIN FUMARATE EQUIVALENT TO SITAGLIPTIN 50,0 mg METFORMIN HYDROCHLORIDE 850,0 mg	Annexure A
57/21.2/0070.067	2025/07/08	SITAGLIPTIN/METFORMIN 50/1 000 SUN	Ranbaxy Pharmaceutical (Pty) Ltd	EACH TABLET CONTAINS: SITAGLIPTIN FUMARATE EQUIVALENT TO SITAGLIPTIN 50,0 mg METFORMIN HYDROCHLORIDE 1 000,0 mg	Annexure A
57/5.4/0729	2025/07/08	GLYCOSTOM 0,2 mg/ml	Pharma-Q (Pty) Ltd	Each 1,0 ml solution contains: Glycopypronium Bromide 0,2 mg/ml	Annexure A
57/30.2/0735	2025/07/08	SHINGRIX	GlaxoSmithKline South Africa (Pty) Limit	Each 0,5 ml Dose contains: Varicella Zoster Virus Glycoprotein A Antigen 50,0 µg	Annexure A
57/26/0810	2025/07/08	VINORELBINE 20 mg ACCORD	Accord Healthcare (Pty) Ltd	Each Capsule contains: Vinorelbine equivalent to vinorelbine 20,0 mg	Annexure A
57/26/0811	2025/07/08	VINORELBINE 30 mg ACCORD	Accord Healthcare (Pty) Ltd	Each Capsule contains: Vinorelbine equivalent to vinorelbine 30,0 mg	Annexure A
57/26/0812	2025/07/08	VINORELBINE 80 mg ACCORD	Accord Healthcare (Pty) Ltd	Each capsule contains: Vinorelbine Tartrate equivalent to Vinorelbine 80,0 mg	Annexure A
58/30.3/0118	2025/07/08	IDELVION 250	Gen-Eye (Pty) Ltd	Each vial contains: Albutrepenonacog Alfa 250,0 IU	Annexure A
58/30.3/0119	2025/07/08	IDELVION 500	Gen-Eye (Pty) Ltd	Each vial contains: Albutrepenonacog Alfa 500,0 IU	Annexure A

This gazette is also available free online at www.gpwonline.co.za

58/30.3/0120	2025/07/08	IDELVION 1 000	Gen-Eye (Pty) Ltd	Each vial contains: Albutrepenonacog Alfa 1 000,0 IU	Annexure A
58/30.3/0121	2025/07/08	IDELVION 2 000	Gen-Eye (Pty) Ltd	Each vial contains: Albutrepenonacog Alfa 2 000,0 IU	Annexure A
58/30.3/0122	2025/07/08	IDELVION 3 500	Gen-Eye (Pty) Ltd	Each vial contains: Albutrepenonacog Alfa 3 500,0 IU	Annexure A
60/21.13/0282	2025/07/15	MOUNJARO 2,5 mg KWIKPEN	Eli Lilly (S.A.) (Pty) Ltd	Each 0,6 ml Solution contains: Tirzepatide 2,5 mg	Annexure A
60/21.13/0283	2025/07/15	MOUNJARO 5 mg KWIKPEN	Eli Lilly (S.A.) (Pty) Ltd	Each 0,6 ml Solution contains: Tirzepatide 5 mg	Annexure A
60/21.13/0284	2025/07/15	MOUNJARO 7,5 mg KWIKPEN	Eli Lilly (S.A.) (Pty) Ltd	Each 0,6 ml Solution contains: Tirzepatide 7,5 mg	Annexure A
60/21.13/0285	2025/07/15	MOUNJARO 10 mg KWIKPEN	Eli Lilly (S.A.) (Pty) Ltd	Each 0,6 ml Solution contains: Tirzepatide 10 mg	Annexure A
60/21.13/0286	2025/07/15	MOUNJARO 12,5 mg KWIKPEN	Eli Lilly (S.A.) (Pty) Ltd	Each 0,6 ml Solution contains: Tirzepatide 2,5 mg	Annexure A
60/21.13/0287	2025/07/15	MOUNJARO 15 mg KWIKPEN	Eli Lilly (S.A.) (Pty) Ltd	Each 0,6 ml Solution contains: Tirzepatide 15 mg	Annexure A
57/15.4/0378	2025/07/15	AGOBRIM 0,15 % w/v EYE DROPS	FDC SA (Pty) Ltd	Each Vial contains: Brimonidine Tartrate 0,15 % w/v	Annexure A
56/26/0891	2025/07/15	ZALITIN 50	Innovata Pharmaceuticals	Each vial contains: Oxaliplatin 50,0 mg	Annexure A
56/26/0892	2025/07/15	ZALITIN 100	Innovata Pharmaceuticals	Each vial contains: Oxaliplatin 100,0 mg	Annexure A
57/26/489	2025/07/15	AZACITIDINE 150 mg ACCORD	Accord Healthcare (Pty) Ltd	Each vial contains: Azacitidine 150,0 mg	Annexure A
57/26/0490.489	2025/07/15	INTAZA 150	Accord Healthcare (Pty) Ltd	Each vial contains: Azacitidine 150,0 mg	Annexure A
56/26/0345	2025/07/15	PAZOPANIB 200 mg EUROLAB	Eurolab (Pty) Ltd	EACH TABLET CONTAINS: PAZOPANIB HYDROCHLORIDE EQUIVALENT TO PAZOPANIB 200,0 mg	Annexure A
56/26/0346	2025/07/15	PAZOPANIB 400 mg EUROLAB	Eurolab (Pty) Ltd	EACH TABLET CONTAINS: PAZOPANIB HYDROCHLORIDE EQUIVALENT TO PAZOPANIB 400,0 mg	Annexure A
56/32.16/1226	2025/07/15	TACROLIMUS 0,5 mg ASCENDIS	Ascendis Pharma (Pty) Ltd	EACH CAPSULE CONTAINS: TACROLIMUS 0,5 mg	Annexure A
TACROLIMUS 1 mg ASCENDIS	2025/07/15	TACROLIMUS 1 mg ASCENDIS	Ascendis Pharma (Pty) Ltd	EACH CAPSULE CONTAINS: TACROLIMUS 1,0 mg	Annexure A
56/32.16/1228	2025/07/15	TACROLIMUS 5 mg ASCENDIS	Ascendis Pharma (Pty) Ltd	EACH CAPSULE CONTAINS: TACROLIMUS 5,0 mg	Annexure A
58/5.3/0230	2025/07/22	PRYDOSTRIN 60 mg	Juno Pharma SA (Pty) Ltd	Each Tablet contains: Pyridostigmine Bromide 60,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

59/30.2/0853	2025/07/22	PREVENAR 20	Pfizer Laboratories (Pty) Ltd	PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 1 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 3 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 4 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 5 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 6A 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 6B 4,4 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 7F 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 8 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 9V 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 10A 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 11A 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 12F 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 14 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 15B 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 18C 2,2 µg PNEUMOCOCCAL POLYSACCHARIDE SEROTYPE 19A 2,2	Annexure A
57/26/0409	2025/07/22	ONBORT 1 mg/0,4 ml	Hetero Drugs South Africa (Pty) Ltd	EACH 0,4 ml SOLUTION CONTAINS: BORTEZOMIB 1,0 mg	Annexure A
57/26/0410	2025/07/22	ONBORT 2,5 mg/1,0 ml	Hetero Drugs South Africa (Pty) Ltd	EACH 1,0 ml SOLUTION CONTAINS: BORTEZOMIB 2,5 mg	Annexure A
57/26/0411	2025/07/22	ONBORT 3,5 mg/1,4 ml	Hetero Drugs South Africa (Pty) Ltd	EACH 1,4 ml SOLUTION CONTAINS: BORTEZOMIB 3,5 mg	Annexure A
57/26/0412.409	2025/07/22	BORTIV 1 mg/0,4 ml	Hetero Drugs South Africa (Pty) Ltd	EACH 0,4 ml SOLUTION CONTAINS: BORTEZOMIB 1,0 mg	Annexure A
57/26/0413.410	2025/07/22	BORTIV 2,5 mg/1,0 ml	Hetero Drugs South Africa (Pty) Ltd	EACH 1,0 ml SOLUTION CONTAINS: BORTEZOMIB 2,5 mg	Annexure A
57/26/0414.411	2025/07/22	BORTIV 3,5 mg/1,4 ml	Hetero Drugs South Africa (Pty) Ltd	EACH 1,4 ml SOLUTION CONTAINS: BORTEZOMIB 3,5 mg	Annexure A
54/8/0456	2025/07/22	CARDASA 100 mg	Viatris Healthcare (Pty) Ltd	EACH TABLET CONTAINS: ACETYLSALICYLIC ACID 100,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/10.2.1/0048	2025/07/22	GLENISPERA CO	Glenmark Pharmaceuticals South Africa	EACH CAPSULE CONTAINS: GLYCOPYRROLATE EQUIVALENT TO GLYCOPYRRONIUM 12,5 µg ,FORMOTEROL FUMARATE 12,0 µg	Annexure A
57/8/0436	2025/07/22	AZPAMIN 100	Forrester Pharma (Pty) Ltd	EACH TABLET CONTAINS: ACETYLSALICYLIC ACID (ASPIRIN) 100,0 mg	Annexure A
57/8/0437	2025/07/22	AZPAMIN 300	Forrester Pharma (Pty) Ltd	EACH TABLET CONTAINS: ACETYLSALICYLIC ACID (ASPIRIN) 300,0 mg	Annexure A
56/2.1/1074	2025/07/22	QUIFOL 1 % w/v INJECTION	Qhayisa 2014 Trading & Projects (Pty) Lt	EACH VIAL CONTAINS: PROPOFOL 1,0 %w/v	Annexure A
58/21.4/0003	2025/07/22	TERATYDE	Ranbaxy Pharmaceutical (Pty) Ltd	Each 1,0 ml Solution contains: Teriparatide 250,0 µg	Annexure A
58/2.10/0090	2025/07/22	BACLOFEN ACTIVO	Activo Health (Pty) Ltd	Each Tablet contains: Baclofen 10,0 mg	Annexure A
57/3.2/0654	2025/07/22	FORSACOLE 5 600	Abex Pharmaceutica (Pty) Ltd	EACH TABLET CONTAINS: ALENDRONATE SODIUM TRIHYDRATE EQUIVALENT TO ALENDRONIC ACID 70,0 mg COLECALCIFEROL 140,0 µg	Annexure A
57/3.2/0655.654	2025/07/22	ORTHOCOLE 5 600	Abex Pharmaceutica (Pty) Ltd	EACH TABLET CONTAINS: ALENDRONATE SODIUM TRIHYDRATE EQUIVALENT TO ALENDRONIC ACID 70,0 mg COLECALCIFEROL 140,0 µg	Annexure A
57/21.2/0109	2025/07/29	SITAGLIPTIN 25 mg ADCO	Adcock Ingram Limited	EACH TABLET CONTAINS: SITAGLIPTIN HYDROCHLORIDE EQUIVALENT TO SITAGLIPTIN 25,0 mg	Annexure A
57/21.2/0110	2025/07/29	SITAGLIPTIN 50 mg ADCO	Adcock Ingram Limited	EACH TABLET CONTAINS: SITAGLIPTIN HYDROCHLORIDE EQUIVALENT TO SITAGLIPTIN 50,0 mg	Annexure A
57/21.2/0111	2025/07/29	SITAGLIPTIN 100 mg ADCO	Adcock Ingram Limited	EACH TABLET CONTAINS: SITAGLIPTIN HYDROCHLORIDE EQUIVALENT TO SITAGLIPTIN 100,0 mg	Annexure A
57/11.4.1/0047	2025/07/29	GAVISCON DOUBLE ACTION MIXED BE	Reckitt Benckinser Pharmaceuticals (Pt	EACH TABLET CONTAINS: SODIUM ALGINATE 250,0 mg SODIUM HYDROGEN CARBONATE 106,5 mg CALCIUM CARBONATE 187,5 mg	Annexure B
56/26/1140	2025/07/29	AZATURAS 25 mg/ml	Pharma-Q Holdings (Pty) Ltd	EACH 1,0 ml SUSPENSION CONTAINS: AZACITIDINE 25,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

56/1.2/1141	2025/07/29	ATOMAKTIN 10	Macleods Pharmaceuticals SA (Pty) Ltd	EACH CAPSULE CONTAINS: ATOMOXETINE HYDROCHLORIDE EQUIVALENT TO ATOMOXETINE 10,0 mg	Annexure A
56/1.2/1142	2025/07/29	ATOMAKTIN 18	Macleods Pharmaceuticals SA (Pty) Ltd	EACH CAPSULE CONTAINS: ATOMOXETINE HYDROCHLORIDE EQUIVALENT TO ATOMOXETINE 18,0 mg	Annexure A
56/1.2/1143	2025/07/29	ATOMAKTIN 25	Macleods Pharmaceuticals SA (Pty) Ltd	EACH CAPSULE CONTAINS: ATOMOXETINE HYDROCHLORIDE EQUIVALENT TO ATOMOXETINE 25,0 mg	Annexure A
56/1.2/1144	2025/07/29	ATOMAKTIN 40	Macleods Pharmaceuticals SA (Pty) Ltd	EACH CAPSULE CONTAINS: ATOMOXETINE HYDROCHLORIDE EQUIVALENT TO ATOMOXETINE 40,0 mg	Annexure A
56/1.2/1145	2025/07/29	ATOMAKTIN 60	Macleods Pharmaceuticals SA (Pty) Ltd	EACH CAPSULE CONTAINS: ATOMOXETINE HYDROCHLORIDE EQUIVALENT TO ATOMOXETINE 60,0 mg	Annexure A
56/1.2/1146	2025/07/29	ATOMAKTIN 80	Macleods Pharmaceuticals SA (Pty) Ltd	EACH CAPSULE CONTAINS: ATOMOXETINE HYDROCHLORIDE EQUIVALENT TO ATOMOXETINE 80,0 mg	Annexure A
53/21.2/0255	2025/08/05	XYVILIN CO 50/850	Trinity Pharma (Pty) Ltd	EACH TABLET CONTAINS: VILDAGLIPTIN 50,0 mg METFORMIN HYDROCHLORIDE 850,0 mg	Annexure A
53/21.2/0257.255	2025/08/05	ZOMVIL CO 50/850	Trinity Pharma (Pty) Ltd	EACH TABLET CONTAINS: VILDAGLIPTIN 50,0 mg METFORMIN HYDROCHLORIDE 850,0 mg	Annexure A
53/21.2/0259.255	2025/08/05	VILCOMET 50/850	Trinity Pharma (Pty) Ltd	EACH TABLET CONTAINS: VILDAGLIPTIN 50,0 mg METFORMIN HYDROCHLORIDE 850,0 mg	Annexure A
53/20.2.2/0455	2025/08/05	CASPOFUNGIN 50 mg GLENMARK	Glenmark Pharmaceuticals South Africa	EACH VIAL CONTAINS: CASPOFUNGIN ACETATE EQUIVALENT TO CASPOFUNGIN 50,0 mg	Annexure A
53/20.2.2/0456	2025/08/05	CASPOFUNGIN 70 mg GLENMARK	Glenmark Pharmaceuticals South Africa	EACH VIAL CONTAINS: CASPOFUNGIN ACETATE EQUIVALENT TO CASPOFUNGIN 70,0 mg	Annexure A
56/32.16/0897	2025/08/05	AFINVIAT 2,5 mg	Viatris South Africa (Pty) Ltd	EACH TABLET CONTAINS: EVEROLIMUS 2,5 mg	Annexure A
56/32.16/0898	2025/08/05	AFINVIAT 5 mg	Viatris South Africa (Pty) Ltd	EACH TABLET CONTAINS: EVEROLIMUS 5,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

56/32.16/0899	2025/08/05	AFINVIAT 10 mg	Viatris South Africa (Pty) Ltd	EACH TABLET CONTAINS: EVEROLIMUS 10,0 mg	Annexure A
56/26/1218	2025/08/05	CARBOPLATIN 50 mg/5 ml AURO	Aurogen South Africa (Pty) Ltd	EACH 5,0 ml SOLUTION CONTAINS: CARBOPLATIN 50,0 mg	Annexure A
56/26/1220	2025/08/05	CARBOPLATIN 450 mg/45 ml AURO	Aurogen South Africa (Pty) Ltd	EACH 45,0 ml SOLUTION CONTAINS: CARBOPLATIN 450,0 mg	Annexure A
56/26/1219	2025/08/05	CARBOPLATIN 150 mg/15 ml AURO	Aurogen South Africa (Pty) Ltd	EACH 15,0 ml SOLUTION CONTAINS: CARBOPLATIN 150,0 mg	Annexure A
56/26/1221	2025/08/05	CARBOPLATIN 600 mg/60 ml AURO	Aurogen South Africa (Pty) Ltd	EACH 60,0 ml SOLUTION CONTAINS: CARBOPLATIN 600,0 mg	Annexure A
57/2.7/0185	2025/08/05	KETESSE 25 mg GRANULES	LeBasi Pharmaceuticals (Pty) Ltd	EACH SACHET CONTAINS: DEXKETOPROFEN TROMETAMOL EQUIVALENT TO DEXKETOPROFEN 25,0 mg	Annexure A
57/2.7/0186.185	2025/08/05	KERAL 25 mg GRANULES	LeBasi Pharmaceuticals (Pty) Ltd	EACH SACHET CONTAINS: DEXKETOPROFEN TROMETAMOL EQUIVALENT TO DEXKETOPROFEN 25,0 mg	Annexure A
57/26/0293	2025/08/05	CAPCITURAS 150 mg	Alturas Healthcare (Pty) Ltd	EACH TABLET CONTAINS: CAPECITABINE 150,0 mg	Annexure A
57/26/0294	2025/08/05	CAPCITURAS 500 mg	Alturas Healthcare (Pty) Ltd	EACH TABLET CONTAINS: CAPECITABINE 500,0 mg	Annexure A
57/20.1.1/0512	2025/08/05	MEROBAX 500	Abex Pharmaceutica (Pty) Ltd	Each Vial contains: Meropenem Trihydrate equivalent to Meropenem 500,0 mg	Annexure A
57/20.1.1/0513	2025/08/05	MEROBAX 1000	Abex Pharmaceutica (Pty) Ltd	Each Vial contains: Meropenem Trihydrate equivalent to Meropenem 1000,0 mg	Annexure A
57/20.1.1/0514.512	2025/08/05	MEROZIN 500	Abex Pharmaceutica (Pty) Ltd	Each Vial contains: Meropenem Trihydrate equivalent to Meropenem 500,0 mg	Annexure A
57/20.1.1/0515.513	2025/08/05	MEROZIN 1000	Abex Pharmaceutica (Pty) Ltd	Each Vial contains: Meropenem Trihydrate equivalent to Meropenem 1000,0 mg	Annexure A
57/21.2/0637	2025/08/05	DAPADYN 5 mg	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Dapagliflozin Propanediol equivalent to Dapagliflozin 5,0 mg	Annexure A
57/21.2/0638	2025/08/05	DAPADYN 10 mg	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Dapagliflozin Propanediol equivalent to Dapagliflozin 10,0 mg	Annexure A
57/21.2/0639.637	2025/08/05	DAPAGLIFLOZIN 5 mg PD	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Dapagliflozin Propanediol equivalent to Dapagliflozin 5,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/21.2/0640.638	2025/08/05	DAPAGLIFLOZIN 10 mg PD	Pharma Dynamics (Pty) Ltd	Each Tablet contains: Dapagliflozin Propanediol equivalent to Dapagliflozin 10,0 mg	Annexure A
57/2.8/0669	2025/08/05	SKUDEXA GRANULES	LeBasi Pharmaceuticals (Pty) Ltd	Each Sachet contains: Tramadol Hydrochloride 75,0 mg; Dexketoprefen Trometamol equivalent to Dexketoprofen 25,0 mg	Annexure A
57/2.8/0670.669	2025/08/05	LENIZAK GRANULES	LeBasi Pharmaceuticals (Pty) Ltd	Each Sachet contains: Tramadol Hydrochloride 75,0 mg; Dexketoprefen Trometamol equivalent to Dexketoprofen 25,0 mg	Annexure A
57/20.1.1/0838	2025/08/05	AUROTRACT	Aurogen South Africa (Pty) Ltd	Each Sachet contains: Fosfomycin Trometamol equivalent to Fosfomycin 3,0 g	Annexure A
57/20.1.1/0839.838	2025/08/05	FOSFOMYCIN AURO	Aurogen South Africa (Pty) Ltd	Each Sachet contains: Fosfomycin Trometamol equivalent to Fosfomycin 3,0 g	Annexure A
59/20.2.8/0347	2025/08/05	VALHEENA	Emcure- Pharmaceutical South Africa (	Each Tablet contains: Dolutegravir Sodium equivalent to Dolutegravir 50,0 mg, Tenofovir Disoproxil Fumarate 300,0 mg; Lamivudine 300,0 mg	Annexure A
57/21.2/0065	2025/08/08	ZITAGLUC PLUS 50/500	Ranbaxy Pharmaceutical (Pty) Ltd	EACH TABLET CONTAINS: SITAGLIPTIN FUMARATE EQUIVALENT TO SITAGLIPTIN 50,0 mg ,METFORMIN HYDROCHLORIDE 500,0 mg	Annexure A
56/26/1123	2025/08/12	BEDURAS 25 mg	Pharma-Q Holdings (Pty) Ltd	Each vial contains: Bendamustine Hydrochloride 25,0 mg	Annexure A
56/26/1124	2025/08/12	BEDURAS 100 mg	Pharma-Q Holdings (Pty) Ltd	Each vial contains: Bendamustine Hydrochloride 100,0 mg	Annexure A
57/3.1/0327	2025/08/12	DICOREN GEL	LeBasi Pharmaceuticals (Pty) Ltd	Each 1,0 g Gel contains: Diclofenac Sodium 10,0 mg	Annexure B
57/2.5/0472	2025/08/12	Gralise 300	Adcock Ingram Limited	Each Tablet contains: Gabapentin 300,0 mg	Annexure A
57/2.5/0473	2025/08/12	GRALISE 600	Adcock Ingram Limited	Each Tablet contains: Gabapentin 600,0 mg	Annexure A
57/11.4.3/0571	2025/08/12	PANTAKIND 40	RBC Pharmaceuticals (PTY) LTD	Each Tablet contains: Pantroprazole Sodium equivalent Pantoprazole 40,0 mg	Annexure A
57/20.2.8/0619	2025/08/12	GANCLO	KAHMA BIOTECH (Pty) Ltd	Each vial contains: Ganciclovir Sodium equivalent to Ganciclovir 500,0 mg	Annexure A
57/5.4/0802	2025/08/12	NOTIDAM	Cipla Medpro (Pty) Ltd	Each Vial contains: Revefenacin 175,0 ug	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/5.4/0803.802	2025/08/12	REVEFENACIN CIPLA	Cipla Medpro (Pty) Ltd	Each vial contains: Revefenacin 175, 0 ug	Annexure A
56/26/0790	2025/08/20	BORTURAS 3,5 mg	Pharma-Q Holdings (Pty) Ltd	EACH VIAL CONTAINS: BORTEZOMIB 3,5 mg	Annexure A
57/32.16/0239	2025/08/20	SUBRAXX	Abex Pharmaceutica (Pty) Ltd	EACH 1,0 ml SOLUTION CONTAINS: SUGAMMADEX SODIUM EQUIVALENT TO SUGAMMADEX 100,0 mg	Annexure A
57/2.9/0892	2025/08/20	REMIVION 1 mg	Lamar International (Pty) Ltd	EACH VIAL CONTAINS: REMIFENTANIL 1,0 mg	Annexure A
57/2.9/0893	2025/08/20	REMIVION 2 mg	Lamar International (Pty) Ltd	EACH VIAL CONTAINS: REMIFENTANIL 2,0 mg	Annexure A
57/2.9/0894	2025/08/20	REMIVION 5 mg	Lamar International (Pty) Ltd	EACH VIAL CONTAINS: REMIFENTANIL 5,0 mg	Annexure A
58/20.2.2/0028	2025/08/20	FLUCYTOSINE 500 mg MACLEODS	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: FLUCYTOSINE 500,0 mg	Annexure A
58/20.2.2/0029.028	2025/08/20	MAKLOCYT 500 mg	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: FLUCYTOSINE 500,0 mg	Annexure A
58/6.2/0097	2025/08/20	AMIZYD 100	Zydus Healthcare (Pty) Ltd	EACH TABLET CONTAINS: AMIODARONE HYDROCHLORIDE 100,0 mg	Annexure A
58/6.2/0098	2025/08/20	AMIZYD 200	Zydus Healthcare (Pty) Ltd	EACH TABLET CONTAINS: AMIODARONE HYDROCHLORIDE 200,0 mg	Annexure A
58/6.2/0100.098	2025/08/20	AZYRON 200	Zydus Healthcare (Pty) Ltd	EACH TABLET CONTAINS: AMIODARONE HYDROCHLORIDE 200,0 mg	Annexure A
58/5.7.2/0147	2025/08/20	APREPITANT 80 EQUITY	Equity Pharmaceutical (Pty) Ltd	EACH CAPSULE CONTAINS: APREPITANT 80,0 mg	Annexure A
58/5.7.2/0148 3	2025/08/20	APREPITANT 125 EQUITY	Equity Pharmaceutical (Pty) Ltd	EACH CAPSULE CONTAINS: APREPITANT 125,0 mg	Annexure A
58/5.7.2/0149	2025/08/20	APREPITANT COMBI PACK EQUITY	Equity Pharmaceutical (Pty) Ltd	EACH BLISTER PACK CONTAINS: TWO CAPSULES, EACH CONTAINING: APREPITANT 80,0 mg ONE CAPSULE CONTAINING: APREPITANT 125,0 mg	Annexure A
59/8.1/0143	2025/08/20	CYKLODUS	Zydus Healthcare (Pty) Ltd	EACH TABLET CONTAINS: TRANEXAMIC ACID 500,0 mg	Annexure A
59/30.2/0795	2025/08/20	MALARIA VACCINE CIPLA	Cipla Medpro (Pty) Ltd	EACH 0,5 ml DOSE CONTAINS: R21 MALARIA ANTIGEN 5,0 µg	Annexure A
56/32.16/1173	2025/08/20	EVEROLIMUS 2,5 DRL	Dr Reddy's Laboratories (Pty) Ltd	EACH TABLET CONTAINS: EVEROLIMUS 2,5 mg	Annexure A
56/32.16/1174	2025/08/27	EVEROLIMUS 5 DRL	Dr Reddy's Laboratories (Pty) Ltd	EACH TABLET CONTAINS: EVEROLIMUS 5,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

56/32.16/1175	2025/08/27	EVEROLIMUS 10 DRL	Dr Reddy's Laboratories (Pty) Ltd	EACH TABLET CONTAINS: EVEROLIMUS 10,0 mg	Annexure A
57/26/0025	2025/08/27	DOCETURAS 20 mg	Pharma-Q Holdings (Pty) Ltd	EACH VIAL CONTAINS: DOCETAXEL TRIHYDRATE EQUIVALENT TO DOCETAXEL 20,0 mg	Annexure A
57/26/0026	2025/08/27	DOCETURAS 80 mg	Pharma-Q Holdings (Pty) Ltd	EACH VIAL CONTAINS: DOCETAXEL TRIHYDRATE EQUIVALENT TO DOCETAXEL 80,0 mg	Annexure A
57/26/0027	2025/08/27	DOCETURAS 160 mg	Pharma-Q Holdings (Pty) Ltd	EACH VIAL CONTAINS: DOCETAXEL TRIHYDRATE EQUIVALENT TO DOCETAXEL 160,0 mg	Annexure A
57/2.7/0130	2025/08/27	FIZACET	Aurogen South Africa (Pty) Ltd	EACH TABLET CONTAINS: PARACETAMOL 500,0 mg	Annexure B
57/2.7/0131.130	2025/08/27	FIZPRAR	Aurogen South Africa (Pty) Ltd	EACH TABLET CONTAINS: PARACETAMOL 500,0 mg	Annexure B
57/31/0361	2025/08/27	NEXVIAZYME	Sanofi-Aventis South Africa (Pty) Ltd	EACH VIAL CONTAINS: AVALGLUCOSIDASE ALFA 100,0 mg	Annexure A
57/2.5/0387	2025/08/27	PREGABALIN 25 JUBILANT	Jubilant Pharma SA (Pty) Ltd	EACH CAPSULE CONTAINS: PREGABALIN 25,0 mg	Annexure A
57/2.5/0388	2025/08/27	PREGABALIN 75 JUBILANT	Jubilant Pharma SA (Pty) Ltd	EACH CAPSULE CONTAINS: PREGABALIN 75,0 mg	Annexure A
57/2.5/0389	2025/08/27	PREGABALIN 150 JUBILANT	Jubilant Pharma SA (Pty) Ltd	EACH CAPSULE CONTAINS: PREGABALIN 150,0 mg	Annexure A
57/1.6/0448	2025/08/27	DYSTRALEX 30	Teva Pharmaceuticals (Pty) Ltd	EACH CAPSULE CONTAINS: LISDEXAMFETAMINE DIMESILATE 30,0 mg	Annexure A
57/1.6/0449	2025/08/27	DYSTRALEX 50	Teva Pharmaceuticals (Pty) Ltd	EACH CAPSULE CONTAINS: LISDEXAMFETAMINE DIMESILATE 50,0 mg	Annexure A
57/1.6/0450	2025/08/27	DYSTRALEX 70	Teva Pharmaceuticals (Pty) Ltd	EACH CAPSULE CONTAINS: LISDEXAMFETAMINE DIMESILATE 70,0 mg	Annexure A
57/26/0520	2025/08/27	PALVORED 75	Dr Reddy's Laboratories (Pty) Ltd	EACH CAPSULE CONTAINS: PALBOCICLIB 75,0 mg	Annexure A
57/26/0521	2025/08/27	PALVORED 100	Dr Reddy's Laboratories (Pty) Ltd	EACH CAPSULE CONTAINS: PALBOCICLIB 100,0 mg	Annexure A
57/26/0522	2025/08/27	PALVORED 125	Dr Reddy's Laboratories (Pty) Ltd	EACH CAPSULE CONTAINS: PALBOCICLIB 125,0 mg	Annexure A
57/2.2/0634	2025/08/27	ETOMIDATE 2 mg/ml RBC	RBC Pharmaceuticals (PTY) LTD	EACH 1,0 ml SOLUTION CONTAINS: ETOMIDATE 2,0 mg	Annexure A
56/2.9/0938	2025/09/02	DEXITHERA 4 µg/ml	Abbott Laboratories S.A. (Pty) Ltd	EACH 1,0 ml SOLUTION CONTAINS: DEXMEDETOMIDINE HYDROCHLORIDE EQUIVALENT TO DEXMEDETOMIDINE 4,0 µg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/8.3/0224	2025/09/02	ACULEFR	Qhayisa 2014 Trading & Projects (Pty) Lt	EACH 1,0 ml SOLUTION CONTAINS: IRON SUCROSE 20,0 mg	Annexure A
57/15.1/0380	2025/09/02	OFLOXACIN 0,3 % w/v EYE DROPS FDC	FDC SA (Pty) Ltd	EACH VIAL CONTAINS: OFLOXACIN 0,3 % w/v	Annexure A
57/5.7.1/0459	2025/09/02	FEXOFENADINE 120 PHARMA-Q	Pharma-Q Holdings (Pty) Ltd	EACH TABLET CONTAINS: FEXOFENADINE HYDROCHLORIDE 120,0 mg	Annexure A
57/5.7.1/0460	2025/09/02	FEXOFENADINE 180 PHARMA-Q	Pharma-Q Holdings (Pty) Ltd	EACH TABLET CONTAINS: FEXOFENADINE HYDROCHLORIDE 180,0 mg	Annexure A
57/2.6/0468	2025/09/02	URLOSAM 20	LeBasi Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: CLOBAZAM 20,0 mg	Annexure A
57/13.1/0506	2025/09/02	BETADINE ANTISEPTIC OINTMENT	Mundipharma (Pty) Ltd	EACH 1,0 g OF OINTMENT CONTAINS: POVIDONE-IODINE 100,0 mg	Annexure B
57/32.16/0534	2025/09/02	SCLEROMIDE	Gen-Eye (Pty) Ltd	EACH TABLET CONTAINS: TERIFLUNOMIDE 14,0 mg	Annexure A
57/21.2/0584	2025/09/02	VIGLYMAK 50	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: VILDAGLIPTIN 50,0 mg	Annexure A
57/21.2/0585.584	2025/09/02	MAKVILD 50	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: VILDAGLIPTIN 50,0 mg	Annexure A
57/10.3/0586	2025/09/02	AMUCO 600 mg GRANULES	Austell Pharmaceuticals (Pty) Ltd	EACH SACHET CONTAINS: ACETYLCYSTEINE 600,0 mg	Annexure A
57/10.3/0587.586	2025/09/02	ACETYLCYSTEINE 600 mg AUSTELL GRA	Austell Pharmaceuticals (Pty) Ltd	EACH SACHET CONTAINS: ACETYLCYSTEINE 600,0 mg	Annexure A
57/10.3/0588.586	2025/09/02	ACETYLCYSTEINE 600 mg CAMOX GRA	Austell Pharmaceuticals (Pty) Ltd	EACH SACHET CONTAINS: ACETYLCYSTEINE 600,0 mg	Annexure A
57/1.2/0792	2025/09/02	METHYCAP 10 mg LA	Pharma Dynamics (Pty) Ltd	EACH CAPSULE CONTAINS: METHYLPHENIDATE HYDROCHLORIDE 10,0 mg	Annexure A
57/1.2/0793	2025/09/02	METHYCAP 20 mg LA	Pharma Dynamics (Pty) Ltd	EACH CAPSULE CONTAINS: METHYLPHENIDATE HYDROCHLORIDE 20,0 mg	Annexure A
57/1.2/0794	2025/09/02	METHYCAP 30 mg LA	Pharma Dynamics (Pty) Ltd	EACH CAPSULE CONTAINS: METHYLPHENIDATE HYDROCHLORIDE 30,0 mg	Annexure A
57/1.2/0795	2025/09/02	METHYCAP 40 mg LA	Pharma Dynamics (Pty) Ltd	EACH CAPSULE CONTAINS: METHYLPHENIDATE HYDROCHLORIDE 40,0 mg	Annexure A
57/21.2/0851	2025/09/02	VILGOZYD	Zydus Healthcare (Pty) Ltd	EACH TABLET CONTAINS: VILDAGLIPTIN 50,0 mg	Annexure A
57/21.2/0852.851	2025/09/02	VIDAGLIPTIN ZYDUS	Zydus Healthcare (Pty) Ltd	EACH TABLET CONTAINS: VILDAGLIPTIN 50,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/3.1/0137	2025/09/02	TOFACITINIB 5 BIOMAB	Biomab Innovation (Pty) Ltd	EACH TABLET CONTAINS: TOFACITINIB CITRATE EQUIVALENT TO TOFACITINIB 5,0 mg	Annexure A
57/21.7/0491	2025/09/02	TESTOSTERONE CIPLA	Cipla Medpro (Pty) Ltd	EACH 4,0 ml SOLUTION CONTAINS: TESTOSTERONE UNDECANOATE 1 000,0 mg	Annexure A
570538	2025/09/02	PANTOR OTC	Trinity Pharma (Pty) Ltd	EACH TABLET CONTAINS: PANTOPRAZOLE SODIUM SESQUIHYDRATE EQUIVALENT TO PANTOPRAZOLE 20,0 mg	Annexure A
57/3.1/0138	2025/09/09	TOFACITINIB 10 BIOMAB	Biomab Innovation (Pty) Ltd	EACH TABLET CONTAINS: TOFACITINIB CITRATE EQUIVALENT TO TOFACITINIB 10,0 mg	Annexure A
57/8.1/0573	2025/09/09	MANTEXORA	RBC Pharmaceuticals (PTY) LTD	EACH 5,0 ml SOLUTION CONTAINS: TRANEXAMIC ACID 500,0 mg	Annexure A
57/32.16/0703	2025/09/09	VEROBIT 0,25 mg	Ascend Laboratories (Pty) Ltd	EACH TABLET CONTAINS: EVEROLIMUS 0,25 mg	Annexure A
57/32.16/0704	2025/09/09	VEROBIT 0,50 mg	Ascend Laboratories (Pty) Ltd	EACH TABLET CONTAINS: EVEROLIMUS 0,5 mg	Annexure A
57/32.16/0705	2025/09/09	VEROBIT 0,75 mg	Ascend Laboratories (Pty) Ltd	EACH TABLET CONTAINS: EVEROLIMUS 0,75 mg	Annexure A
57/32.16/0706	2025/09/09	VEROBIT 1 mg	Ascend Laboratories (Pty) Ltd	EACH TABLET CONTAINS: EVEROLIMUS 1,0 mg	Annexure A
57/2.9/0736	2025/09/09	RAYPARE 40	Abex Pharmaceutica (Pty) Ltd	EACH VIAL CONTAINS: PARECOXIB SODIUM EQUIVALENT TO PARECOXIB 40,0 mg	Annexure A
57/2.9/0737.736	2025/09/09	PARECOXIB 40 MACLEODS	Abex Pharmaceutica (Pty) Ltd	EACH VIAL CONTAINS: PARECOXIB SODIUM EQUIVALENT TO PARECOXIB 40,0 mg	Annexure A
57/18.1/0744	2025/09/09	HYDROCHLOROTHIAZIDE 25 AUSTELL	Austell Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: HYDROCHLOROTHIAZIDE 25,0 mg	Annexure A
58/20.1.1/0228	2025/09/09	ERTAVA	Abex Pharmaceutica (Pty) Ltd	EACH VIAL CONTAINS: ERTAPENEM SODIUM EQUIVALENT TO ERTAPENEM 1,0 g	Annexure A
58/20.1.1/0229.228	2025/09/09	INVEXEM	Abex Pharmaceutica (Pty) Ltd	EACH VIAL CONTAINS: ERTAPENEM SODIUM EQUIVALENT TO ERTAPENEM 1,0 g	Annexure A
58/5.7.1/0260	2025/09/09	CETRILIQE	Pharmacorp (Pty) Ltd	EACH TABLET CONTAINS: CETIRIZINE HYDROCHLORIDE 10,0 mg	Annexure A
60/1.6/0799	2025/09/09	VYSERA 30 mg	Takeda (Pty) Ltd	EACH CAPSULE CONTAINS: LISDEXAMFETAMINE DIMESILATE 30,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

60/1.6/0800	2025/09/09	VYSERA 50 mg	Takeda (Pty) Ltd	EACH CAPSULE CONTAINS: LISDEXAMFETAMINE DIMESILATE 50,0 mg	Annexure A
60/1.6/0801	2025/09/09	VYSERA 70 mg	Takeda (Pty) Ltd	EACH CAPSULE CONTAINS: LISDEXAMFETAMINE DIMESILATE 70,0 mg	Annexure A
57/10.3/0863	2025/09/18	CORENZA MUCO 200	Adcock Ingram Limited	EACH TABLET CONTAINS: ACETYLCYSTEINE 200,0 mg	Annexure A
57/10.3/0864	2025/09/18	CORENZA MUCO 600	Adcock Ingram Limited	EACH TABLET CONTAINS: ACETYLCYSTEINE 600,0 mg	Annexure A
57/10.3/0865.863	2025/09/18	ACETYLCYSTEINE 200 ADCO	Adcock Ingram Limited	EACH TABLET CONTAINS: ACETYLCYSTEINE 200,0 mg	Annexure A
57/10.3/0866.864	2025/09/18	ACETYLCYSTEINE 600 ADCO	Adcock Ingram Limited	EACH TABLET CONTAINS: ACETYLCYSTEINE 600,0 mg	Annexure A
59/26/0013	2025/09/18	ENHERTU	AstraZeneca Pharmaceuticals (Pty) Ltd	EACH VIAL CONTAINS: TRASTUZUMAB DERUXTECAN 100,0 mg	Annexure A
59/20.2.3/0521	2025/09/18	PRETOMANID 200 mg PD	Pharma Dynamics (Pty) Ltd	EACH TABLET CONTAINS: PRETOMANID 200,0 mg	Annexure A
59/30.1/0957	2025/09/18	BEYFORTUS 50 mg	Sanofi-Aventis South Africa (Pty) Ltd	EACH 0,5 ml SOLUTION CONTAINS: NIRSEVIMAB 50,0 mg	Annexure A
59/30.1/0958	2025/09/18	BEYFORTUS 100 mg	Sanofi-Aventis South Africa (Pty) Ltd	EACH 1,0 ml SOLUTION CONTAINS: NIRSEVIMAB 100,0 mg	Annexure A
58/6.2/0099.097	2025/09/20	AZYRON 100	Zydus Healthcare (Pty) Ltd	EACH TABLET CONTAINS: AMIODARONE HYDROCHLORIDE 100,0 mg	Annexure A
57/2.6/0467	2025/09/20	URLOSAM 10	LeBasi Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: CLOBAZAM 10,0 mg	Annexure A
57/26/0494	2025/09/23	CALQUENCE TABLETS	AstraZeneca Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: ACALABRUTINIB MALEATE EQUVALENT TO ACALABRUTINIB 100,0 mg	Annexure A
57/26/0139	2025/09/23	NINTEDANIB 100 EUROLAB	Eurolab (Pty) Ltd	EACH CAPSULE CONTAINS: NINTEDANIB ESYLATE EQUIVALENT TO NINTEDANIB 100,0 mg	Annexure A
57/26/0140	2025/09/23	NINTEDANIB 150 EUROLAB	Eurolab (Pty) Ltd	EACH CAPSULE CONTAINS: NINTEDANIB ESYLATE EQUIVALENT TO NINTEDANIB 150,0 mg	Annexure A
59/1.2/0526	2025/09/23	UPLIVIXA 15 mg	Austell Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: MIRTAZAPINE 15,0 mg	Annexure A
59/1.2/0527	2025/09/23	UPLIVIXA 30 mg	Austell Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: MIRTAZAPINE 30,0 mg	Annexure A
59/1.2/0528	2025/09/23	UPLIVIXA 45 mg	Aurobindo Pharma (Pty) Ltd	EACH TABLET CONTAINS: MIRTAZAPINE 45,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/7.5/0561	2025/09/23	SUVEMIB 5/10 mg	Austell Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: ROSUVASTATIN CALCIUM EQUIVALENT TO: ROSUVASTATIN 5,0 mg EZETIMIBE 10,0 mg	Annexure A
57/7.5/0562	2025/09/23	SUVEMIB 10/10 mg	Austell Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: ROSUVASTATIN CALCIUM EQUIVALENT TO: ROSUVASTATIN 10,0 mg EZETIMIBE 10,0 mg	Annexure A
57/7.5/0563	2025/09/23	SUVEMIB 20/10 mg	Austell Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: ROSUVASTATIN CALCIUM EQUIVALENT TO: ROSUVASTATIN 20,0 mg EZETIMIBE 10,0 mg	Annexure A
57/7.5/0564	2025/09/23	SUVEMIB 40/10 mg	Austell Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: ROSUVASTATIN CALCIUM EQUIVALENT TO: ROSUVASTATIN 40,0 mg EZETIMIBE 10,0 mg	Annexure A
57/7.5/0565.561	2025/09/23	RISTOMIB 5/10 mg	Austell Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: ROSUVASTATIN CALCIUM EQUIVALENT TO: ROSUVASTATIN 5,0 mg EZETIMIBE 10,0 mg	Annexure A
57/7.5/0566.562	2025/09/23	RISTOMIB 10/10 mg	Austell Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: ROSUVASTATIN CALCIUM EQUIVALENT TO: ROSUVASTATIN 10,0 mg EZETIMIBE 10,0 mg	Annexure A
57/7.5/0567.563	2025/09/23	RISTOMIB 20/10 mg	Austell Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: ROSUVASTATIN CALCIUM EQUIVALENT TO: ROSUVASTATIN 20,0 mg EZETIMIBE 10,0 mg	Annexure A
57/7.5/0568.564	2025/09/23	RISTOMIB 40/10 mg	Austell Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: ROSUVASTATIN CALCIUM EQUIVALENT TO: ROSUVASTATIN 40,0 mg EZETIMIBE 10,0 mg	Annexure A
57/2.1/0541	2025/09/23	KETAMINE 10 EQUITY	Equity Pharmaceutical (Pty) Ltd	EACH AMPOULE CONTAINS: KETAMINE HYDROCHLORIDE EQUIVALENT TO: KETAMINE 10,0 mg	Annexure A
57/2.1/0542	2025/09/23	KETAMINE 50 EQUITY	Equity Pharmaceutical (Pty) Ltd	EACH AMPOULE CONTAINS: KETAMINE HYDROCHLORIDE EQUIVALENT TO: KETAMINE 50,0 mg	Annexure A
58/30.3/0173	2025/09/23	BERINERT 500 IU	Gen-Eye (Pty) Ltd	EACH VIAL CONTAINS: HUMAN C1-ESTERASE INHIBITOR 500,0 IU	Annexure A
58/30.3/0174	2025/09/23	BERINERT 1 500 IU	Gen-Eye (Pty) Ltd	EACH VIAL CONTAINS: HUMAN C1-ESTERASE INHIBITOR 1 500,0 IU	Annexure A
58/30.3/0175	2025/09/23	BERINERT 2 000 IU	Gen-Eye (Pty) Ltd	EACH VIAL CONTAINS: HUMAN C1-ESTERASE INHIBITOR 2 000,0 IU	Annexure A

This gazette is also available free online at www.gpwonline.co.za

58/30.3/0176	2025/09/23	BERINERT 3 000 IU	Gen-Eye (Pty) Ltd	EACH VIAL CONTAINS: HUMAN C1-ESTERASE INHIBITOR 3 000,0 IU	Annexure A
57/30.2/0404	2025/09/23	NIMENRIX	Pfizer Laboratories (Pty) Ltd	EACH 0,5 ml DOSE CONTAINS: NEISSERIA MENINGITIDIS GROUP A POLYSACCHARIDE 5,0 µg NEISSERIA MENINGITIDIS GROUP C POLYSACCHARIDE 5,0 µg NEISSERIA MENINGITIDIS GROUP W-135 POLYSACCHARIDE 5,0 µg NEISSERIA MENINGITIDIS GROUP Y POLYSACCHARIDE 5,0 µg CONJUGATED TO TETANUS TOXOID CARRIER PROTEIN 44,0 µg	Annexure A
57/30.1/0660	2025/09/23	CUTAQUIG	Octapharma South Africa (Pty) Ltd	EACH 1,0 ml SOLUTION CONTAINS: HUMAN NORMAL IMMUNOGLOBULIN 165,0 mg	Annexure A
59/30.2/0479	2025/09/30	CIHEXA	Cipla Medpro (Pty) Ltd	EACH 0,5 ml DOSE CONTAINS: DIPHTHERIA TOXOID ≥ 30,0 IU TETANUS TOXOID ≥ 40,0 IU BORDETELLA PERTUSSIS (WHOLE CELL) ≥ 4,0 IU HEPATITIS B SURFACE ANTIGEN (rDNA) 15,0 µg INACTIVATED POLIO VACCINE (SALK STRAINS GROWN ON VERO CELLS) TYPE I (MAHONEY STRAIN) 40,0 DU TYPE 2 (MEF-1 STRAIN) 8,0 DU TYPE 3 (SAUKETT STRAIN) 32,0 DU HAEMOPHILUS INFLUENZAE TYPE B (PRP) 10,0 µg CONJUGATE TO TETANUS TOXOID (CARRIER PROTEIN) 19,0 to 33,0 µg	Annexure A
57/21.2/0754	2025/09/30	GLYSIPTIN 25 mg	Accord Healthcare (Pty) Ltd	EACH TABLET CONTAINS: SITAGLIPTIN PHOSPHATE ANHYDROUS EQUIVALENT TO SITAGLIPTIN 25,0 mg	Annexure A
57/21.2/0755	2025/09/30	GLYSIPTIN 50 mg	Accord Healthcare (Pty) Ltd	EACH TABLET CONTAINS: SITAGLIPTIN PHOSPHATE ANHYDROUS EQUIVALENT TO SITAGLIPTIN 50,0 mg	Annexure A
57/21.2/0756	2025/09/30	GLYSIPTIN 100 mg	Accord Healthcare (Pty) Ltd	EACH TABLET CONTAINS: SITAGLIPTIN PHOSPHATE ANHYDROUS EQUIVALENT TO SITAGLIPTIN 100,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/20.2.2/0480	2025/09/30	DYMANIF 50	Adcock Ingram Limited	EACH VIAL CONTAINS: MICAFUNGIN SODIUM EQUIVALENT TO MICAFUNGIN 50,0 mg	Annexure A
57/20.2.2/0481	2025/09/30	DYMANIF 100	Adcock Ingram Limited	EACH VIAL CONTAINS: MICAFUNGIN SODIUM EQUIVALENT TO MICAFUNGIN 100,0 mg	Annexure A
57/7.1.3/0906	2025/09/30	LABETALOL 5 mg/ml RBC	RBC Pharmaceuticals (PTY) LTD	EACH 1,0 ml SOLUTION CONTAINS: LABETALOL HYDROCHLORIDE 5,0 mg	Annexure A
57/32.16/0732	2025/09/30	EVEROLIMUS 2,5 EQUITY	Equity Pharmaceutical (Pty) Ltd	EACH TABLET CONTAINS: EVEROLIMUS 2,5 mg	Annexure A
57/32.16/0733	2025/09/30	EVEROLIMUS 5 EQUITY	Equity Pharmaceutical (Pty) Ltd	EACH TABLET CONTAINS: EVEROLIMUS 5,0 mg	Annexure A
57/32.16/0734	2025/09/30	EVEROLIMUS 10 EQUITY	Equity Pharmaceutical (Pty) Ltd	EACH TABLET CONTAINS: EVEROLIMUS 10,0 mg	Annexure A
58/10.2.1/0162	2025/09/30	BUDOFOR 80:4,5 INHALER	Cipla Medpro (Pty) Ltd	EACH SINGLE ACTUATION CONTAINS: BUDESONIDE 80,0 µg FORMOTEROL FUMARATE DIHYDRATE 4,5 µg	Annexure A
58/10.2.1/0163	2025/09/30	BUDOFOR 160:4,5 INHALER	Cipla Medpro (Pty) Ltd	EACH SINGLE ACTUATION CONTAINS: BUDESONIDE 160,0 µg FORMOTEROL FUMARATE DIHYDRATE 4,5 µg	Annexure A
58/10.2.1/0164.162	2025/09/30	BUDETRAM 80:4,5 INHALER	Cipla Medpro (Pty) Ltd	EACH SINGLE ACTUATION CONTAINS: BUDESONIDE 80,0 µg FORMOTEROL FUMARATE DIHYDRATE 4,5 µg	Annexure A
58/10.2.1/0165.163	2025/09/30	BUDETRAM 160:4,5 INHALER	Cipla Medpro (Pty) Ltd	EACH SINGLE ACTUATION CONTAINS: BUDESONIDE 160,0 µg FORMOTEROL FUMARATE DIHYDRATE 4,5 µg	Annexure A
57/2.9/0783	2025/09/30	DEXSEDATE	Pharma-Q (Pty) Ltd	EACH 1,0 ml SOLUTION CONTAINS: DEXMEDETOMIDINE HYDROCHLORIDE EQUIVALENT TO DEXMEDETOMIDINE 100,0 µg	Annexure A
58/8.2/0137	2025/09/30	CLOPIDOGREL ASPIRIN 75/75 mg PD	Pharma Dynamics (Pty) Ltd	EACH TABLET CONTAINS: CLOPIDOGREL HYDROGEN SULPHATE EQUIVALENT TO CLOPIDOGREL 75,0 mg ,ACETYLSALICYLIC ACID 75,0 mg	Annexure A
58/8.2/0138.137	2025/09/30	ENTELROMESIS	Pharma Dynamics (Pty) Ltd	EACH TABLET CONTAINS: CLOPIDOGREL HYDROGEN SULPHATE EQUIVALENT TO CLOPIDOGREL 75,0 mg, ACETYLSALICYLIC ACID 75,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

60/20.2.8/0382	2025/09/30	DEZKAV	Viatris Healthcare (Pty) Ltd	EACH TABLET CONTAINS: ABACAVIR 600,0 mg DOLUTEGRAVIR 50,0 mg LAMIVUDINE 300,0 mg	Annexure A
57/20.2.2/0808	2025/09/30	MICAFUNGIN 50 mg ACCORD	Accord Healthcare (Pty) Ltd	EACH VIAL CONTAINS: MICAFUNGIN SODIUM EQUIVALENT TO MICAFUNGIN 50,0 mg	Annexure A
57/20.2.2/0809	2025/09/30	MICAFUNGIN 100 mg ACCORD	Accord Healthcare (Pty) Ltd	EACH VIAL CONTAINS: MICAFUNGIN SODIUM EQUIVALENT TO MICAFUNGIN 100,0 mg	Annexure A
57/21.5.1/0501	2025/10/07	BIOSONE 100 µg/ DOSE INHALATION	Pharmacorp (Pty) Ltd	EACH METERED DOSE CONTAINS: BECLOMETASONE DIPROPIONATE 100,0 µg	Annexure A
57/21.8.2/0516	2025/10/07	DENOPAUS 1 mg/2 mg	Austell Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: ESTRADIOL VALERATE EQUIVALENT TO ESTRADIOL 1,0 mg DIENOGEST 2,0 mg	Annexure A
58/13.8.1/0038	2025/10/07	ENSTILAR CUTANEOUS FOAM	Adcock Ingram Limited	EACH 1,0 g OF CUTANEOUS FOAM CONTAINS: CALCIPOTRIOL MONOHYDRATE EQUIVALENT TO CALCIPOTRIOL 50,0 µg ,BETAMETHASONE DIPROPIONATE EQUIVALENT TO BETAMETHASONE 0,5 mg	Annexure A
59/21.10/0185	2025/10/07	LUCRIN DEPOT 3,75 mg PDS	Abbvie (Pty) Ltd	EACH DOSE CONTAINS: LEUPROLIDE ACETATE 3,75 mg	Annexure A
59/21.10/0186	2025/10/07	LUCRIN DEPOT 11,25 mg PDS	Abbvie (Pty) Ltd	EACH DOSE CONTAINS: LEUPROLIDE ACETATE 11,25 mg	Annexure A
60/20.2.8/0811	2025/10/14	LENACAPAVIR 300 mg TABLET GILEAD	Gilead Sciences South Africa (Pty) Ltd	EACH TABLET CONTAINS: LENACAPAVIR SODIUM EQUIVALENT TO: LENACAPAVIR 300,0 mg	Annexure A
56/5.7.1/0591	2025/10/14	BASMEDENE 20	Trinity Pharma (Pty) Ltd	EACH TABLET CONTAINS: BILASTINE 20,0 mg	Annexure A
57/24/0235	2025/10/14	REHYDROLIS	FDC SA (Pty) Ltd	EACH SACHET CONTAINS: SODIUM CHLORIDE BP 2,60 g POTASSIUM CHLORIDE BP 1,50 g SODIUM CITRATE BP 2,90 g ANHYDROUS GLUCOSE BP 13,50 g	Annexure B
57/24/0236.235	2025/10/14	OSMOVIVE	FDC SA (Pty) Ltd	EACH SACHET CONTAINS: SODIUM CHLORIDE BP 2,60 g POTASSIUM CHLORIDE BP 1,50 g SODIUM CITRATE BP 2,90 g ANHYDROUS GLUCOSE BP 13,50 g	Annexure B
60/20.2.8/0810	2025/10/20	LENACAPAVIR 464 mg SOLUTION FOR I	Gilead Sciences South Africa (Pty) Ltd	EACH VIAL CONTAINS: LENACAPAVIR SODIUM EQUIVALENT TO: LENACAPAVIR 463,5 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/13.4.1/0041	2025/10/21	CLOBETASOL LOTION SHALINA	PHRAMADYNE HEALTHCARE (PTY) LTD	EACH BOTTLE CONTAINS: CLOBETASOL PROPIONATE USP 0,05 % w/v	Annexure A
57/1.2/0543	2025/10/21	SITALLOR 10 mg	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: CITALOPRAM 10,0 mg	Annexure A
57/1.2/0544	2025/10/21	SITALLOR 20 mg	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: CITALOPRAM 20,0 mg	Annexure A
57/1.2/0545	2025/10/21	SITALLOR 30 mg	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: CITALOPRAM 30,0 mg	Annexure A
57/1.2/0546	2025/10/21	SITALLOR 40 mg	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: CITALOPRAM 40,0 mg	Annexure A
57/1.2/0547.543	2025/10/21	ETRAMOMIL 10 mg	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: CITALOPRAM 10,0 mg	Annexure A
57/1.2/0549.545	2025/10/21	ETRAMOMIL 30 mg	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: CITALOPRAM 30,0 mg	Annexure A
57/1.2/0550.546	2025/10/21	ETRAMOMIL 40 mg	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: CITALOPRAM 40,0 mg	Annexure A
57/3.1/0620	2025/10/21	CELECOXIB 100 UNIMED	Unimed Healthcare (Pty) Ltd	EACH CAPSULE CONTAINS: CELECOXIB 100,0 mg	Annexure A
57/3.1/0621	2025/10/21	CELECOXIB 200 UNIMED	Unimed Healthcare (Pty) Ltd	EACH CAPSULE CONTAINS: CELECOXIB 200,0 mg	Annexure A
57/3.1/0622.620	2025/10/21	PROCIB 100	Unimed Healthcare (Pty) Ltd	EACH CAPSULE CONTAINS: CELECOXIB 100,0 mg	Annexure A
57/3.1/0623.621	2025/10/21	PROCIB 200	Unimed Healthcare (Pty) Ltd	EACH CAPSULE CONTAINS: CELECOXIB 200,0 mg	Annexure A
57/2.5/0711	2025/10/21	LAMOTRIGINE 25 mg ACCORD	Accord Healthcare (Pty) Ltd	EACH TABLET CONTAINS: LAMOTRIGINE 25,0 mg	Annexure A
57/2.5/0710	2025/10/21	LAMOTRIGINE 5 mg ACCORD	Accord Healthcare (Pty) Ltd	EACH TABLET CONTAINS: LAMOTRIGINE 5,0 mg	Annexure A
57/2.5/0712	2025/10/21	LAMOTRIGINE 100 mg ACCORD	Accord Healthcare (Pty) Ltd	EACH TABLET CONTAINS: LAMOTRIGINE 100,0 mg	Annexure A
57/26/0867	2025/10/21	ONIVYDE	Servier Laboratories South Africa (Pty) L	EACH 1,0 ml OF CONCENTRATE CONTAINS: IRINOTECAN SUCROSOFATE EQUIVALENT TO IRINOTECAN ANHYDROUS 4,3 mg	Annexure A
58/20.2.2/0030	2025/10/21	CASPIRE 50	Equity Pharmaceutical (Pty) Ltd	EACH VIAL CONTAINS: CASPOFUNGIN ACETATE EQUIVALENT TO CASPOFUNGIN 50,0 mg	Annexure A
58/20.2.2/0031	2025/10/21	CASPIRE 70	Equity Pharmaceutical (Pty) Ltd	EACH VIAL CONTAINS: CASPOFUNGIN ACETATE EQUIVALENT TO CASPOFUNGIN 70,0 mg	Annexure A
58/2.2/0115	2025/10/21	MELOCIRC	Pharma Dynamics (Pty) Ltd	EACH TABLET CONTAINS: MELATONIN 2,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

58/21.5.1/0116	2025/10/21	MYSTEVA	Teva Pharmaceuticals (Pty) Ltd	EACH SPRAY ACTUATION CONTAINS: FLUTICASONE FUROATE 27,5 µg	Annexure A
58/21.5.1/0117	2025/10/21	MYSTEVA OTC	Teva Pharmaceuticals (Pty) Ltd	EACH SPRAY ACTUATION CONTAINS: FLUTICASONE FUROATE 27,5 µg	Annexure A
58/21.12/0124	2025/10/21	ABITATE 250	Equity Pharmaceutical (Pty) Ltd	EACH TABLET CONTAINS: ABIRATERONE ACETATE 250,0 mg	Annexure A
58/21.12/0125	2025/10/21	ABITATE 500	Equity Pharmaceutical (Pty) Ltd	EACH TABLET CONTAINS: ABIRATERONE ACETATE 500,0 mg	Annexure A
58/21.12/0211	2025/10/21	ROMARZ 25 mg	Aurogen South Africa (Pty) Ltd	EACH TABLET CONTAINS: EXEMESTANE 25,0 mg	Annexure A
58/21.12/0212.211	2025/10/21	EXEMESTANE AURO	Aurogen South Africa (Pty) Ltd	EACH TABLET CONTAINS: EXEMESTANE 25,0 mg	Annexure A
58/20.1.1/0258	2025/10/21	MEROPENEM 500 mg AUSTELL	Austell Pharmaceuticals (Pty) Ltd	EACH VIAL CONTAINS: MEROPENEM TRIHYDRATE EQUIVALENT TO: MEROPENEM ANHYDROUS 500,0 mg	Annexure A
58/20.1.1/0259	2025/10/21	MEROPENEM 1 000 mg AUSTELL	Austell Pharmaceuticals (Pty) Ltd	EACH VIAL CONTAINS: MEROPENEM TRIHYDRATE EQUIVALENT TO: MEROPENEM ANHYDROUS 1 000,0 mg	Annexure A
58/2.9/0261	2025/10/21	DEXMIRUB	Ruby Pharmaceuticals (Pty) Ltd	EACH 1,0 ml SOLUTION CONTAINS: DEXMEDETOMIDINE HYDROCHLORIDE EQUIVALENT TO DEXMEDETOMIDINE 100,0 µg	Annexure A
59/6.2/0008	2025/10/21	AMIODARONE 150 mg/3 ml PHARMC	Pharmacorp (Pty) Ltd	EACH AMPOULE CONTAINS: AMIODARONE HYDROCHLORIDE 150,0 mg	Annexure A
59/20.2.2/0017	2025/10/21	AMPHOZEED	Emcure- Pharmaceutical South Africa (	EACH VIAL CONTAINS: AMPHOTERICIN B 50,0 mg	Annexure A
59/21.2/0101	2025/10/21	VIDIAB 50 mg	Pharma-Q (Pty) Ltd	EACH TABLET CONTAINS: VILDAGLIPTIN 50,0 mg	Annexure A
58/18.8/0140	2025/10/21	RUBY PLUS	Pharma Dynamics (Pty) Ltd	EACH TABLET CONTAINS: DROSPIRENONE 3,0 mg ,ETHINYLESTRADIOL 0,03 mg, LEVOMEFOLATE CALCIUM 0,451 mg	Annexure A
58/18.8/0141.140	2025/10/21	SPERYLOME	Pharma Dynamics (Pty) Ltd	EACH TABLET CONTAINS: DROSPIRENONE 3,0 mg ETHINYLESTRADIOL 0,03 mg LEVOMEFOLATE CALCIUM 0,451 mg	Annexure A
59/7.2/0062	2025/10/21	PHENYLCORD 10 mg/ml	Accord Healthcare (Pty) Ltd	EACH VIAL CONTAINS: PHENYLEPHRINE HYDROCHLORIDE 10,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

59/10.3/0375	2025/10/21	BREZTRI AEROSPHERE	AstraZeneca Pharmaceuticals (Pty) Ltd	EACH DELIVERED DOSE CONTAINS: BUDESONIDE 160,0 µg GLYCOPYRRONIUM BROMIDE EQUIVALENT TO GLYCOPYRRONIUM 7,2 µg FORMOTEROL FUMARATE DIHYDRATE EQUIVALENT TO FORMOTEROL FUMARATE 4,8 µg	Annexure A
49/8.2/1057	2025/10/25	WARFARIN 1 mg APEX	Austell Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: WARFARIN SODIUM 1,0 mg	Annexure A
57/21.12/0374	2025/10/28	CINACALCET 30 mg ASCEND	Ascend Laboratories (Pty) Ltd	EACH TABLET CONTAINS: CINACALCET HYDROCHLORIDE EQUIVALENT TO CINACALCET 30,0 mg	Annexure A
57/21.12/0375	2025/10/28	CINACALCET 60 mg ASCEND	Ascend Laboratories (Pty) Ltd	EACH TABLET CONTAINS: CINACALCET HYDROCHLORIDE EQUIVALENT TO CINACALCET 60,0 mg	Annexure A
57/21.12/0376	2025/10/28	CINACALCET 90 mg ASCEND	Ascend Laboratories (Pty) Ltd	EACH TABLET CONTAINS: CINACALCET HYDROCHLORIDE EQUIVALENT TO CINACELCAT 90,0 mg	Annexure A
57/5.2/0605	2025/10/28	HYPODAL 10	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: PROPRANOLOL HYDROCHLORIDE 10,0 mg	Annexure A
57/5.2/0606	2025/10/28	HYPODAL 40	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: PROPRANOLOL HYDROCHLORIDE 40,0 mg	Annexure A
57/5.2/0607	2025/10/28	HYPODAL 80	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: PROPRANOLOL HYDROCHLORIDE 80,0 mg	Annexure A
57/1.2/0758	2025/10/28	METHYLPHENIDATE 10 LA BIOTECH	Biotech Laboratories (Pty) Ltd	EACH CAPSULE CONTAINS: METHYLPHENIDATE HYDROCHLORIDE 10,0 mg	Annexure A
57/1.2/0759	2025/10/28	METHYLPHENIDATE 20 LA BIOTECH	Biotech Laboratories (Pty) Ltd	EACH CAPSULE CONTAINS: METHYLPHENIDATE HYDROCHLORIDE 20,0 mg	Annexure A
57/1.2/0760	2025/10/28	METHYLPHENIDATE 30 LA BIOTECH	Biotech Laboratories (Pty) Ltd	EACH CAPSULE CONTAINS: METHYLPHENIDATE HYDROCHLORIDE 30,0 mg	Annexure A
57/1.2/0761	2025/10/28	METHYLPHENIDATE 40 LA BIOTECH	Biotech Laboratories (Pty) Ltd	EACH CAPSULE CONTAINS: METHYLPHENIDATE HYDROCHLORIDE 40,0 mg	Annexure A
57/1.2/0762	2025/10/28	METHYLPHENIDATE 60 LA BIOTECH	Biotech Laboratories (Pty) Ltd	EACH CAPSULE CONTAINS: METHYLPHENIDATE HYDROCHLORIDE 60,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

58/26/0123	2025/10/28	ENLUTOZA	Dr Reddy's Laboratories (Pty) Ltd	EACH CAPSULE CONTAINS: ENZALUTAMIDE 40,0 mg	Annexure A
58/18.8/0135	2025/10/28	RUBAZ PLUS	Pharma Dynamics (Pty) Ltd	EACH PINK TABLET CONTAINS: DROSPIRENONE 3,0 mg ETHINYLESTRADIOL 0,02 mg LEVOMEFOLATE CALCIUM 0,451 mg EACH YELLOW TABLET CONTAINS: LEVOMEFOLATE CALCIUM 0,451 mg	Annexure A
58/18.8/0136.135	2025/10/28	ROSNYLEVO	Pharma Dynamics (Pty) Ltd	EACH PINK TABLET CONTAINS: DROSPIRENONE 3,0 mg ETHINYLESTRADIOL 0,02 mg LEVOMEFOLATE CALCIUM 0,451 mg EACH YELLOW TABLET CONTAINS: LEVOMEFOLATE CALCIUM 0,451 mg	Annexure A
59/20.2.6/0854	2025/10/28	AZUNATE 60 mg	Macleods Pharmaceuticals SA (Pty) Ltd	EACH VIAL CONTAINS: ARTESUNATE 60,0 mg	Annexure A
60/20.2.1/0728	2025/10/28	SUTHOXIM 400/80	iPharma (Pty) Ltd	EACH TABLET CONTAINS: SULFAMETHOXAZOLE 400,0 mg, TRIMETHOPRIM 80,0 mg	Annexure A
60/20.2.1/0729	2025/10/28	SUTHOXIM 800/160	iPharma (Pty) Ltd	EACH TABLET CONTAINS: SULFAMETHOXAZOLE 800,0 mg TRIMETHOPRIM 160,0 mg	Annexure A
20/17.1.3/11	2025/10/28	NEOMYCIN 500 mg HUVE	Huvepharma South Africa (Pty) Ltd	EACH 1,0 g SOLUTION CONTAINS: NEOMYCIN SULPHATE EQUIVALENT TO: NEOMYCIN 500,0 mg	Annexure A
60/11.4.3/0914	2025/10/28	PANTOPRAZOLE 40 mg IV AUSTELL	Austell Pharmaceuticals (Pty) Ltd	EACH 1,0 ml SOLUTION CONTAINS: PANTOPRAZOLE SODIUM SESQUIHYDRATE EQUIVALENT TO PANTOPRAZOLE 40,0 mg	Annexure A
57/21.8.2/0422	2025/11/04	TANILIVE 100 mg ORAL CAPSULES	Pharma Dynamics (Pty) Ltd	EACH CAPSULE CONTAINS: PROGESTERONE 100,0 mg	Annexure A
57/21.8.2/0423	2025/11/04	TANILIVE 200 mg ORAL CAPSULES	Pharma Dynamics (Pty) Ltd	EACH CAPSULE CONTAINS: PROGESTERONE 200,0 mg	Annexure A
46/5.8/0758	2025/11/25	MEDI SOOTHE WITH VITAMIN C - LEMO	Pharmacare Limited	EACH SACHET CONTAINS: ASPIRIN 800,0 mg CAFFEINE 50,0 mg ASCORBIC ACID 45,0 mg	Annexure B
47/5.8/0322	2025/11/25	FLUEXPRIN C COLD & FLU LEMON	Pharmacare Limited	EACH SACHET CONTAINS: ASPIRIN 800,0 mg CAFFEINE 50,0 mg ASCORBIC ACID 45,0 mg	Annexure B
57/2.9/0262	2025/11/25	TRAMADOL/PARACETAMOL37,5/325m	Ascendis Pharma (Pty) Ltd	EACH TABLET CONTAINS: TRAMADOL HYDROCHLORIDE 37,5 mg PARACETAMOL 325,0 mg	Annexure A
57/3.3/0424	2025/11/25	GOUTRELEFE 0,5	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: COLCHICINE 0,5 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/3.3/0425	2025/11/25	GOUTRELEFE 1	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: COLCHICINE 1,0 mg	Annexure A
57/20.1.1/0697	2025/11/25	FOSFOMYCIN 3 g ASCEND	Ascend Laboratories (Pty) Ltd	EACH SACHET CONTAINS: FOSFOMYCIN TROMETAMOL EQUIVALENT TO FOSFOMYCIN 3,0 g	Annexure A
57/21.2/0868	2025/11/25	GLYSENZA 25	iPharma (Pty) Ltd	EACH TABLET CONTAINS: SITAGLIPTIN PHOSPHATE EQUIVALENT TO SITAGLIPTIN 25,0 mg	Annexure A
57/21.2/0869	2025/11/25	GLYSENZA 50	iPharma (Pty) Ltd	EACH TABLET CONTAINS: SITAGLIPTIN PHOSPHATE EQUIVALENT TO SITAGLIPTIN 50,0 mg	Annexure A
57/21.2/0870	2025/11/25	GLYSENZA 100	iPharma (Pty) Ltd	EACH TABLET CONTAINS: SITAGLIPTIN PHOSPHATE EQUIVALENT TO SITAGLIPTIN 100,0 mg	Annexure A
57/32.16/0910	2025/11/25	FIBROTEV 267	Teva Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: PIRFENIDONE 267,0 mg	Annexure A
57/32.16/0911	2025/11/25	FIBROTEV 801	Teva Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: PIRFENIDONE 801,0 mg	Annexure A
58/5.4.1/0016	2025/11/25	PEXSON 0,375 XR	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: PRAMIPEXOLE DIHYDROCHLORIDE 0,375 mg	Annexure A
58/5.4.1/0017	2025/11/25	PEXSON 0,75 XR	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: PRAMIPEXOLE DIHYDROCHLORIDE 0,75 mg	Annexure A
58/5.4.1/0018	2025/11/25	PEXSON 1,5 XR	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: PRAMIPEXOLE DIHYDROCHLORIDE 1,5 mg	Annexure A
58/5.4.1/0019 3	2025/11/25	PEXSON 3 XR	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: PRAMIPEXOLE DIHYDROCHLORIDE 3,0 mg	Annexure A
58/5.4.1/0020	2025/11/25	PEXSON 4,5 XR	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: PRAMIPEXOLE DIHYDROCHLORIDE 4,5 mg	Annexure A
58/5.4.1/0021.016	2025/11/25	MAKPRAMI 0,375	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: PRAMIPEXOLE DIHYDROCHLORIDE 0,375 mg	Annexure A
58/5.4.1/0022.017	2025/11/25	MAKPRAMI 0,75	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: PRAMIPEXOLE DIHYDROCHLORIDE 0,75 mg	Annexure A
58/5.4.1/0023.018	2025/11/25	MAKPRAMI 1,5	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: PRAMIPEXOLE DIHYDROCHLORIDE 1,5 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

58/5.4.1/0024.019	2025/11/25	MAKPRAMI 3	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: PRAMIPEXOLE DIHYDROCHLORIDE 3,0 mg	Annexure A
58/5.4.1/0025.020	2025/11/25	MAKPRAMI 4,5	Macleods Pharmaceuticals SA (Pty) Ltd	EACH TABLET CONTAINS: PRAMIPEXOLE DIHYDROCHLORIDE 4,5 mg	Annexure A
58/5.7.1/0062	2025/11/25	RUPAHIST	Unimed Healthcare (Pty) Ltd	EACH TABLET CONTAINS: RUPATADINE FUMARATE EQUIVALENT TO RUPATAINE 10,0mg	Annexure A
58/21.3/0070	2025/11/25	LEVOTHYROXINE 25 UNICORN	Unicorn Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: LEVOTHYROXINE SODIUM 25,0 µg	Annexure A
58/21.3/0071	2025/11/25	LEVOTHYROXINE 50 UNICORN	Unicorn Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: LEVOTHYROXINE SODIUM 50,0 µg	Annexure A
58/21.3/0072	2025/11/25	LEVOTHYROXINE 75 UNICORN	Unicorn Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: LEVOTHYROXINE SODIUM 75,0 µg	Annexure A
58/21.3/0073	2025/11/25	LEVOTHYROXINE 100 UNICORN	Unicorn Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: LEVOTHYROXINE SODIUM 100,0 µg	Annexure A
58/7.2/0131	2025/11/25	PHENYLEPHRINE 10 mg/ml RBC	RBC Pharmaceuticals (PTY) LTD	EACH 1,0 ml SOLUTION CONTAINS: PHENYLEPHRINE HYDROCHLORIDE 10,0 mg	Annexure A
58/17.3/0132	2025/11/25	TANZOF 15 mg	Pharmacare Limited	EACH CAPSULE CONTAINS: CYCLOBENZAPRINE HYDROCHLORIDE 15,0 mg	Annexure A
58/17.3/0133	2025/11/25	TANZOF 30 mg	Pharmacare Limited	EACH CAPSULE CONTAINS: CYCLOBENZAPRINE HYDROCHLORIDE 30,0 mg	Annexure A
58/13.4.1/0151	2025/11/25	METIDERM CREAM	Abex Pharmaceutica (Pty) Ltd	EACH 1,0 g CREAM CONTAINS: METHYLPREDNISOLONE ACEPONATE 1,0 mg	Annexure A
58/13.4.1/0152.151	2025/11/25	VANTADERM CREAM	Abex Pharmaceutica (Pty) Ltd	EACH 1,0 g CREAM CONTAINS: METHYLPREDNISOLONE ACEPONATE 1,0 mg	Annexure A
59/2.6/0102	2025/11/25	STRESIGEN 50 mg	Pharma Dynamics (Pty) Ltd	EACH CAPSULE CONTAINS: ETIFOXINE HYDROCHLORIDE 50,0 mg	Annexure A
59/10.3/0104	2025/11/25	TUSSMUCO 600	Pharmacare Limited	EACH TABLET CONTAINS: ACETYLCYSTEINE 600,0 mg	Annexure A
59/2.6/0183	2025/11/25	CALMATRIN 50	Trinity Pharma (Pty) Ltd	EACH CAPSULE CONTAINS: ETIFOXINE HYDROCHLORIDE 50,0 mg	Annexure A
59/2.6/0184.183	2025/11/25	ENERVEX 50	Trinity Pharma (Pty) Ltd	EACH CAPSULE CONTAINS: ETIFOXINE HYDROCHLORIDE 50,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

59/28/0229	2025/11/25	JOPAMIRON 300 (200 ml)	Axim Pharmaceuticals (Pty) Ltd	EACH 200,0 ml SOLUTION CONTAINS: IOPAMIDOL EQUIVALENT TO IODINE 60,0 g	Annexure A
59/28/0230	2025/11/25	JOPAMIRON 370 (200 ml)	Axim Pharmaceuticals (Pty) Ltd	EACH 200,0 ml SOLUTION CONTAINS: IOPAMIDOL EQUIVALENT TO IODINE 74,0 g	Annexure A
59/28/0231	2025/11/25	JOPAMIRON 370 (500 ml)	Axim Pharmaceuticals (Pty) Ltd	EACH 1,0 ml SOLUTION CONTAINS: IOPAMIDOL EQUIVALENT TO IODINE 185,0 g	Annexure A
59/2.11/0298	2025/11/25	ANEDEX 200 mg/2 ml	Zydus Healthcare (Pty) Ltd	EACH 2,0 ml SOLUTION CONTAINS: SUGAMMADEX SODIUM EQUIVALENT TO SUGAMMADEX 200,0 mg	Annexure A
59/2.11/0299	2025/11/25	ANEDEX 500 mg/5 ml	Zydus Healthcare (Pty) Ltd	EACH 5,0 ml SOLUTION CONTAINS: SUGAMMADEX SODIUM EQUIVALENT TO	Annexure A
59/2.11/0300.298	2025/11/25	NEUDEXA 200 mg/2 ml	Zydus Healthcare (Pty) Ltd	EACH 2,0 ml SOLUTION CONTAINS: SUGAMMADEX SODIUM EQUIVALENT TO SUGAMMADEX 200,0 mg	Annexure A
59/2.11/0301.299	2025/11/25	NEUDEXA 500 mg/5 ml	Zydus Healthcare (Pty) Ltd	EACH 5,0 ml SOLUTION CONTAINS: SUGAMMADEX SODIUM EQUIVALENT TO SUGAMMADEX 500,0 mg	Annexure A
56/7.1.3/0730	2025/11/26	AMVALTRI 5 mg/160 mg/12,5 mg	Unicorn Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: AMLODIPINE BESILATE EQUIVALENT TO AMLODIPINE 5,0 mg VALSARTAN 160,0 mg HYDROCHLOROTHIAZIDE 12,5 mg	Annexure A
56/7.1.3/0731	2025/11/26	AMVALTRI 5 mg/160 mg/25 mg	Unicorn Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: AMLODIPINE BESILATE EQUIVALENT TO AMLODIPINE 5,0 mg VALSARTAN 160,0 mg HYDROCHLOROTHIAZIDE 25,0 mg	Annexure A
56/7.1.3/0732	2025/11/26	AMVALTRI 10 mg/160 mg/12,5 mg	Unicorn Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: AMLODIPINE BESILATE EQUIVALENT TO AMLODIPINE 10,0 mg VALSARTAN 160,0 mg HYDROCHLOROTHIAZIDE 12,5 mg	Annexure A
56/7.1.3/0733	2025/11/26	AMVALTRI 10 mg/160 mg/25 mg	Unicorn Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: AMLODIPINE BESILATE EQUIVALENT TO AMLODIPINE 10,0 mg VALSARTAN 160,0 mg HYDROCHLOROTHIAZIDE 25,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

56/7.1.3/0734	2025/11/26	AMVALTRI 10 mg/320 mg/25 mg	Unicorn Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: AMLODIPINE BESILATE EQUIVALENT TO AMLODIPINE 10,0 mg VALSARTAN 320,0 mg HYDROCHLOROTHIAZIDE 25,0 mg	Annexure A
57/34/0873	2025/11/26	RAVOQUIX 0,5 mg	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: VARENICLINE TARTRATE EQUIVALENT TO VARENICLINE 0,5 mg	Annexure A
57/34/0874	2025/11/26	RAVOQUIX 1 mg	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: VARENICLINE TARTRATE EQUIVALENT TO VARENICLINE 1,0 mg	Annexure A
57/34/0875.873	2025/11/26	VICTONEX 0,5 mg	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: VARENICLINE TARTRATE EQUIVALENT TO VARENICLINE 0,5 mg	Annexure A
57/34/0876.874	2025/11/26	VICTONEX 1 mg	Hetero Drugs South Africa (Pty) Ltd	EACH TABLET CONTAINS: VARENICLINE TARTRATE EQUIVALENT TO VARENICLINE 1,0 mg	Annexure A
57/30.2/0918	2025/11/26	PNEUMO ASPEN	Aspen SA Operations (Pty) Ltd	EACH 0,5 ml DOSE CONTAINS: SACCHARIDE FOR SEROTYPE 1 2,0 µg SACCHARIDE FOR SEROTYPE 5 2,0 µg SACCHARIDE FOR SEROTYPE 6A 2,0 µg SACCHARIDE FOR SEROTYPE 6B 4,0 µg SACCHARIDE FOR SEROTYPE 7F 2,0 µg SACCHARIDE FOR SEROTYPE 9V 2,0 µg SACCHARIDE FOR SEROTYPE 14 2,0 µg SACCHARIDE FOR SEROTYPE 19A 2,0 µg SACCHARIDE FOR SEROTYPE 19F 2,0 µg SACCHARIDE FOR SEROTYPE 23F 2,0 µg SEROTYPES ARE CONJUGATED TO CRM197 CARRIER PROTEIN 19 to 48 µg	Annexure A
59/20.2.3/0043	2025/11/26	BEQUILRI 100	LeBasi Pharmaceuticals (Pty) Ltd	EACH TABLET CONTAINS: BEDAQUILINE FUMARATE EQUIVALENT TO BEDAQUILINE 100,0 mg	Annexure A
59/20.2.2/0302	2025/11/26	SPOROMICA 50	Zydus Healthcare (Pty) Ltd	EACH VIAL CONTAINS: MICAFUNGIN SODIUM 50,0 mg	Annexure A
59/20.2.2/0303	2025/11/26	SPOROMICA 100	Zydus Healthcare (Pty) Ltd	EACH VIAL CONTAINS: MICAFUNGIN SODIUM 100,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

59/20.2.2/0304.302	2025/11/26	MICAFUNGIN 50 ZYDUS	Zydus Healthcare (Pty) Ltd	EACH VIAL CONTAINS: MICAFUNGIN SODIUM 50,0 mg	Annexure A
59/20.2.2/0305.303	2025/11/26	MICAFUNGIN 100 ZYDUS	Zydus Healthcare (Pty) Ltd	EACH VIAL CONTAINS: MICAFUNGIN SODIUM 100,0 mg	Annexure A
60/2.5/0305	2025/11/26	LEVETIRACETAM IV BIOVERITY	BIOVERITY PHARMACEUTICALS (PTY) L	EACH 1,0 ml SOLUTION CONTAINS: LEVETIRACETAM 100,0 mg	Annexure A
57/21.4/0474	2025/12/02	SONDELBAY	Accord Healthcare (Pty) Ltd	EACH 1,0 ml SOLUTION CONTAINS: TERIPARATIDE 250,0 µg	Annexure A
570840	2025/12/02	AFSTYLA 250 IU	Gen-Eye (Pty) Ltd	EACH VIAL CONTAINS: LONOCTOCOG ALFA 250,0 IU	Annexure A
57/30.3/0841	2025/12/02	AFSTYLA 500 IU	Gen-Eye (Pty) Ltd	EACH VIAL CONTAINS: LONOCTOCOG ALFA 500,0 IU	Annexure A
57/30.3/0842	2025/12/02	AFSTYLA 1 000 IU	Gen-Eye (Pty) Ltd	EACH VIAL CONTAINS: LONOCTOCOG ALFA 1 000,0 IU	Annexure A
57/30.3/0843	2025/12/02	AFSTYLA 1 500 IU	Gen-Eye (Pty) Ltd	EACH VIAL CONTAINS: LONOCTOCOG ALFA 1 500,0 IU	Annexure A
57/30.3/0844	2025/12/02	AFSTYLA 2 000 IU	Gen-Eye (Pty) Ltd	EACH VIAL CONTAINS: LONOCTOCOG ALFA 2 000,0 IU	Annexure A
57/30.3/0845	2025/12/02	AFSTYLA 2 500 IU	Gen-Eye (Pty) Ltd	EACH VIAL CONTAINS: LONOCTOCOG ALFA 2 500,0 IU	Annexure A
57/30.3/0846	2025/12/02	AFSTYLA 3 000 IU	Gen-Eye (Pty) Ltd	EACH VIAL CONTAINS: LONOCTOCOG ALFA 3 000,0 IU	Annexure A
59/30.2/0066	2025/12/02	ROTAVIRUS VACCINE ASPEN	Aspen SA Operations (Pty) Ltd	EACH 2,0 ml DOSE CONTAINS: LIVE ATTENUATED BOVINE - HUMAN ROTAVIRUS REASSORTANT G1≥105.6 FFU REASSORTANT G2 ≥ 105.6 FFU REASSORTANT G3 ≥ 105.6 FFU REASSORTANT G4 ≥ 105.6 FFU REASSORTANT G9≥105.6 FFU	Annexure A
59/18.1/0330	2025/12/09	SPIRONA 25	Zydus Healthcare (Pty) Ltd	EACH TABLET CONTAINS: SPIRONOLACTONE 25,0 mg	Annexure A
59/18.1/0331	2025/12/09	SPIRONA 100	Zydus Healthcare (Pty) Ltd	EACH TABLET CONTAINS: SPIRONOLACTONE 100,0 mg	Annexure A
59/18.1/0332.330	2025/12/09	SPIROZY 25	Zydus Healthcare (Pty) Ltd	EACH TABLET CONTAINS: SPIRONOLACTONE 25,0 mg	Annexure A
59/18.1/0333.331	2025/12/09	SPIROZY 100	Zydus Healthcare (Pty) Ltd	EACH TABLET CONTAINS: SPIRONOLACTONE 100,0 mg	Annexure A
57/7.1/0786	2025/12/09	AMLODIPINE 5 PHARMC	Pharmacorp (Pty) Ltd	EACH TABLET CONTAINS: AMLODIPINE BESILATE EQUIVALENT TO AMLODIPINE 5,0 mg	Annexure A
57/7.1/0787	2025/12/09	AMLODIPINE 10 PHARMC	Pharmacorp (Pty) Ltd	EACH TABLET CONTAINS: AMLODIPINE BESILATE EQUIVALENT TO AMLODIPINE 10,0 mg	Annexure A

This gazette is also available free online at www.gpwonline.co.za

57/26/0316	2025/12/09	SUTRIBAX 12,5 mg CAPSULES	Aurogen South Africa (Pty) Ltd	EACH CAPSULE CONTAINS: SUNITINIB MALATE EQUIVALENT TO SUNITINIB 12,5 mg	Annexure A
57/26/0317	2025/12/09	SUTRIBAX 25 mg CAPSULES	Aurogen South Africa (Pty) Ltd	EACH CAPSULE CONTAINS: SUNITINIB MALATE EQUIVALENT TO SUNITINIB 25,0 mg	Annexure A
57/26/0318	2025/12/09	SUTRIBAX 37,5 mg CAPSULES	Aurogen South Africa (Pty) Ltd	EACH CAPSULE CONTAINS: SUNITINIB MALATE EQUIVALENT TO SUNITINIB 37,5 mg	Annexure A
57/26/0319	2025/12/09	SUTRIBAX 50 mg CAPSULES	Aurogen South Africa (Pty) Ltd	EACH CAPSULE CONTAINS: SUNITINIB MALATE EQUIVALENT TO SUNITINIB 50,0 mg	Annexure A
57/26/0320.316	2025/12/09	SUNITINIB 12,5 mg AURO	Aurogen South Africa (Pty) Ltd	EACH CAPSULE CONTAINS: SUNITINIB MALATE EQUIVALENT TO SUNITINIB 12,5 mg	Annexure A
57/26/0323.319	2025/12/09	SUNITINIB 50 mg AURO	Aurogen South Africa (Pty) Ltd	EACH CAPSULE CONTAINS: SUNITINIB MALATE EQUIVALENT TO SUNITINIB 50,0 mg	Annexure A
57/26/0322.318	2025/12/09	SUNITINIB 37,5 mg AURO	Aurogen South Africa (Pty) Ltd	EACH CAPSULE CONTAINS: SUNITINIB MALATE EQUIVALENT TO SUNITINIB 37,5 mg	Annexure A
57/26/0321.317	2025/12/09	SUNITINIB 25 mg AURO	Aurogen South Africa (Pty) Ltd	EACH CAPSULE CONTAINS: SUNITINIB MALATE EQUIVALENT TO SUNITINIB 25,0 mg	Annexure A

Annexure A

1. The applicant shall ensure that the medicine is manufactured and controlled in terms of current Good Manufacturing Practices as determined by SAHPRA.
2. The manufacture of this medicine is subject to regular investigation and inspections by the inspectors appointed in terms of Section 26 of the Act, to assess compliance with current Good Manufacturing Practices.
3. The information in the professional information shall be updated on a regular basis to conform to the professional information recently approved by SAHPRA.
4. The applicant must comply with all the legal requirements of the Medicines and Related Substances Act, 1965 (Act No. 101 of 1965).
5. The registration of this medicine shall be subject to review at intervals as determined by SAHPRA regarding its quality, safety and efficacy, and the registration of this medicine may be varied subject to issues SAHPRA may deem fit.
6. The first two production batches must be fully validated in terms of the detailed process validation protocol submitted at the time of application for registration, and the validation report must be submitted within a month after completion of the validation.
7. The product may be advertised to the professions only.

54. The SCoRE/QOS/QIS document must be maintained and must be consistent with the current approved information.

57. For medicines NOT required to have a Risk Management Plan (RMP) as a condition of registration as per the latest RMP Guideline:
    i. Registration of this medicine shall be subjected to routine pharmacovigilance and risk-minimisation activities as outlined in the latest RMP Guideline. Where specific safety concerns arise, additional pharmacovigilance and risk-minimisation activities designed to address these safety concerns may be imposed.

58. For medicines required to have an RMP as a condition of registration as per the latest RMP Guideline:
    i. Registration of this medicine is subjected to an approved RMP for implementation as per the latest RMP Guideline. The applicant shall conform to all pharmacovigilance activities specified in the updated RMP that has been accepted by SAHPRA.

This gazette is also available free online at www.gpwonline.co.za

Annexure B

1. The applicant shall ensure that the medicine is manufactured and controlled in terms of current Good Manufacturing Practices as determined by SAHPRA.
2. The manufacture of this medicine is subject to regular investigation and inspections by the inspectors appointed in terms of Section 26 of the Act, to assess compliance with current Good Manufacturing Practices.
3. The information in the professional information shall be updated on a regular basis to conform to the professional information recently approved by SAHPRA.
4. The applicant must comply with all the legal requirements of the Medicines and Related Substances Act, 1965 (Act No. 101 of 1965).
5. The registration of this medicine shall be subject to review at intervals as determined by SAHPRA regarding its quality, safety and efficacy, and the registration of this medicine may be varied subject to issues SAHPRA may deem fit.
6. The first two production batches must be fully validated in terms of the detailed process validation protocol submitted at the time of application for registration, and the validation report must be submitted within a month after completion of the validation.

54. The SCoRE/QOS/QIS document must be maintained and must be consistent with the current approved information.

57. For medicines NOT required to have a Risk Management Plan (RMP) as a condition of registration as per the latest RMP Guideline:
    i. Registration of this medicine shall be subjected to routine pharmacovigilance and risk-minimisation activities as outlined in the latest RMP Guideline. Where specific safety concerns arise, additional pharmacovigilance and risk-minimisation activities designed to address these safety concerns may be imposed.

58. For medicines required to have an RMP as a condition of registration as per the latest RMP Guideline:
    ii. Registration of this medicine is subjected to an approved RMP for implementation as per the latest RMP Guideline. The applicant shall conform to all pharmacovigilance activities specified in the updated RMP that has been accepted by SAHPRA.

This gazette is also available free online at www.gpwonline.co.za

DEPARTMENT OF JUSTICE AND CONSTITUTIONAL DEVELOPMENT

NOTICE 3887 OF 2026

PRESCRIBED RATE OF INTEREST
(SECTION 1 OF THE PRESCRIBED RATE OF INTEREST ACT, 1975)

(1) Under section 1(2)(*b*) of the Prescribed Rate of Interest Act, 1975 (Act No. 55 of 1975), I, Mmamoloko Tryphosa Kubayi, Minister of Justice and Constitutional Development, hereby publish a rate of interest of 10.25 percent *per annum* as from 1 March 2026 for the purposes of section 1(1) of the said Act.

(2) Government Notice No. R.6668 of 26 September 2025 is hereby withdrawn.

Ms MT Kubayi, MP
Minister of Justice and Constitutional Development

DEPARTEMENT VAN JUSTISIE EN STAATKUNDIGE ONTWIKKELING

KENNISGEWING 3887 VAN 2026

VOORGESKREWE RENTEKOERS
(ARTIKEL 1 VAN DIE WET OP DIE VOORGESKREWE RENTEKOERS, 1975)

(1) Kragtens artikel 1(2)(*b*) van die Wet op die Voorgeskrewe Rentekoers, 1975 (Wet No. 55 van 1975), publiseer ek, Mmamoloko Tryphosa Kubayi, Minister van Justisie en Staatkundige Ontwikkeling, hierby met ingang van 1 Maart 2026 vir doeleindes van artikel 1(1) van genoemde Wet 'n rente koers van 10.25 persent per jaar.

(2) Goewermentskennisgewing No. R.6668 van 26 September 2025 word hierby ingetrek.

Me MT Kubayi, MP
Minister van Justisie en Staatkundige Ontwikkeling

LEGAL PRACTICE COUNCIL

NOTICE 3888 OF 2026

NATIONAL OFFICE
Building 10
Riverview Office Park
100 River View Park Street
Halfway Gardens
Midrand 1686

Tel: 010 001 8500

LEGAL PRACTICE COUNCIL

THE SOUTH AFRICAN LEGAL PRACTICE COUNCIL
NOTICE IN TERMS OF SECTION 95(5) OF THE LEGAL PRACTICE ACT, 28 OF 2014

Notice is hereby given that the South African Legal Practice Council ("the Council") amends the Rules of the Council made in terms of section 95(1)(o), read with section 27(2), as well as section 95(1)(a), read with section 6(4)(f), of the Legal Practice Act, 28 of 2014 (as amended), by amending Rule 22 and deleting Schedule 3A and Schedule 3B of the Rules, as set out herein below.

Explanatory note in terms of Section 95(5)(a) of the Act:

The Council publishes this notice in terms of section 95(5) of the Legal Practice Act, 28 of 2014, without prior publication of a draft for public comment. The Council is satisfied that circumstances necessitate the immediate amendment of the Rules in the public interest for the following urgent reasons:

1. On 16 August 2024, the Council published Notices 2683 and 2684 in Government Gazette No. 51050, which amended Rule 22.4 and introduced Schedule 3A and Schedule 3B in terms of Rule 6 to the Rules. These amendments created a mandatory statutory entitlement to a minimum stipend for pupils (Schedule 3A) which was inextricably linked to, and wholly reliant upon, the revenue streams envisaged to be collected from practising advocates (Schedule 3B).
2. The funding mechanism envisaged in Schedule 3B is presently the subject of pending litigation and is consequently not operational. Therefore, the Council lacks the requisite funding to meet the mandatory obligations imposed by the current Rule 22.4, read with Schedule 3A.
3. Retaining the August 2024 formulation of Rule 22.4 and the associated schedules, in the absence of a viable funding mechanism, creates an immediate, compounding, and open-ended financial liability. This poses a critical solvency risk that threatens the operational and financial viability of the regulator.
4. The continued existence of these mandatory provisions on the statute places the Council in an untenable position of continuous administrative breach of its own Rules.
5. To immediately halt the unfunded statutory liabilities, and allow the Council to implement alternative discretionary funding mechanisms, it is necessary to immediately restore the discretionary remuneration framework that existed prior to August 2024.

Invitation for Representations in terms of Section 95(5)(b) of the Act:

In terms of section 95(5)(b) of the Act, any person who is aggrieved by these rules may make representations to the Council on or before **22 May 2026**. Representations must be submitted in writing and sent by email to rules@lpc.org.za.

Executive Committee: Adv Pule Seleka (SC) – Chairperson, Dr Llewelyn Curlewis - Deputy Chairperson, Adv Craig Watt-Pringle (SC), Mr Martus De Wet, Ms Nonduduzo Khanyile, Mr Sello Phajane, Adv. Matshoge Chabedi (SC), Acting Executive Officer: Ms. Pearl Arnold Mfusi

General explanatory note:

Words in bold type square brackets **[ ]** indicate the deletions from the existing Rules.
Words in italic and underlined with a solid line indicate the insertions to the existing Rules.

Amendment of Rule 22 of the Rules.

Rule 22 of the Rules is hereby amended by the substitution for sub-rule 22.4 of the following sub-rule:

22.4 Every pupil undergoing practical vocational training in terms of a practical vocational training contract shall be entitled to no less than **[the minimum remuneration, allowance, or stipend as set out in Schedule 3A, which shall be payable by the Council not less frequently than monthly from the moneys raised in terms of Schedule 3B.]** *such reasonable remuneration, allowances, or stipend (if any) as may be determined from time to time by the Council.*

Amendment of the Rules by the deletion of Schedule 3A.

The Rules are hereby amended by the revocation of Schedule 3A.

Amendment of the Rules by the deletion of Schedule 3B introduced in terms of Rule 6 of the Rules.

The Rules are hereby amended by the revocation of Schedule 3B.

Signed at **Midrand** on **31 March 2026.**

ADV PULE SELEKA SC
CHAIRPERSON: LEGAL PRACTICE COUNCIL

Executive Committee: Adv Pule Seleka (SC) – Chairperson, Dr Llewelyn Curlewis - Deputy Chairperson, Adv Craig Watt-Pringle (SC), Mr Martus De Wet, Ms Nonduduzo Khanyile, Mr Sello Phajane, Adv. Matshoge Chabedi (SC), Acting Executive Officer: Ms. Pearl Arnold Mfusi

LEGAL PRACTICE COUNCIL

NOTICE 3889 OF 2026

NATIONAL OFFICE
Building 10
Riverview Office Park
100 River View Park Street
Halfway Gardens
Midrand 1686

Tel: 010 001 8500

LEGAL PRACTICE COUNCIL

THE SOUTH AFRICAN LEGAL PRACTICE COUNCIL
NOTICE IN TERMS OF SECTION 95(1) OF THE LEGAL PRACTICE ACT, 28 OF 2014

Notice is hereby given that the Council amends the Rules made in terms of sections 95(1) of the Legal Practice Act, 28 of 2014 (as amended), in the following respects:

Amendment to Part I (Definitions), rule 1.20 of the Legal Practice Council Rules:

1.20. **'Good standing'** means, in relation to a legal practitioner:

1.20.1 that the name of the legal practitioner is on the roll of legal practitioners and that he or she has not been suspended from practice;

1.20.2 that there are no proceedings pending or contemplated to remove the name of the legal practitioner from the roll of legal practitioners or to suspend him or her from practice;

1.20.3 that the legal practitioner, if he or she is required by the Act or these Rules to submit or to ensure the submission of an annual audit report, inspector's report or financial statement, has complied with such requirement within the prescribed period as determined by the Council;

1.20.4 that where the legal practitioner is required to be in possession of a Fidelity Fund certificate, he or she is in possession of a valid Fidelity Fund certificate; and

1.20.5 that the legal practitioner is up to date with all amounts owed by him or her to the Council.

Signed at **Midrand** on **31 March 2026**.

ADV PULE SELEKA SC
CHAIRPERSON: LEGAL PRACTICE COUNCIL

DEPARTMENT OF TRADE, INDUSTRY AND COMPETITION

NOTICE 3890 OF 2026

STANDARDS ACT, 2008
STANDARDS MATTERS

In terms of the Standards Act, 2008 (Act No. 8 of 2008), the Board of the South African Bureau of Standards has acted in regard to standards in the manner set out in the Schedules to this notice.

SCHEDULE A: DRAFTS FOR COMMENTS

The following draft standards are hereby issued for public comments in compliance with the norm for the development of the South Africa National standards in terms of section 23(2)(a) (ii) of the Standards Act.

Draft Standard No. and Edition	Title, scope and purport	Closing Date
SANS 3001-AG4:202x Ed 2	Civil engineering test methods Part AG4: Determination of the flakiness index of coarse aggregate. *Specifies a method for determining the flakiness index of coarse aggregate, expressed as the mass of particles of applicable size passing slots with prescribed widths, as a percentage of the total mass of the aggregate. It is conducted on coarse aggregate that passes a sieve with aperture size of 75 mm and that is retained on a 5 mm sieve.*	**2026-06-16**
SANS 19795-1:20xx Ed 2	Information technology - Biometric performance testing and reporting Part 1: Principles and framework. *Establishes general principles for testing the performance of biometrics systems in terms of error rates and throughput rates for purposes including measurement of performance, prediction of performance, comparison of performance, and verifying conformance with specified performance requirements.*	**2026-06-16**
SANS 24745:20xx Ed 2	Information security, cybersecurity and privacy protection - Biometric information protection. *Covers the protection of biometric information under various requirements for confidentiality, integrity and renewability/revocability during storage and transfer*	**2026-06-16**
SANS 24759:20xx Ed 3	Information security, cybersecurity and privacy protection - Test requirements for cryptographic modules. *Specifies the methods to be used by testing laboratories to test whether the cryptographic module conforms to the requirements specified in ISO/IEC 19790:2025*	**2026-06-16**
SANS 60947-7-1:20xx Ed 4	Low-voltage switchgear and controlgear Part 7-1: Ancillary equipment - Terminal blocks for copper conductors. *Specifies requirements for terminal blocks with screw-type or screwless-type clamping units primarily intended for industrial or similar use and to be fixed to a support to provide electrical and mechanical connection between copper conductors.*	**2026-06-16**
SANS 2088:20XX Ed 1	Food donation management. *Aims to eliminate barriers to food redistribution by clarifying for stakeholders how to ensure food safety, traceability and defining the roles and responsibilities of various actors involved in the recovery and redistribution of surplus food*	**2026-06-16**
SANS 2409:20xx Ed 4	Paints and varnishes - Cross-cut test. *Specifies a test method for assessing the resistance of paint coatings and varnishes (including wood stains) to separation from substrates when a right-angle lattice pattern is cut into the coating, penetrating through to the substrate.*	**2026-06-16**
SANS 2808:202X Ed 4	Paints and varnishes - Determination of film thickness. *Describes methods for measuring the thickness of coatings applied to a substrate.*	**2026-06-16**
SANS 5537:XXXXXX Ed 2	Dried milk and dried milk products - Determination of moisture content (reference method). *Specifies a method for the determination of the moisture content of all types of dried milk.*	**2026-06-16**
SANS 14971:20xx Ed 3	Medical devices - Application of risk management to medical devices. *Specifies terminology, principles and a process for risk management of medical devices, including software as a medical device and in vitro diagnostic medical devices.*	**2026-06-16**
SANS 16212:20xx Ed 2 and ISO amdt 1	Cosmetics - Microbiology - Enumeration of yeast and mould. *Gives general guidelines for enumeration of yeast and mould present in cosmetics by counting the colonies on selective agar medium after aerobic incubation*	**2026-06-16**
SATS 80004-3:20xx	Nanotechnologies - Vocabulary Part 3: Carbon nano-objects. *Defines terms*	**2026-06-16**

Ed 2	*related to carbon nano-objects in the field of nanotechnologies.*	
SANS 1313-1:20XX Ed 5	Belt conveyor idlers Part 1: Troughed belt conveyor idlers (metallic and non-metallic) for idler roll rotational speeds of up to 750 revolutions per minute. *Specifies the characteristics of conveyor belt idlers that have metallic or non-metallic rolls for belt widths of up to 2 400 mm and for rotational speeds of up to 750 revolutions per minute.*	**2026-06-16**
SANS 1906:20XX Ed 4	Non-pressure paraffin stoves and heaters. *Specifies the requirements for the construction, operation and safe use of non-pressurised paraffin-fuelled appliances primarily intended for domestic use, including stoves with a maximum heat rating of 4,5 kW per burner and heaters with a maximum heat rating of 10 kW.*	**2026-06-16**
SANS 2570:20xx Ed 2	Pesticides and other agrochemicals - Principles for the selection of common names. *Gives principles for creating common names for pesticides and other agrochemicals.These principles are defined for the guidance of proposers of such common names. The procedure for the establishment of common names is given in the Terms of Reference of the Maintenance Agency for ISO 1750, Pesticides and other agrochemicals - Common names.*	**2026-06-16**
SANS 24495-2: XXXX Ed 1	Plain language - Part 2: Legal communication. *Deals with legal communication,builds on the foundation for plain language in ISO 24495-1, establishes guidelines and techniques to help authors make sure that readers can readily understand legal communication and exercise their legal rights and obligations.*	**2026-06-16**
SANS 37005:20xx Ed 1	Governance of organizations - Developing indicators for effective governance. *Provides guidance to governing bodies on how to approach the development and use of indicators in their governing activities.*	**2026-06-16**
SANS 59040:20XX Ed 1	Circular economy - Product circularity data sheet. *Establishes a general methodology for information exchange supporting the interoperability of circular economy related information, based on the use of a product circularity data sheet (PCDS).*	**2026-06-16**
SANS 61094-3:20XX Ed 2	Electroacoustics - Measurement microphones - Part 3: Primary method for free-field calibration of laboratory standard microphones by the reciprocity technique. *Specifies a primary method of determining the free-field sensitivity so as to establish a reproducible and accurate basis for the measurement of sound pressure under free-field conditions*.	**2026-06-16**
SANS 61094-5:20XX Ed 2	Electroacoustics - Measurement microphones - Part 5: Methods for pressure calibration of working standard microphones by comparison. *Describes methods of determining the pressure sensitivity by comparison with either a laboratory standard microphone that has been calibrated according to IEC 61094-2, or another working standard microphone that has been calibrated according to IEC 61094-5 (both IEC 61094-2 and IEC 61094-5 are published in South Africa as identical adoptions under the designations SANS 61094-2 and SANS 61094-5).*	**2026-06-16**
SATS 51317-7:20XX Ed 1	Road restraint systems - Part 7: Performance classes, impact test acceptance criteria and test methods for terminals of safety barriers. *Specifies requirements, test/assessment methods and acceptance criteria for safety barrier terminals to be used in a permanent or temporary manner on roads and in vehicle circulation areas.*	**2026-06-16**
SANS 60601-2-43:XXXXX Ed 2	Medical electrical equipment Part 2-43: Particular requirements for the basic safety and essential performance of X-ray equipment for interventional procedures. *This document applies to the BASIC SAFETY and ESSENTIAL PERFORMANCE of both FIXED and MOBILE X-RAY EQUIPMENT declared by the MANUFACTURER to be suitable for RADIOSCOPICALLY GUIDED INTERVENTIONAL PROCEDURES, hereafter referred to as INTERVENTIONAL X-RAY EQUIPMENT. Its scope excludes, in particular: – equipment for RADIOTHERAPY;* *– equipment for COMPUTED TOMOGRAPHY;* *– ACCESSORIES intended to be introduced into the PATIENT*; *– mammographic X-RAY EQUIPMENT;* *– dental X-RAY EQUIPMENT.* *NOTE 1 Examples of RADIOSCOPICALLY GUIDED INTERVENTIONAL PROCEDURES, for which the use of INTERVENTIONAL X-RAY EQUIPMENT*	**2026-06-16**

	complying with this document is recommended, are given in Annex AA. *NOTE 2 Specific requirements for magnetic navigation devices, and for the use of INTERVENTIONAL X-RAY EQUIPMENT in an operating room environment were not considered in this document; therefore, no specific requirements have been developed for these devices or uses. In any case, such devices or uses remain under the general clause requirements.* *NOTE 3 INTERVENTIONAL X-RAY EQUIPMENT, when used for cone-beam CT mode, is covered by this document and not by IEC 60601-2-44 [1]1. No additional requirements for operation in cone-beam CT mode were identified for this document (see also Note 5 in 203.6.4.5).* *INTERVENTIONAL X-RAY EQUIPMENT declared by the MANUFACTURER to be suitable for RADIOSCOPICALLY GUIDED INTERVENTIONAL PROCEDURES, which does not include a PATIENT SUPPORT as part of the system, is exempt from the PATIENT SUPPORT provisions of this document.* *If a clause or subclause is specifically intended to be applicable to INTERVENTIONAL X-RAY EQUIPMENT only, or to ME SYSTEMS only, the title and content of that clause or subclause will say so. If that is not the case, the clause or subclause applies both to INTERVENTIONAL X-RAY EQUIPMENT and to ME SYSTEMS, as relevant.* *IEC 60601-2-54 applies only with regards to the cited subclauses; non-cited subclauses of IEC 60601-2-54 do not apply.*	
SANS 50054-1:XXXXXX Ed 4	Fire detection and fire alarm systems Part 1: Introduction. *This document defines the terms and definitions that are used throughout the EN 54 series of standards. It gives the principles on which each part of the series has been based and describes the functions carried out by the components of a fire detection and fire alarm system. This document applies to fire detection and fire alarm systems for buildings and civil engineering works.This document does not apply to smoke alarm devices which are covered by EN 14604.*	**2026-06-16**
SANS 60034-18-1:20xx Ed 3	Rotating electrical machines Part 18-1: Functional evaluation of insulation systems - General guidelines. *Deals with the general guidelines for functional evaluation of electrical insulation systems, used or proposed to be used in rotating electrical machines within the scope of IEC 60034-1, in order to qualify them.*	**2026-06-16**
SANS 63439-1-1:XXXX Ed 1	Robotics for electricity generation, transmission, and distribution systems - Part 1-1: Terminology for electric power robots. *Defines terms relating to electric power robot. It defines terms used for describing classification, constitution, function, performance, safety, working environment and other topics relating to electric power robot.*	**2026-06-16**
SATS 63346-2-3:XXXX Ed 1	Low-voltage auxiliary power systems - Part 2-3: Design criteria - Low-voltage AC auxiliary power systems for substations. *Specifies common rules and requirements for the design of low voltage (LV) AC auxiliary power systems (APSs) intended to be installed in substations, mainly covering the configuration of AC power sources, system wiring, protection, electric equipment selection and physical layout.*	**2026-06-16**
SATS 63346-1-1: XXXX Ed 1	Low-voltage auxiliary power systems - Part 1-1: Terminology. *Specifies common rules and requirements for the design of low voltage (LV) AC auxiliary power systems (APSs) intended to be installed in substations, mainly covering the configuration of AC power sources, system wiring, protection, electric equipment selection and physical layout.*	**2026-06-16**
SANS 1369:20XX Ed 2	Organic agriculture production and processing. *Covers organically produced products which carry (or are intended to carry)descriptive labelling referring to organic production methods. Also covers the wild harvesting and the importation and exportation of organic products, group certification, participation guarantee schemes and the use of logos.*	**2026-06-16**

SCHEDULE A.1: AMENDMENT OF EXISTING STANDARDS

The following draft amendments are hereby issued for public comments in compliance with the norm for the development of the South African National Standards in terms of section 23(2)(a) (ii) of the Standards Act.

Draft Standard No. and Edition	Title	**Scope of amendment**	**Closing Date**
SANS 1352: XXXX Ed 1.2	*The installation, maintenance, replacement and repair of domestic air source water heating heat pump systems*	Amended to delete a trade name, to update referenced standards, to move reference to a national department to the forward, to delete the reference to the certificate of compliance, and to move reference to the relevant national authority to the forward.	**2026-06-16**
SANS 10206:20xx Ed 3.1	*The handling, storage and disposal of pesticides*	Amended to update referenced standards.	**2026-06-16**
SANS 10249: XXXX Ed 1.4	*Masonry walling*	Amended to remove referenced standards on the Normative references, clause 5.5.1, 5.5.3.1, 5.5.4.1, 5.5.4.2, and Annex E.3..	**2026-06-16**
SANS 304:20XX Ed 3.3	*Linen threads for footwear*	Amended to update referenced standards.	**2026-06-16**
SANS 60601-1:20xx Ed 2.2	*Medical electrical equipment Part 1: General requirements for basic safety and essential performance*	Corrected to modify the requirements in the technical description in the accompanying documents (7.9.3.1), and to align the pictograms with the latest ISO pictograms.	**2026-06-16**
SANS 61121:20xx Ed 2.1	*Tumble dryers for household use - Methods for measuring the performance*	Amended to update national annex AA to include energy efficiency requirements for tumble dryers, and to delete national annex BB on energy labelling of household tumble dryers.	**2026-06-16**
SANS 947:20XX Ed 1.4	*Indoor venetian blinds*	Amended to delete the appendix on notes to purchasers.	**2026-06-16**
SANS 10085-1:XXXX Ed 2.1	*The design, erection, inspection, use, modification and dismantling of steel access scaffolding and working platforms Part 1: General*	Amended to update the title, definition, the table for foundations for scaffolds, reference to emergency procedure, figure in example of independent type scaffold and the requirements for the design of scaffolds, scaffolding components, erection and dismantling of tubular steel independent tube and fitting type scaffolding, erection and dismantling of system type tower scaffolds, scaffold ramps and scaffolding tools.	**2026-06-16**
SANS 1186-2:XXXX Ed 1.3	*Lighting and optics - Symbolic safety signs Part 2: Self-luminous (radioluminescent) signs*	Amended to remove the annex on notes to purchasers.	**2026-06-16**
SANS 1529-4:20XX Ed 1.2	*Water meters for cold potable water Part 4: Mechanical meters of nominal bore exceeding 100 mm but not exceeding 800 mm*	Amended to update referenced standards and to delete the annex on notes to purchasers.	**2026-06-16**
SANS 60601-2-19:20XX Ed 2.1	*Medical electrical equipment Part 2-19: Particular requirements for the basic safety and essential performance of infant incubators*	Amended to add the introduction to amendment 1, to update referenced standards, terms and definitions, ME equipment identification, marking and documents, protection against mechanical hazards of me equipment and ME systems, protection against	**2026-06-16**

		excessive temperatures and other hazards, accuracy of controls and instruments and protection against hazardous outputs, construction of ME equipment, electromagnetic disturbances - requirements and tests, and the annex on particular guidance and rationale.	
SANS 62554:20XX Ed 1.2	*Sample preparation for measurement of mercury level in fluorescent lamps*	Amended to update the introduction to amendment 1, the title of the standard, the scope, referenced standards, the clauses on general, cold spotting methods, and to add the note on the subclause on analysis.	**2026-06-16**
SANS 62133-2:20xx Ed 1.1	*Secondary cells and batteries containing alkaline or other non-acid electrolytes - Safety requirements for portable sealed secondary cells, and for batteries made from them, for use in portable applications - Part 2: Lithium systems*	Amended to modify the clause on specific requirements and testsand the annex on component standards references.	**2026-06-16**
SANS 62040-1:20XX Ed 1.2	*Uninterruptible power systems (UPS) Part 1: General and safety requirements*	Amended to update the terms and definitions, the requirements for protection against hazards, and the clause on test requirements.	**2026-06-16**

SECTION B: ISSUING OF THE SOUTH AFRICAN NATIONAL STANDARDS

SCHEDULE B.1: NEW STANDARDS

The following standards have been issued in terms of section 24(1)(a) of the Standards Act.

Standard No. and year	Title, scope and purport
SANS 2086: 2026 Ed 1	Single control progressive opening medical mixing taps. *Covers the requirements for metallic single control progressive opening medical mixer taps used in specialised medical applications with thermostatically controlled circulated hot water supply with short dead legs and with dynamically pressure balanced hot and cold water supply to a maximum pressure of 600 kPa and a temperature of up to 70 degrees Celcius.*
SANS 2095:2026 Ed 1	Requirements for Buildings made from ISO Shipping Containers. *Provides requirements for the design and construction of buildings constructed from ISO shipping containers.*
SANS 2604:2026 Ed 1	Simultaneous interpreting - Equipment – Requirements. *Specifies requirements for the equipment needed for simultaneous interpreting and for the quality of sound and image transmitted to interpreters and from interpreters to the audience, irrespective of the place in relation to speakers, signers, the audience and other interpreters.*
SANS 2605:2026 Ed 1	Simultaneous interpreting - Interpreters' working environment - Part 2: Requirements and recommendations for mobile booths. *Specifies requirements and recommendations for the design of permanent booths for simultaneous interpreting in new or existing buildings, also ensures the usability and accessibility of booths for all interpreters.*
SANS 2606:2026 Ed 1	Standard Performance Specification for Hydraulic Cement. *Covers hydraulic cements for both general and special applications.*

Standard No. and year	Title, scope and purport
SANS 8273:2026 Ed 1	Standard Terminology Relating to Cannabis. *This terminology is a compilation of definitions of technical terms used in the cannabis industry.*
SANS 8400:2026 Ed 1	Standard Guide for Assessing Spoilage of Hemp Seed Intended for Human Consumption. *Covers the recommended steps for a visual assessment of spoilage in hemp seed intended for human consumption.*
SANS 8417:2026 Ed 1	Standard Guide for Sampling of Hempseed Intended for Human Consumption. *Covers recommended steps used in collection of a representative field sample of bulk hempseed intended for human consumption.*
SANS 8440:2026 Ed 1	Standard Specification for Food Safety and Quality of Hempseed Products Intended for Human Consumption. *In this specification, the maximum allowable e.coli,salmonella spp, yeast and mold, foreign material, and totaldelta-9 tetrahydrocannabinol (THC) content is established for major hempseed products intended for human consumption*.
SANS 9245:2026 Ed 1	Citrullus lanatus (Kalahari melon) seed oil. *Applies to Citrullus lanatus (Kalahari melon) seed oil suitable for cosmetic use.*
SATS 17021-8:2026 Ed 1	Conformity assessment - Requirements for bodies providing audit and certification of management systems - Part 8: Competence requirements for auditing and certification of management systems for sustainable development in communities. *Specifies additional competence requirements for personnel involved in the audit and certification process of a management system for sustainable development in communities and complements the existing requirements of ISO/IEC 17021-1.*
SANS 17665:2026 Ed 1	Sterilization of health care products - Moist heat - Requirements for the development, validation and routine control of a sterilization process for medical devices. *Provides requirements for the development, validation and routine control of moist heat sterilization processes for medical devices.*
SANS 18326:2026 Ed 1	Non-ducted portable air-cooled air conditioners and air-to-air heat pumps having a single exhaust duct - Testing and rating for performance. *Specifies the standard conditions for capacity and efficiency ratings of non-ducted portable air-cooled air conditioners having a single exhaust duct and non-ducted portable air-cooled heat pumps having a single exhaust duct.*
SANS 22002-1:2026 Ed 1	Prerequisite programmes on food safety - Part 1: Food manufacturing. *Specifies, in conjunction with ISO 22002-100, requirements for establishing, implementing and maintaining prerequisite programmes (PRPs) to control food safety hazards in food manufacturing.*
SANS 22002-5:2026 Ed 1	Prerequisite programmes on food safety - Part 5: Transport and storage. *Specifies, in conjunction with ISO 22002-100, requirements for establishing, implementing and maintaining prerequisite programmes (PRPs) to control food safety hazards in transport and storage in the food chain, including cross-docking and transshipment activities.*
SANS 22002-6:2026 Ed 1	Prerequisite programmes on food safety - Part 6: Feed and animal food production. *Specifies, in conjunction with ISO 22002-100 (published in South Africa as an identical adoption under the designation SANS 22002-100), requirements for establishing, implementing and maintaining prerequisite programmes (PRPs) to control feed safety hazards in feed and animal food, and materials intended for use in the production of feed and animal food.*
SANS 22002-7:2026 Ed 1	Prerequisite programmes on food safety - Part 7: Retail and wholesale. *Specifies requirements for establishing, implementing and maintaining prerequisite programmes (PRPs) to control food safety hazards in the retail part of the food chain, including wholesalers, food banks and other organizations.*
SANS 22002-100:2026 Ed 1	Prerequisite programmes on food safety Part 100: Requirements for the food, feed and packaging supply chain. *Specifies the common requirements for establishing, implementing and maintaining prerequisite programmes (PRPs) throughout the food, feed and packaging supply chain to assist in controlling food safety hazards with a food safety management system (FSMS).*
SANS 23088:2026 Ed 1	Gas cylinders - Periodic inspection and testing of welded steel pressure drums - Capacities up to 1000L *Specifies the requirements for periodic inspection and testing of welded steel transportable pressure drums of water capacity from 150 l up to 1 000 l and up to 300 bar test pressure intended for compressed and liquefied gases.*

Standard No. and year	Title, scope and purport
SANS 24183:2026 Ed 1	Technical communication – Vocabulary. *Defines terms for the theory and application of technical communication, also prepares the terminological background for all other standards in the field of technical communication by providing precise definitions and standardized terms for basic concepts in this domain.*
SANS 52619:2026 Ed 1	Stationary source emissions - Determination of the mass concentration of total gaseous organic carbon -Continuous flame ionisation detector method. *Specifies a flame ionisation detector (FID) method.*
SANS 60437:2026 Ed 1	Radio interference test on high-voltage insulators. *Specifies the procedure for a radio interference (RI) test carried out in a laboratory on clean and dry insulators at a frequency of 0,5 MHz or 1 MHz or, alternatively, at other frequencies between 0,5 MHz and 2 MHz. This document applies to insulators for use on AC or DC overhead power lines and overhead traction lines with a nominal voltage greater than 1 000 V.*
SANS 62512:2026 Ed 1	Electric clothes washer-dryers for household use -Methods for measuring the performance. *Specifies the test methods for the testing of household combined washer-dryers in their function to wash and dry textiles.*
SANS 62599-1:2026 Ed 1	Alarm systems - Part 1: Environmental test methods. *Specifies environmental test methods to be used for testing the system components of the following alarm systems, intended for use in and around buildings: a) access control systems, for security applications; b) alarm transmission systems1; c) CCTV systems, for security applications; d) combined and/or integrated systems; e) intruder and hold-up alarm systems; f) remote receiving and/or surveillance centres; g) social alarm systems. It specifies three equipment classes (fixed, movable and portable equipment) and fourenvironmental classes.*
SANS 62642-1:2026 Ed 1	Alarm systems - Intrusion and hold-up systems – Part 1: System requirements. *Specifies the requirements for Intrusion and Hold-up Alarm Systems (I&HAS) installed in buildings using specific or non-specific wired interconnections or wire-free interconnections. These requirements also apply to the components of an I&HAS installed in a building which are normally mounted on the external structure of a building e.g. ancillary control equipment or warning devices. The standard does not include requirements for exterior I&HAS.*
SANS 62642-2-6:2026 Ed 1	Alarm systems - Intrusion and hold-up systems – Part 2-6: Intrusion detectors - Opening contacts (magnetic). *Provides for security grades 1 to 4, specific or non-specific wired or wirefree opening contacts (magnetic), and includes the requirements for four environmental classes covering applications in internal and outdoor locations.*
SANS 62642-2-3:2026	Alarm systems - Intrusion and hold-up systems – Part 2-3: Intrusion detectors - Microwave detectors. *Provides for security grades 1 to 4, specific or non-specific wired or wire-free detectors, and uses environmental classes I to IV. This standard does not include requirements for microwave detectors intended for use outdoors*.
SANS 62642-2-4:2026 Ed 1	Alarm systems - Intrusion and hold-up systems – Part 2-4: Intrusion detectors - Combined passive infrared / Microwave detectors.*This document is for combined passive infrared and microwave detectors installed in buildings and provides for security Grades 1 to 4, specific or nonspecific wired or wire-free detectors, and uses environmental classes I to IV*.
SANS 62642-6:2026 Ed 1	Alarm systems - Intrusion and hold-up systems – Part 6: Power supplies. *Specifies the requirements, performance criteria and testing procedures for power supplies (PS) to be used as part of Intrusion and Hold up Alarm Systems (I&HAS). The PS shall either be an integral part of an I&HAS component or standalone.The control functions of the PS may be incorporated as part of the PS device, or may be provided by another I&HAS component e.g. a control and indicating equipment (CIE).*
SANS 62772:2026 Ed 1	Composite hollow core station post insulators with a.c. voltage greater than 1 000 V and d.c. voltage greater than 1 500 V - Definitions, test methods and acceptance criteria. *Applies to composite hollow core station post insulators consisting of a load-bearing insulating tube (core) made of resin impregnated fibres, insulating filler material (solid, liquid, gaseous - pressurized or unpressurized), a housing (outside the insulating tube) made of polymeric material (for example silicone or ethylene-propylene) and fixing devices at the ends of the insulating tube.*

Standard No. and year	Title, scope and purport
SANS 62896:2026 Ed 1	Hybrid insulators for AC and DC for high-voltage applications greater than 1 000 V AC and 1 500 V DC - Definitions, test methods and acceptance criteria. *Applies to hybrid insulators for AC and DC applications greater than 1 000 V AC and 1 500 V DC consisting of a load-bearing insulating solid or hollow core consisting of ceramic or glass, a housing (defined geometry, outside the insulating core) made of polymeric material and end fittings permanently attached to the insulating core.*
SANS 62933-3-1:2026 Ed 1	Electrical energy storage (EES) systems - Part 3-1: Planning and performance assessment of electrical energy storage systems - General specification. *Applicable to EES systems designed for grid-connected indoor or outdoor installation and operation*
SATR 62933-4-200:2026 Ed 1	Electrical Energy Storage (EES) Systems - Part 4- 200: Guidance on environmental issues – Greenhouse gas (GHG) emissions assessment by electrical energy storage (EES) systems. *Describes aspects on reduction of greenhouse gas (GHG) emissions associated with electrical energy storage systems (EES systems), and presents current practices, research activities and related researches in each country*.
SANS 63112:2026 Ed 1	Photovoltaic (PV) arrays - Earth fault protection equipment - Safety and safety related functionality. *Applies to low voltage Photovoltaic Earth-Fault Protection Equipment (PV-EFPE) whose function is to detect, interrupt, and warn system operators of earth faults in solar photovoltaic arrays. Specifies:- the types and levels of the monitoring and protection functions that may be provided;- the nature and timing of responses to earth faults; test methods for validating the monitoring and protection functions provided;- requirements for functional safety and fault tolerance;- requirements for product safety including construction, environmental suitability, markings, documentation, and testing.*
SANS 63207:2026 Ed 1	Measurement methods of blue light characteristics and related optical performance for visual display terminals. *Specifies measurement methods for optical performance (luminance) and blue light characteristics (BLCs) of visual display terminals (VDTs), excluding displays for outdoor use only.*
SANS 63218:2026 Ed 1	Secondary cells and batteries containing alkaline or other non-acid electrolytes - Secondary lithium, nickel cadmium and nickel-metal hydride cells and batteries for portable applications - Guidance on environmental aspects. *Provides requirements and recommendations on environmental aspects of secondary lithium, nickel cadmium and nickel-metal hydride cells and batteries for portable applications (hereafter referred to as relevant secondary cells and batteries).*
SANS 63330-1:2026 Ed 1	Repurposing of secondary batteries - Part 1: General requirements. *Provides general requirements for repurposing of secondary cells,modules, battery packs and battery systems, herein also referred to as "PRODUCT", that are originally manufactured for other applications such as electric vehicles.*
SANS 63402-1:2026 Ed 1	Energy Efficiency - Customer Energy Management Systems - Part 1: General Requirements and Architecture. *Specifies general requirements and the architecture between the Point of Common Coupling (PCC) and smart devices (SD) operating within the Smart Grid premises-side system (i.e. residential or commercial but not industrial premises).*
SATR 63491:2026 Ed 1	Live working - Guidance for end users for the selection of personal protective equipment against the hazards of an electric arc. *Provides guidance for the selection, use and maintenance of electrical arc flash personal protective equipment.*
SANS 80079-49:2026 Ed 1	Explosive atmospheres - Part 49: Flame arresters -Performance requirements, test methods and limits for use. *Specifies the requirements for flame arresters that prevent flame transmission when explosive gas-air or vapour-air mixtures are present*.

SCHEDULE B.2: AMENDED STANDARDS

The following standards have been amended in terms of section 24(1)(a) of the Standards Act.

Standard No. and year	Title, scope and purport
SANS 3:2026 Ed 1.01	Recognition of Standards Development Organizations (SDOs) in South Africa
SANS 189:2026 Ed 4.03	Short-link steel chain (medium-tolerance). *Amended to update the notes in the table for mechanical properties, and to delete the annex on notes to purchasers*.
SANS 242:2026 Ed 5.01	Stainless steel sinks with draining boards (for domestic use). *Amended to delete the annex on notes to purchasers.*
SANS 417:2026 Ed 3.05	Stainless steelware for medical and catering services in institutions*. Amended to delete annex of notes to purchasers*
SANS 534-2:2026 Ed 1.03	Vehicle security - Whole-of-vehicle marking Part 2: Microdot systems - MID requirements. *Amended to update the subclauses on adhesive and coating material, supply chain, and on job card handling..*
SANS 534-3:2026 Ed 2.01	Vehicle security - Whole-of-vehicle marking Part 3: Microdot systems - Fitment under OEM control. *Amended to update the clauses on fitment procedure and on fitment conclusion.*
SANS 534-4:2026 Ed 1.02	Vehicle security - Whole-of-vehicle marking Part 4: Microdot systems - Fitment post OEM control. *Amended to update the clauses on fitment procedure and on return of microdot system components..*
SANS 540-1:2026 Ed 4.02	Fibreboard products Part 1: Uncoated fibreboard. *Amended to delete the annex on notes to purchasers.*
SANS 556-1:2026 Ed 1.03	Low-voltage switchgear Part 1: Circuit-breakers. *Amended to update referenced standards.*
SANS 556-2-1:2026 Ed 1.02	Low-voltage switchgear Part 2-1: Earth leakage circuit-breakers. *Amended to update referenced standards.*
SANS 556-2-3:2026 Ed 1.02	Low-voltage switchgear Part 2-3: Modular earth leakage devices (without integral current breaking). *Amended to update referenced standards.*
SANS 556-2-5:2026 Ed 2.01	Low-voltage switchgear Part 2-5: Earth leakage switches - Switches that incorporate residual current protection. *Amended to update referenced standards.*
SANS 635:2026 Ed 1.04	Elastomeric structural glazing and panel gaskets. *Amended to delete the appendix on notes to purchasers.*
SANS 657-2:2026 Ed 1.03	Steel tubes for non-pressure purposes Part 2: Steel tubes for cycles. *Amended to delete the subclause on certification, and the appendix on notes to purchasers.*
SANS 820:2026 Ed 3.02	Mild steel nails. *Amended to update the notes in the figure on permfix nail, and to delete the annex on notes to purchase*s.
SANS 876:2026 Ed 2.03	Cable terminations and live conductors within air-filled enclosures (insulation co-ordination) for rated a.c. voltages from 7,2 kV up to and including 36 kV
SANS 924:2026 Ed 3.01	Stainless steel stall urinals*. Amended to delete the annex on notes to purchasers.*
SANS 1407:2026 Ed 2.03	Anodized coatings on aluminium (for general applications). *Amended to delete the annex on notes to purchasers.*
SANS 1442:2026 Ed 1.04	Roadstuds. *Amended to update referenced standards.*
SANS 1493:2026 Ed 1.03	Electroless nickel-phosphorus plated coatings. *Amended to delete the appendix on notes to purchasers.*

SANS 1599-1:2026 Ed 1.06	Cranes Part 1: Cantilever/Slewing jib cranes. *Amended to delete the annex on notes to purchasers*
SANS 1661:2026 Ed 4.03	Cord extension sets and cable reels. *Amended to update referenced standards, the requirements for cord extension sets, and the requirements for daisy chains*.
SANS 1763:2026 Ed 1.03	Decorative melamine-faced boards. *Amended to delete the annex on notes to purchasers*.
SANS 1824:2026 Ed 1.02	Beam trolleys (crawls). *Amended to update the note on length of chains, and to delete the annex on notes to puchasers*
SANS 10087-1:2026 Ed 7.01	The handling, storage, distribution and maintenance of liquefied petroleum gas in domestic, commercial, and industrial installations Part 1: Liquefied petroleum gas installations involving gas storage containers of individual water capacity not exceeding 500 L and a combined water capacity not exceeding 3 000 L per installation. *Amended to update the clauses on containers, piping, fittings, and other components, inspection, testing, and instruction to users, electronical equipment and other sources of ignition, and on decommissioning of LPG installations, and the annex on determination of pipe sizes.*
SANS 10153:2026 Ed 1.02	The labelling and marking of textiles and household textile articles. *Amended to update referenced standards and statutory requirements in the foreword.*
SANS 60317-12:2026 Ed 3.01	Specifications for particular types of winding wires Part 12: Polyvinyl acetal enamelled round copper wire, class 120. *Amended to update the clause on resistance to refrigerator.*
SANS 60317-27-3:2026 Ed 1.01	Specifications for particular types of winding wires - Part 27-3: Paper tape covered rectangular copper wire. *Amended to update the foreword, and the referenced standards*.
SANS 60317-74:2026 Ed 1.01	Specifications for particular types of winding wires - Part 74: Polyesterimide enamelled rectangular aluminium wire,class 180. *Amended to update the foreword, the referenced standards, the clauses on electrical resistance, and springless*
SANS 61557-1:2026 Ed 1.01	Electrical safety in low voltage distribution systems up to 1 000 V a.c. and 1 500 V d.c. - Equipment for testing, measuring or monitoring of protective measures - Part 1: General requirements. *Amended to update referenced standards and the subclause on immunity*.
SANS 62852:2026 Ed 1.01	Connectors for DC-application in photovoltaic systems - Safety requirements and tests. *Amended to update the scope, referenced standards, constructional requirements and performance, and tests*.

SCHEDULE B.3: Revised STANDARDS

The following standards have been revised in terms of section 24(1)(a) of the Standards Act.

Standard No. and year	Title, scope and purport
SANS 277:2026 Ed 2	Respiratory equipment - Compressed gases for breathing apparatus. *Specifies requirements for the quality of compressed gas supplied for mixing or use in respiratory protective devices and hyper- and hypobaric operations.*
SANS 6887-1:2026 Ed 2	Microbiology of the food chain - Preparation of test samples, initial suspension and decimal dilutions for microbiological examination Part 1: General rules for the preparation of the initial suspension and decimal dilutions. *Specifies rules for the preparation of meat and meat product samples and their suspension for microbiological examination when the samples require different preparation from the methods described in ISO 6887-1.*

SANS 6887-2:2026 Ed 2	Microbiology of the food chain - Preparation of test samples, initial suspension and decimal dilutions for microbiological examination Part 2: Specific rules for the preparation of meat and meat products. *Specifies rules for the preparation of meat and meat product samples and their suspension for microbiological examination when the samples require different preparation from the methods described in ISO 6887-1. Published in South Africa as an identical adoption under the designation SANS 6887-1.*
SANS 6887-3:2026 Ed 2	Microbiology of the food chain - Preparation of test samples, initial suspension and decimal dilutions for microbiological examination Part 3: Specific rules for the preparation of fish and fishery products. *Specifies rules for the preparation of fish and fishery product samples and their suspension for microbiological examination when the samples require a different preparation from the methods described in ISO 6887-1.*
SANS 6888-1:2026 Ed 2	Microbiology of the food chain - Horizontal method for the enumeration of coagulase-positive staphylococci (Staphylococcus aureus and other species) Part 1: Method using Baird-Parker agar medium. *Specifies a horizontal method for the enumeration of coagulase-positive staphylococci by counting the colonies obtained on a solid medium (Baird-Parker medium) after aerobic incubation at 34 to 38 °C and coagulase confirmation. Applicable to products intended for human consumption; products intended for animal feeding;- environmental samples in the area of food and feed production, handling; and- samples from the primary production stage.*
SANS 6888-2:2026 Ed 2	Microbiology of the food chain - Horizontal method for the enumeration of coagulase-positive staphylococci (Staphylococcus aureus and other species) Part 2: Method using rabbit plasma fibrinogen agar medium. *Specifies a horizontal method for the enumeration of coagulase-positive staphylococci by counting the colonies obtained on a solid medium (rabbit plasma fibrinogen agar medium) after aerobic incubation at 34 °C to 38 °C (see Reference. Applicable to: - products intended for human consumption;- products intended for animal feeding;- environmental samples in the area of food and feed production and handling;- samples from the primary production stage*.
SANS 7810:2026 Ed 3	Identification cards - Physical characteristics. *Describes the characteristics for identification cards and the use of such cards for international interchange.*
SANS 9622:2026 Ed 2	Whole milk - Determination of milkfat, protein and lactose content - Guidance on the operation of midinfrared instruments. *Gives guidelines for the quantitative compositional analysis of milk and liquid milk products, such as raw milk, processed milk, cream and whey, by measurement of the absorption of mid-infrared radiation.*
SANS 10400-XA:2026 Ed 3	The application of the National Building Regulations Part X: Environmental sustainability Part XA: Energy usage in buildings. *Provides deemed-to-satisfy requirements for compliance with part XA (Energy usage in buildings) of the National Building Regulations*.
SANS 11200:2026 Ed 2	Acoustics - Noise emitted by machinery and equipment - Guidelines for the use of basic standards for the determination of emission sound pressure levels at a work station and at other specified positions. *Applies to airborne sound only. It is for use in noise testing, in general, and in the preparation of noise test codes, in particular*.
SANS 11290-1:2026 Ed 2	Microbiology of the food chain - Horizontal method for the detection and enumeration of Listeria monocytogenes and of Listeria spp. -Part 1: Detection method. *Specifies a horizontal method for the detection of L. monocytogenes, and the detection of Listeria spp. (including L. monocytogenes).This document is applicable to products intended for human consumption and for the feeding of animals, and environmental samples in the area of food production and food handling.*
SANS 13843:2026 Ed 2	Water quality - Guidance on validation of microbiological methods. *Deals with characterization of microbiological methods.*
SANS 18593:2026 Ed 2	Microbiology of the food chain - Horizontal methods for surface sampling. *Specifies horizontal methods for sampling techniques using contact plates, stick swabs, sponges and cloths on surfaces in the food chain environment in order to detect and enumerate culturable microorganisms such as pathogenic or non-pathogenic bacteria or yeasts and moulds.*
SANS 19784-1:2026 Ed 2	Information technology - Biometric application programming interface Part 1: BioAPI specification. *Defines the Application Programming Interface (API) and Service Provider Interface (SPI) for standard interfaces within a biometric system that support the provision of that biometric system using components from multiple vendors.*

SANS 21528-1:2026 Ed 2	Microbiology of the food chain - Horizontal method for the detection and enumeration of Enterobacteriaceae Part 1: Detection of Enterobacteriaceae. *Specifies a method, with enrichment, for the detection of Enterobacteriaceae. Applicable to- products intended for human consumption and the feeding of animals, and- environmental samples in the area of primary production, food production and food handling.Applicable when the microorganisms sought are expected to need resuscitation by enrichment, and- when the number sought is expected to be below 100 per millilitre or per gram of test sample.*
SANS 21528-2:2026 Ed 2	Microbiology of the food chain - Horizontal method for the detection and enumeration of Enterobacteriaceae Part 2: Colony-count technique. *Specifies a method for the enumeration of Enterobacteriaceae.*
SANS 24443:2026 Ed 2	Cosmetics - Determination of sunscreen UVA photoprotection in vitro. *Specifies an in vitro procedure to characterize the UVA protection of sunscreen products.*
SANS 50143:2026 Ed 3	Respiratory protective devices - Particle filters - Requirements, testing, marking. *Specifies particle filters for use as replaceable components in unassisted respiratory protective devices (RPD) with the exception of escape devices and filtering face pieces.*
SANS 60079-14:2026 Ed 6	Explosive atmospheres - Part 14: Electrical installation design, selection and installation of equipment, including initial inspection. *Contains the specific requirements for the design of electrical systems,selection, installation and the required initial inspection of electrical installations of Ex Equipment in, or associated with, explosive atmospheres including requirements for documentation and personnel competency*.
SANS 60079-17:2026 Ed 6	Explosive atmospheres Part 17: Electrical installations inspection and maintenance. *Applies to users and covers only those factors directly related to the inspection and maintenance of electrical installations specifically designed for hazardous areas, where the hazard is caused by explosive atmospheres.*
SANS 60335-2-11:2026 Ed 6	Household and similar electrical appliances – Safety Part 2-11: Particular requirements for tumble dryers. *Deals with the safety of electric tumble dryers intended for household and similar purposes, their rated voltage being not more than 250 V for single-phase appliances and 480 V for other appliances including direct current (DC) supplied appliances*.
SANS 60335-2-12:2026 Ed 3	Household and similar electrical appliances – Safety Part 2-12: Particular requirements for warming plates and similar appliances. *Deals with the safety of electric warming plates, warming trays and similar appliances intended to keep food or vessels warm, for household and similar purposes,their rated voltage being not more than 250 V including direct current (DC) supplied appliances and battery-operated appliances.*
SANS 60479-1:2026 Ed 3	Effects of current on human beings and livestock Part 1: General aspects. *Provides basic guidance on the effects of shock current on human beings and livestock.*
SANS 60479-2:2026 Ed 3	Effects of current on human beings and livestock Part 2: Special aspects. *Describes the effects on the human body when a sinusoidal alternating current in the frequency range above 100 Hz passes through it.*
SANS 60479-4:2026 Ed 2	Effects of current on human beings and livestock - Part 4: Effects of lightning strokes. *Summarizes the basic parameters for lightning and its variability insofar as they apply to human beings and livestock.*
SANS 61010-2-030:2026 Ed 2	Safety requirements for electrical equipment for measurement, control, and laboratory use - Part 2-030:Particular requirements for equipment having testing or measuring circuits. *Specifies safety requirements for equipment having testing or measuring circuits which are connected for test or measurement purposes to devices or circuits outside the measurement equipment itself.*
SANS 61643-11:2026 Ed 2	Low-voltage surge protective devices Part 11: Surge protective devices connected to low-voltage power systems - Requirements and test methods. *Applicable to devices for surge protection against indirect and direct effects of lightning or other transient overvoltages*.
SANS 61951-1:2026 Ed 2	Secondary cells and batteries containing alkaline or other non-acid electrolytes - Secondary sealed cells and batteries for portable applications - Part 1: Nickelcadmium. *Specifies marking, designation, dimensions, tests and requirements for secondary sealed nickel-cadmium small prismatic, cylindrical and button cells and batteries, suitable for use in any orientation, for portable applications.*
SANS 62052-31:2026 Ed 2	Electricity metering equipment – General requirements, tests and test conditions - Part 31: Product safety requirements and tests. *Specifies general safety requirements and associated tests, with their appropriate conditions for type testing of directly connected, transformer-operated or transducer-operated AC and DC electricity meters and load control equipment*.

SATR 62271-307:2026 Ed 2	High- voltage switchgear and controlgear - Part 307: Guidance for the extension of validity of type tests of AC metal and solid-insulation enclosed switchgear and controlgear for rated voltages above1 kV and up to and including 52 kV. *Refers to prefabricated metal-enclosed and solid-insulation enclosed (both hereinafter called enclosed) switchgear and controlgear assemblies for alternating current of rated voltages above 1 kV and up to and including 52 kV as specified in IEC 62271-200 (published in South Africa as an identical adoption under the designation SANS 62271-200) and IEC 62271-201(published in South Africa as an identical adoption under the designation SANS 62271-201), and to other equipment included in the same enclosure with any possible mutual influence.*

SCHEDULE A.2: WITHDRAWAL OF THE SOUTH AFRICAN NATIONAL STANDARDS

In terms of section 24(1)(C) of the Standards Act, the following published standards are issued for comments with regard to the intention by the South African Bureau of Standards to withdrawn them.

Standard No. and Edition	Title	Reason for withdrawal	Closing Date
CKS 112:1972 Ed 2	*Metal crutches for adults*	The standard is not in use by the South African Healthcare Industry.	**2026-06-16**
SANS 54593-2:2006 Ed 1	*Respiratory protective devices - Compressed air line breathing apparatus with demand valve Part 2: Apparatus with a half mask at positive pressure - Requirements, testing, marking*	The standard is no longer in use	**2026-06-16**
SANS 20000-4:2014 Ed 1	*Information technology - Service management - Part 4: Process reference model*	The standard is no longer in use	**2026-06-16**
SANS 54435:2011 Ed 1	*Respiratory protective devices - Self-contained open-circuit compressed air breathing apparatus with half mask designed to be used with positive pressure only - Requirements, testing, marking*	The standard is no longer in use	**2026-06-16**
SANS 14895:2008 Ed 1	*Small craft - Liquid-fuelled galley stoves*	The standard is no longer in use	**2026-06-16**
SANS 50132:1998 Ed 1	*Respiratory protective devices - Definitions of terms and pictograms*	The standard is no longer in use	**2026-06-16**
SANS 54529:2011 Ed 1	*Respiratory protective devices - Self-contained open-circuit compressed air breathing apparatus with half mask designed to include a positive pressure lung governed demand valve for escape purposes only*	The standard is no longer in use	**2026-06-16**
SANS 51395-5:2009 Ed 1	*Thermal spraying - Acceptance inspection of thermal spraying equipment Part 5: Plasma spraying in chambers*	The standard is no longer in use	**2026-06-16**
SANS 50133:2003 Ed 2	*Respiratory protective devices - Classification*	The standard is no longer in use	**2026-06-16**
ARP 070:2009 Ed 2	*Risk management - Vocabulary*	The standard is no longer in use and has been replaced by SANS 31073 Risk Management -Vocabulary	**2026-06-16**

If your organization is interested in participating in these committees, obtaining a copy of the draft or would like to send comments on draft documents, please send an e-mail to Dsscomments@sabs.co.za for more information or visit SABS

website

SCHEDULE C: ADDRESS OF THE SOUTH AFRICAN BUREAU OF STANDARDS HEAD OFFICE

Copies of the standards mentioned in this notice (Schedule B) can be obtained from the Head Office of the South African Bureau of Standards at 1 Dr Lategan Road, Groenkloof, Private Bag X191, Pretoria 0001.

DEPARTMENT OF TRANSPORT

NOTICE 3891 OF 2026

AIR SERVICE LICENSING ACT, 1990 (ACT NO.115 OF 1990)
APPLICATION FOR THE GRANT OR AMENDMENT OF DOMESTIC AIR SERVICE LICENCE

Pursuant to the provisions of section 15 (1) (b) of Act No. 115 of 1990 and Regulation 8 of the Domestic Air Regulations,1991, it is hereby notified for general information that the application detail of which appear in the appendix, will be considered by the Air Service Licensing Council. Representation in accordance with section 15 (3) of the Act No.115 of 1990 in support of, or in position, an application, should reach the Air Service Licensing Council. Department of Transport, Private Bag X 193, Pretoria, 0001 or by email to: TshivhaZ@dot.gov.za within 21 days of date of the publication thereof.

APPENDIX I (NEW APPLICATIONS)

(A) Full name and trade name of the applicant. (B) Full business or residential address of the applicant. (C) Class of license applied for. (D) Type of air service to which application applies. (E) Category of aircraft to which application applies.

(A) Wingstorm Sprayers (Pty) Ltd (B) Farm Lusthof, Lichtenburg, North West **(C)** Class III **(D)** Type G5 and G4 **(E)** Category A4 aircraft.

(A) VIA1 (Pty) Ltd t/a VIA Aviation. **(B)** 39 Sweetwaters Road, Gordons Bay, Western Cape **(C)** Class II **(D)** Type N1 & N2 **(E)** Category A2, A3 & H2 aircraft.

(A) Ruach Aviation (Pty) Ltd (B) 24 Paarderberg Street, Aerorand, Middleburg, Mpumalanga. **(C)** Class III **(D)** Type G3, G4 & G16(RPAS/UAS) **(E)** Category A4 aircraft.

(A) Banele Mining and Sales t/a Banele Technologies(B) No 14, Melkhout Street, Pullenshope, Mpumalanga. **(C)** Class III **(D)** Type G3, G4 & G16(RPAS) **(E)** Category A4 aircraft.

A) AvCat (Pty) Ltd t/a AvCat. (B) 64 Sunnyglen Avenue, Lammarmoor,Gauteng. (C) Class II. (D) Type N1 &N2. (E) Category A3 Aircraft.

A) AvCat (Pty) Ltd t/a AvCat. (B) 64 Sunnyglen Avenue, Lammarmoor,Gauteng. (C) Class III. (D) Type G2, G3, G4, G8, G10, G11, G14. (E) Category A3 Aircraft.

APPENDIX II (AMENDMENT APPLICATIONS)

(A) Full Name and trade name of the applicant (B) Full business or residential address the applicant. **(C)** The Class and number of license in respect of which the amendment is sought **(D)** Type of air service and the amendment thereto which is being applied for **(E)** Category of aircraft and the amendment thereto which is being applied for **(F)** Amendment referred to in section 14(2) (b) to (e).

(A) RPAS Consulting (Pty) LTD (B) 19 Selati River Avenue,Cashan X4, Rustenburg **(C)** Class III (G1377D) **(D)** Type G3 G4, G5 & G16 (RPAS). **(E)** Category A1 & H1. **(F)** Change of Key Post Holders: Responsible Person Aircraft Echbertus Greeff and Responsible Person Flight Operations: Echbertus Greeff. Addition of Type G1, G2, G6, G7, G8, G10, G11, G12, G13 & G15 and Category A4.

A) Pambele Aviation (Pty) Ltd t/a Pambele Aviation (B) 1st Floor Terminal Building, Grand Central Airport, 3 New Road, Midrand. **(C)** Class II (N892D) (D) Type N1 & N2 **(E)** Category A2, A3, A4 & H2 **(F) Addition of Category A2.**

A) Technical Security Systems CC (B) Main Block Office 2, 590 Lighthouse Road, Bluff Durban Kwazulu Natal **(C)** Class III (G1591D). **(D)** Type G3, G4 & G16 (UAS). **(E)** Category A4 **(F)** Change of Key Post Holders: Mpho Themba Kekana is replacing Jayne Christie as Safety Manager.

A) CFS Aero (Pty) Ltd (previously known as Comair Fight Service Pty. Ltd) t/a CFS previously known as Comair Flight Service/CFS) (B) CFS Hangar 104 and 105, Southern Precinct, Lanseria International Airport. **(C)** Class II N1015D **(D)** Type N1 & N2 **(E)** Category A1, A2, A3, A4 **(F) Change name and trading name of companyfrom:** Comair Flight Services (Pty) Ltd to CFS Aero (Pty) Ltd; **Change of base of operation from:** CFS Hangar 104 and 105, Southern Precinct, Lanseria International Airport to Hangar K8, first floor, Denel Precinct, O.R Tambo International Airport; **Changes to Personnel:** K. Searle is replacing J.D Reeves as Chief Executive Officer; E.L Lewis is replacing R.B Ives as Responsible Person Flight Operations; J.J Kloppers is replacing A.Z Reeves as Responsible Person Aircraft**; Changes of shareholders and Directors:** CFS Aviation (Pty) Ltd has acquired 100% of the shares in CFS Aero (Pty) Ltd. Comair general aviation Holdings (Pty) Ltd previously held 50% of the shares and the remainder were held by J.D Reeves, T.D Webster, R. Steyn and G. Wyss; Messrs M.D Clark, M.R Hurst and J. Prince have been appointed as directors.

DEPARTMENT OF TRANSPORT
INTERNATIONAL AIR SERVICE ACT, (ACT NO.60 OF 1993)
GRANT /AMENDMENT OF INTERNATIONAL AIR SERVICE LICENSE

Pursuant to the provisions of section 17 (12) of Act No.60 of 1993 and Regulation 15 (1) and 15 (2) of the International Air Regulations,1994, it is hereby notified for general information that the applications, detail of which appear in the Schedules hereto, will be considered by the International Air Services Council (Council) representation in accordance with section 16(3) of the Act No. 60 of 1993 and regulation 25(1) of International Air Services Regulation, 1994, against or in favour of an application, should reach the Chairman of the International Air Services Council at Department of Transport, Private Bag X 193, Pretoria, 0001 or by email to: TshivhaZ@dot.gov.za within 28 days of the publication hereof. It must be stated whether the party or parties making such representation is / are prepared to be represent or represented at the possible hearing of the application.

APPENDIX I (New Application)

(A) Full name, surname and trade name of the applicant (B) Full business or residential address of the applicant. **(C)** Class of licence applied for **(D)** Type of International Air Service to which application pertains **(E)** Category or kind of aircraft to which application pertains **(F)** Airport from and the airport to which flights will be undertaken. **(G)** Area to be served **(H)** Frequency of flight.

(A) VIA1 (Pty) Ltd t/a VIA Aviation (B) 39 Sweetwaters Road, Gordons Bay, Western Cape. **(C)** Class II **(D)** Type N1 & N4 **(E)** Category A2, A3 & H2 aircraft.

A) AvCat (Pty) Ltd t/a AvCat. (B) 64 Sunnyglen Avenue, Lammarmoor,Gauteng. (C) Class II. (D) Type N1 &N4. (E) Category A3 Aircraft.

A) AvCat (Pty) Ltd t/a AvCat. (B) 64 Sunnyglen Avenue, Lammarmoor,Gauteng. (C) Class III. (D) Type G2, G3, G4, G8, G10,G11, G14. (E) Category A3 Aircraft.

APPENDIX II (Amendment Application)

(A) Full Name and trade name of the applicant. (B) Full business or residential address the applicant. (C) The Class and number of license in respect of which the amendment is sought (D) Type of air service and the amendment thereto which is being applied for (E) Category of aircraft and the amendment thereto which is being applied for. (F) Amendment referred to in section 14(2) (b) to (e).

A) CFS Aero (Pty) Ltd (previously known as Comair Fight Service Pty. Ltd) t/a CFS previously known as Comair Flight Service/CFS) (B) CFS Hangar 104 and 105, Southern Precinct, Lanseria International Airport. **(C)** Class II and I/N 258 **(D)** Type N1 & N2 **(E)** Category A1, A2, A3, A4 **(F) Change name and trading name of company from Comair Flight Services (Pty) Ltd to CFS Aero (Pty) Ltd; Change of base of operation:** from CFS Hangar 104 and 105, Southern Precinct, Lanseria International Airport to Hangar K8, first floor, Denel Precinct, O.R Tambo International Airport**; Changes to Personnel**: K. Searle is replacing J.D Reeves as Chief Executive Officer; E.L Lewis is replacing R.B Ives as Responsible Person Flight Operations; J.J Kloppers is replacing A.Z Reeves as Responsible Person Aircraft; **Changes of shareholders and Directors:** CFS Aviation (Pty) Ltd has acquired 100% of the shares in CFS Aero (Pty) Ltd. Comair general aviation Holdings (Pty) Ltd previously held 50% of the shares and the remainder were held by J.D Reeves, T.D Webster, R. Steyn and G. Wyss; Messrs M.D Clark, M.R Hurst and J. Prince have been appointed as directors.

Erratum: On gazette No 54417 of 27 March 2026 there was an error on the following application and it has been rectified to reflect as:

A) Aircraft Systems South Africa T/A Air-Tec (B) Unit 19, Air Tech House, Eastwood Office Park, 11B Riley Road, Bedfordview, Johannesburg (C) Class III and I/G325 (D) Type G7 (E) Category A2 (F) Change of Key Post Holders: L.N. Boshoff replaces C. Vouros as Chief Executive Officer, and M. Els is replacing W. Nkomo as the Responsible Person: Flight Operations.

A) Aircraft Systems South Africa T/A Air-Tec (B) Unit 19, Air Tech House, Eastwood Office Park, 11B Riley Road, Bedfordview, Johannesburg **(C)** Class II and I/N171 **(D)** Type N1 and N4 **(E)** Category A1, A2, A3 and A4 **(F) Change of Key Post Holders: L.N. Boshoff replaces C. Vouros as Chief Executive Officer, and M. Els is replacing W. Nkomo as the Responsible Person: Flight Operations.**

DEPARTMENT OF TRANSPORT

NOTICE 3892 OF 2026

INVITATION BY THE MINISTER OF TRANSPORT FOR APPLICATION OR NOMINATION FOR APPOINTMENT TO THE CIVIL AVIATION APPEAL COMMITTEE

Civil Aviation Appeal Committee Member

The Minister of Transport invites members of the public to apply or nominate suitable persons to be appointed as members of the Civil Aviation Appeal Committee.

The Civil Aviation Appeal Committee is a statutory body constituted in terms of section 122 of the Civil Aviation Act 2009, (Act No. 13 of 2009) as amended by the Civil Aviation Amendment Act No. 22 of 2021 and is appointed to consider appeals lodged against decisions taken by the Commissioner for Civil Aviation in terms of Section 120(2) of the Act.

The Civil Aviation Appeal Committee consists of a Chairperson who shall be a person with not less than 10 years' experience as an attorney or advocate and members who have suitable technical knowledge and experience in the field related to aviation or any special skills, qualifications and expertise or experience in matters concerning aviation. In addition, candidates are required to have Aviation Management and Knowledge of International Civil Aviation Organization Annexes and all applicable Conventions. The Candidate must be of professional standing and possess suitable and recognized qualifications.

Successful candidates will be appointed on a part-time basis for a period of three years, and remuneration will be based on preparation and attendance of meetings, in accordance with applicable National Treasury Regulations.

Note: Any appointed member who holds any post or office in or under any government entity, administration or department, or in or under any institution or body that is wholly or partially funded by the State is not entitled to any payment in respect of the duties performed by him/her as a member of the Civil Aviation Appeal Committee.

transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

Applications by and/or nominations of suitably qualified persons, accompanied by a brief motivation, CV, certified copies of qualification certificates and ID should be posted, hand delivered or e-mailed to the Department of Transport, Private Bag X193, Pretoria, 0001; or 159 Forum Building, Corner Struben and Bosman Streets, Pretoria; or mabasap@dot.gov.za. For the attention of Ms. Patience Mabasa.

For enquiries contact Ms Patience Mabasa at: 012 309 3278

The closing date for the applications and nominations is 04 May 2026

DEPARTMENT OF TRANSPORT

NOTICE 3893 OF 2026

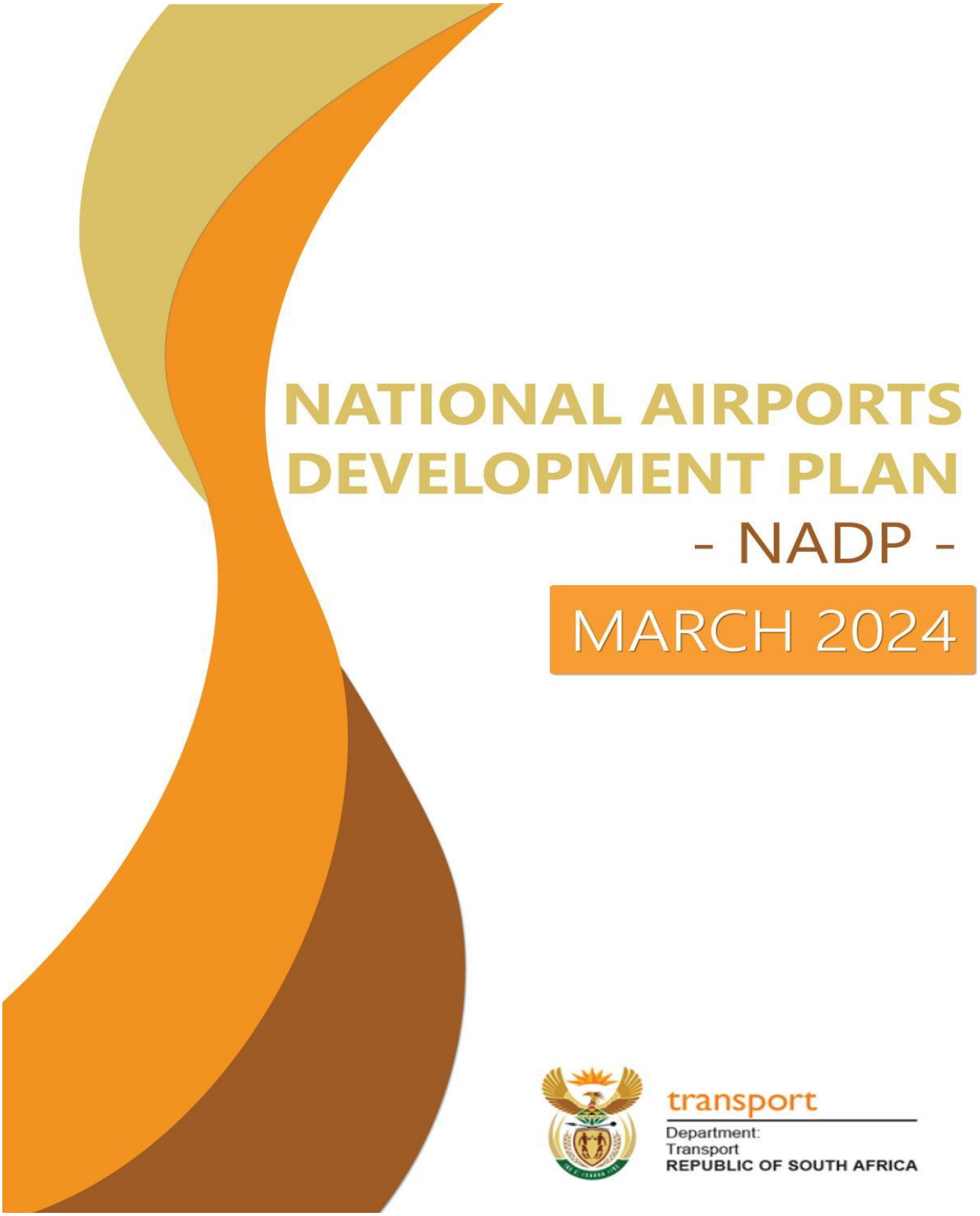


TABLE OF CONTENTS

EXECUTIVE SUMMARY ..... **iv**

PART A: INTRODUCTION **1**

1 Purpose **1**

2 Background to the National Airports Development Plan (NADP) **1**
2.1 The potential socio-economic contribution of airports 1
2.2 Policy origins of the NADP 3

3 Vision for the South African airport network **4**

4 Approach to the development of the NADP **4**

PART B: NADP CONTEXT **6**

5 South Africa's existing airport network **6**
5.1 Infrastructure and facilities 6
5.1.1 Runway capacity 6
5.1.2 Other airport infrastructure and facilities 8
5.1.3 Identified physical capacity constraints and planned developments 9
5.1.4 Distribution of airports 9
5.2 Licenced, certified, registered and international airports ..... **Error! Bookmark not defined.**
5.3 Nature and level of airport activity 11
5.4 Ownership 18
5.5 Proximity to the strategic transport network 19
5.6 Airspace 20
5.7 Financial standing and viability 21

6 Demand forecasts **21**
6.1 Global demand patterns 22
6.2 South African demand patterns 27
6.3 Future growth assumptions and projections 33
6.3.1 Passengers 33
6.3.2 Freight 35
6.3.3 Air traffic 36

7 Summary of relevant policy context and institutional arrangements **37**
7.1 Overall policy, legislation and regulation 37
7.2 Transport-specific policy, legislation and regulation 45
7.3 Institutional arrangements 48

8 Long term international trends influencing airport planning **51**
8.1 Airports are needing to accommodate new aircraft types for both passenger and freight 51

This gazette is also available free online at **www.gpwonline.co.za**

8.2 New security technologies are impacting on the required layout of passenger and cargo terminals 52
8.3 Airports are increasingly mainstreaming environmental considerations into their planning and design. Airports are also seeking carbon-neutral status, and planning and designing facilities accordingly 52
8.4 ACI Accredited Health and Hygiene Protocols 52
8.5 For international airports, there is expected to be less separation of domestic and international passengers 52
8.6 Airport planning, design and systems are increasingly integrating with other modes of transport 53
8.7 Airports are increasingly being planned and designed based on user experience 53
8.8 Aerotropolises and airport cities are increasing due to greater importance on revenue from non-aviation sources and convenience for users 53
8.9 Low Cost Carriers are increasingly offering long-haul flights and using secondary destination airports 54
8.10 With the rise of private sector involvement in financing airports, financing is increasingly being integrated into every step of the planning and design process 54
8.11 As smaller airports are becoming targets for illegal activities, new strategies to combat them are being implemented 54
8.12 Activity other than scheduled air transport is being consolidated at particular airports, rather than spread out amongst multiple airports and airfields: 55

PART C: GAP ASSESSMENT 56

9 ASSESSMENT OF GAPS IN TERMS OF POLICY AND INTERNATIONAL TRENDS 56
9.1 Situational Assessment: 56
9.2 Policy gap assessment 71
9.3 International trend gap assessment 89

10 ASSESSMENT OF GAPS IN THE AIRPORT NETWORK 93

PART D: GUIDING PRINCIPLES 95

11 Aerotropolis and Airport City Principles 95

12 ACI Accredited Health and Hygiene Protocols 102

13 Environmental carbon emissions of airport development 102

14 Establishment of Airport Consultative Committees 103

15 Airport network planning 103
15.1 Principles to address capacity constraints in the airport network 103
15.2 Airport categories for the purposes of airport network planning 105
15.3 Framework, criteria and processes for airport licensing, registration and approvals 106
15.3.1 Process overview for designation of an airport as an international airport / port of entry 107
15.3.2 Feasibility of Airport Gateways 110
15.3.3 Green-field airport pre-approval process overview 112
15.3.4 Airport licencing process overview 113

15.4 Overview of other airport-related selection processes with implications for the airport network ... 114
15.4.1 National airport designation process overview ... 114
15.4.2 Public service airport process overview ... 114
15.5 Knowledge management to enable evidence-based airport network planning 114

16 Individual airport planning, design and management within its surroundings 116
16.1 Guiding principles for integrated airport planning and design ... 116
16.2 Volume and nature of forecast demand, including phasing based on planning activity levels ... 117
16.3 Optimising the economic impact, including contributing to enhanced competitiveness of key sectors in the vicinity through improved movement of people and goods ... 118
16.4 Requirements of key partners, service providers and user groups, including both direct and indirect users ... 118
16.5 Compliance with relevant regulation and licensing / registration or designation requirements, including both airport-specific and wider regulations ... 120
16.6 Technology trends impacting on facility planning and design, including layout, flow, and systems integration ... 121
16.7 Minimising of environmental impacts ... 121
16.8 Integration with the transport network at the airport and in the vicinity, including public transport, private vehicle access, freight transport, and fuel pipelines ... 122
16.9 Selecting the appropriate management, operation and funding model ... 123
16.10 Optimising of both aeronautical and non-aeronautical revenues, including integration of the wider precinct ... 123
16.11 Minimising ongoing facilities management and maintenance costs ... 126
16.12 Integrating requirements from financiers ... 126

PART E: FIVE-YEAR IMPLEMENTATION PLAN ... 1277

17 Implementation plan in relation to airport network planning ... 127
17.1 Integration of airport network planning into transport and spatial planning coordination structures ... 127
17.2 Consultations towards the formalisation of selection processes for international, "regional-international" (if created) and national airports, as well as the pre-approval process for green-field airports ... 128
17.3 Mechanism to reserve land for key long-term airport requirements ... 128
17.4 Development of a preferred option to provide for non-scheduled air services, general air services, flying training, adventure aviation and non-commercial aviation within the national airport network ... 129
17.5 Development of a knowledge management system and DOT capacity to inform airport network planning: ... 129

18 Proposed initiatives for the next five years in relation to individual airport planning within its surroundings ... 130

APPENDIX 1: GLOSSARY ... 131

APPENDIX 2: IDENTIFIED AIRPORT CAPACITY CONSTRAINTS AND EXISTING DEVELOPMENT PLANS 133

APPENDIX 3: INTERNATIONAL EXPERIENCES AND TRENDS IMPACTING ON AIRPORT PLANNING AND DEVELOPMENT 139

LIST OF TABLES

Table 1: ICAO Runway Codes ..... **Error! Bookmark not defined.**
Table 2: Licensed airports within ICAO fire-fighting and rescue categories 8
Table 3: Provincial Breakdown 10
Table 4: Airports near urban areas 10
Table 5: Ownership of airports 18
Table 6: Global demand patterns 22
Table 7: Passenger and GDP growth 29
Table 8: All air traffic movements including arrival, departures and training for 2017/18 31
Table 13: Proximity of airports to area prioritised for development ..... **Error! Bookmark not defined.**
Table 14: Roles of government institutions in relation to airports 49
Table 14: International trends gap assessment 89
Table 14: Break-down of non-aeronautical revenues by region 125
Table 15: Aerodrome reference code 131
Table 16: Airport capacity constraints and current/planned developments ... 133
Table 15: Airport network planning experiences by region 139
Table 18: Global airport income and costs (2012-million USD) 146
Table 17: Distribution of non-aeronautical income by source (2012) 146
Table 18: Airport ownership and governance models 152
Table 19: Registered "General Aviation" Aircraft by select countries 170

LIST OF FIGURES

Figure 1: Other airport infrastructure and facilities at civil airports by licensed vs. unlicensed airports ..... **Error! Bookmark not defined.**
Figure 2: Overview of South Africa's licensed, international and registered airports 11
Figure 3: Mix of passengers across the ACSA airports network (2016/17) 13
Figure 4: Non-scheduled traffic through the ACSA network 15
Figure 5: Airports within 2 km of strategic transport network 19
Figure 6: Relationship between air trips per capital and GDP per capita, 2013 25
Figure 7: Market segments share of all IFR flights (ESRA) in 2008 and 2013 26
Figure 8: Growth in passenger volumes – South African airports: 2000-2014 29
Figure 9: Air traffic movement estimates based on ATNS flight plan data and categories, 2010-2014 32
Figure 10: Total passenger volume forecast: 2015-2050 34
Figure 11: Passenger growth (millions) 35

Figure 12: Cargo growth forecast (tonnes 2014-2044)..... 36
Figure 13: Air traffic movements forecast (2014-2050): base, low, and high case scenarios ('000)..... 37
Figure **14**: Summary of criteria for designation of an airport as an international port of entry 109
Figure 15: Aeronautical revenues..... 124
Figure 16: Non-aeronautical revenues 124
Figure 17: ASKs by type of carrier..... 150
Figure 18: "General aviation" airports clusters in the United States vs. weather (rainfall) 169

ACRONYMS

AAA-SA	AIRPORT AND AERODROME ASSOCIATION OF SOUTH AFRICA
AASA	AIRLINES ASSOCIATION OF SOUTHERN AFRICA
ACAP	AIRPORTS CAPITAL ASSISTANCE PROGRAM
ACC	AIRPORTS COORDINATING COMMITTEE
ACDM	AIRPORT COLLABORATIVE DECISION MAKING
ACI	AIRPORTS COUNCIL INTERNATIONAL
ACN	AIRCRAFT CLASSIFICATION NUMBER
ACSA	AIRPORTS COMPANY SOUTH AFRICA
AENA	AEROPUERTOS ESPAÑOLES NAVEGACIÓN AÉREA
AIP	AIRPORTS IMPROVEMENT PROGRAM
AMO	AIRCRAFT MAINTENANCE ORGANISATION
ANAC	AGÊNCIA NACIONAL DA AVIAÇÃO CIVIL
ARFF	AIRPORT RESCUE AND FIRE FIGHTING
ASDA	ACCELERATED STOPPING DISTANCE AVAILABLE
ASK	AVAILABLE SEAT KILOMETRES
ASLC	AIR SERVICES LICENSING COUNCIL
ASP	AIRPORT SECURITY PLAN
ATC	AIR TRAFFIC CONTROL
ATFM	AIR TRAFFIC FLOW MANAGEMENT
ATM	AIR TRAFFIC MOVEMENT
ATNS	AIR TRAFFIC AND NAVIGATION SERVICE
ATZ	AIR TRAFFIC ZONE
BAA	BRITISH AIRPORTS AUTHORITY (NOW CALLED HEATHROW AIRPORT HOLDINGS)
BASA	BILATERAL AIR SERVICES AGREEMENT
BEE	BLACK ECONOMIC EMPOWERMENT
BMA	BORDER MANAGEMENT AUTHORITY
BOOT	BUILD, OWN, OPERATE, AND TRANSFER
BRICS	BRAZIL, RUSSIA, INDIA, CHINA, SOUTH AFRICA
BRT	BUS RAPID TRANSIT
CAASA	COMMERCIAL AVIATION ASSOCIATION OF SOUTHERN AFRICA
CAGR	COMPOUND ANNUAL GROWTH RATE
CARS	CIVIL AVIATION REGULATIONS
CATS	CIVIL AVIATION TECHNICAL STANDARDS
CBA	COST BENEFIT ANALYSIS
CBC	CAPITAL BUDGETS COMMITTEE
COGTA	DEPARTMENT OF CO-OPERATIVE GOVERNANCE AND TRADITIONAL AFFAIRS
CPI	CONSUMER PRICE INDEX
CPPP	CONTRACTUAL PUBLIC-PRIVATE PARTNERSHIP
CTIA	CAPE TOWN INTERNATIONAL AIRPORT
CTR	CONTROL ZONE
DBSA	DEVELOPMENT BANK OF SOUTHERN AFRICA
DFI	DEVELOPMENT FINANCE INSTITUTION
DG	DIRECTOR GENERAL
DHA	DEPARTMENT OF HOME AFFAIRS
DOT	DEPARTMENT OF TRANSPORT
DPI	DEPARTMENT FOR PLANNING AND INFRASTRUCTURE
DRC	DEMOCRATIC REPUBLIC OF THE CONGO
DTI	DEPARTMENT OF TRADE AND INDUSTRY
DVOR	DOPPLER VERY HIGH FREQUENCY OMNIDIRECTIONAL RADIO RANGE
EDZ	ENTERPRISE DEVELOPMENT ZONE

This gazette is also available free online at **www.gpwonline.co.za**

EIA	ENVIRONMENTAL IMPACT ASSESSMENT
EU	EUROPEAN UNION
FAA	FEDERAL AVIATION AUTHORITY
FBO	FIXED-BASE OPERATOR
FDI	FOREIGN DIRECT INVESTMENT
GDP	GROSS DOMESTIC PRODUCT
GIS	GEOGRAPHICAL INFORMATION SYSTEM
GVA	GEOGRAPHIC VALUE ADD
HIAL	HIGHLANDS AND ISLANDS AIRPORT LIMITED
HITRANS	HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP
HOV	HIGH-OCCUPANCY VEHICLE
IACF	INTER-AGENCY CLEARING FORUM
IATA	INTERNATIONAL AIR TRANSPORT ASSOCIATION
IBSA	INDIA, BRAZIL, SOUTH AFRICA
ICAO	INTERNATIONAL CIVIL AVIATION ORGANISATION
ICT	INFORMATION AND COMMUNICATIONS TECHNOLOGY
IDP	INTEGRATED DEVELOPMENT PLAN
IDZ	INDUSTRIAL DEVELOPMENT ZONE
IEM	INTEGRATED ENVIRONMENTAL MANAGEMENT
IFR	INSTRUMENT FLIGHT RULES
IFRS	INTERNATIONAL FINANCIAL REPORTING STANDARDS
IIPSA	INFRASTRUCTURE INVESTMENT PROGRAMME FOR SOUTH AFRICA
IRPTN	INTEGRATED RAPID PUBLIC TRANSPORT NETWORK
IPO	INITIAL PUBLIC OFFERING
IPP	INTERNAL RATE OF RETURN
IPPP	INSTITUTIONAL PUBLIC-PRIVATE PARTNERSHIPS
ISRDP	INTEGRATED SUSTAINABLE RURAL DEVELOPMENT STRATEGY & PROGRAMME
ITP	INTEGRATED TRANSPORT PLAN
KMIA	KRUGER MPUMALANGA INTERNATIONAL AIRPORT
KSIA	KING SHAKA INTERNATIONAL AIRPORT
KZN	KWAZULU-NATAL
LAG	LIQUID, AEROSOL, AND GEL
LCC	LOW COST CARRIER
LCN	LOAD CLASSIFICATION NUMBER
LED	LOCAL ECONOMIC DEVELOPMENT
LEED	LEADERSHIP IN ENERGY & ENVIRONMENTAL DESIGN
LIA	LANSERIA INTERNATIONAL AIRPORT
MFMA	MUNICIPAL FINANCE MANAGEMENT ACT
MOU	MEMORANDUM OF UNDERSTANDING
MSA	MUNICIPAL SYSTEMS ACT
MTEF	MEDIUM-TERM EXPENDITURE FRAMEWORK
NATMAP	NATIONAL TRANSPORT MASTER PLAN
NASCOM	NATIONAL AIRSPACE COMMITTEE
NASP	NATIONAL AVIATION SECURITY PROGRAMME
NCAP	NATIONAL CIVIL AVIATION POLICY
NDP	NATIONAL DEVELOPMENT PLAN
NPIAS	NATIONAL PLAN OF INTEGRATED AIRPORTS SYSTEMS
NPV	NET PRESENT VALUE
NM	NAUTICAL MILE
NSDP	NATIONAL SPATIAL DEVELOPMENT PERSPECTIVE
NTF	NATIONAL TRANSPORT FORUM
NTS	NATIONAL TRANSPORT STRATEGY

OECD	ORGANISATION FOR ECONOMIC CO-OPERATION AND DEVELOPMENT
ONDA	MOROCCAN AIRPORTS AUTHORITY
ORTIA	O.R. TAMBO INTERNATIONAL AIRPORT
PAL	PLANNING ACTIVITY LEVEL
PAN	PLANO AEROVIÁRIO NACIONAL
PBN	PERFORMANCE BASED NAVIGATION
PCN	PAVEMENT CLASSIFICATION NUMBER
PFMA	PUBLIC FINANCE MANAGEMENT ACT
PGDS	PROVINCIAL GROWTH AND DEVELOPMENT STRATEGY
PLZ	PORT ELIZABETH AIRPORT
PPP	PUBLIC PRIVATE PARTNERSHIP
RA	RISK ASSESSMENT
RADS	REGIONAL AIRPORTS DEVELOPMENT SCHEME
RASS	REMOTE AIR SERVICE SCHEME
ROD	RECORD OF DECISION (FOR EIA)
SACAA	SOUTH AFRICAN CIVIL AVIATION AUTHORITY
SA	SOUTH AFRICA
SA	SUSTAINABILITY ASSESSMENT
SAA	SOUTH AFRICAN AIRWAYS
SAAF	SOUTH AFRICAN AIR FORCE
SACAA	SOUTH AFRICAN CIVIL AVIATION AUTHORITY
SACU	SOUTHERN AFRICAN CUSTOMS UNION
SADC	SOUTHERN AFRICA DEVELOPMENT COMMUNITY
SALGA	SOUTH AFRICAN LOCAL GOVERNMENT ASSOCIATION
SANDF	SOUTH AFRICAN NATIONAL DEFENCE FORCE
SAPS	SOUTH AFRICAN POLICE SERVICE
SARPS	STANDARDS AND RECOMMENDED PRACTICES
SARS	SOUTH AFRICAN REVENUE SERVICE
SDF	SPATIAL DEVELOPMENT FRAMEWORK
SEZ	SPECIAL ECONOMIC ZONE
SKA	SQUARE KILOMETRE ARRAY
SLA	SERVICE LEVEL AGREEMENT
SPLUMA	SPATIAL PLANNING AND LAND USE MANAGEMENT ACT OF 2013
STAC	CIVIL AVIATION TECHNICAL CENTRE
TBVC	TRANSKEI, BOPHUTHATSWANA, VENDA, AND CISKEI
TC	TRANSPORT CANADA
TETA	TRANSPORT EDUCATION TRAINING AUTHORITY
TMA	TERMINAL AREA
TODA	TAKE-OFF DISTANCE AVAILABLE
TSA	TRANSPORTATION SECURITY ADMINISTRATION
UK	UNITED KINGDOM
UNODC	UNITED NATIONS OFFICE ON DRUGS AND CRIME
US	UNITED STATES OF AMERICA
VOIP	VOICE-OVER IP
WSG-84	WORLD GEODETIC SYSTEM 1984

EXECUTIVE SUMMARY

The National Development Plan (NDP) 2030 is a plan for South Africa to eliminate poverty, unemployment and reduce inequality by 2030. The Plan has highlighted structural weaknesses to overcome including poor transport links and infrastructure which raise the cost of doing business and hobble both trade and investment. It further states that South Africa need to invest in a strong network of economic infrastructure designed to support the country's medium- and long-term economic and social objectives.

The Integrated Urban Development Framework, which draws from the National Spatial Development Framework states that integrated transport and mobility is a vital component of South Africa's economic infrastructure investment. It contributes to a denser and more efficient urban form, supports economic and social development, and is crucial for strengthening rural-urban linkages. The framework further states that cities need to identify core public transport nodes, corridors and other infrastructure investments in those areas. These should be reflected in the Spatial Development Frameworks (SDFs) and zoning regulations, to ensure that new growth is concentrated along core transport corridors.

Transport plays a significant role in the social and economic development of any country; and also play a leadership role in acting as a catalyst for development, and in correcting spatial distortions. The National Transport Masterplan (NATMAP) 2050 is a bold, comprehensive, multimodal, integrated and long-term plan that seeks to improve the efficiency and effectiveness of multimodal transportation systems; and to ensure an overall system that is well regulated and well managed. The Masterplan has also highlighted that there is a lack of consistency between transport and land-use planning; which means that many transport projects that can derive increased economies of scale and efficiencies from integration, are being planned and implemented in isolation.

The NATMAP has acknowledged the role of the aviation infrastructure, particularly the role of airports and airspace, as outlined in supporting documents such as NCAP, NADP and the National Airspace Master Plan (NAMP). It has analyzed the airport infrastructure and its capabilities, and has also provided guidance with respect to the proposals for infrastructure interventions that would be required to address future capacity needs. It further recognized the role of aerotropolis, in which airports offer connectivity to suppliers and customers across the globe. Additionally; in modern cities, airports have become major drivers of urban form, economic activity and city's competitiveness.

Civil aviation is vital to international trade, investment and tourism, as well as contributing to domestic transport, sports and recreation. An efficient, reliable and sustainable South African aviation industry should be promoted while maintaining control over international and domestic air transport services within a well-defined regulatory framework

The Draft Comprehensive Civil Aviation Policy acknowledges that the present airport infrastructure is an integral part of the South African transport system. This infrastructure

contributes to the socio-economic development of the country by facilitating domestic and international tourism and trade. The Policy further acknowledges that these airports are currently not integrated into a meaningful airport network and therefore the national planning and integration of airports into the broader transport network, in respect of modal integration as well as in the context of the total air transport system, need to be coordinated with the other spheres of government. Airport planning and development need to be incorporated into the planning initiatives of relevant provincial and municipal governments, as an airport may influence provincial and municipal socio-economic development. All stakeholders, including the local authority, will be consulted in the planning of airports. The planning for airports must be included in a provincial land transport framework which, in turn, would form part of the economic development plan for the province.

The National Airports Development Plan (NADP) has been initiated by the Draft Comprehensive Civil Aviation Policy as the plan to address the gaps between the current airport network and the future desired state. It will guide and support both overall network planning and the development of individual airports integrated within their broader spatial and transport contexts, in consultation with key airport stakeholders. Airports are catalysts to economic growth; as they generate employment opportunities, act as gateways for tourism and business and attract commercial development there by stimulating new investment and promoting local economic activity. Investment in airport infrastructure provides significant socio-economic benefits, providing local jobs during construction as well as long-term benefits. An integrated airport network system has the potential to support the NDP's objective through contributing to growing the wealth of the country and ensure that potential investments are utilised effectively and efficiently. It could facilitate economic initiatives such as the aerotropolis concept, airport cities, special economic zones (SEZ's) linked to international airports aimed at promoting economic growth, trade and tourism and job creation. It could further facilitate the expansion of tourism, including sport and adventure tourism. The NADP will also provide more detail regarding the airport planning aspects of NATMAP.

South Africa has more than 1,500 airports, which include licenced, unlicensed and registered airports. In order to understand and describe the airport network, a number of airport attributes need to be taken into account. These include airport infrastructure and facilities (both aeronautical and non-aeronautical), licence/registration and designation as an international port of entry, nature and level of activity (including traffic volumes), ownership, proximity to the strategic transport network, as well as airspace.

In terms of infrastructure and capacity, runways are one of the most significant considerations. In South Africa, the majority of runways fall within International Civil Aviation Organisation (ICAO) Codes 1 and 2 (short and narrow runways), typically unpaved (grass or gravel) runways. There are at least 39 Code 3 and 4 runways (longer and wider runways), typically paved. These include airports such as OR Tambo International Airport, Cape Town International Airport, King Shaka International Airport, Upington International Airport, Lanseria International Airport, Kruger Mpumalanga International Airport and Mafikeng Airport. Other capacity considerations include passenger handling capacity, and airspace co-dependencies between airports.

As at October 2024, there are 10 International Aerodromes certified under SACAA Regulations and Technical Standards – Part 139 Subpart 2, in line with ICAO Annex 14 and ICAO Annex 19 (SMS/SSP); 11 Licensed (Domestic) Aerodromes licensed under SACAA Regulations and Technical Standards – Part 139 Subpart 2, in line with ICAO Annex 14 and ICAO Annex 19 (SMS/SSP); Approved Aerodromes approved under SACAA Regulations and Technical Standards – Part 139 Subpart 5; Registered Aerodromes published on the SACAA Website www.caa.co.za and registered under SACAA Regulations and Technical Standards – Part 139 Subpart 6[1].

With regards to ownership of airports**,** currently there are 9 Airports Company South Africa (ACSA), 9 provincial government, 38 military, around 100 municipal (local and district) airports, numerous privately owned licensed airports with the vast majority of the remainder of the airports being private (business, non-profit, individual).

Activities at airports include movement of people, goods and aircraft (including both scheduled and non-scheduled traffic). The purpose of this movement can be commercial, flight training, public good (including medical rescue and emergency services), diplomatic, educational, agricultural, sport and recreation related, and for private access. Other activities at airports include cargo handling; aircraft storage, maintenance and repair, fuelling; retail, food service and hospitality/hotels; conferences and events; and offices. Pre- Covid-19 pandemic, the airport network was estimated to handle over 39 million departing and arriving passengers[2], and around 470,000 tonnes of freight annually.

In terms of airspace and airport congestion, only three airports are slot coordinated through the Airport Slot Regulations. These are OR Tambo International Airport, Cape Town International Airport and King Shaka International Airport. Congestion is primarily experienced in the vicinity of the Johannesburg Terminal Area (TMA).

In order to achieve the airport network planning and airport planning related policy direction of the NCAP, and to take into account relevant international trends, the NADP has assessed the policy and trends gaps (PART C), and provides guiding principles (PART D) that cover both airport network planning and individual airport planning.

Airport network planning guidance includes the most effective techniques for addressing capacity constraints, the use of airport categories, knowledge management and processes for airport licensing, registration, selection and approval. A more evidence-based and collaborative approach to airport network planning is needed. Existing infrastructure capacity should be optimised to deal with activity levels, including by: a) prioritising alternative approaches to addressing capacity pressures rather than major infrastructure expansions or green-field investments (such as reviewing aircraft mix, improving airspace management and

[1] SACAA, 2023
[2] ACSA Statistics, 2016/17

design, refining infrastructure to speed up throughput); b) proactive identification of capacity gaps; and c) the use of Planning Activity Levels.

Where airports are expected to exceed their ultimate capacity in the next 40 to 60 years, provision should ideally be made to safeguard suitable land for the required additional airport, and the zoning around the area also needs to be aligned to avoid encroachment of incompatible land use. In line with the National Infrastructure Plan's planning horizon, any major infrastructure projects required within the next 20 years to address the capacity gap should be identified and reviewed every 5 years.

For the next five years, a reactive process to applications for international, "regional-international", and national airports will be used within application window periods, to enable comparison between applications taking into consideration airspace, transport master-plans, economic viability and sustainability, security imperatives and other data-gathering systems. The Department of Transport (DOT) will work together with other national departments and agencies to amend or develop the processes for international airports (including the sub-set for "regional-international" airports, (*factoring in all relevant national security implications and imperatives*), licensing, registration, green-field airports, and national airports.

Provincial government and local municipalities may want to identify which of the airports in their jurisdictions cannot become commercially viable, but are serving a particular public service and can be justified on a socio-economic basis in order to inform available budget allocations. In order to address airports that are financially unsustainable, the NADP provides guidance on the development of airport precincts for aerotropolis and airport cities to enhance revenue for the airport. Furthermore, the NADP has developed an Annexure that deals with Aerotropolis and Airport Cities from the international benchmarking that was conducted.

The guidance for individual airport planning includes good practice for forecasting demand, optimising socio-economic impact, facility design, minimising environmental impacts and integrating requirements from financiers. Balancing these considerations into airport planning and design is complex and requires significant planning capacity. DOT recommends an increased focus on user-experience design and user co-design methodologies. DOT also recommends development of shared technical capacity, knowledge systems and guidelines to support individual small airport planning, as well as finding ways to tap into private sector expertise.

The NADP also presents initiatives as part of a five-year implementation plan (PART E). The following initiatives have been identified to help give effect to the guiding principles over the next five years:

1. Integration of airport network planning into transport and spatial planning coordination structures;
2. Consultations towards the formalisation of selection processes for international, "regional-international" and national airports, and pre-approval process for green-field airports, factoring in all relevant national security implications and imperatives;
3. Mechanism to reserve land for key long-term airport requirements;

4. Development of a preferred option to provide for non-scheduled air services, general air services, flying training, adventure aviation and non-commercial aviation within the national airport network;
5. Development of a knowledge management system and DOT capacity to inform airport network planning;
6. Development of airport planning technical capacity at a national and provincial government level that can support individual airport planning;
7. Development of a detailed guide to support airport development and planning within their surroundings;
8. Exploration of potential mechanisms to involve the Department of Defence and the private sector in airport planning and design;
9. Joint identification with relevant entities of the most viable approach to securing funding to support airside safety and security compliance for airports; and
10. Collaboration to create networking and information sharing platforms for airport designers and planners.

The Department of Transport will work closely with other airport role players to implement these initiatives.

PART A: INTRODUCTION

1 Purpose

The National Airports Development Plan (NADP) for South Africa was first raised in the White Paper on National Policy on Airports and Airspace Management of 1997. It was considered and confirmed in the White Paper on National Civil Aviation Policy (2017); and affirmed in the Draft Comprehensive Civil Aviation Policy. It has been initiated as the plan to address the gaps between the current airport network and the future desired state. It will guide and support both overall network planning and the development of individual airports integrated within their broader spatial and transport contexts, in consultation with key airport stakeholders. Operational aspects of airports are dealt with through other mechanisms, including through Civil Aviation Regulations and Technical Standards (CARS and CATS).

2 Background to the National Airports Development Plan (NADP)

2.1 The potential socio-economic contribution of airports

Airports are catalysts to economic growth; as they generate employment opportunities, act as gateways for tourism and business and attract commercial development there by stimulating new investment and promoting local economic activity. Why prioritise airport development? Airports have been shown to contribute to socio-economic develop in a range of ways, including[3]:

- Gateway to Improving accessibility for people to geographical areas, whether for personal, essential services, trade, business or tourism reasons;
- Allowing for “time critical” in- and outbound freight;
- Making a location more attractive for investment by certain sectors, in particular knowledge intensive industries, such as biotechnology, pharmaceuticals, universities, and financial services;
- In the case of large airports, also having significant direct impacts on the airport precinct in terms of employment and spend, as well as multiplier effects from employment and spend;
- Stimulating infrastructure and property development in the vicinity of the airport;
- Contributing to the image of a country; and
- Ensuring availability of facilities and provision for training, recreational and sport aviation to create pilots and related profession for the future of aviation.

These impacts can be significant. For example:

[3] Source: Airport Cooperative Research Programme (2007) Airport Economic Impact Methods and Models

This gazette is also available free online at **www.gpwonline.co.za**

- Heathrow Airport is already one of the biggest single site employers in the entire country with 76,500 people directly employed at the airport. Up to 40,000 jobs in the local area are expected to be created with expansion and it will double the number of apprenticeships at Heathrow, to a total of 10,000. Together, these opportunities will have the potential to provide every unemployed young person in five local boroughs with an apprenticeship, training or a job. Heathrow expansion will create up to 180,000 jobs and up to £211bn in economic benefits across the UK by 2050, Airports Commission analysis found. Of the up to 180,000 jobs across the UK set to be created by Heathrow, over 100,000 are outside of London and the South East. As much as £114bn of economic benefits from Heathrow would be spread outside London and the South East to Scotland, Wales and Northern Ireland.[4]
- Oxford Economics conducted a study on 'Economic Benefits from Air Transport in South Africa' in cooperation with the International Air Transport Association (IATA). According to the latest report issued by IATA on "The Importance of Air Transport to South Africa", air transport supports 490 000 jobs and contributes $12bn (about R154.8bn) to South Africa's gross domestic product (GDP). Europe and Asia-Pacific are the largest sources of arrivals to SA after Africa. In 2014, 3.3 million passengers arrived to South Africa from Europe (16.3% of the total) and 1.3 million passengers arrived from Asia-Pacific (6.5%). Airlines, airport operators, airport on-site enterprises (for example restaurants and retail), aircraft manufacturers and air navigation service providers employed 70 000 people in South Africa in 2014. In addition, by buying goods and services from local suppliers the sector supported another 130 000 jobs. On top of this, the sector is estimated to have supported a further 57 000 jobs by paying wages to its employees, some or all of which are subsequently spent on consumer goods and services. Furthermore, foreign tourists arriving by air in South Africa, who spend their money in the local economy, are estimated to have supported an additional 230 000 jobs in 2014. During the same year, foreign tourists spent $9.2bn in South Africa, supporting restaurants, hotels, transport providers and others who cater to tourists[5].
- In 2017, Airports Company South Africa (ACSA) contributed R9.5bn to the South African economy. ACSA has further supported 14950 jobs in South Africa and supported R2.8bn of income to workers in SA[6]. Using a custom-designed model to measure the job opportunities created through its capital and operational expenditure, Airports Company South Africa (ACSA) created 24,018 job opportunities through the airports themselves. In addition, ACSA forecast that as a result of its future expansion plans, it will create an additional 50,000 job opportunities by 2025; adding as much as 0.8% to the South African GDP on an average annual basis[7].
- According to Oxford Economics, research conducted in the US suggests that every 100 000 million dollars invested in aerospace yields an extra $70 million in GDP annually. Additionally, airports continue to foster closer links with local residents and neighbourhoods, through their community outreach efforts. Successful cases of airport-

[4] Source: https://heathrowexpansion.com/local-community//local-benefits
[5] Source: https://fin24.com/Economy/air-transport-adds-r1548bn to sas-gdp-report-20170624-2
[6] ACSA Integrated Report, 2018
[7] Source: ACSA 2017 Integrated Annual Report

This gazette is also available free online at **www.gpwonline.co.za**

community cooperation have led to decreased crime rates, greater employment, and an increase in the number of successful firms in and around the airport.[8]

2.2 Policy origins of the NADP

A *National Development Strategy for Airports* was first raised in the White Paper on National Policy on Airports and Airspace Management (1997). Further detail and direction is provided in the White Paper on Civil Aviation Policy (NCAP) and affirmed in the draft Comprehensive Civil Aviation Policy, where the following principles are set out with respect to airport development:

- *Airport development should not be considered in isolation, but be integrated into all national, provincial and municipal economic and spatial development initiatives. At the same time, airport development should also meet the social needs and objectives of local communities. There should therefore be synergy between airport development and the development strategies of all spheres of government, with emphasis on the following:*

    - *The national planning and integration of airports into the broader transport network in respect of modal integration as well as in the context of the total air transport system, should be co-ordinated with the other spheres of government.*

    - *Airport development and planning should also be incorporated into the planning initiatives of the appropriate sphere of government as an airport may influence provincial and municipal socio-economic development. Aviation knows no borders. There is therefore a possibility of conflict between airport planning initiatives of two neighbouring provinces, where their planning involves two different airports close to each other and which may consequently be detrimental to the system as a whole, from a safety and operational as well as an economic point of view.*

    - *Planning for airports should furthermore be included in a provincial transport plan which, in turn, should form part of the economic development plan for the province.*

    - *The socio-economic "value" of an airport in relation to the total system as well as from a more localised point of view, is another consideration when making decisions about seamless transport systems, private investment and the designation of additional, or the reduction of the number of, international airports or the allocation of public funding.*

    - *Airport development should be planned holistically in accordance with a structured National Airports Development Plan, which would support national, provincial and local community objectives. Such development should*

[8] http://www.aviationbenefits.org, 2017

This gazette is also available free online at **www.gpwonline.co.za**

complement the airport system, and in some cases, may even allow for competition within the system, to the benefit of the user.

The draft Comprehensive Civil Aviation Policy also states that the Department of Transport (DOT) should develop a National Airports Development Plan which would guide all present and future airport development in consultation with all relevant stakeholders. Macro planning and integration of airports into the broader transport network should be co-ordinated through the National Airports Development Plan.

3 Vision for the South African airport network

The vision for a South African airport network includes that it:

- Has sufficient capacity to handle air traffic, passenger, and freight volumes;
- Is integrated into the strategic transport network, spatial development and land use planning;
- Is able to balance and meet the needs of airport users;
- Is financially sustainable;
- Complies with safety, security and environmental regulation, including noise and emissions;
- Optimises contribution to socio-economic development and meeting government's wider objectives, both directly and indirectly through airport precinct development, aerotropolis and airport cities and thereby helps to position South Africa competitively both on the continent and globally;
- Is responsive to changing technologies; and
- Is able to meet demands of high visibility events and military operational requirements.

4 Approach to the development of the NADP

The development of the NADP has involved extensive research and consultation. Research has included:

- Data gathering on the existing airport network;
- Demand forecasting for passengers, freight and air traffic movements;
- Understanding of international trends impacting on airports and airport network planning; and
- Benchmarking on lessons learned from international approaches.

Consultations have involved over 120 organisations, including:

- Agencies involved in airports and related aviation;
- Local and provincial government;
- Airport operators;
- Aviation-related industry associations and companies;
- Regulators;
- Funders, including Development Finance Institutions; and
- Support entities.

This gazette is also available free online at **www.gpwonline.co.za**

Extensive input was also obtained during a national consultative workshop held on 6 March 2015. Following this, written comments were submitted to the Department of Transport which have been considered in preparation of this final NADP document.

Additional input was considered during the review of the NCAP in 2022, which identified additional aspects pertaining to airport infrastructure development from an economic and revenue perspective, for consideration in the NADP.

In addition to the drafting of the NADP, the approach has included the development of various tools to equip the DOT for evidence-based decision-making and planning.

This gazette is also available free online at **www.gpwonline.co.za**

PART B: NADP CONTEXT

Part B sets out the key issues that inform the NADP. This includes:

- What South Africa already has in terms of airport infrastructure and facilities;
- Estimates of the future demand that the airport network will need to serve;
- Requirements set out by policy, legislation and regulation;
- Institutional roles that will impact on the approach to joint planning and development of airports;
- Global trends that are shaping airport infrastructure, facilities, and systems; and
- Impact of Covid-19 pandemic and the road to recovery.

All of these issues provide the basis for a gap assessment, which is captured in Part C.

5 South Africa's existing airport network

South Africa has more than 1,500 aerodromes base on the research that was conducted, which include licenced, certified, approved, and registered airports. There are no unlicensed in South Africa because Part 91.07.3 (1)(b) states: A Pilot of an aeroplane shall not use or authorise the use of an aerodrome as a destination unless that aerodrome is certified, licensed, approved or registered in terms of Part 139 regulations.

The section below describes South Africa's airports, in terms of airport infrastructure and facilities (both aeronautical and non-aeronautical), licenced, registered and international port of entry status, nature and level of activity (including traffic volumes), ownership, proximity to the strategic transport network, and airspace.

5.1 Infrastructure and facilities

5.1.1 Runway capacity

Runway capacity is the most significant consideration when assessing airport capacities for handling various aircraft[9]. This capacity is determined by a range of factors including:

- Runway strength, length, width and surface type, lateral visibility, as well as associated exits, taxiways, apron and parking capacity;
- Inter-dependant airspace procedures e.g. runway conflicting orientations, initial approach altitudes and shared TMA;
- Aeronautical obstructions and horizontal visibility;
- Elevation above mean sea level, reference temperature, surface condition and slope of the runway (which all affect aircraft performance);
- Operational compliance with fire-fighting, safety and security requirements;

[9] Additional physical considerations include apron and parking capacity

This gazette is also available free online at **www.gpwonline.co.za**

- The type and availability of approach and departure navigational aids (radio and visual); and
- Other factors include aircraft traffic mix, type of air traffic control service provided and resultant runway occupancy times.

Airports are primarily classified by its ICAO Aerodrome (Runway) Reference Code based on the extent of the lateral, longitudinal, and sloping planes of the airspace and ground surfaces surrounding each runway that should be kept free of obstacles. This code comprises two elements[10]:

- A number determined by selecting the higher value of declared Take-Off Distance Available (TODA) or Accelerated Stopping Distance Available (ASDA), ranging from 1 (less than 800m) to 4 (more than 1,800m); and

- A letter which corresponds to the wingspan or main gear outer-wheel span, whichever is the more demanding, of the largest aircraft likely to be operating at the aerodrome ("A" representing a wingspan of up to 15m, "F" a wingspan up to 80m.)

The South African commercial aerodromes' topographical information, required to determine Runway Longitudinal Slopes, complies with WGS-84, as required by ICAO. Commercial airports now have to submit type terrain charts.

In terms of runway surface, construction and strength, ICAO requires that these be reported for runways (and taxiways and aprons) using standard engineering methodology to determine Pavement Classification Numbers (PCN). However, in South Africa, many airports do not currently employ the methodology, test, or report their pavement structures or condition. This is not a necessity for airports which do not accommodate any commercial flights. For airports accommodating commercial flights these are assessed during inspection. For this initial analysis, the reported type of runway surface is therefore used as a rough indicator of initial capacity.

However, as discussed above, the reference air temperature and elevation of a runway are key factors when determining aircraft performance and thus runway capacity. For example, Upington and OR Tambo International require long runways in part because of their high reference air temperatures and high elevation. Additionally, the Aeroplane Reference Field Length refers to the minimum field length required for take-off at a maximum certified take-off mass, at sea level, in standard atmospheric conditions in still air and zero runway slope.

ICAO fire-fighting and rescue capability does not affect runway capacity but does impact on the type of aircraft and scope of operations. There is an unsurprising correlation between the airports with longer runways and fire-fighting provision to accommodate aircraft Code C and higher. Once the aerodrome license category is determined, the Aerodrome Rescue and Fire

[10] Annex 14 - The determination of a runway's reference code is for the identification of the horizontal and vertical parameters of the surfaces associated with that runway, and is not intended to influence the pavement strength - pavement strength being determined by the design aircraft i.e. the largest/heaviest aircraft intended to depart from the aerodrome. The Pavement Classification Number (PCN) should be higher and certainly not less than the Aircraft Classification Number (ACN).

This gazette is also available free online at **www.gpwonline.co.za**

Fighting Services (AR&FFS) category is established. This is based upon the criteria contained in ICAO Doc 9137-AN/898 Part 1, Chapter 2 and in ICAO Annex 14, Chapter 9. Since 2005 the AR&FFS category is the same as the license category. Further, ICAO requires licensed international aerodromes to be certified. In the South African context, licensed and certified are synonyms. The Civil Aviation Regulations use licensed aerodromes not certified, to align with the Civil Aviation Act. In addition, SACAA use the five phases of Certification as per ICAO Annex 14 to license the aerodromes. SACAA has initiated the process of certifying all international airports, to align with ICAO requirements. Four (4) international airports have been certified to date. Certification of remaining airports is in progress.

The length of the runway determines the size of aircraft the runway can accommodate and that determines the Category of Aerodrome Rescue and Fire Fighting Services as contained in ICAO Doc 9137-AN/898 Part 1, Chapter 2 and in ICAO Annex 14, Chapter 9.

South Africa's licensed aerodromes are categorised as follows:

Table 1: Licensed airports within ICAO fire-fighting and rescue categories

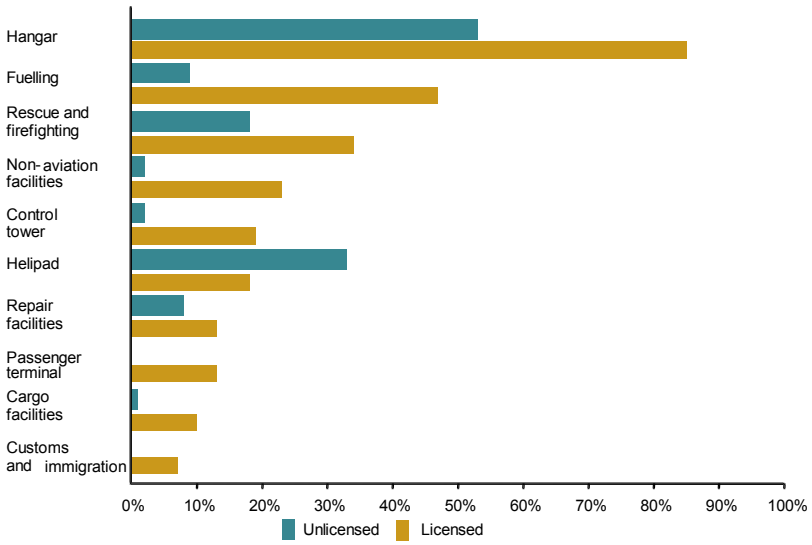
Aerodrome category for rescue and fire fighting	Aeroplane over-all length	Maximum fuselage width	# licensed aerodromes in SA
1	18 m up to but not including 24 m	4 m	4
2	24 m up to but not including 28 m	4 m	8
3	28 m up to but not including 39 m	5 m	1
4	39 m up to but not including 49 m	5 m	2
5	49 m up to but not including 61 m	7 m	2
6	61 m up to but not including 76 m	7 m	3
7	76 m up to but not including 90 m	8 m	1

5.1.2 Other airport infrastructure and facilities

(a) Approved Aerodromes
Aerodromes that submit a Risk assessment and Standard operating Procedures to be approved by SACAA
(i) Type A – charter operations
(ii) Type B – Part 61 training for Pilots excluding gliders and balloons
(iii) Type C – Proximity (under CTR) to certified or licensed aerodromes may conflict or cause hazard to existing aerodromes

(b) Registered Aerodromes
Aerodromes that are for private use, not commercial.

This gazette is also available free online at **www.gpwonline.co.za**



In addition to the above physical infrastructure, there are a number of airports with training schools and associated training facilities.

5.1.3 Identified physical capacity constraints and planned developments

A wave of capacity upgrades took place in the build-up to the 2010 FIFA World Cup. Remaining physical capacity constraints have been identified at some airports. There are also various current and planned developments which could impact on future airport infrastructure and facilities, ranging from construction of new airports to upgrades to equipment and facilities, at all sizes and levels of airports. Please see Appendix 2 for examples.

5.1.4 Distribution of airports

Locations of these airports across South Africa have been assessed in relation to the following[11]:

a) Provincial breakdown; and
b) Rural or urban areas, including land use.

Provincial breakdown

The table below summarises airports within each province.

[11] Drawn from data provided by DOT, the CSIR and the Demarcation Board

This gazette is also available free online at **www.gpwonline.co.za**

Table 2: Provincial Breakdown

Province	% of airports	% area	% of population[12]	% GDP[13]
Limpopo	16%	10%	9.8%	7.7%
Mpumalanga	14%	6%	7.8%	8.0%
Northern Cape	14%	31%	2.2%	2.2%
Eastern Cape	11%	15%	11.0%	7.6%
KwaZulu-Natal	11%	8%	19.0%	15.9%
Free State	9%	11%	4.8%	4.9%
Gauteng	7%	1%	26.6%	33.1%
North West	7%	9%	6.9%	6.6%
Western Cape	11%	11%	11.9%	13.9%

Only in Limpopo and Mpumalanga, the provincial share of airports is higher than the share of area, population and Gross Domestic Product (GDP). This is likely to be related to the predominance of game reserves, forestry, agriculture and mining in these provinces, as well as their positions on South Africa's border. A high number of airports in these provinces serve, amongst others, the hospitality industry.

The majority of airports are located close to urban areas (either within urban areas, or within 5km of urban areas), as shown below.

Table 3: Airports near urban areas

Total % of airports in and near urban areas	
Urban	16%
Within 1km of main town	19%
Within 5km of main town	59%
Within 1km of other town	68%
Within 5km of other town	87%

5.2 Licenced, certified, approved and registered airports

As at October 2024, South Africa's airport network includes:

- International Aerodromes (10), certified under SACAA Regulations and Technical Standards – Part 139 Subpart 2, in line with ICAO Annex 14 and ICAO Annex 19 (SMS/SSP)
- Licensed (Domestic) Aerodromes (11), licensed under SACAA Regulations and Technical Standards – Part 139 Subpart 2, in line with ICAO Annex 14 and ICAO Annex 19 (SMS/SSP)

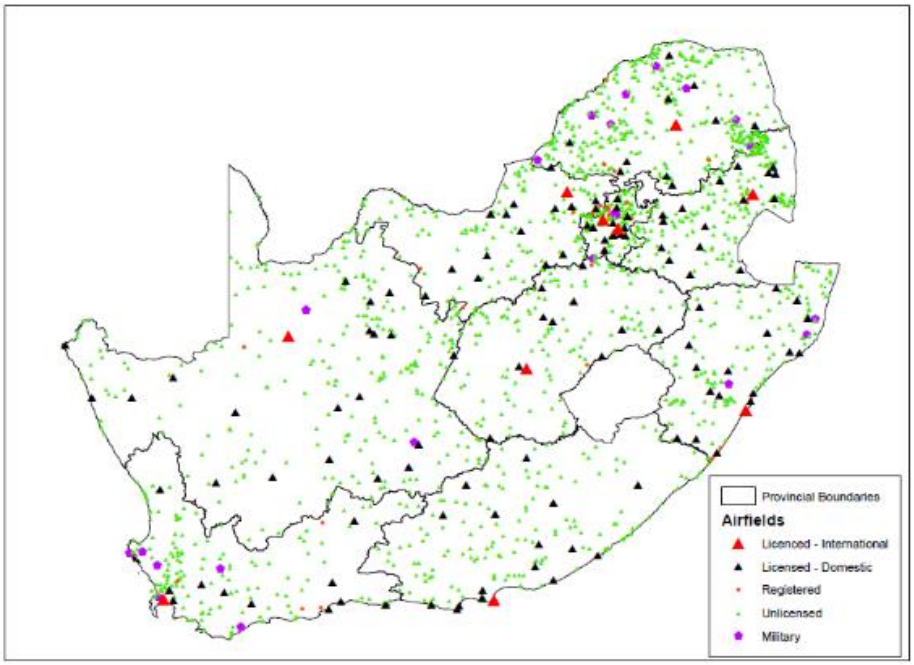
[12] Mid-year population estimates 2022, Stats SA, https://www.statssa.gov.za/publications/P0302/P03022022.pdf
[13] https://www.statssa.gov.za/wp-content/uploads/2023/09/ProvGDPPc1.jpg

This gazette is also available free online at **www.gpwonline.co.za**

- Approved Aerodromes (93), approved under SACAA Regulations and Technical Standards – Part 139 Subpart 5
- Registered Aerodromes published on the SACAA Website www.caa.co.za registered under SACAA Regulations and Technical Standards – Part 139 Subpart 6
- 38 military airports

These airports are distributed as shown in the map below:

Figure 1: Overview of South Africa's licensed, international and registered airports



5.3 Nature and level of airport activity

Activities at airports include movement of people, goods and aircraft (including both scheduled and non-scheduled traffic). The purpose of this movement can be commercial, flight training, public good, diplomatic, educational, agricultural, sport and recreation related, and for private access. Other activities at airports include cargo handling, aircraft storage, maintenance and repair, fuelling, retail, food service and hospitality/hotels, conferences and events, and offices. In the South African context, many or the large and medium-scale airports have a wide range of activities, rather than being single-purpose. For example, there are no cargo-only airports.

The NATMAP has also acknowledged the role of the aviation infrastructure, particularly the role of airports and airspace, as outlined in supporting documents such as NCAP, NADP and the National Airspace Master Plan (NAMP).

Over 39 million departing and arriving passengers[14] were processed through the South African airport network as at March 2017. In 2022, the South African airport network handled 30 million total passenger traffic, ranking the second in Africa after Egypt with 37.9 million total passenger traffic[15]. Scheduled traffic currently takes place at 20 airports. The OR Tambo - Cape Town route is the 10th busiest in the world[16].

Key characteristics of scheduled activity are as follows:

- *Dominance of domestic traffic:* By far the largest share of the South African aviation market is made up of movements of domestic passengers – approximately 27 million passengers; for example, more than two-thirds of all passengers moving through the ACSA network are on domestic flights (these numbers include both arrivals and departures). There were 12.4 million travellers on international flights in 2016[17].

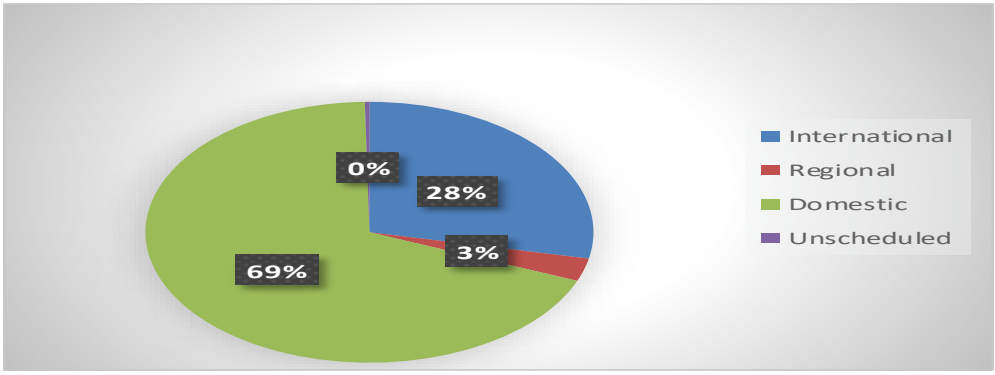
- During the 2018/19, financial year, the movement of international passengers through the 10 international airports, were as follows:

International AIRPORT	**TOTAL INTERNATIONAL PASSENGER MOVEMENTS**[18]
OR Tambo International	8,666,450
Cape Town International	2,631,137
King Shaka International	390,484
Lanseria International	39,555
Kruger Mpumalanga International	32,659
Polokwane International	4,624
Bram Fischer International	2,536
Pilanesberg International	2,117
Upington International	2,061
Port Elizabeth International	440
TOTAL	**11,777,126**

[14] Source: ACSA Statistics 2016/17
[15] Source: ACI-Air Traffic Performance for Africa https://www.aci-africa.aero/files/Africa-Air-Traffic-Performance-2022-EN-Final-270423.pdf
[16] Source: Amadeus Air Traffic Travel Intelligence
[17] Source: 2016, Department of Home Affairs
[18] Source: 2019, Department of Home Affairs

This gazette is also available free online at **www.gpwonline.co.za**

Figure 3: Mix of passengers across the ACSA airports network (2016/17)[19]



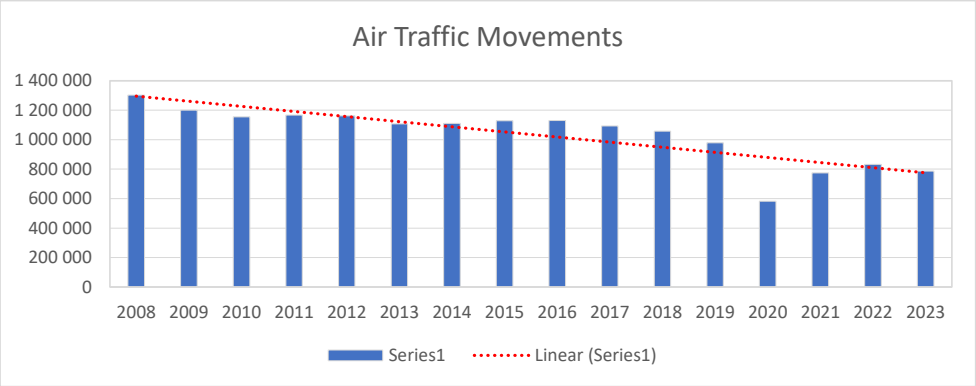
- *High seasonal variance*: The South African airports network experiences relatively high seasonal variance compared to international norms, primarily due to the coincidence of the domestic holiday and international tourist seasons. International passenger flows generally peak in December and January, while domestic flows peak in March, October and December, and both experience troughs in February, May, and June.
- *Heavy concentration of traffic in the network*: Approximately 86% of passenger volume is facilitated through the ACSA network. Within the ACSA network, O. R. Tambo International Airport (ORTIA), Cape Town International Airport (CTIA) and King Shaka International Airport (KSIA) facilitate 91% of the traffic whilst the other airports handle only 9%. Within these main three airports, ORTIA manages 54% of the traffic, CTIA 24%, and KSIA 12%. Transfer activity is concentrated at ORTIA. Within the ACSA network, Port Elizabeth International Airport is the only other airport handling more than one million passengers annually. With respect to airports outside of the ACSA network, the majority of passenger volumes are found in Lanseria International Airport, Kruger Mpumalanga International Airport and, to a lesser extent, Polokwane International Airport and Pietermaritzburg Airport.

The direction of passenger movements across the South African domestic market maps closely onto the ACSA airports network to form what is, in effect, a hub and spoke system. The concept of "hub-and-spoke" operations is where aircraft operators based at larger airports (hubs) serve many smaller airports, with links between the airports referred to as "spokes"). The hub airport therefore consolidates passenger and freight traffic from its catchment area as well as flights from smaller airports. The traffic is then conveyed to other hubs and smaller airports in the relevant airport network.

In terms of air traffic movements, data are not readily available on the entire network. Within the ATNS operated network there were just over one million movements between 2013 and 2018, excluding military flight movements as depicted in the table below.

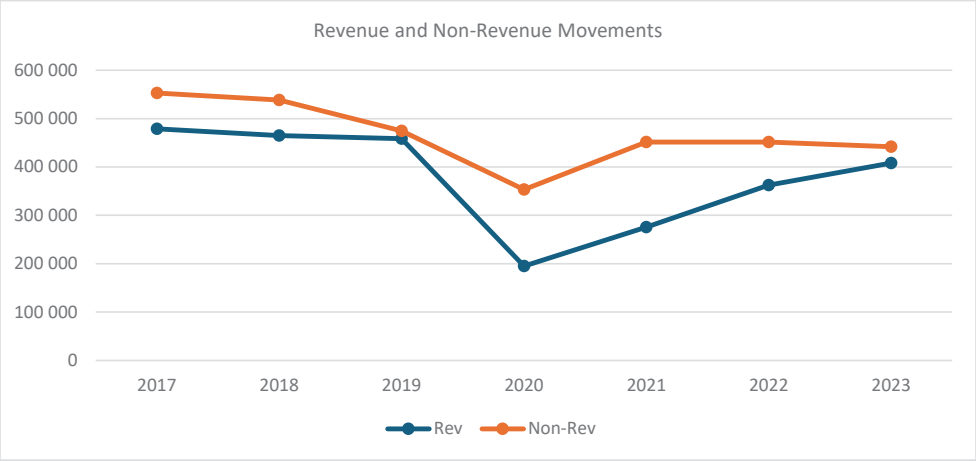
[19] Note that "regional" flights in the data refers only to SACU volumes, and therefore under-represents the regional opportunity as a sub-set of the international opportunity

This gazette is also available free online at **www.gpwonline.co.za**



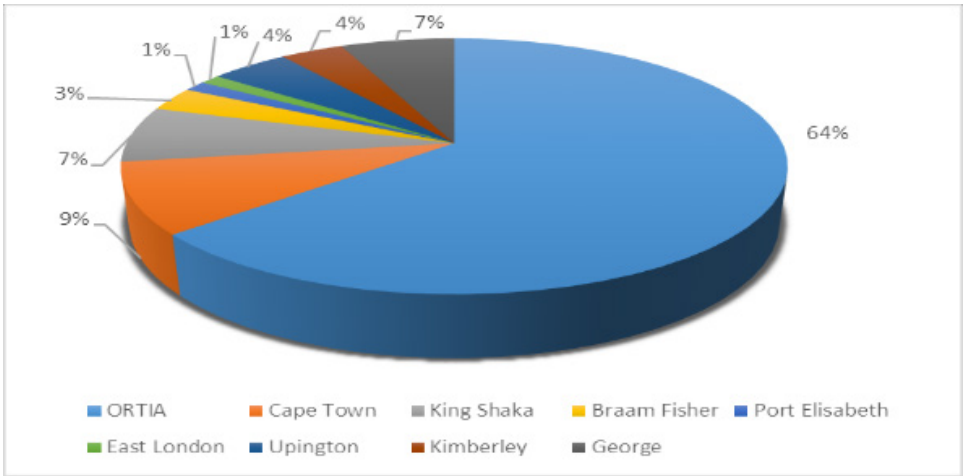
Non-commercial aviation is a large and important part of airport activity, and contributes significantly to air traffic movements. Based on 2014 data from ATNS, nearly 50% of all aircraft movements in the South African airports network were non-commercial flights. The vast majority of airports in the country interact only with non-commercial sports, recreation and private flights. This type of traffic is significantly less concentrated. Based on the 2014 ATNS data, the "big 3" airports represent less than 13% of total non-commercial movements and ACSA airports as a whole, less than 20%. Adding in training and recreational flights beyond the ATNS network, this type of activity is likely to account for at least two-thirds of all aircraft movements in the country.

Over the years, the number of Non-Revenue movements have been higher than the Revenue movements. In 2017 and 2018, 54% of the movements were Non-Revenue while Revenue movements was 46%. In 2019, 51% of the movements were Non-Revenue movements, while Revenue movements improved by 3% compared to the past two years to 49% of total movements. With restrictions imposed due to COVID-19, Revenue movements also decreased from 2020 recording the lowest to 36% of total movements. In 2021, Revenue movements a recorded 38% and Non-Revenue movements recorded 62% of total movements. With restrictions lifted, Revenue movements showed a better recovery in 2022 with an improvement of 8% with a total of 45% of total movements while Non-Revenue movements recorded 55% of total movements. In 2023 the movements were close with Revenue movements recording 48% and Non-Revenue movements 52% of total movements. The graph below shows the trend between Revenue and Non-Revenue movements.



In the 2016/17 financial year[20], non-scheduled traffic, totalling 131 274 passengers, accounted for less than 1% of the total passengers travelling through ACSA Airports. ORTIA facilitated approximately 64% of the non-scheduled passengers, totalling 83 609 passengers. CTIA had 9% of non-scheduled passengers which totalled 11 796 passengers and KSIA accounted for 7% accounting for 9279 passengers. The ACSA regional airports combined, accounted for 20% of non-scheduled passenger traffic totalling 26 590 passengers.

Figure 4: Non-scheduled traffic through the ACSA network



Key characteristics of non-scheduled, general air services and non-commercial aviation activities include:

[20] ACSA Statistics 2016/17

This gazette is also available free online at **www.gpwonline.co.za**

- *High variance:* Seasonal variation in non-scheduled, general air service and non-commercial traffic is more pronounced than for scheduled passenger traffic. This is driven by the variety of types of flights, with each type being sensitive to a different set of factors, for example seasonality in the case of tourist charters (essentially during the spring and early summer), or the importance of good, stable weather in encouraging recreational aviation.
- *Greater dispersion of traffic across the airports network*: ACSA's international airports are much less dominant in non-scheduled traffic than scheduled traffic. The ACSA national network, non-ACSA international airports, and "regional-domestic" airports by contrast play a considerable role in non-scheduled movements. Medium-sized airports (within the ATNS network) handle more than half of all GA traffic.

- *Importance of "secondary" airports:* Not only does a high share of charter activity take place in secondary airports in major centres (e.g. Lanseria International Airport, Rand Airport, Wonderboom Airport, Grand Central Airport, and Virginia Airport), but these airports also handle very large volumes of training and private aircraft movements. Forty percent of total aircraft movements at Lanseria International Airport are training related flights with a further 40% of traffic comprising charter, corporate and private flying. Sixty five percent of flights at Wonderboom Airport, and more than 85% of flights at Virginia Airport are comprised of training-, private- and public use flights. When these movements are considered, it becomes apparent that these are very busy airports. To put it into perspective, Wonderboom, Rand Airport, Grand Central Airport, and Port Elizabeth each handle more aircraft movements than KSIA. Smaller flying sites and informal fields also provide the facilities for a number of entry level aviation and tourism activities and handle many sport-aviation movements per annum.

Flight training is concentrated in airports that serve as the bases for flight training schools. Similarly, airports that are the base for aeroclubs typically have higher recreational aviation activity. At least 50 airports primarily serve the purpose of business access (including mines). There are an estimated 60 airports that provide access to game lodges and resorts. The smaller unpaved airfields are typically used for agricultural and private access purposes.

A relatively new area of activity within the South African aviation network is Remotely Piloted Aircraft Systems (RPAS) within both military and civilian spheres. Unmanned aircraft may be remotely piloted, fully autonomous or a combination. Current efforts of integrating UAS into civil airspace exclude fully autonomous unmanned aircraft. There is significant interest in the use of RPAS for applications such as monitoring, aerial photography, game management and anti-poaching. The sizes of remotely piloted aircraft vary significantly, and therefore their requirements in terms of take-off and landing infrastructure also vary.

Limited reliable airfreight volume data is gathered within the South African airport network. Data compiled from across the ACSA network indicates that the total air cargo processed through ORTIA in 2017 was 394 430 398 tonnes[21].

[21] ACSA 2017 Integrated Annual Report

This gazette is also available free online at **www.gpwonline.co.za**

Key characteristics of the **airfreight** activity include:

- *Dominance of international traffic:* International freight, which accounted for 83% of all volumes. Of the 70,000+ tons of domestic freight, a very large share appears to be international origin or destination cargo flying on domestic trunk routes to link with international flights (mainly at ORTIA).
- *Heavy concentration at ORTIA:* Airfreight is even more heavily concentrated into ORTIA than is the passenger sector: more than 82% of all freight in the ACSA network goes through ORTIA. For the international segment, ORTIA holds an 89% share, with the majority of remaining volumes at CTIA (and small volumes at KSIA and Upington). Although the domestic market is more dispersed, more than 70% of domestic cargo volumes are still concentrated in the three international hubs.
- *Directional imbalance:* Estimates from the five largest airports handling cargo in the ACSA network indicate the inbound volumes have been running approximately 20% higher than outbound volumes (55% of all volumes are inbound) in recent years. The two main freight hubs – ORTIA and CTIA – experience opposite problems of imbalance. ORTIA shows a strong bias toward imports, with inbound volumes 40-50% higher than outbound volumes; this includes large volumes of electronics and specialist components from Europe, Japan, and the USA. In CTIA, which is the hub for the Western Cape's agricultural economy, outbound volumes (mainly perishables) are 30-40% higher than inbound volumes.

- *Reliance on passenger belly hold:* It is estimated that between 15% and 25% of South Africa's airfreight volume is transported via dedicated freighters (versus in the belly hold of passenger flights); this compares to a global average of around 50%. The low share of freighters in the South African market is largely driven by the imbalance of northbound and southbound volumes, the limited scale of volumes to specific outbound destinations, and the existence of a relatively large supply of belly hold capacity, which increases the relative cost competitiveness of this option. The international express mail market has grown rapidly over the last decade and now accounts for 18% of global airfreight volumes (60% within the US); as this sector develops more in the region, a move toward greater use of freighters may result.

Non-aeronautical activity is concentrated in the higher traffic commercial airports, including retail, food service and hospitality/hotels; conferences and events; and offices.

Whether an airport is located in an urban or rural area has implications for the catchment area which the airport serves, both in terms of mix of activities demanded, catchment area size, and level of services demanded. For example, in rural areas people may be more willing to travel further to access an airport. Airports in rural areas tend to serve purposes such as farming, mining or industrial sites, nature reserve/game farm access, or fire-fighting (in forest areas).

This gazette is also available free online at **www.gpwonline.co.za**

5.4 Ownership

The table below captures available information on ownership of airports within South Africa's network.

Table 4: Ownership of airports

	Licensed	Approved	Registered
ACSA	9	0	
Provincial government	5	4	
Local government	75		
Military	0		
Private	46		
Unknown (assumed private)	-	Approx. 1,200	

It must be acknowledged that ACSA has the over-riding percentage ownership with respect to South African airports with significant passenger and aircraft movements. ACSA was established in terms of the Airports Company Act, 1993 (Act No. 44 of 1993) to undertake the acquisition, establishment, development, provision, maintenance, management and control or operation of any airport, any part of any airport, or any facility or service at any airport normally related to the functioning of an airport. As illustrated above, ACSA operates a system of nine (9) airports (6 international airports and 3 domestic airports). ACSA airports which are not financially sustainable, are cross-subsidized within the ACSA network to ensure fiscal responsibility and that safety, security and environmental standards are maintained.

Findings of a desk-top study on airport ownership, operation and funding options in the US, Europe, Australia, Japan, India, illustrate that corporatisation, commercialisation and privatisation of airports had become a world-wide trend. This brings considerable change in airport ownership, governance and institutional settings. It shows that airports are no longer positioned solely as public utilities delivering airside services to airlines, terminal retail, access services to passengers and additional ancillary services. There is increasing involvement of the private sector in the management and the financing of airports, both in developed- and emerging markets.

Publicly-owned airports are offered an opportunity to become sustainable through; the selection of the best management model which is key in maintaining safety compliance, attracting activity, revenue-generation and optimisation of costs.

Management model options include:

i) Contracting in airport expertise to manage the airport (this option may be constrained by available budget);
ii) Collaborating with other airports to contract/bring in expertise;
iii) Establishing a municipal entity to manage a municipal owned airport through Section 84 of the Municipal Finance and Management Act;
iv) Tapping into private sector expertise;
v) Allocation of some maintenance responsibilities to significant tenants;

This gazette is also available free online at **www.gpwonline.co.za**

vi) MOUs for operation and maintenance with primary airport users e.g. airlines or charter operations; and

vii) Transfer through a tender/ concession process to people interested in running the airport e.g. flying clubs, flying schools.

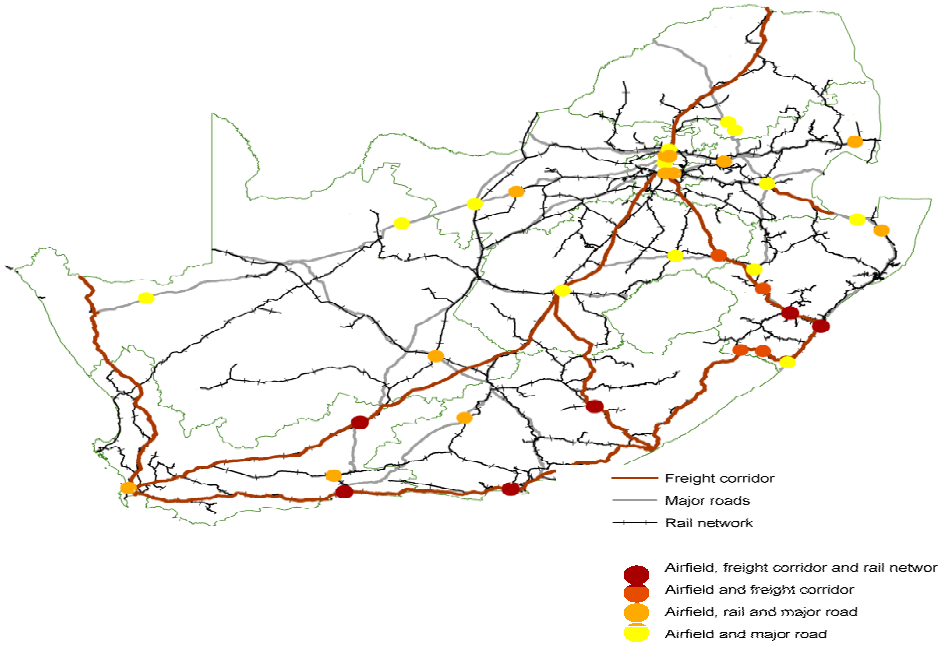
In summary, guiding principles are offered to airport owners-, managers- and operators of particularly smaller airports for facilitate applicability to the airport concerned and sustainability of operation. These principles would include provincially- and locally owned airports.

One of the initiatives for the next five years, as outlined in Part E, is the exploration of potential mechanisms to involve the private sector in airport planning and design, including concession models, long-term leases with associated responsibilities for upgrading infrastructure and technical input from specialist infrastructure private financiers. It must be noted, however, that the potential privatization of major airports will require special attention and approval from the appropriate authorities.

5.5 Proximity to the strategic transport network

An assessment of the **proximity of airports to South Africa's strategic road rail and port network** and corridors provides an indication of the scope for improved intermodal connections. When looking specifically at proximity to freight corridors and the rail network, a number of airports in the Western Cape, Eastern Cape and KwaZulu-Natal have potential for developing intermodal links, as indicated in the map below.

Figure 6: Airports within 2 km of strategic transport network



This gazette is also available free online at **www.gpwonline.co.za**

In recent years, **public transport access to major airports has been improved**, including rapid rail (OR Tambo) and IRT bus services (Cape Town). In terms of freight corridor integration, various plans are under development for improved intermodal linkages, including break-bulk, value-add and redistribution centres. The National Transport Master Planning (NATMAP) process with a time horizon of 2050 is also expected to increase inter-modal integrated planning in future.

5.6 Airspace

The National Airspace Master Plan (NAMP) sets outs the current and future approach to airspace management, which incorporates the ICAO Global Air Traffic Management Operational Concept[22]. It provides the strategic view and direction of airspace organization and management within South Africa. The airspace organisation function will provide the strategies, rules and procedures by which the airspace will be structured to accommodate the different types of air activity, traffic volume, differing levels of service and rules of conduct. The organisation, flexible allocation and use of airspace will be based on the principles of access, equity, capacity, efficiency, flexibility and cost-effectiveness. While airspace master-planning takes global interoperability into account, it must ensure that the National ATM System meets the expectations of the ATM Community. This is done through the provision of integrated services and includes the following operational system components:

- Airspace organisation and management: The establishment of airspace structures to accommodate the different types of air activity, volume of traffic and the various levels of service;
- Airport operations: The provision of the necessary ground infrastructure, including lighting, taxiways, runways and runway exits, and precise surface guidance to improve safety and enable the efficient use of an airport's capacity; and
- Demand and capacity balancing: The strategic evaluation of system-wide traffic flows and airport capacities to allow airspace users to determine when, where and how they will operate, while mitigating conflicting needs for airspace and airport capacity.

A slot allocation system is currently operational in South Africa to ensure the efficient and safe use of scarce resources, as represented by airport and airspace slots. The slot allocation system is applicable to OR Tambo International, King Shaka International and Cape Town International Airports which are the three busiest airports in South Africa; in order to enable coordination of arrival and departure times. It is foreseen that access to and departure from South Africa's airports will require proper planning in order to meet the needs of the economy and the further growth expected in air traffic. As in the case with any other transport infrastructure, civil aviation facilities may also have peak-time traffic and congestion. There are also some airspace pressures in relation to airports with high volumes of non-scheduled, flying training, general air services, and non-commercial aviation activity. Airspace (particularly controlled airspace) could become congested. Physical constraints such as the capacity of the runway(s) and other airport facilities (including availability of aircraft parking bays) could

[22] Available at http://www.icao.int/

This gazette is also available free online at **www.gpwonline.co.za**

cause airport congestion. Traffic peaking at airports generates an overcrowded environment with severe economic repercussions, such as the under-utilisation of costly airport facilities and services, and delays to aircraft and passengers. As such, Slot Coordination involves both a safety case and a business case. The allocation of airspace slots and priorities for airspace use is done on a first-come, first-served basis. Additionally, the slot allocation system should be fair, non-discriminatory and transparent, while taking the interests of all stakeholders, into account. Allocated slots should also be globally compatible, with the aim of maximizing the effective use of airport capacity in a sustainable manner. According to Regulation 25 of the Airport Slot Regulations of 2012, an aircraft operator is accorded the right to use the infrastructure at the airport. The Airport Slot Regulations, 2012 govern the framework used for the allocation, use and misuse applications of slot at slot coordinated airports. ATNS is the Slot Coordinator.

5.7 Financial standing and viability

The majority of key Provincial and Municipal owned airports are not sustainable without on-going financial support based on allocations from the fiscus. Airports that have attracted more than one scheduled operator regular charter operations, or a number of flying schools and clubs, are typically closer to being sustainable. Furthermore, some smaller airports are focusing on precinct development to improve viability through increased non-aeronautical revenues.

According to the 2017 Integrated ACSA Annual Report's[23] audited financial statements, the ACSA Group achieved a revenue of R8.6 billion. Aeronautical revenue increased to R5.4 billion (2016: R5.2 billion) as a result of improved passenger numbers, particularly over the 2016 festive season. Non-aeronautical revenue contributed R3.2 billion (2016: R3.1 billion) based predominantly on the performance of customer-facing services and commercial revenue for the year.

The financial standing of military airports, which are funded through the budget of the Department of Defence, are difficult to assess as financial information on these airports are not publicly available. Diversion airports are mainly military airports namely; Langebaanweg, Waterkloof, Hoedspruit and Overberg. Some military airports are co-used by civilian operators, such as Hoedspruit AFB/Eastgate Airport.

6 Demand forecasts

This section provides an overview of the demand forecasting model, including global and South African demand growth patterns, drivers of underlying demand in South Africa, assumptions informing future growth scenarios, and outputs of the demand model.

[23] The ACSA Integrated Annual Report, 2017.

This gazette is also available free online at **www.gpwonline.co.za**

6.1 Global demand patterns

Global air traffic demand, including both **passenger and cargo traffic**, is driven by a range of factors as shown in the table below:

Table 5: Global demand patterns

Leisure travel	Business travel	Cargo
• GDP and disposable income • Population growth • Urbanisation, migration and regional integration • Airfares and dynamic ticket pricing • Distance / time to access air services and alternative transport modes available • Exchange rates	• GDP levels and value added share • Airfare and dynamic ticket pricing • Trade levels and growth rates (in particular for international flights) • Distance / time to access air services and alternative transport modes available • Exchange rates	• GDP levels and value-added share • Trade levels and growth rates (in particular for international flights) • Trade agreements, • Growth of global production chains and lean inventory strategies • Alternative transport modes available and comparative freight costs and time • Exchange rates • Value to volume ratio of traded goods and share of traded goods that are time / temperature sensitive

By far the most important drivers for leisure travel are GDP levels and (related to this) disposable income and the air services availability (i.e. the time and cost trade-off involved in accessing and travelling by air versus using an alternative mode of transportation). For business travel, GDP levels and trade play a greater role, as does the exchange rate (through its impact on the relative cost of exports and imports). Global downturns such as the 9/11 terrorist attacks, global financial crisis, pandemics etc are likely to have a significant impact on passenger volumes.

In recent years, worldwide air travel has grown at a historically sharp pace. Year-over-year passenger travel growth for the past five years has averaged 6.2%. Low air fares, higher living standards with a growing middle class in large emerging markets, and the growth of tourism and travel relative to total consumer spending in major economies are all driving strength in the demand for air travel. Further, economic and income growth in large emerging markets such as China and India have been a primary driver of global GDP growth and also demand for air travel. China has contributed significantly to world traffic growth for several years, as its passenger growth has increased at an average rate of more than 10% per year. India's emergence as a high-growth economy has produced more than 20% passenger traffic growth per year in its domestic market. India is expected to become the third largest commercial

This gazette is also available free online at **www.gpwonline.co.za**

aviation market by the early 2020s. The middle class in China and India grew from 80 million in 2000 to 135 million in 2016, an increase of nearly 70%.[24]

Current forecasts indicate that air traffic volumes will double by 2032, characterised by an annual growth rate of 4.6% for passenger traffic and 4,4% for freight.[25].

In terms of airfreight, the most fundamental amongst these factors are GDP growth and trade growth. It is acknowledged that the development of freight is an excellent early indicator of the direction in which economies are developing. Since 2011, the two principal causes of weak growth of air cargo have been a weak world economy and poor growth in trade[26]. For the first time since the financial crisis, world trade in 2016 is expected to grow slower than GDP, with total global merchandised trade estimated to have grown by 1.7% [27]. During 2016-17, the movement of air cargo accelerated gradually and is forecast to grow by an average of 4.2% per year for the next twenty years, to reach a total of more than twice the number of Revenue Tonne-Kilometres (RTK's) logged in 2015.[28]

Global GDP is expected to average at 2.9% for the next two decades.[29] It is of note that some emerging markets continue to experience a challenging economic environment, including low oil prices. Advanced economies are also undergoing a slow recovery. However, despite these challenges and political risk, fundamental growth factors including an increase in productivity through technology, economic reform and available production resources are still prevalent. This is particularly true for non-OECD markets, which will account for a higher share of GDP growth between now and 2020 than OECD economies; and Asia will increase its share of world GDP from 35% in 2005 to 43% in 2020[30]. Asia, including the Pacific Rim Countries, will lead with an average annual growth rate of 5.5% with respect to air cargo transport, between 2015 and 2035[31] The mature market regions of North America and Intra-Europe, currently the fifth largest market, are expected to grow at 2.2% for the next twenty years; while air cargo between the Middle East and Europe has been forecast to grow at 3.9% in this same period[32]. China's domestic air cargo is expected to grow by 6.2% annually[33].

Air Cargo trade between Africa and Europe, Asia and North America is forecast to grow at differing rates for the period of 2015 to 2035. The Average Annual Growth for this period to Europe is 3.8%; Asia will be at 6.5% and North America at 5.3%. It must be noted that the base market between Africa and North America is smaller than that of Europe and Asia.[34].

Population growth will also affect air traffic demand. The United Nations expects global population to increase 35% until 2050, which is slower than in the past, but still significant. Africa, however, will see unprecedented population growth with its population more than

[24] Boeing Current Market Outlook 2017 - 2036
[25] Aviation Benefits, 2017.
[26] World Air Cargo Forecast 2016-17: Boeing
[27] IATA CARGO CHARTBOOK, Q4,2016
[28] Boeing, World Air Cargo Forecast, 2016-17
[29] Boeing, World Air Cargo Forecast, 2016-17,
[30] Source: Economist Intelligence Unit Foresight 2020
[31] Boeing, World Air Cargo Forecast, 2016-17
[32] Boeing, World Air Cargo Forecast, 2016-17
[33] Boeing, World Air Cargo Forecast, 2016-17
[34]Rre43 Boeing, World Air Cargo Forecast, 2016-17

This gazette is also available free online at **www.gpwonline.co.za**

doubling. Africa's population is expected to achieve 2.2 billion and will account for 50% of world population growth through 2050[35].

Increased global integration, through trade, capital and labour markets, and through culture and tourism are driving aviation demand at levels well above the rate of GDP growth. A counter-trend, however, is the development of communications technologies which reduce the need for face-to-face contact (e.g. improved videoconferencing and voice-over IP (VOIP). Greater regional integration and cooperation opens up new travel options for passengers e.g. reduced visa requirements within regions and trade agreements affecting freight movements.

Urbanisation is also expected to continue, with 66.6% of the world's population living in an urban environment by 2050. This will positively affect air traffic demand because populations living in urban environment will be concentrated in the middle class due to higher wages in urban centres[36]. Africa's population is the youngest among all the continents, with large numbers of people ready to enter the workforce during the coming years. Literacy rates are improving, and Africa is becoming highly urbanized. The United Nations predicted that 56% of Africans will live in urban areas by 2050, up from 40%.[37].

Almost all long-haul traffic is concentrated within a few select cities across the world, often referred to as "Aviation Mega Cities". Aviation Mega Cities handle over 10,000 long-haul passengers on a daily basis. Currently, there are 42 Aviation Mega Cities, with 94% of long-haul travellers using at least one of these airports each trip; Johannesburg is currently the only one in Africa[38]. Long-haul traffic is expected to remain concentrated within Aviation Mega Cities, but by 2033 the number of cities is expected to increase to 91 with 99% of long-haul travellers using at least one of these airports each trip[39]. Out of those 91 cities, six are expected to be in Sub-Saharan Africa, including: Johannesburg, Accra, Addis Ababa, Lagos, Luanda, and Nairobi[40].

Concerns about the environmental impacts of air travel, fluctuating fuel prices and security fears are not expected to significantly dampen demand. The aviation industry is actively addressing this through operational improvements. For example, to offset rising fuel prices and carbon emission concerns, airlines have looked for ways to save fuel (e.g., flying at optimum weight, altitude and routes, and better review of weather conditions) and upgrading to more fuel-efficient aircraft[41].

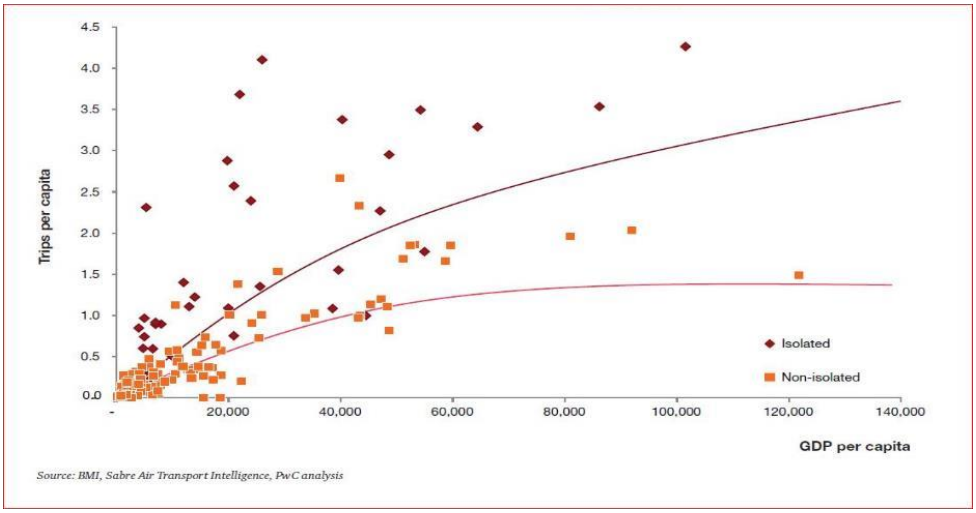
A standard measure for assessing passenger demand for air travel is "propensity to fly". Propensity to fly determines future demand for air travel with respect to business- and leisure travellers. It is further noted that the faster demand grows; there is a need for safe and efficient airports, transportation and communication networks around the airports as well as other forms of aviation infrastructure.

[35] *Flying on Demand: Global Market Forecast 2014-2033 booklet*, Airbus, p. 20
[36] *Flying on Demand: Global Market Forecast 2014-2033 booklet*, Airbus, p. 21
[37] *Boeing Current Market Outlook, 2017-2036*
[38] *Flying on Demand: Global Market Forecast 2014-2033 booklet*, Airbus, p.27
[39] *Flying on Demand: Global Market Forecast 2014-2033 booklet*, Airbus, p.27
[40] http://www.theafricancourier.de/business/ghana-airport/
[41] *Flying on Demand: Global Market Forecast 2014-2033 booklet*, Airbus, p.16

This gazette is also available free online at **www.gpwonline.co.za**

A study conducted by PricewaterhouseCoopers (PwC) focussed on compound annual growth rates (CAGR) and correlations between per-capita GDP and the number of flights per capita, focussing on factors which affect the propensity to fly, including economic health, demographic changes, market maturity, crises, geographical features, competition and airport hub status. In analysing the correlation between per-capita GDP and the number of air trips; PwC based on their analysis of the number of one-way trips by residents, with point of sale in a particular country. In drawing a relationship between propensity to fly and per capita GDP, it was determined that the ranking within the top twenty countries might change by 2020[42]. This relationship has been used to forecast aviation market growth, and to show that there will be a major increase in propensity to fly by 2020; however, each of these markets, which include China, India, Brazil, Indonesia and Turkey, would need significant upgrade in infrastructure.

Figure 7: Relationship between air trips per capital and GDP per capita, 2013



In terms of competition from alternative modes of transport, in some locations, passengers have shifted to high speed rail for some “regional-international” routes. In the case of cargo, innovations in ocean shipping technologies, including the development of “fast ship” technology and “atmosphere controlled” sea freight containers threaten the competitiveness of airfreight in certain sectors and markets. Delays involving customs and border controls constrain all forms of trade. To the degree that these constraints are unblocked, trade levels may improve substantially. This can have both positive and negative effects on airfreight, driving some additional demand but also allowing road transport to compete more effectively on some regional routes.

In Europe (2016), traditional scheduled flights account for the majority of IFR air traffic, having grown by 2.1%, totalling 52.8% of total flights (this excludes LCCs). LCCs, however, increased

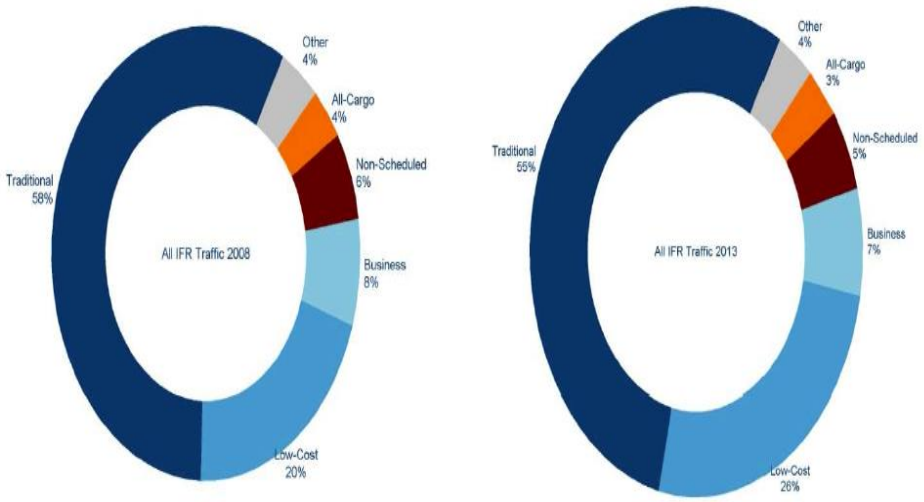
[42] Source: PwC, Connectivity and Growth “Propensity to fly in emerging economies: What do the trends mean for aviation infrastructure investment, 2013”

This gazette is also available free online at **www.gpwonline.co.za**

their share of flights by 7.5% to 30.1%[43]. Globally, commercial airline carries approximately 4 billion passengers in 2017; more than the 3 810 billion passengers carried in 2016.[44]

Non-scheduled flights (Charter flights) accounted for 3.4% of total IFR flights in Europe in 2016, down by 15.3% in 2015.[45] Whilst the U.S. and Europe have traditionally been the market for non-scheduled flights, due to the recent economic challenges and recession, non-scheduled flights have been on the decline. However, in India, **non-scheduled flights** have been increasing steadily due to a growing economy, business need for private flights, increasing corporate revenues, and more high net worth people. Additionally, since most commercial flights only fly between large cities, non-scheduled flights have been playing in the small city space[46].

Figure 8: Market segments share of all IFR flights (ESRA) in 2008 and 2013

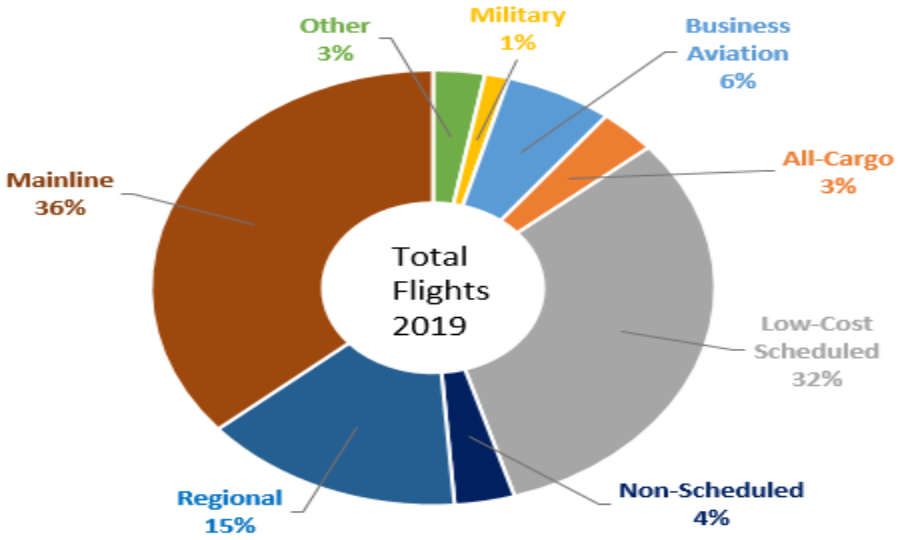


The EUROCONTROL market segments rules have been reviewed and updated to better reflect the distribution of the IFR movements across different types of traffic. The "Traditional Scheduled" segment, which accounts for more than 50% of the European traffic (before Covid-19) has been split into "Mainline" and "Regional". All-Cargo" and "Low-Cost" rules have been revised; and helicopter flights have been moved from "Charter" to "Other". The "Business Aviation" rule has been refined too. There are now eight market segments (Figure 8): "Mainline", "Regional", "Low-Cost", "Business Aviation", "All-Cargo", "Charter" (Non-Scheduled), "Military" and "Other". The last time the market segments had been fully reviewed was in 2016 as shown in previous paragraphs.

[43] Source: Eurocontrol Stratfor: Flight share by Market segment in 2016 (Compared with 2016).
[44] https://www.statista.com/statistics/564717/airline-industry-passenger-traffic-globally/ - 2017 Number of scheduled passengers boarded by Scheduled Airlines 2004 – 2018.
[45] Source: Eurocontrol Stratfor: Flight share by Market segment in 2016 (Compared with 2016).
[46] Source: https://www.pwc.in/assets/pdfs/industries/general-aviation-070312.pdf

This gazette is also available free online at **www.gpwonline.co.za**

Figure 9: Share of 2019 flights according to the new market segments



Flights under the "Regional" rule account for 15% of the total traffic; whereas flights under the "Mainline" rule correspond to 36%. In the past, most flights of these categories were falling under the "Traditional Scheduled" segment which accounted for 53% of all flights. "Low-cost" share has slightly increased to 32% (from 30%) as some aircraft operators have been added in the definition. "Business Aviation" share is now 6% (slight decrease from 7%) as some flights were thought better to belong in the "Military" segment. For example, the TBM7 aircraft was defined as a "Business Aviation" aircraft type while it is widely used by the French Air Force. The priority of the rule has been modified by selecting military flights first, then business aviation. "Charter" (4%) (non-scheduled) remained stable, a slight decrease of 0.5 p.p. reflecting helicopter flights moved to "Other". All-Cargo" (3%) remained stable on the previous rule as minor changes have been brought to the definition. "Military" (1%) remained stable too, even if a limited number of additional flights have been considered[47].

6.2 South African demand patterns

Growth in air transport in South Africa was strong before the 2008 crisis but uneven in recent years. The figure below shows the annual growth in passengers between 2000 and 2014 in comparison to GDP growth during that period. From 2000 to 2007, passenger growth averaged a strong 9.4% annually, or 2.2x GDP growth; however, since 2008, passenger growth has barely matched GDP growth and even turned negative in years of slowing economic growth.

[47] https://www.eurocontrol.int/publication/market-segment-rules

This gazette is also available free online at **www.gpwonline.co.za**

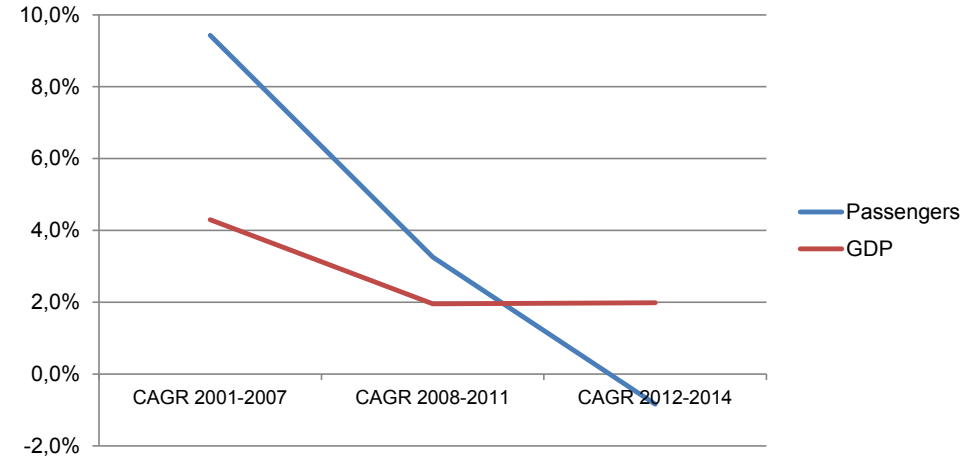
The growth in passenger traffic from 2000 to 2007 was unprecedented, and a substantial acceleration over historical levels, and it was above levels predicted by most in the industry. Linked to that was the growth of the Low Cost Carrier (LCC) sector, which brought fares within reach of more South Africans and stimulated much of the growth in demand. In only a few years, LCCs have grown to take 30-40% of the domestic market. During 2015, the domestic low-cost carriers operating in South Africa, which had included South African Airways subsidiary, Mango, Comair's Kulula and stand-alone carrier FlySafair, would account for just under half the available seats on domestic flights. Given the limited demand for domestic aviation elsewhere in Africa, the South African low-cost carrier market remains by far the most congested on the continent[48]. While consumers might benefit from more aggressive competition, demand in the South African aviation market might be too small to support existing budget carriers given that three low-cost carriers, 1time, Skywise and Velvet Sky, have ceased operations due in part to overcapacity in the market.

The International Air Transport Association (IATA) forecast that the number of air passenger journeys to, from and within South Africa will be more than double from the 23.6-million last year to more than 54-million by 2036. This will be the result of an average annual growth rate in the country's local and international air travel of 4.3%, significantly above the expected rate of 3.5% for the aggregated global industry.[49]

Real growth in GDP is a key driver of traffic volume growth. Over the past two years performance was not aligned to the GDP growth of South Africa or its major trading partners. The domestic traffic volume growth of 11.4% in 2016 was a direct result of additional low fare airline capacity on a number of South African routes by new entrants. This was supported by new, more efficient and larger aircraft which created broader accessibility to flights for the South African domestic market. In 2017 this additional capacity was increased, resulting in a further 2.2% increase in domestic traffic volume growth. International traffic volume continued to grow by 4.7%, with Cape Town International Airport growing by 27% year-on-year[50]

[48] https://brandsouthafrica.com/investments-immigration/busines/low-cost-airlines 310315
[49] http://www.engineeringnews.co.za/article/iata-forecasts-strong-growth-in-south-african-air-traffic-and-cites-its-role-in-the-economy-2017-06-20/rep_id:4136
[50] ACSA Integrated Annual Report 2017

Figure 10: Growth in passenger volumes – South African airports: 2000-2014



CAGR – Compound Average Growth Rate

Table 6: Passenger and GDP growth

	CAGR 2000-2007	CAGR 2008-2011	CAGR 2012-2014
Passengers	9.4%	3.3%	-0.8%
GDP	4.3%	2.0%	2.0%
Ratio Passengers growth / GDP growth	2.2	1.7	-0.4

A double-logarithmic regression over the 2000-2014 period shows that passenger growth is related to GDP growth by a ratio of 1.9x, with an R-square of 97% (i.e. there is a very strong correlation).

In terms of freight, average annual growth from 2006 to 2014 for the ACSA network has been 2.2%, on the backdrop of a soft economy. This was in contrast to average annual growth of about 5.2% at ORTIA and CTIA between 2004 and 2007.

According to industry estimates, airline goods transportation accounts for 35% of global trade value, confirming the contribution of cargo to economic and socio-economic development. Infrastructure, intermodal connectivity and capacity position of ACSA's airports are ideal gateways to Africa for trade and development. In 2017, the total air cargo processed through the O.R. Tambo International gateway was 394 430 398 tonnes (2016: 376 854 575 tonnes). O.R. Tambo International Airport consistently meets the needs of international and local cargo operators, as reflected in the fourth consecutive year of receiving the "Airport of the Year" award at the Air Cargo Africa Conference and Exhibition. This award is a result of continuous real-time support to meet the business needs of cargo stakeholders. O.R. Tambo International

This gazette is also available free online at **www.gpwonline.co.za**

Airport will look to develop the western precinct and the midfield cargo terminal to create opportunities for various stakeholders in the aerotropolis supply chain.[51]

The relationship between passengers, freight and air traffic movements is determined by operational factors, i.e. the average size of aircraft (number of seats) and the load factor (measuring capacity utilisation), which when combined, result in an average number of passengers per flight, directly linking total passenger number to traffic movement. For the ACSA network for the 2010-2014 period:

- Scheduled international flights have averaged between 139 and 142 passengers per flight;
- Scheduled regional-international flights have averaged between 40 and 47 passengers per flight; and
- Scheduled domestic flights have averaged between 90 and 97 passengers per flight;

Owing to the relative stability of these passenger-per-flight ratios, scheduled commercial air traffic movements tended to track quite closely the passenger growth pattern over the recent few years.

In contrast, non-scheduled flights have reported since 2010 an average number of passengers varying in a range of 1.4 to 2.2 from year to year. While this is explained by key differences between categories, this small and unstable ratio makes it difficult to relate non-scheduled air traffic movements to passenger growth patterns.

With the Air Traffic Management (ATM) industry being strongly linked to growth in air traffic movements and overall economic growth, ATNS project its revenue based on expected growth in air traffic movements (ATMs). The ATMs have a high correlation to Gross Domestic Product (GDP) at approximately 80%. The largest anticipated contributor to the growth in aircraft movements between 2015 and 2024 will be within the Africa-Europe trade region, followed by Intra-Africa. From 2015 to 2024 the average annual compound aircraft movement growth in Africa-Europe and Intra-Africa will be 4,5% and 7,5% respectively. This growth is primarily due to anticipated increases in trade in Africa. As a fully commercialized entity operating in the African market, ATNS could also be a beneficiary of the increase in trade flows between BRICS nations and the rest of the African Continent[52].

The Air Traffic Movements for 2018 decreased by 2,69% to 1 087 694 ATMs compared to 1 089 471 ATMs in 2017. The decrease in ATMs is attributed to the reduction of flights by some airlines and the grounding of some airlines due to safety concerns[53]. From 2019 the air traffic movements decreased below the 1 000 000 and below as illustrated in table 9.

[51] ACSA Integrated Annual Report, 2017
[52] ATNS Integrated Annual Report 2016
[53] ATNS Integrated Report 2018

This gazette is also available free online at **www.gpwonline.co.za**

Table 7: All air traffic movements including arrival, departures and training for 2017/18

	April 2017	May 2017	June 2017	July 2017	Aug 2017	Sept 2017
Movements 2017/18	92 158	99 832	94 311	101 783	94 983	91 173
Cumulative Movements	92 158	191 990	286 301	388 084	483 067	574 240
	Oct 2017	**Nov 2017**	**Dec 2017**	**Jan 2018**	**Feb 2018**	**Mar 2018**
Movements 2017/18	91 721	93 350	78 907	82 777	79 503	87 196
Cumulative Movements	665 961	759 311	838 218	920 995	1 000 498	1 087 694

This gazette is also available free online at **www.gpwonline.co.za**

Table 8: Air Traffic Movements

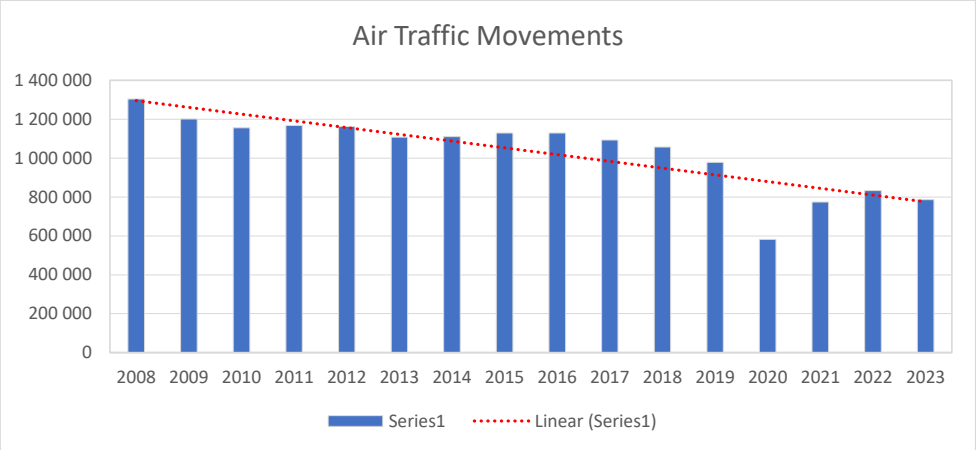
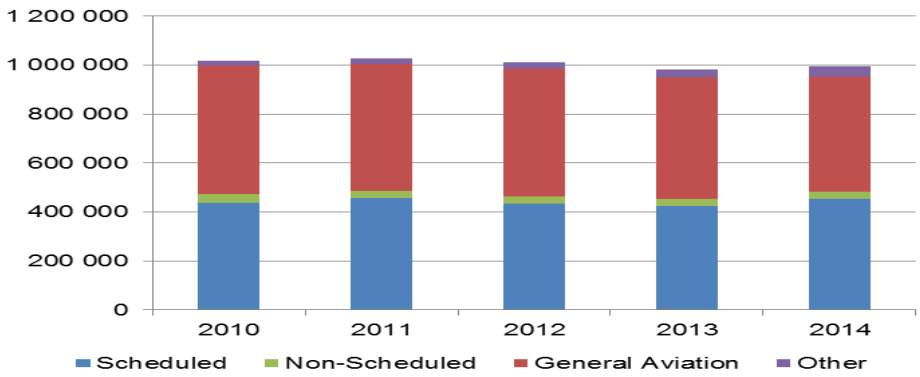


Figure 11: Air traffic movement estimates based on ATNS flight plan data and categories, 2010-2014[54]



In order to get a better picture of how the airport network serves the country today and how it is positioned to do so in the future, it is important to understand the geographical spread of demand for air services across the country. As the spatial spread of demand does not exactly match current traffic movements at airports because of variations in available infrastructure and services, it is referred to here as "**underlying demand**". A number of factors influence the relative demand for air travel in different parts of the country. Amongst the most important are:

- **Population size**: This is the most important determinant of overall demand levels.
- **Disposable income**: As discussed with regard to "propensity to fly", disposable income is a very important factor influencing demand. Data on household expenditures indicates

[54] ATNS data are based on flight plans rather than operational data, and may therefore have inaccuracies due to inaccurate or incomplete information on flight plans. Please note, in terms of ATNS categories, "non-scheduled" refers to commercial non-scheduled traffic, "General Aviation" and "other" relate to non-commercial traffic.

This gazette is also available free online at **www.gpwonline.co.za**

CONTINUES ON PAGE 130 OF BOOK 2

Printed by and obtainable from the Government Printer, Bosman Street, Private Bag X85, Pretoria, 0001
Contact Centre Tel: 012-748 6200. eMail: info.egazette@gpw.gov.za
Publications: Tel: (012) 748 6053, 748 6061, 748 6065

This gazette is also available free online at **www.gpwonline.co.za**



Government Gazette
Staatskoerant

REPUBLIC OF SOUTH AFRICA
REPUBLIEK VAN SUID AFRIKA

Vol. 730 17 April / April 2026 No. 54520

PART 2 OF 3

N.B. The Government Printing Works will not be held responsible for the quality of "Hard Copies" or "Electronic Files" submitted for publication purposes

ISSN 1682-5845

9 771682 584003 54520

AIDS HELPLINE: 0800-0123-22 Prevention is the cure

that air travel is almost exclusively limited to households in the top income decile, although this might shift in the long term if affordability of air travel shifted significantly.

- **Geographic Value Add (GVA)**: In addition to indicating the presence of higher disposable incomes, GVA is an indication of the relative degree of economic activity. This not only shapes business travel demand but also demand for airfreight, particularly where GVA is as a result of production of high-value (such as certain minerals) or perishable (such as fruit or fish) goods.
- **Tourism and migration**: Districts with substantial tourism are likely to have demand for air services far above what would be otherwise expected based on population and incomes. In addition, greater demand will exist between districts and provinces where there has been significant migration over the past decade (in particular this is between Gauteng and most provinces and between the Eastern Cape and the Western Cape).
- **Accessibility and alternatives:** Relative demand will also be determined in part by the accessibility of the district by other means of transportation (e.g. road and rail); although it is normally the case that low levels of accessibility coincide with relatively sparsely populated rural areas.

6.3 Future growth assumptions and projections

Building on the historical relationships between economic growth and air traffic, and based on forecasts of South Africa's real GDP[55] over future years, the key parameters of air traffic have been projected in relation to passenger, freight and ATMs.

6.3.1 Passengers

South African propensity to fly tends to track already above the cross-country regression line, but GDP per capita levels are not forecast to reach, over the next 30 years, the level where saturation has been observed in other countries. Evidence from the sector and from the most recent household survey on income and expenditure indicate that only about 10% of South Africans are flying today; in developed markets like the UK, the figure is around 50%. This suggests there is considerable scope left for new demand to come into the market as income levels rise.

Looking forward, the two biggest considerations regarding the future growth of the aviation sector in South Africa (over and above GDP trends) are the levels of market penetration and the degree to which low cost carriers can continue to grow. Over the medium term, as long as the macro economy supports continued widespread growth in income levels and as long as the economics of the sector do not shift dramatically (e.g. with rising fuel prices), the LCC sector should be able to continue to grow by opening up access to flying to more and more South Africans.

The figures below trace the possible evolution of passenger volumes in the South African market, based on three scenarios in the demand model, with different relationships to GDP growth:

[55] GDP growth forecasts for 2015 through 2017 are based on data from Treasury's 2014 Medium Term Budget Policy Statement; forecasts for 2015 and from 2017 through 2050 are private providers

This gazette is also available free online at **www.gpwonline.co.za**

- *Growth at a level slightly above GDP growth*: Over the forecast period, growth in air passenger demand is highly unlikely to fall below this trend line, unless some unexpected, industry-specific event occurs. As such this can be viewed as a relatively pessimistic growth case over the medium and long term.
- *Growth at 1.5x GDP*: This is the base case, implying strong growth but below global averages for the industry in emerging markets, reflecting a more penetrated market situation and more recent unfavourable trends.
- *Growth at 1.9x GDP*: This is in line with the growth experienced in the South African market from 2000 to 2014. Although that pattern of growth was unprecedented, it should not be viewed as overly optimistic in the short to medium term. Over the long term, however, it is most likely to be in the outer bands of expected growth.

Figure 2: Total passenger volume forecast: 2015-2050

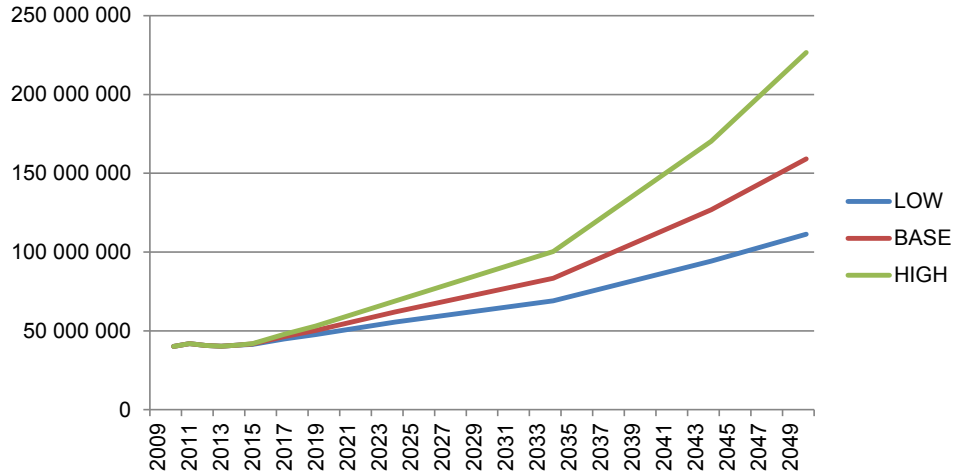


Table 9: Passenger growth with different scenarios

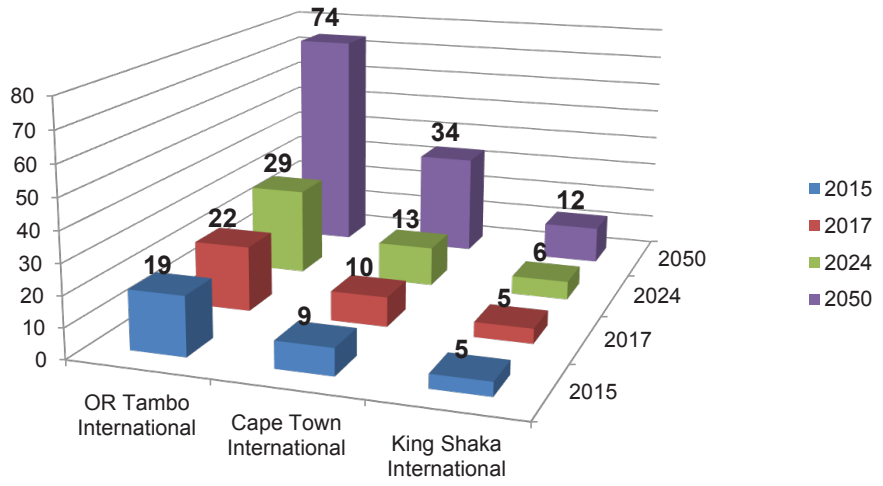
	CAGR 2014 - 2015	CAGR 2014 - 2017	CAGR 2014 - 2024	CAGR 2014 - 2050
Low	1.35%	3.08%	3.10%	2.82%
Base	1.84%	4.21%	4.23%	3.85%
High	2.33%	5.33%	5.36%	4.87%
GDP Growth forecast	1.23%	2.80%	2.82%	2.56%

Under the base case scenario, volumes would grow at 4.21% annually over the next three years, but at a 3.85% average annual rate through 2050. International passengers would make up around 16 million of the 62 million total passengers forecast in 2024, and 41 million of the 159 million total passengers forecast in 2050.

This gazette is also available free online at **www.gpwonline.co.za**

The three largest airports will show this growth pattern under the base scenario:

Figure 3: Passenger growth (millions)



A number of factors will shape the development of demand, and result in risk or uncertainty to these forecasts. Most important is the expectations concerning the GDP growth rate, which reflects recent global and national trends. Other important factors are the developments of air liberalisation in African regional markets (full implementation of the Yamoussoukro Decision) and effectiveness of the implementation of tourism growth strategies.

6.3.2 Freight

Looking forward, the most important factor driving growth in the cargo sector will be GDP and trade growth. Over the long-term, trade has tended to grow at a rate of about 1.5 to 2 times that of GDP growth. However, airfreight is a niche transport mode in volume terms and one which is highly sensitive to factors like price and technology. Factors such as fuel prices and specific actions within key export or import sectors can substantially alter growth expectations.

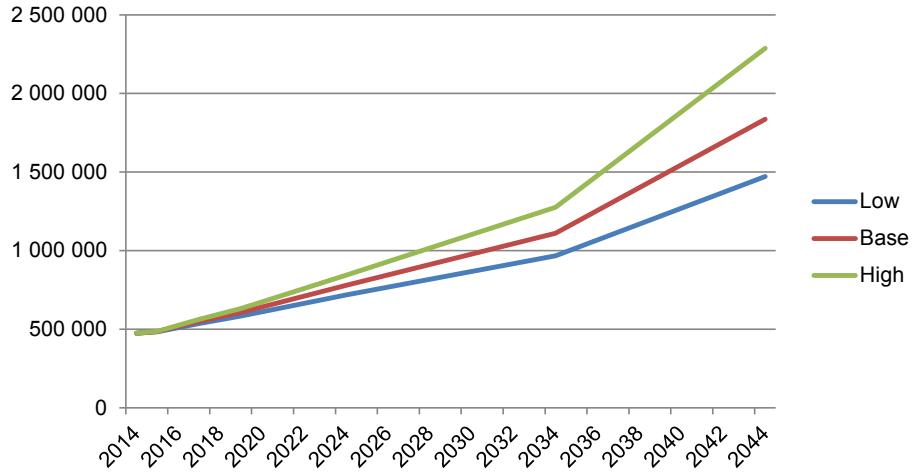
The figure below traces the development of airfreight volumes (total of inbound and outbound) across the ACSA network based on three alternative growth scenarios in the demand model:

- *Low case – Growth at 1.5x GDP*
- *Base case – Growth at 1.8x GDP*
- *High case – Growth at 2.1x GDP*

The base case scenario implies annual cargo growth of 4.6% and results in a doubling of current cargo volumes by 2030.

This gazette is also available free online at **www.gpwonline.co.za**

Figure 4: Cargo growth forecast (tonnes 2014-2044)



	CAGR (2014 – 2044)
Low case	3.85%
Base case	4.61%
High case	5.38%

6.3.3 Air traffic

Scheduled traffic movements should grow largely in line with the growth of passenger traffic, with perhaps a very slow growth in utilisation levels over the period. In the base scenario, annual scheduled movements would increase from just over 400,000 in 2014, to over 600,000 by 2024 and over 1.2 million by 2044.

Growth in the non-scheduled portion of ATMs is being driven by increased demand for flexibility and convenience on the part of high-end business travellers, as well as strong growth in the tourist sector. The “regional-international” charter market also appears to be growing, driven by growth in the regional mining and construction sectors and growing tourism (especially into Mozambique). However, many smaller regional charter operators are being squeezed by the growth of low cost airlines (which are attracting travellers to drive further to airports, where in the past they might have used charters) and the expanded use of road transport. Outside of charters, significant growth is expected in the market for aviation training. Role players in the industry estimate that this market could grow at 10-15% annually over the next five years.

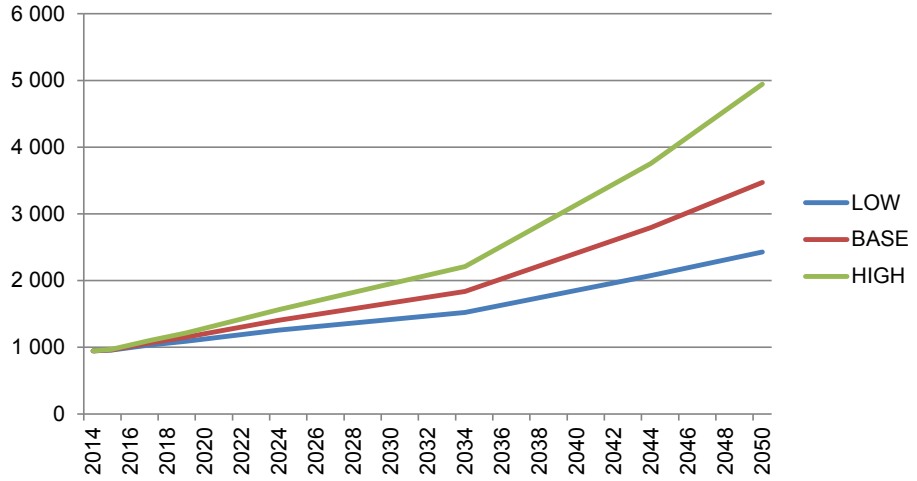
In the base scenario, non-scheduled movements would increase from 538,000 in 2014 to around 800,000 by 2024 and around 1.6 million by 2044.

Hence, total ATMs, being the sum of scheduled and non-scheduled, is expected to rise from about 950,000 in 2014 to more than 1.4 million by 2024, and 2.8 million by 2044, although

This gazette is also available free online at **www.gpwonline.co.za**

these forecasts would be very sensitive to potential changes in the type mix of flights (i.e. affecting the non-scheduled component).

Figure 5: Air traffic movements forecast (2014-2050): base, low, and high case scenarios ('000)



7 Summary of relevant policy context and institutional arrangements

The section below provides a summary of the most relevant aspects of the policy, strategy, regulatory and institutional context within which the NADP is situated, and which it needs to respond to. The policy and strategy framework is separated into wider policy, legislation, and regulation documents and transport-specific policy, legislation, and regulation documents.

This section also summarise how this context plays out at an institutional level, in terms of current roles and processes as it relates to airports.

7.1 Overall policy, legislation and regulation

The overall policy, legislation and regulation documents have been organised into 5 categories which reflect the potential contribution and operation of airports in South Africa:

- Socio-economic priorities
- Spatial development objectives
- International relations and national security objectives
- Environmental Sustainability objectives
- Cooperative governance

This gazette is also available free online at **www.gpwonline.co.za**

Socio-economic priorities

South Africa's overall socio-economic policy framework aims to achieve economic growth, job creation, poverty reduction, removal of obstacles to competitiveness and transformation of participation in the economy; to address past imbalances.

The National Development Plan (NDP) is a plan for South Africa aimed to eliminate poverty and reduce inequality by 2030, which includes transport infrastructure developments. These goals can be realised by drawing on the energies of its people, growing an inclusive economy, building capabilities, enhancing the capability of the State, and promoting leadership and partnerships throughout society[56]. The NDP's enabling milestones include, amongst others, the following:

- Establish a competitive base of infrastructure, human resources and regulatory frameworks.
- Establish effective, safe and affordable public transport.
- Play a leading role in continental development, economic integration and human rights.
- Focus trade penetration and diplomatic presence in fast-growing markets (Asia, Brazil and Africa).

Provincial prioritisation through Provincial Growth and Development Strategies (PGDS) and industrial development or micro-economic strategies includes many of the same focus area as have been identified at a national level, with the addition of some sectors, such as trade, services, and leather products and other initiatives stipulated in various sector masterplans such as aerospace and defence, automotive, textile and leather, poultry, tourism etc. It is significant for airport development planning that the two sectors where airports potentially have the highest contribution to make (namely tourism and agriculture/agri-processing), have been prioritised by all provinces.

In addition, particular airport-related initiatives have been identified in PGDSs and other provincial strategy documents as drivers of socio-economic development. Examples include:

- Gauteng: Growth and Development Strategy and Gauteng 25 year Integrated Transport Master Plan, 2013. In addition, the various metropolitan municipalities also developed growth and development strategies, such as the Tshwane Vision 2055 which is aligned with the Gauteng PGDS, with a strong focus on local economic development strategies and initiatives. Some of the initiatives relate to Rosslyn Automotive SEZ and Wonderboom Airport, OR Tambo International Airport Aerotropolis Development in collaboration with the City of Ekurhuleni.
- Mpumalanga: An industrial park with associated cargo facilities at KMIA has been proposed. In addition, there is an existing Aviation Growth Fund to attract more airlines to KMIA (tourism focus) at the provincial level. The Province has commissioned a study to develop Airlift Strategy whereby air transport in Mpumalanga can be stimulated and expanded so that existing airports are utilised to capacity, new capital investment is optimised and demand for air transport (from both a freight and passenger perspective) is effectively managed; and to define the role that the relevant Provincial Departments, District Municipalities and other stakeholders should play in the coordination of air transport with other transport modes in the province, to ensure optimal sustainability of transport infrastructure. Other considerations include the Komatipoort SEZ initiative, the Tourism Business Council initiative, in conjunction with National Ministry of

[56] Executive Summary, National Development Plan – Vision for 2030

This gazette is also available free online at **www.gpwonline.co.za**

Tourism, to stimulate source-destination tourism flights to SA from India and China and the potential for regional flights into SADC and sub-Saharan Africa.

- Northern Cape: Planned multimodal Upington Airport Cargo Hub. Key activities that will boost traffic at the airport include the Square Kilometre Array (SKA) telescope, potential manufacturing projects for a fertilizer plant, hoodia extraction facility, and recycled plastic pipes that are being facilitated by the Northern Cape Chamber of Commerce & Industry.
- Western Cape: City of Cape Town Aerotropolis and land development around the Airport; and development of other airports such as Cape Winelands to facilitate aviation training and cargo.
- KwaZulu-Natal: The Dube Trade Port, as a mega-project for the province.
- Limpopo: There is a proposal to develop Polokwane International Airport into a logistical hub for passenger and freight. A turnaround strategy has been developed to mobilise funding and to embark on initiatives that will drive the airport into the envisaged hub.
- North West Province: NWP PGDS/ aviation strategy and will cater to the air transport needs of the Mafikeng Special Economic Zone (SEZ), once established.
- Eastern Cape: A Blue SkyWay Aviation Strategy has been developed, which targets in particular the development of Bhisho and Mthatha airports.

In terms of tourism, whilst no long-term target numbers have been set, the 2012 Tourism Growth Strategy targets various market segments, including leisure, business and event-related visitors. Geographical target markets are summarised in the table below[57]:

Table 10: Geographical tourism target markets

	Market type	Target markets
Primary Markets and Strategic Hubs	**"Core" markets**	• Domestic, Botswana, Kenya, Angola, Nigeria, USA and UK, Australia, India, France, Germany and the Netherlands
	Strategic Hubs	• Egypt, Ethiopia, Ghana, Mauritius, Senegal, Tanzania, UAE, Malaysia, Bahrain, Oman, Qatar, Saudi Arabia and Singapore
Secondary Markets/Potential Growth Markets	**"Tactical" and "Investment" markets**	• DRC, Mozambique, Canada, China (including Hong Kong), New Zealand, Brazil, Belgium, Japan, Italy, Sweden, Lesotho, and Russia
Tertiary Markets	**"Watch-list" markets**	• Malawi, Namibia, Zambia, Zimbabwe, Argentina, Republic of Korea, Austria, Denmark, Portugal, Spain and Switzerland

The investment and watch-list markets may represent the medium to long-term shape of tourism arrivals to South Africa. The needs of these visitor groups should therefore ideally be considered in airport planning and operations.

[57] South African Tourism through the National Department of Tourism (2012)

This gazette is also available free online at **www.gpwonline.co.za**

Table 11: South African Tourism Source Market Portfolio

Market Type		REGIONAL		
	Africa	Americans	Asia & Australasia	Europe & UK
Cor Markets	Domestic Angola Kenya Mozambique Nigeria Tanzania	Brazil USA	Australia China India	France Germany Netherlands UK
Investment Markets	Botswana DRC Ghana Lesotho Uganda Zimbabwe	Canada	Japan South Korea	Italy Russia
Tactical Markets	Namibia UAE Zambia		Singapore	Switzerland
Watch-list Markets	Ethiopia Malawi Swaziland	Argentina	New Zealand	Austria Belgium Denmark Finland Norway Spain Sweden Turkey

The Table above indicates the current portfolio of priority source markets. SA Tourism is currently revising and enhancing its Tourism Growth Strategy (Enhanced Strategy for Growth) including its market and segmentation prioritisation model. The outcome of Phase 1 of the process is the overarching goal of attracting 5 million additional tourists within the next five years (informally referred to as "(5-in-5-by-5") - increase international trips (4 million) and domestic holiday trips (1 million) by five million tourists and trips over a period of five years using five strategic thrust). SA Tourism will be investing its marketing budget in strategically important regions that will deliver the maximum return on investment.

Also leverage on the role played by the Department of International Relations and Cooperation (DIRCO) and its Diplomatic and Consular Missions through the development of a coherent International Tourism Relations Plan/Strategy. The Plan/Strategy could explore opportunities presented by Missions based in South Africa and South African Missions abroad as well as dedicated campaigns to lobby expatriates to communicate positive messages about South Africa. Also leverage on opportunities created by large South African Corporations with global footprint. Additionally, the plan identifies interventions to support the attainment of the African Union's objectives within the Framework of the AU Agenda 2063 as well as the United Nations' Sustainable Development Goals.

Spatial development objectives

Spatial development objectives exist at numerous levels in South Africa, including both efforts to redistribute activity within the national system, as well as to promote integrated spatial planning within local areas. The Spatial Planning and Land Use Management Act of 2013 (Act No. 16 of 2013) (SPLUMA) specifies the relationship between the spatial planning and the land use management system and other kinds of planning e.g. to address past spatial and

This gazette is also available free online at **www.gpwonline.co.za**

regulatory imbalances; promote greater consistency and uniformity in the application procedures and decision-making by authorities responsible for land-use decisions and development application.

Spatial transformation should also embrace projects aimed at creating smart cities through connecting villages, towns, and cities with provincial, national and continental economies through transportation infrastructure and information technology. It should also unlock development potential in various regions through exploiting endowments levers such as tourism, oceans economy, mineral resources, renewable energy etc. A good example is the Eastern Seaboard Development, a flagship District Development Model project, which will be declared as a Region in terms of SPLUMA.

The Integrated Urban Development Framework states that integrated transport and mobility is a vital component of South Africa's economic infrastructure investment. It contributes to a denser and more efficient urban form, supports economic and social development, and is crucial for strengthening rural-urban linkages. The framework further states that cities need to identify core public transport nodes, corridors and other infrastructure investments in those areas. These should be reflected in the Spatial Development Frameworks (SDFs) and zoning regulations, to ensure that new growth is concentrated along core transport corridors[58].

The Municipal Systems Act requires spatial development frameworks and detailed plans reflecting actual land use and provincial planning ordinances and municipal by-laws must be followed during airport development planning processes.

In addition, the designation of Special Economic Zones and Spatial Development Initiatives has generated a spatial prioritisation of investments.

The following documents identify specific geographical areas as priority development areas:

- Integrated Sustainable Rural Development strategy and programme (ISRDP).
- National Development Plan (NDP).

The ISRDP focused on development and the complementary measures that support it such as skills development, land reform, community income generation projects, social assistance and safety nets, and rural finance. Subsequently, the NDP indicates that new urban development and infrastructure investments should be focused around corridors of mass transit and around existing and emergent economic nodes. The major concentrations of urban poor should be spatially linked into the mainstream of city life through investments in transport infrastructure and connecting corridors of development.

The Department of Provincial and Local Government's/COGTA Local Economic Development (LED) Framework and associated Toolkit recognise the unevenness of local economic development (including infrastructure and other assets) across the municipalities in South Africa. The Toolkit identifies government investment in transport and other types of infrastructure as a key enabling factor of local economic development, and sets out guidelines on structures to manage LED, key content areas of LED plans, etc.

Section 26(e) of the Local Government: Municipal Systems Act, No. 32 of 2000 (MSA) requires all municipalities to compile a Spatial Development Framework (SDF) as a core component of Integrated Development Plans (IDP). The SDF reflect detailed land-use plans and convergence of economic development, transport planning, disaster management planning etc. The SDF is a framework that seeks to guide, overall spatial distribution of current and

[58] Integrated Urban Development Framework, 2016

This gazette is also available free online at **www.gpwonline.co.za**

desirable land uses within a municipality in order to give effect to the vision, goals and objectives of the municipal IDP. The aims of a Spatial Development Framework are to promote sustainable functional and integrated human settlements, maximise resource efficiency, and enhance regional identity and unique character of a place[59].

In addition, there are various Acts addressing the collection, storage and dissemination of spatial data (including airport infrastructure), including the Statistics Act and the Spatial Data Infrastructure Act.

Airports in close proximity to an area prioritised for development may have a role to play in development of the area, which may also present corresponding opportunities for airport development.

International relations and national security objectives

South Africa has an active international agenda targeting a range of issues such as development and peacekeeping on the African continent, strengthening of South-South relations and reform of multilateral economic systems. The country is a key member of the India, Brazil, South Africa (IBSA) and Brazil, Russia, India, China, South Africa (BRICS) fora that seek to deepen trade and political ties among these key nations. On the broader international front, the country has strategic relations with all key countries.

South Africa has over 100 Embassies and High Commissions abroad, while there are around 150 Embassies or High Commissions with representation in South Africa[60].

The documents that reflect South Africa's national security commitments include:

- Non-proliferation of Weapons of Mass Destruction Act, 1993
- National Strategic Intelligence Act, 2002
- National Key Points Act, 1998
- Critical Infrastructure Protection Act, 2019
- Protection of Constitutional Democracy against Terrorism and Related Activities Act, 2004
- National Strategic Intelligence Act, 2002
- Disaster Management Act, 2002

These commitments have implications for certain airports. In particular:

- The National Key Points Act (1998)/National Key Points and Strategic Installations Bill/ **Critical Infrastructure Protection Act, 2019** may place security obligations on an airport in terms of security of information, physical premises, information and communication technology systems, personnel, and contingency planning.
- The National Strategic Intelligence Act of 1994 may require cooperation with the SSA, SANDF and SAPS to support them to gather, correlate, evaluate and analyse intelligence to identify potential threats to the security of South Africa or its people.
- Licensed airports need their own disaster management plans, which need to be coordinated with the planning of their local and district municipalities, as well as provincial and national disaster management in the case of larger scale airports. In addition, airport facilities are considered within disaster management planning as infrastructure that can assist in rapid response to disasters.

[59] Spatial Development Guidelines 2011: Dept. of Rural Dev and Land Reform website

[60] Source: Department of International Relations and Cooperation (DIRCO)

Environmental objectives

South Africa's national environmental legislation includes the following:

- The White Paper on Environmental Management Policy for South Africa (July 1997)
- National Environment Management Act (Act No. 107 of 1998)
- National Environment Management: Protected Areas Act (Act No. 57 of 2003)
- National Environment management: Biodiversity Act: monitor development with DFEE
- White Paper on Integrated Pollution and Waste Management for South Africa - 2000
- The National Environmental Management: Waste Act (Act No. 59 of 2008)
- National Environment Management: Air Quality (Act No. 39 of 2004)
- National Noise Control Regulations (1992) issued in terms of the Environment Conservation Act

South Africa is also required to meet its relevant international obligations as a signatory to the various environmental agreements. Agreements of particular relevance to airports include:

- United Nations Framework Convention on Climate Change, 1992, and Kyoto Protocol, 1997.
- Vienna Convention for the Protection of the Ozone Layer and Montreal Protocol on Substances that Deplete the Ozone Layer (Nairobi).
- Convention on the International Trade in Endangered Species of Flora and Fauna (CITES).
- ICAO CAEP: Committee on aviation, environmental protection and technical committee of ICAO Council: will monitor

In terms of this legislation and these agreements, the following environmental issues of particular relevance to airports emerge:

- Airport planning needs to strive for social, economic and environmental sustainability.
- Airport planners and airports need to:
  - Develop full "cradle to grave" costing and apply the "duty of care" principle, i.e. planning for prevention, control and rehabilitation of significant pollution and environmental degradation;
  - Apply the principles of Integrated Environmental Management, with mitigation where possible and enhancement of potential benefits; and
  - Follow the required Environmental Impact Assessment (EIA) procedures, i.e. determine whether a Basic Assessment or full Scoping and EIA is required depending on the mix of facilities and activities proposed[61].
  - Airports will need to comply with gazetted air quality standards, as well as with their local municipality's noise impact assessment requirements and tests. Airports may need to budget for noise contouring research and on-going noise monitoring equipment.
- Airports have an obligation to provide for litter disposal; more generally waste production should be minimised at the source.
- As much waste as possible should be separated for recycling on site.

[61] A review of the Environmental Impact Assessment (EIA) process and development of an Environmental Impact Management Strategy is being conducted by DEA during 2008 and 2009 to try to rationale the use of EIAs, and potentially where appropriate replace it with other tools such as risk assessment (RA); cost benefit analysis (CBA); and sustainability assessments (SA).

This gazette is also available free online at **www.gpwonline.co.za**

- Use of renewable and solar energies should be promoted.
- In the longer term, airports may need to reduce their contribution to greenhouse gases, and potentially enforce the “polluter pays” principle.

Cooperative governance

The foundation for a system of cooperative governance in South Africa across the three spheres of government is set out in the Constitution of the Republic of South Africa, stating that they should cooperate in mutual trust and good faith, including sharing information, consulting on areas of common interest, coordinating action and legislation and avoiding legal proceedings against each other. Section 156 sets out the powers and functions of local government, Schedule 4 sets out functional areas of concurrent national and provincial legislative competence, and Schedule 5 sets out areas of exclusive provincial jurisdiction. The Constitutional Transformation Project of February 2005 responded to the interim Constitution of 1994 and concluded that:

- Civil aviation will remain primarily a national function.
- The national government's interest in the planning and location of airports relates to safety aspects, while provincial governments' interests relate to the impact of airports on other provincial functions.
- The international and national airports referred to in Schedule 6 of the Interim Constitution of 2004 are the airports owned by ACSA.
- All airports not belonging to ACSA, local government or private owners, would become provincial assets.

It must be noted that the Constitutional Transformation Project responded to the *interim* Constitution of 1994 with a specific focus on assigning responsibility for the *administration* of assets that have existed in the former “TBVC” (Transkei, Bophuthatswana, Venda and Ciskei) states pre-April 1994. ACSA currently owns six of the current ten international airports.

What is important though, is that Schedule 4 of the Constitution of the Republic of South Africa of 2006 deals with “Functional Areas of Concurrent National and Provincial Legislative Competence”. In terms of this Schedule, National Government has exclusive legislative competence regarding international and national airports. This has specific implications for the development of new (green-field) national and international airports as well as applications for international status of existing domestic airports. The need to expand the definition of “national” airports to include all airports serving scheduled air transport services to be considered. This will align the current airports designated in terms of the Civil Aviation Act, 2009, for security purposes, with this concept.

The Intergovernmental Relations Framework Act of 2005 is an effort to clarify roles and improve the operation of cooperative governance in practice, including through establishing intergovernmental forums and providing guidelines on managing joint programmes, effective implementation and dispute resolution.

The Division of Revenue Act stipulates the division of revenue raised nationally between the national, provincial and local spheres of government and specifies several conditional allocations (under Schedules 4-7) that are relevant to airport investments in that they affect potential government funding of road and other public transport infrastructure linking airports to the wider transport network:

- Infrastructure grant to provinces for the construction, maintenance, upgrading and rehabilitation of new and existing infrastructure in roads.

This gazette is also available free online at **www.gpwonline.co.za**

- Gautrain Rapid Rail Link Grant with its east-west line link to OR Tambo International Airport.
- Public Transport Infrastructure and Systems Grant.

National Treasury issued budgeting guidelines for infrastructure and capital projects in 2012. Requests will be appraised by a Capital Budgets Committee (CBC) based on the submission of a project concept note according to following criteria:

- Is funding consistent with the guidelines and departmental strategic plan?
- Does request quantify likely financial, economic, social and environmental impacts?
- Does request define risks and their mitigation?
- Are the proposed funding arrangements appropriate?

The Treasury regulation on Public-Private Partnerships (PPPs) sets out basic definitions and guidance on how a PPP transaction is to be carried out (in terms of application, procurement, contracting, management, amendments and exemptions) and the key criteria for award of PPP agreement (i.e. value for money, affordability and substantial technical, operational and financial risk transfer to the private sector).

The current policy process on the system of provincial and local government raises significant questions about the future relationship between the spheres of government, including roles, funding relationships, the contribution of public-private partnerships, “top-down” vs. “bottom-up” planning and even whether provincial governments should be retained. The outcome of this process could have significant implications for respective roles of spheres of government within airport planning in the long term.

7.2 Transport-specific policy, legislation and regulation

This section deals with both overall transport documents (which may relate to some extent to airport development planning), as well as those that relate specifically to aviation and airports.

Overall/cross-mode transport policy, legislation and regulation documents

Overall transport sector documents that have implications for airport development include:

- White Paper on National Transport Policy, 1996
- White Paper on National Transport Policy, 2021
- Comprehensive Maritime Transport Policy, 2017
- National Rail Policy, 2022
- Moving South Africa – Towards a Transport Strategy for 2020
- National Freight Logistics Strategy - 2005
- National Land Transport Act (Act No. 5 of 2009)
- Public Transport Strategy and Action Plan - 2007
- National Land Transport Strategic Framework 2006-2011
- Rural Transport Strategy for South Africa - 2007
- National Department of Transport Environmental Implementation Plan (2008, as amended)
- National Transport Master Planning (NATMAP) 2050, (2016)

This gazette is also available free online at **www.gpwonline.co.za**

These documents give priority to developing efficient, cost-effective, integrated and modern systems with good intermodal links that are accessible and meet the needs of user groups. In terms of these documents, the following issues of relevance to airports emerge:

- Transport networks must be supported by the development of integrated transport information systems.
- Corridors of movement have been prioritised as the most effective way to reach the majority of users. Government should continue having an active role in infrastructure development (transport subsidies and grants should continue where these contribute to policy goals), but with greater involvement of the private sector as investors and operators. However, investment in infrastructure should take lifetime cost, economic and social returns, returns to the transport system and returns to customers into account.
- Integrated planning across transport modes should be promoted (National Land Transport Act 2009).
- Key challenges include investment, inclusion of externalities into costs, matching costs to prices, avoiding distortions arising from cross-subsidisation, maintaining a link between revenue and costs and including signalling through price.
- Domestic tourism is seen as a key growth area – there are challenges to align transport strategy with tourism strategies and target segments and ensure that transport does not create bottlenecks.
- Lack of skills is a key constraint to sector development, including logistics skills and technical and administrative skills within government.

Aviation-related policy, legislation and regulation

A wide range of aviation policy, strategy and legislation inform the NADP, including the following:

- White Paper on National Civil Aviation Policy of 2017 (preceded by the White Paper on National Policy on Airports and Airspace Management of 1997)
- Airlift strategy and Implementation Plan of 2006, and Air Transport Strategy of 2015
- Civil Aviation Act (Act No. 13 of 2009)
- International Standards and Recommended Practices: Annex 14, Convention on International Civil Aviation and associated South African Civil Aviation Authority Standards
- Airports Company South Africa Act (Act No. 44 of 1993)
- Air Services Licensing Act (Act No. 115 of 1990)
- International Air Services Act (Act No. 60 of 1993)
- Air Traffic and Navigation Services Company Act (Act No. 45 of 1993)
- South African Civil Aviation Authority Levies Act (Act No. 41 of 1998), Civil Aviation Aircraft Passenger Safety Charge
- National Aviation Security Plan, 2022
- Bilateral Air Services Agreements

Multilateral: Africa

- Yamoussoukro Declaration for the liberalisation of intra-African air transport services (and associated decision on implementation, referred to as the “Yamoussoukro Decision”)
- SAATM
- AFCFTA
- AU Agenda 2063

This gazette is also available free online at **www.gpwonline.co.za**

Other relevant ICAO documents which provide guidance, but which are not mandatory, include:

- Airport Planning Manual
- Aeronautical Information Services Manual
- Aerodrome Design Manual
- Airport Services Manual
- Airport Economics Manual
- Air Traffic Service Manual
- Mombasa ATFM roadmap

The most relevant aspects of these guiding documents are highlighted below.

The draft Comprehensive Civil Aviation Policy provides the strategic policy framework for the NADP. The White Paper asserts that airport operation and development should be sustainability and viability, especially regarding environmental, economic and financial considerations. In addition, it requires that e*xisting publicly owned airports, excluding military airports, are encouraged to make every effort to become viable and sustainable, including through optimising non-aeronautical revenue and airport precinct development. Failing that, other justifications relating to social or economic benefits could be supported, should there be sufficient willingness for local or provincial government to cover associated costs. Where neither financial viability nor socio-economic justification can be achieved, alternative uses for such assets should be investigated, with due regard to the high cost of developing a new airport to cater for future demand.*

The White Paper further notes that current funding of aviation infrastructure is inadequate. In future, airport development should be funded by adopting an appropriate funding model for different airport scenarios. The principle is that national government should not provide any direct *operational* funding for any airport it owns, but the consideration of financial assistance for safety/security-related airside capital projects on provincial and municipal airports is recommended. The provinces and the municipalities should remain responsible for prioritising their funding requirements in accordance with their established needs, including aviation infrastructure needs for the facilities these authorities plan, own and operate. Partnerships at new and existing airports, between the public and private sectors as well as local and international investors should be encouraged in all spheres of government. Strategies to promote private-sector involvement in the funding of airport development should be encouraged.

Airport developments need to take into account the minimum requirements set in Annex 14 of the Convention on International Civil Aviation (Chicago Convention) and Standards and Recommended Practices (SARPS), as adopted within South African domestic law. ICAO Annex 14 contains both Standards and Recommended Practices; however, in South Africa's case both the Standards and Recommended Practices have been adopted for all licensed airports in most cases.

The Civil Aviation Act, 2009, amongst others, governs the location and regulation of airports and related services; including rights of land adjacent to airports and adopts the Convention on International Civil Aviation into South African law. It prescribes the establishment of the National Aviation Security Committee and its composition. The related National Aviation Security Program~~me~~ (NASP) contains provisions for procedures to promote aviation security in South Africa and applies to, amongst others, aircraft and designated civilian airports. Designated airports are required to meet additional security provisions. These

This gazette is also available free online at **www.gpwonline.co.za**

airports[62] are *de facto* treated as the strategic network and main feeder network and have to develop Aviation Security Programmes[63].

The ACSA Act sets out the functions of ACSA, including maintenance, management, control and operation of all the aerodromes transferred in terms of Section 6 of this Act. ACSA is required to submit a business plan to the Minister at least three months prior to the commencement of any financial year. Planning is therefore aligned with the financial year and the three-year planning cycles. The Act also requires ACSA to conduct its business in such a manner that the national interest is not jeopardized, and consider implications for the national transport system. Sign-off of airport planning is primarily based on financial statements, and secondarily on service levels.

The Air Service Licensing Act, 1990, establishes the Air Services Licensing Council (ASLC) whose function it is to license and control all domestic air services. The ASLC also monitors domestic air services to ensure continued safety and reliability of air service operators. Air services are also regulated through the International Air Services Act, 1993. This Act established the International Air Services Council who is responsible for the licensing of international air services operated by South Africa air service operators, issuance of foreign operator's permits to foreign visiting aircraft, and the negotiation of bilateral air services agreements (BASAs). These in turn impact on the nature and volume of traffic to South Africa's airport network and, in the case of designation of entry points within BASAs, impact on the flow of scheduled international traffic to particular airports within the network. The Airlift Strategy and Airlift Implementation Plan support the opening up of all international access points within the country.

The Civil Aviation Authority (established and mandated by the Civil Aviation Act, 2009, and associated regulations) has a responsibility for regulating and overseeing safety and security at licensed airports. The Civil Aviation Act also sets out a "user-pays" principle for their services, including inspection services to airports.

Airspace management is provided by the Air Traffic and Navigation Services Company (ATNS), as mandated by the Air Traffic and Navigation Services Company Act. However, the SACAA, as the safety regulator, conducts oversight of airspace design and management. The design and management of airspace can have significant implications for the capacity of airports and the airport network as a whole. Aerodrome control and aeronautical information services may be provided at airports subject to approval from SACAA.

The Yamoussoukro Declaration for the liberalisation of intra-African air transport services and the subsequent Decision on the Implementation of the Yamoussoukro Declaration binds South Africa to the full implementation of a liberalised intra-Africa air services framework.

7.3 Institutional arrangements

The table below categorises the current roles of various government institutions in relation to airports. These mandates have informed roles and responsibilities identified in Part E of the NADP.

[62] Currently there are 20 designated airports
[63] Section 111 of the Civil Aviation Act, 2009

This gazette is also available free online at **www.gpwonline.co.za**

Table 12: Roles of government institutions in relation to airports

Entity	Roles											
	Planning		Regulation and oversight							Direct		
	Strategic planning	Technical planning	Licensing	Safety	Security	Environment	Economic	Quality	Financial	Airport development	Airport operations	Border management[64]
The Presidency	✓	✓										
Department of Transport	✓	✓		✓	✓	✓[65]	✓	✓	✓			✓
Air Traffic and Navigation Services (ATNS)	✓	✓		✓		✓[66]				✓	✓	
South African Civil Aviation Authority (SACAA)	✓	✓	✓	✓	✓	✓[67]				✓		
Airports Company ~~of~~ South Africa (ACSA)	✓	✓		✓	✓	✓[68]	✓	✓	✓	✓	✓	
Department of Trade and Industry and Competition	✓	✓					✓					
Department of Forestry and Fisheries Environmental Affairs	✓	✓				✓						
Department of Public Works and Infrastructure	✓	✓								✓		
Department of Land Affairs and Rural Development	✓	✓										
South African Police Services	✓	✓			✓							✓
State Security Agency	✓	✓			✓							✓
~~Department of Agriculture, Forestry and Fisheries~~	✓	✓			✓							✓
Department of Health	✓	✓			✓							✓

[64] In future border management functions will be performed by the planned Border Management Authority
[65] Aviation- related in conjunction with DEA
[66] Aviation- related in conjunction with DEA
[67] Aviation- related in conjunction with DEA
[68] Aviation- related in conjunction with DEA

This gazette is also available free online at **www.gpwonline.co.za**

Entity	Roles											
	Planning		Regulation and oversight							Direct		
	Strategic planning	Technical planning	Licensing	Safety	Security	Environment	Economic	Quality	Financial	Airport development	Airport operations	Border management[64]
Department of Defence				✓	✓					✓		✓
Department of International Relations and Cooperation	✓				✓							✓
Department of Home Affairs	✓	✓			✓							✓
Border Management Authority					✓							✓
Department of Co-operative Governance and Traditional Affairs	✓	✓										
Department of Finance, including: - National Treasury - South African Revenue Services, - Development Bank of Southern Africa	✓	✓			✓				✓			✓
Provincial Departments of Transport, Roads, Public Works	✓	✓							✓	✓	✓	
Provincial Departments of Agriculture (Conservation and Environment)	✓	✓				✓				✓		
Provincial Treasuries									✓			
Provincial Departments of Economic Development and Tourism	✓									✓		
Local Government/	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	

In addition, the following inter-governmental coordination structures are relevant to issues of coordination of airport planning and development:

- Inter-Agency Clearing Forum (IACF)
- National Planning Commission
- Ministerial and DG Clusters, of particular relevance are:
  - Economic Sector, Employment, Investment, Employment and Infrastructure Development Cluster
  - Justice, Crime Prevention and Security Cluster

This gazette is also available free online at **www.gpwonline.co.za**

- MinMECs (forums between line function national ministers and their provincial counterparts) and their associated technical committees
- COTO
- SSA
- National Aviation Security Committee
- NATJOINTS
- National Air Transport Facilitation Committee
- National Airspace Committee
- National Committee for Environmental Coordination (chaired by the Department of Water and Environmental Affairs)
- National and provincial Disaster Management Centres (chaired by COGTA)
- National Transport Forum (NTF)[69]

8 Long term international trends influencing airport planning

A summary of some of the key global trends impacting on both airport network planning and airport planning are provided below[70]. For further detail see Appendix 3.

8.1 Airports are needing to accommodate new aircraft types for both passenger and freight

- Passenger aircraft types are expected to be dominated by single aisles, higher seat counts and often wider wingspans;
- Large wide-body aircraft (>80 tonnes) will comprise the majority of new freight aircraft deliveries (Boeing);
- Airports are upgrading their facilities to accommodate ICAO Code E and F spatial requirements;
- Aircraft parking, turning areas and passenger handling facilities are needing to accommodate multiple new aircraft types with different widths, wingspans, heights, lengths and seat numbers;
- Some airports have already designed flexible gates that can accommodate one large aircraft or two smaller aircraft; and

[69] The NTF was established during 2014
[70] Sources include: The Future of Airports, Oliver Wyman, March 2012: http://www.oliverwyman.com/content/dam/oliver-wyman/global/en/files/archive/2005/20120222_Airport_trends_MAR21.pdf. ; Navigating the Future: Airbus Global Market Forecast 2012-2031, Airbus, Presented by Andrew Gordon: http://www.airbus.com/company/market/forecast/.; Airport design trends, Aviation Business, 10 January 2012: http://www.aviationbusiness.com.au/news/airport-design-trends .; Planning Session 3: Industry Trends Affecting Airport Planning, ACI-NA, Presented by Matthew Griffin: http://www.aci-na.org/sites/default/files/p3_griffin_post.pdf .; Current Market Outlook 2014-2033, Boeing. Available at www.boeing.com

This gazette is also available free online at **www.gpwonline.co.za**

- Cargo terminal peak capacities may need to take into account these larger aircraft sizes.

8.2 New security technologies are impacting on the required layout of passenger and cargo terminals

- For example, on the passenger side full-body scanners, biometric passenger screening, and psycho-physiological screening require additional space;
- These technologies may also increase the rate of passenger throughput

8.3 Airports are increasingly mainstreaming environmental considerations into their planning and design. Airports are also seeking carbon-neutral status, and planning and designing facilities accordingly

- Pressures on airlines to reduce environmental impacts and fuel usage are in turn placing pressure on airports to increase efficiency of the operating environment, including backup power for aircraft, and planning of layouts to reduce the length of taxi to aircraft parking;
- Terminal design is increasingly including natural light, efficient lighting and passive heating/cooling;
- Investments in Renewable energy/ solar plants
- Communication systems are increasingly incorporating reporting and complaints procedures around environmental issues.

8.4 ACI Accredited Health and Hygiene Protocols

- The ACI Airport Health Accreditation (AHA) programme provides airports with an assessment of how aligned their health measures are with the ACI Aviation Business Restart and Recovery guidelines and ICAO Council Aviation Restart Task Force recommendations along with industry best practices.
- The programme is open to all ACI member airports of all sizes.
- Enables airports to demonstrate to passengers, staff, regulators, and governments that they are prioritizing health and safety in a measurable, established manner.
- Enables airports to validate their own measures throughout their facilities and processes.
- Reassures the travelling public using the airport's facilities.
- Promotes the recognition of professional excellence in maintaining safe hygienic facilities.
- Promotes best practices and aligns efforts across the industry, and ensures harmonization between ICAO global guidance and industry implementation.
- Accreditation is voluntary with a request to join the programme initiated by the airport.

8.5 For international airports, there is expected to be less separation of domestic and international passengers

This gazette is also available free online at **www.gpwonline.co.za**

As with the previous trend of consolidation of international and domestic check-in desks, this will affect overall passenger terminal layout, including flow between check-in, retail, security, customs, immigration and port health.

8.6 Airport planning, design and systems are increasingly integrating with other modes of transport

- Check-in and baggage handling is becoming increasingly streamlined, customized and multi-modal;
- Airports are therefore having to design their check-in and baggage handling and associated IT systems to be inter-operable with rail and bus systems;
- Systems may also be required to allow for integration of private concierge access from ground transportation/parking to aircraft;
- In smaller airports, a plaza is often being developed that enables diagonal movement from terminal to ground transport; and
- This trend may impact on both airport and wider precinct planning and design, including the integration with public transport.

8.7 Airports are increasingly being planned and designed based on user experience

- User experience design would require increased involvement of users in the early stages of the planning and design process, potentially including co-design;
- In the case of single-user facilities, there would be close collaboration around planning and design. In the case of multi-use facilities particular methodologies around shared-use planning and design are being applied to take into account combined requirements and peaks and minimising conflicting uses that may create overall inefficiencies in the system;
- Increasingly sophisticated flow simulations are allowing more efficient and pleasant layouts and flows to be developed;
- At hub airports, there is a focus on creating a wide experience for transfer passengers; in addition to retail and food service, this is expected to increasingly include entertainment and relaxation;
- There is increased segmentation of consumer and service levels from extremely high end to very inexpensive; and
- These trends may also have implications for passenger terminal footprint and layout.

8.8 Aerotropolises and airport cities are increasing due to greater importance on revenue from non-aviation sources and convenience for users

This gazette is also available free online at **www.gpwonline.co.za**

- Globally, 40%[71] of total airport income came from non-aeronautical sources. In Africa, the proportion was a little lower at 31.3%[72]. The majority of non-aeronautical revenue is from retail sources, car parking, and property and real estate income/rent. Airports will have more of a focus on integrated property development, public transport development, retail, tourism, and hospitality, meeting and training centres; and
- Airport owners and developers are increasingly working in partnership with other landowners in the vicinity and with local urban planning officials.

8.9 Low Cost Carriers are increasingly offering long-haul flights and using secondary destination airports

Secondary airports in destination markets may need to align the type of facilities offered to Low Cost Carrier requirements e.g. infrastructure and system that allow for high speed turnaround.

8.10 With the rise of private sector involvement in financing airports, financing is increasingly being integrated into every step of the planning and design process

- A more iterative planning and design process may be required to respond to commercial viability assessments; and

- It is likely that increased emphasis will need to be placed on optimisation of design to maximise returns, including non-aeronautical revenue and airport precinct development.

8.11 As smaller airports are becoming targets for illegal activities, new strategies to combat them are being implemented

- As security tightens at major airports with international port of entry designation, criminals are increasingly using light aircraft and targeting secondary and other smaller airports as well as helipads and airstrips for various types of illegal activities, such as transport of drugs, guns, tobacco, protected animal and plant species, as well as human trafficking and undocumented migration.

- Efforts to combat these activities include:

    - Communication to encourage reporting by residents in the vicinity of any suspicious activity;
    - Remote and unmanned aircraft system monitoring and surveillance programmes;

[71] ACI; Calleja R: "Non-aeronautical Revenues critical for Growth (June 27, 2017)
[72] Source: Calleja R: "Non-aeronautical Revenues critical for Growth (June 27, 2017)

This gazette is also available free online at **www.gpwonline.co.za**

- International cooperation to share information and improve risk profiling;
- Following monitoring, action to disrupt illicit activity patterns, e.g. arresting pilots involved in illicit activity, introduction of temporary security or border control presence at airports where incidents have taken place; and
- Allocation of budgets to law enforcement and border management agencies to investigate incidents at small airports.

8.12 Activity other than scheduled air transport is being consolidated at particular airports, rather than spread out amongst multiple airports and airfields:

- In many countries, non-commercial, general air service and flying training activity is experiencing pressure at busy commercial airports;
- There is also often pressure on smaller airports and airfields with less commercial activity due to budget constraints and competition with other land uses;
- Therefore, in some countries, role players such as flying clubs and flying schools are collaborating to consolidate their activity at selected airports to increase their viability, and in some cases jointly fund infrastructure upgrades or maintenance;
- However, this requires a critical mass of activity and resources to fund and manage these airports; and
- The need for closer cooperation between military and civil airports and airport operations must be investigated to minimise cost of ownership to the State while still achieving the Defence Act imperatives.

This gazette is also available free online at **www.gpwonline.co.za**

PART C: GAP ASSESSMENT

This section assesses the gaps between the desired state of South Africa's airport network and policy principles, international trends and current capacity of the airport network; and the impact of COVID-19 pandemic on the global economy. Part E provides a 5-year plan of how to address these gaps.

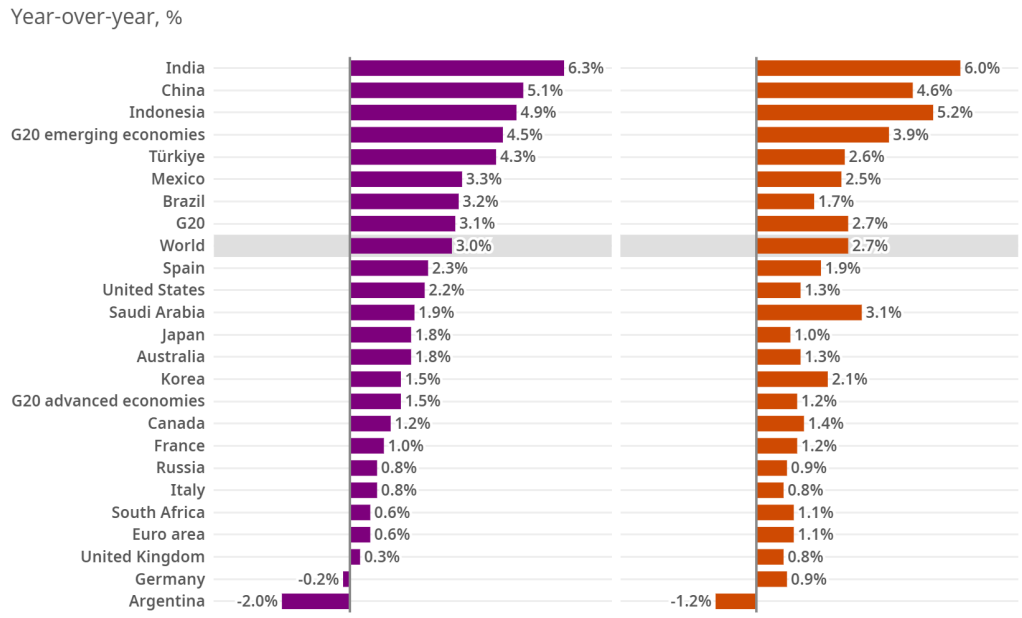
9 ASSESSMENT OF GAPS IN TERMS OF POLICY AND INTERNATIONAL TRENDS

9.1 Situational Assessment:

9.1.1 The Global context

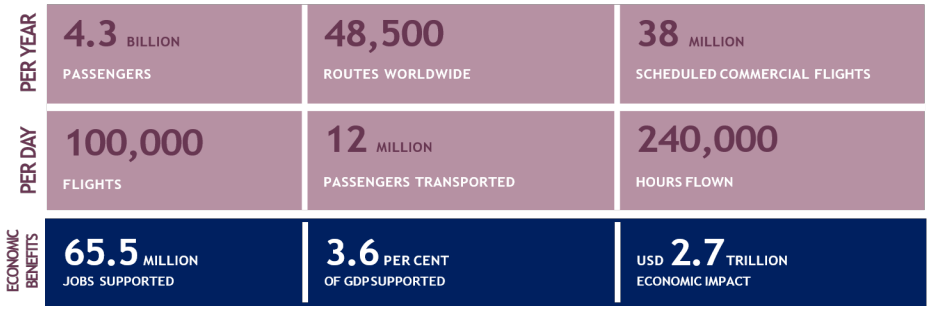
The aviation industry is influenced by diverse factors such as political stability, economic conditions, technological advancement, impact on society and environmental concerns. As 2023 progressed, travel restrictions waned and China's economy showed signs of recovery following the end of zero-COVID measures, along with the removal of most testing requirements for international travellers. The developments in China are expected to increase air traffic demand globally and ease supply chain disruptions. The global GDP growth rate for 2023 which is estimated at 3.0%, and a forecasted rate of 2.7% for 2024, suggests a continued expansion, albeit at a more moderate pace.

Global GDP Projected Growth Rates for 2023 and 2024



This gazette is also available free online at **www.gpwonline.co.za**

In 2017, airlines worldwide carried around 4.1 billion passengers. Airlines transported 56 million tonnes of freight on 37 million commercial flights. Each day, aircraft transport over 10 million passengers and around USD 18 billion worth of goods. This indicates the significant economic impact of aviation on the world economy, which is also demonstrated by the fact that aviation represents 3.5 per cent of the gross domestic product (GDP) worldwide (2.7 trillion US dollars) and has created 65 million jobs globally[73]. In 2019, the aviation industry continued to show growth as depicted in the table below:



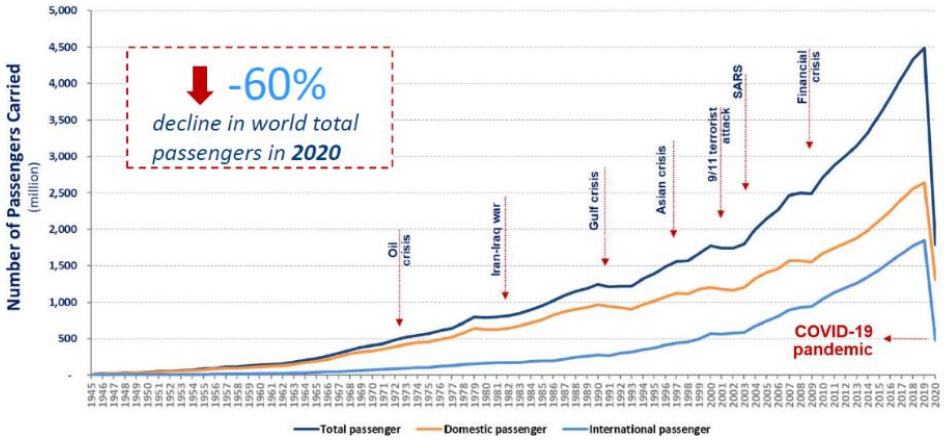
Source: Aviation Benefits Report, 2019

The COVID-19 pandemic had spread worldwide without acknowledging borders. It has impacted all industries; all sectors and all aspects of human lives with devastating economic and financial losses and significant uncertainties. From the aviation perspective, global airline traffic declined by 66% in 2020, and by 58% in 2021, compared to 2019, producing an economic loss of USD 244 billion in 2020 and USD 146 billion in 2021 across the value chain. These are hyperbolic losses considering that in the best year for the value chain, 2015, economic profit was limited to USD 12 billion for all sectors combined. Amid lockdowns and travel restrictions, all aviation sectors suffered significant losses in 2020 and 2021, except for air cargo carriers and freight forwarders where supply-demand imbalances led to increases in yields, and value creation. Sectors with greater shares of fixed costs, such as airports, suffered more than those with a more variable cost base, e.g. ground handlers, while airlines lost the most[74].

[73] https://www.icao.int/Meetings/FutureOfAviation/Pages/default.aspx
[74] https://www.iata.org/en/iata-repository/publications/economic-reports/understanding-the-pandemics-impact-on-the-aviation-value-chain

This gazette is also available free online at **www.gpwonline.co.za**

World passenger traffic collapses with unprecedented decline in history
World passenger traffic evolution 1945 – 2020



Source: OCAO. Effects of Novel Coronavirus (COVID-19) on Civil Aviation: Economic Impact Analysis Montréal, Canada 24 February 2021 Economic Development – Air Transport Bureau. https://www.icao.int/sustainability/Pages/Economic-Impacts-of-COVID-19.aspx

Furthermore, the COVID-19 pandemic brought an abrupt and substantial decline in connectivity in 2020, with the number of unique city pairs falling by more than 28% and eliminating almost 6,000 routes. The recovery since that time has been more subdued, as travel restrictions were removed gradually and unequally around the world. Despite the observed recovery in the number of city pair routes, it is important to note that the frequency of service on those routes is slower to be restored to pre-pandemic levels, and the return of capacity will lag the recovery in the absolute number of city-pair connections.

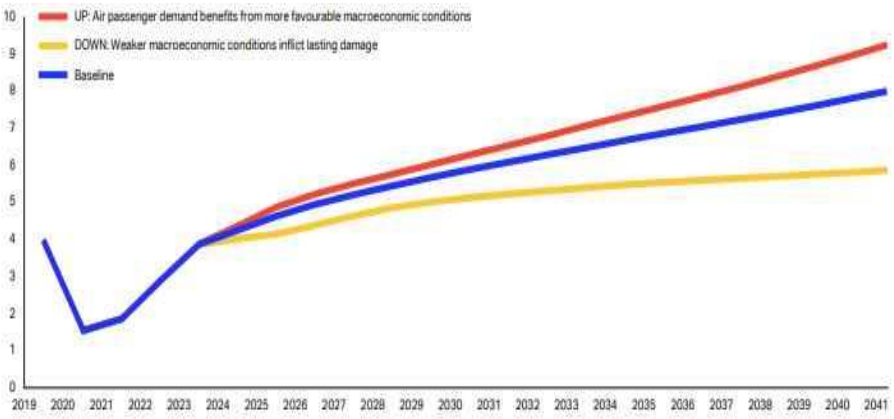
Global demand for air travel remained strong in 2023, with the industry steadily approaching 2019 levels of passenger traffic. This strong performance was reflected across all regions, with North American carriers leading the recovery, benefiting from an early reopening and robust domestic demand. The reopening of Chinese markets also played a pivotal role in accelerating global passenger traffic recovery in 2023, particularly reviving travel in the Asia Pacific region.

Air passenger growth will continue to increase, but at a slower pace compared to that experienced during the past 3 years. Between 2023 and 2040, the number of air passengers is forecast to increase by 4.2% annually. This would be a radical slowdown from the exceptional 36% annual growth rate seen over the past three years, as markets emerged from the depths of the COVID-19 crisis. Having restored traffic to pre-pandemic levels, this deceleration will nevertheless allow the number of industry-wide air passenger journeys to more than double from the 2019 level, to reach 7.8 billion by 2040[75].

[75] https://www.iata.org/en/iata-repository/publications/economic-reports/global-outlook-for-air-transport---december-2023---report/

This gazette is also available free online at **www.gpwonline.co.za**

Global air passenger journeys, billion



Sources: IATA Sustainability and Economics, Tourism Economics (September 2023 release)

9.1.2 The African Perspective

The COVID-19 pandemic has caused the largest drop in global passenger traffic ever observed from 2020 to 2022. Air travel has definitely seen an uptick in 2022, moving the industry on the path to recovery. Throughout 2022, there has been a slow but steady recovery in air traffic for African airports. Passenger traffic in 2022 has continued to rise compared to 2021 **(+56%)** but it is still short of the 2019 air traffic level **(-22%)**.

In terms of total passengers and aircraft movements (ATMs), the third quarter of 2022 has witnessed the highest figures at 51,696,274 passengers and 712,518 ATMs respectively. However, in terms of traffic recovery compared to 2019, the fourth quarter of 2022 recorded the highest rate of recovery at **85%** for passengers and **82%** for ATMs.

Cargo, on the other hand, is following a different trend. The cargo volume reached for the first time the level closest to that of 2019 in Q4 of 2022 with a recovery of **96%**. However, it has experienced a rollercoaster evolution throughout 2022 compared to 2019. In summary, the cargo transported in Africa in 2022 reached **87%** of the cargo volume handled in 2019. The table and charts below depict the air traffic figures and evolution in Africa[76].

AIR TRAFFIC AFRICA for YEAR 2019 vs 2021 vs 2022									
PERIOD	PASSENGERS			AIRCRAFT MOVEMENTS			CARGO (Tons)		
	PASSENGERS 2022	*VAR 22/21*	*VAR 22/19*	*ACFT MVTS 2022*	*VAR 22/21*	*VAR 22/19*	*CARGO 2022*	VAR 22/21	VAR 22/19
Q1	35 501 890	73.5%	-32.0%	580 585	29.6%	-25.2%	494 568	-9.4%	-18.3%
Q2	41 955 767	82.0%	-23.3%	641 222	34.7%	-20.3%	541 289	-5.1%	-12.2%
Q3	51 696 274	55.5%	-19.7%	712 518	22.4%	-20.5%	477 992	-7.1%	-19.8%
Q4	49 508 395	30,1%	-14.6%	680 138	10.2%	-18.0%	658 925	26.8%	-4.4%
YEAR	**178 662 326**	**55.6%**	**-22.1%**	**2 614 463**	**23.1%**	**-20.9%**	**2 172 774**	**1.0%**	**-13.3%**

[76] https://www.aci-africa.aero/files/Africa-Air-Traffic-Performance-2022-EN-Final-270423.pdf

This gazette is also available free online at **www.gpwonline.co.za**

The evolution of passenger traffic in 2022 has shown a clear improvement compared to 2021 and a tendency to approach the level of 2019. In the top ten airports ranking in Africa for total passenger traffic, Cairo International Airport in Egypt has been the only airport which has fully recovered and even exceeded its 2019 passenger traffic. It has been in first place for the past two years, taking over from OR Tambo International Airport of South Africa, which was first in 2019 and was then in second place in 2021 and 2022. The rest of the positions are distributed among airports in the North, East and South regions. In tenth position, Nnamdi Azikiwe International Airport of Nigeria has witnessed a strong recovery and performance, being the second airport in the top ten list having exceeded its 2019 passenger traffic. All the top ten airports in terms of total passengers represented 50% of overall passenger traffic in Africa in 2022. The table below summarises the total passenger traffic performance for the top ten airports in Africa.

TOP 10 AFRICAN AIRPORTS IN TERMS OF PASSENGER TRAFFIC 2022

2022 RANK	2021 RANK	2019 RANK	AIRPORTS	COUNTRY	PAX 2022	% change vs 2021	% change vs 2019
1	1	2	Cairo International Airport	Egypt	20 009 336	76.3%	5.4%
2	2	1	OR Tambo International Airport	South Africa	14 789 508	80.3%	-31.4%
3	6	4	Cape Town International Airport	South Africa	7 875 425	65.5%	-28.3%
4	9	5	Mohammed V Airport	Morocco	7 559 854	82.6%	-27.7%
5	5	8	Hurghada International Airport	Egypt	7 164 088	46.0%	-4.5%
6	7	3	Addis Ababa Bole International Airport	Ethiopia	6 656 516	45.2%	-44.5%
7	10	6	Jomo Kenyatta International Airport	Kenya	6 556 569	65.0%	-21.0%
8	3	9	Murtala Muhammed Airport	Nigeria	6 526 034	14.6%	-10.2%
9	13	7	Alger Houari Boumédiene Airport	Algeria	6 317 793	190.7%	-19.4%
10	4	14	Nnamdi Azikiwe International Airport	Nigeria	5 985 596	13.4%	10.7%

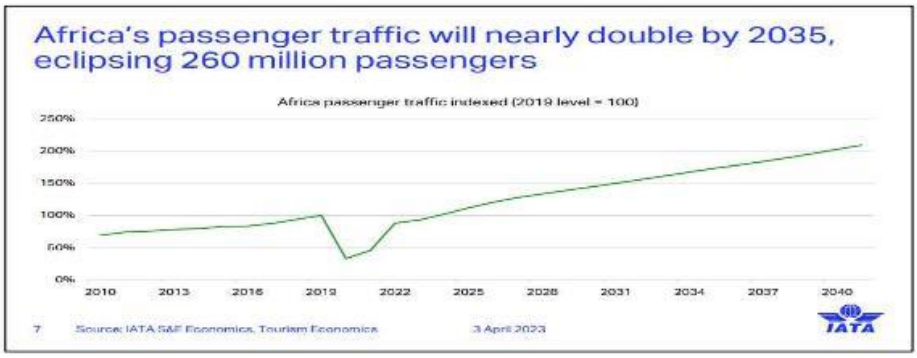
The number of aircraft movements (ATMs – Arriving and Departing) in 2022 has grown compared to 2021 **(+23%)** but still not to the level of 2019 **(-21%)** pre-COVID-19 period. The top ten airports for aircraft movements represented **39%** of the total aircraft movements in 2022 compared to **37%** and **34%** respectively in 2021 and 2019. The top ten African airports in terms of aircraft movements in 2022 are tabulated below with OR Tambo International Airport in South Africa taking the first spot followed by Cairo International Airport in Egypt and Addis Ababa Bole International Airport in Ethiopia.

TOP 10 AFRICAN AIRPORTS IN TERMS OF AIRCRAFT MOVEMENTS 2022

2022 RANK	2021 RANK	2019 RANK	AIRPORTS	Country	ATM 2022	% change vs 2021	% change vs 2019
1	1	1	OR Tambo International Airport	SouthAfrica	174 624	36,43%	-20,20%
2	2	2	Cairo International Airport	Egypt	163 579	46,04%	0,84%
3	8	3	Addis Ababa Bole International Airport	Ethiopia	108 244	68,22%	-12,70%
4	6	4	Jomo Kenyatta International Airport	Kenya	93 983	29,94%	-19,19%
5	3	6	Murtala Muhammed Airport	Nigeria	93 979	7,91%	-2,05%
6	5	-	Wilson Airport	Kenya	90 689	21,09%	-
7	7	5	Cape Town International Airport	South Africa	88 183	31,00%	-9,07%
8	4	9	Nnamdi Azikiwe International Airport	Nigeria	88 042	9,46%	24,43%
9	9	7	Mohammed V Airport	Morocco	68 362	42,53%	-28,15%
10	16	8	Alger Houari Boumédiene Airport	Algeria	57 790	69,18%	-32,97%

This gazette is also available free online at **www.gpwonline.co.za**

Africa is home to over 18% of the world's population and despite this, Africa's presence in the aviation industry accounts for just 2.1% of air global passengers. Currently, the industry is estimated to support $63 billion in economic activity and 7.7 million jobs, with projections suggesting that the scale of aviation's jobs and GDP footprint in Africa could triple in the next two decades. By 2035, it is expected that the number of passengers traveling to, from, and within Africa could reach over 260 million[77].



9.1.3 The South African scenario

A Situational Assessment of the South African airport network was conducted in terms of the current economic development and future planning around airports within its surroundings. The following is a high-level assessment outlining current economic scenarios and focusses on the guidance provided within the NADP that supports future planning which aims to enable all airports to achieve linkages and sustainability within a coherent network.

In assessing current economic development; it must be acknowledged that airport infrastructure contributes to the socio-economic development of the country by facilitating domestic- and international tourism and trade. The current airport network consists of more than 1500 airports, of which 106 licenced airports are economically active. These include 10 airports which are designated as international airports. Activities at these airports include movement of people, goods and aircraft (including both scheduled- and non-scheduled traffic). The purpose of these activities is commercial air services, non-commercial flights, flight training, public-good (medical rescue and emergency services), diplomatic, agricultural, as well as sport-and recreation. Additionally, non-aeronautical opportunities and spend at international airports result in increased revenue, cross-subsidization and are designed to meet the needs of their users. The network also consists of at least 50 airports which primarily serve the purpose of business access, including mines. There are an estimated 60 airports that provide access to game lodges and resorts.

South Africa's civil aviation industry holds an immense strategic importance and value for the South African economy particularly in international trade, investment and tourism, contributing

[77] https://www.iata.org/contentassets/898a4919cc0b463a9cbba1a79d61e742/focus-africa-presentation_final.pdf

This gazette is also available free online at **www.gpwonline.co.za**

nearly 500,000 jobs and R154 billion to the country's Gross Domestic Product (GDP). ACSA has recorded a total of 39 877 142 million passengers that were facilitated through its airport network, during the 2016/17 financial year[78]. In the following year ACSA passenger statistics increased to 42 075 499 million passengers. ACSA currently has an annual departing- and arrival throughput passenger capacity of 54.5 million across its entire airport network. The direct-, indirect- and induced impact of ACSA airports individually and jointly benefit the Gross Domestic Product (GDP), employment and tax revenue, at both the national-, provincial- and local levels It also has an impact on related economic sectors through backward and forward linkages that exist within the aviation sector

Indirect- and induced economic growth also contributes to the GDP due to initiatives such as the development of aerotropolises in major cities which utilise non-aeronautical sources of revenue such as retail, training centres, conferencing and hotels. Projects such as the Dube Tradeport Aerotropolis, Ekurhuleni Aerotropolis and the Cape Town Aerotropolis, have already been initiated. These aerotropolises have already benefitted job creation and import- and export opportunities. It also provides convenience and a one-stop-shop to users. Some of the larger international airports have integrated multi-modal access with the transport network allowing ease of access and increased competition. In particular, public transport access to some international airports has improved i.e. Gautrain and the BRT Projects linked to airports.

In 2020 the world was hit by the COVID-19 pandemic which devastated the global economy and disrupted global supply chain. The aviation industry was one of the hardest hit, which saw a complete cessation of air travel in 2020. Global Lockdowns were implemented to combat the spread of the pandemic through air travel. In South Africa, the restricted air travel devasted the local airlines which resulted in the liquidation of the Comair Group which operated Kulula and British Airways through a franchise agreement; and the cessation of Mango airlines operations, a subsidiary of South African Airways. Cessation of operations of these airlines led to a contraction of domestic supply of airline seats by over 40%. This necessitated a structural reform of the domestic air travel market, which continues to evolve.

Airport Operators such as ACSA was not spared either in that the group facilitated 4.5 million passengers in the 2020/21 Financial Year, from over 41 million passengers processed in the 2019/20 Financial Year through the ACSA network. While there was a slow recovery during the 2020/21 Financial Year, it was only when global lockdown restrictions were relaxed that the passenger numbers began to pick up pace. By 31 March 2022, passenger throughput had reached 50% of the pre-COVID-19 levels. Although the recovery trajectory has been inconsistent, the notable increase in traffic through the ACSA network during the 2022/23 Financial Year gives cause for optimism. While capacity constraints and related air fare increases resulted in flat recovery in the domestic segment, the situation is now normalising as incumbent airlines such as Fly Safair, Airlink, Lift, Cemair and South African Airways continue to increase supply to offset the deficit left by the closure of Airlines including Comair, Kulula and Mango.

During the 2020/21 Financial Year, ACSA had created 20 312 job opportunities and added R5,5bn in the country's economy, which was lower than R10,2bn in the 2019/20 Financial

[78] http://www.airports.co.za/

Year. In the 2021/2022 and 2022/23 Financial Years, Airports Company South Africa contributed R6.1bn to the South African economy and created 16 870 jobs; and a further R8,4bn to the GDP and created 16 225 job opportunities, respectively.

There has been a steady increase in both domestic and international flights with regional capacity being augmented by the South African Airways expansion and other airlines from the African continent. Cape Town International, in particular, benefited from the increase in international travel with airlines such as Air Belgium, Condor, United Airlines, Qatar, Emirates and South African Airways contributing greatly to the recovery of the international market segment. By 31 March 2023, the network as a whole had reached 76% of its pre-pandemic throughput. ACSA's three flagship airports, OR Tambo International, Cape Town International and King Shaka International, collectively account for 85% of all air passenger traffic in South Africa. Of these, O.R. Tambo accounts for 49% of the network's departing passengers but Cape Town International saw the most significant recovery in departing passengers during the course of the year, with passenger throughput increasing by 80% over the prior period. Air traffic movement and passenger throughput is expected to reach pre-pandemic levels during the 2023/24 financial year, a year earlier than projected at the start of the 2022/23 financial year[79].

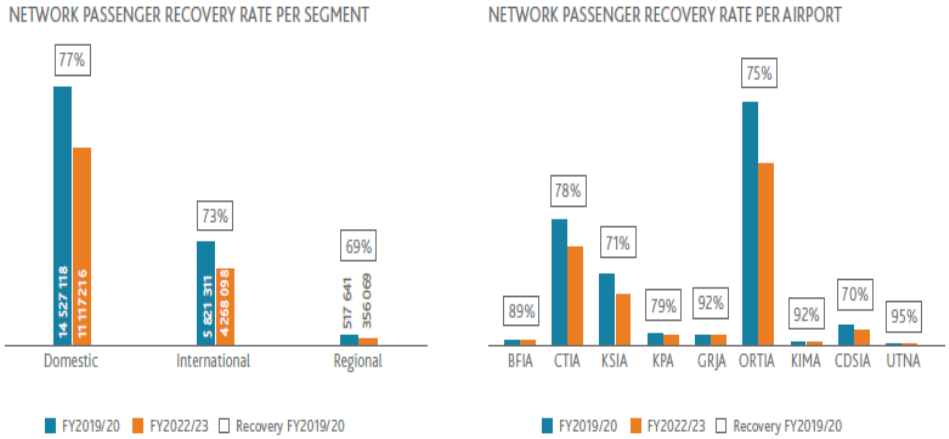
	Annual departing passenger throughput capacity	Total annual departing passengers			Aircraft landings		
		FY2022/23	FY2021/22	FY2020/21	FY2022/23	FY2021/22	FY2020/21
O.R. Tambo International Airport	14 000 000	7 828 651	4 819 924	2 054 468	90 774	70 025	35 235
Cape Town International Airport	7 000 000	4 216 937	2 850 795	1 193 423	45 145	37 767	19 494
King Shaka International Airport	3 750 000	2 166 478	1 613 224	754 405	18 672	14 929	7 330
Chief Dawid Stuurman (Gqeberha) International Airport	1 000 000	597 570	455 748	212 074	20 001	22 052	15 016
Bram Fischer International Airport	300 000	160 120	327 227	161 589	6 868	6 236	5 293
Upington International Airport	50 000	24 671	306 732	134 160	2 825	2 127	1 348
King Phalo (East London) Airport	600 000	364 601	103 197	36 831	8 831	9 284	4 634
George Airport	450 000	384 060	47 222	18 041	14 349	10 213	9 143
Kimberley Airport	100 000	70 127	14 272	5 427	4 322	4 183	2 470
Total	27 250 000	15 813 215	10 538 341	4 570 418	211 787	176 817	99 963

Capacity constraints in the domestic market has resulted in a flat recovery trajectory in that segment. However, this is slowly being mitigated by the recovery of the route network since the closure of the Comair Group in June 2022. In the regional segment, SAA's resumption of some regional routes, such as the route between Johannesburg and Windhoek, has been bolstering recovery. Eswatini Air, which has recently launched flights to OR Tambo International Airport is further supporting regional recovery. The international market segment, on the other hand, has been on a consistent growth trajectory since the IATA Northern Winter 2022 season. New routes and route expansions have been the largest contributors, with Cape Town International Airport being the largest beneficiary. Airlines such as Air Belgium, Condor, United Airlines, Qatar, Emirates and SAA have all contributed immensely to the recovery of

[79] ACSA Integrated Report 2023

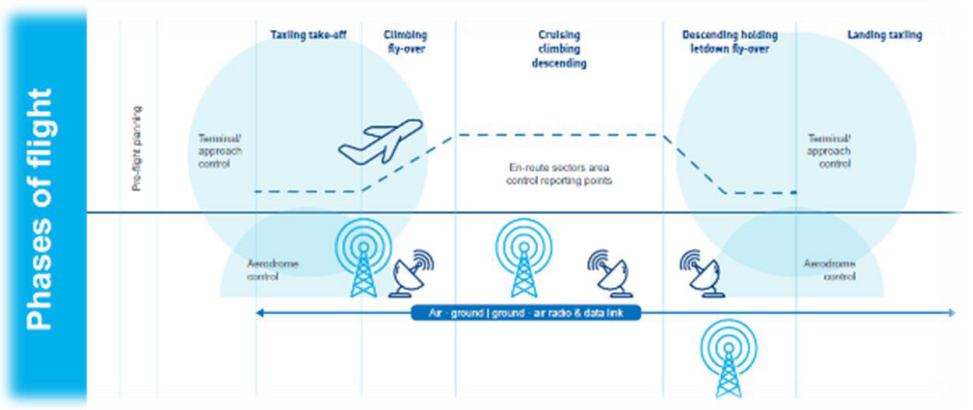
This gazette is also available free online at **www.gpwonline.co.za**

the international segment. This has led to a steady upward recovery trajectory, with international recovery reaching 73%.

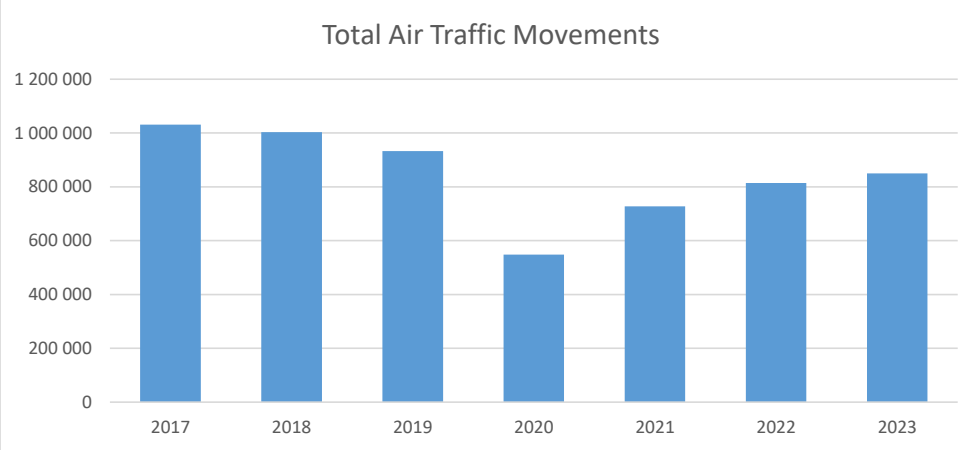


Air Traffic Movements

Air Traffic Movements (ATMs) refers to aircraft take-off or landing at an airport, over flights within the South African airspace and training operations. The phases of flights are depicted in figure below:

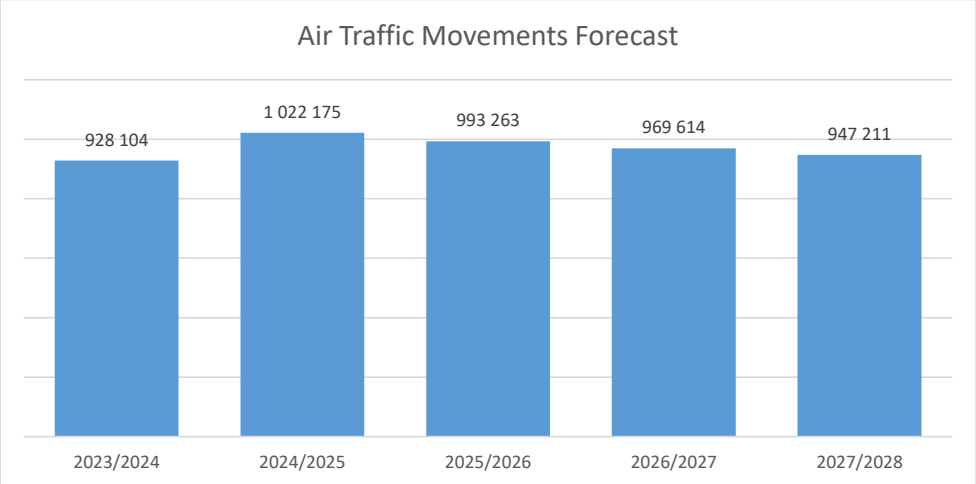


ATNS provides air navigation services to 21 airports in South Africa and controls the South African airspace and adjacent airspaces. Total air traffic movements incorporate arrivals, departures, overflights, and training circuits within the 21 ATNS manned airports (nine (9) ACSA airports and eleven (11) non-ACSA airports). The total ATMs were over a million for the years 2017 and 2018, from 2019 the ATMs were less than a million with 2020 being the lowest with a total of 548,408 movements recorded. A recovery of movements can be seen with 2023 recording a total of 849,797 movements. The trend can be seen from the graph below:



The forecast for the five years shows that the movements will improve, however, they will not reach 2018 movements. COVID-19 was not the only contributing factor to the decline of air traffic movements. Over the years, there had been a downward trend due to other factors which have a significant influence in air traffic movements. These factors include;

- South African economic decline over the years;
- Global economy decline in many regions over time;
- Impact of COVID-19 pandemic - liquidation of domestic airlines;
- Shift in airline operating models/direct flights;
- Decreased business travel and virtual working; and
- Decline in tourism[80].



[80] Source: Air Traffic and Navigation Services (ATNS) SOC

This gazette is also available free online at **www.gpwonline.co.za**

The majority of the 100+ municipally- and provincially owned airports are not currently financially sustainable on either an overall or operational basis. Some provinces, such as KZN, have actively worked to increase the viability of their provincial airports. In this regard, the implementation of the KZN Regional Airports' Project, seeks to create a network of regional airports that attract private investment and business ventures to promote growth and generate new sustainable jobs. A lot of work done has centred around Mkhuze-, Margate-, Pietermaritzburg-, Ladysmith-, Richards Bay and Newcastle Airports; and there is a growing need to facilitate route development to increase connectivity and scheduled air services. Further, the Province was tasked to develop a Marketing Strategy for all the regional airports. Margate Airport was brought back to life with around R11m upgrade; which was undertaken in partnership with the Province and the private sector. The airport has undergone extensive refurbishment, upgrading the airport to a Category 4. The newly revamped airport was handed over to the Mayor of Ugu District Municipality during 2022. The airport facilitate tourism and provides a convenient alternative to King Shaka International Airport; and has a daily scheduled flight operations between Margate and Johannesburg operated by CemAir. The airline also wants to re-introduce the Margate-Cape Town route. The revamped airport will benefit local communities and surrounding areas through job creation- and business opportunities; and to position the region to attract investors. The renovation of Margate Airport creates great prospects for businesses and the logistics sector.

The Province also hosted the Mkhuze Airport Awareness and Mobilisation Workshop, and the site visit of the newly built terminal building. The purpose of the Workshop was to harness collaboration between private and public tourism establishments and other interested stakeholders to showcase developments that have been made; and how the airport can serve the wider region of Northern KZN. Mkhuze Airport unveiled the newly built state-of-the-art Terminal Building worth over R90m; which was handed over to the Mayor of uMkhanyakude District Municipality. The master plan for Mkhuze Airport is expected to attract critical infrastructure and investment in mixed-use developments on land adjacent to the airport, while also supporting the proposed Agri-hub in Mkuze for cargo development. The airport can accommodate Boeing 737 aircraft. Airbus A320 and A321 can also land at the airport.

The Limpopo Provincial Government manage and operate Polokwane International Airport, through the Gateway Airport Authority Limited (GAAL) management entity. The airport is licensed as Category 7 airport, with the capacity to handle B737-800 and A320 aircraft. The aerodrome has one scheduled commercial route between Polokwane and Johannesburg, operated by Airlink; and there are plans to attract other airline operators and to establish additional routes eg Cape Town and Durban; and to activate the SADC business. The province has established a forum which comprises of critical stakeholders including tourism, agriculture, economic development etc to harness collaboration to maximise Air Access. There are opportunities in the consolidation of the cargo sector, which will require significant investment in the cargo infrastructure. In 2022/23 Financial Year, the airport facilitated 38 898 total passengers and 4117 air traffic movements as depicted in the table below:

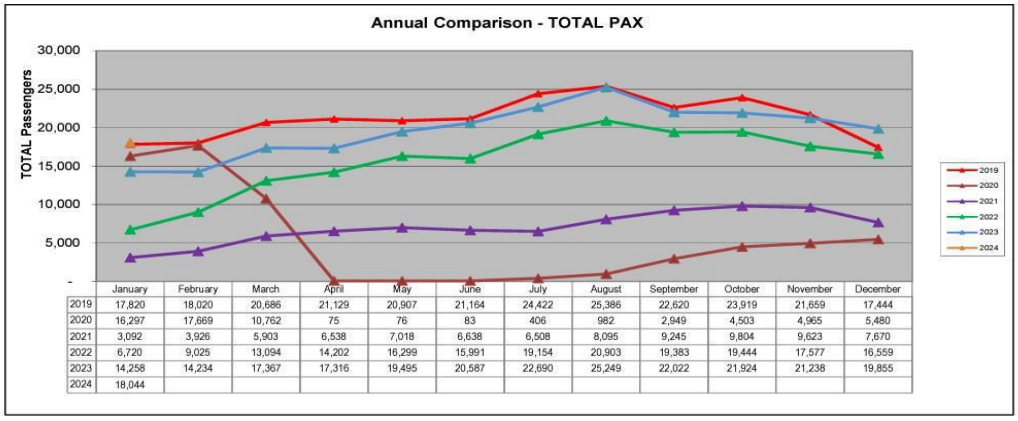
Type of movement	2021/22	2022/23	2023/24 Apr - Dec
Aircraft movement	200	4 117	2 778

This gazette is also available free online at **www.gpwonline.co.za**

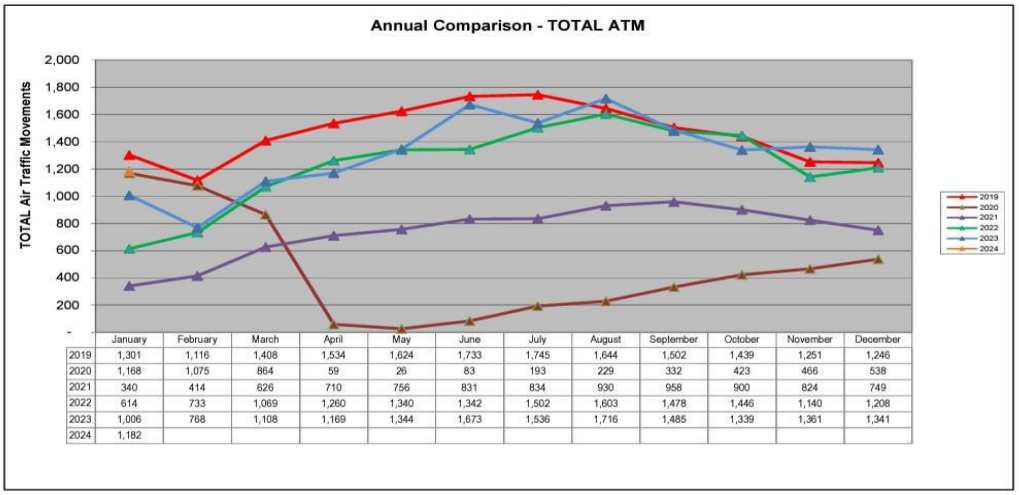
Passenger movement	2495	38 898	22 852
Cargo	0	0	Not yet consolidated

Kruger Mpumalanga International Airport is a Category 7 licensed airport in the Mpumalanga Province. The runway capacity of the airport can accommodate Boeing 747 and Airbus series aircraft. The airport serves an average of 270 000 passengers annually and it is strategically located to unlock a wide variety of new business and tourism-related opportunities in the province. The is currently able to accommodate a passenger capacity of 600 000 per annum with the significant expansion potential. Below is the table depicting airport statistics over the five-year period since 2019.

Statistics



	January	February	March	April	May	June	July	August	September	October	November	December
2019	17,820	18,020	20,686	21,129	20,907	21,164	24,422	25,386	22,620	23,919	21,659	17,444
2020	16,297	17,669	10,762	75	76	83	406	982	2,949	4,503	4,965	5,480
2021	3,092	3,926	5,903	6,538	7,018	6,638	6,508	8,095	9,245	9,804	9,623	7,670
2022	6,720	9,025	13,094	14,202	16,299	15,991	19,154	20,903	19,383	19,444	17,577	16,559
2023	14,258	14,234	17,367	17,316	19,495	20,587	22,690	25,249	22,022	21,924	21,238	19,855
2024	18,044											



	January	February	March	April	May	June	July	August	September	October	November	December
2019	1,301	1,116	1,408	1,534	1,624	1,733	1,745	1,644	1,502	1,439	1,251	1,246
2020	1,168	1,075	864	59	26	83	193	229	332	423	466	538
2021	340	414	626	710	756	831	834	930	958	900	824	749
2022	614	733	1,069	1,260	1,340	1,342	1,502	1,603	1,478	1,446	1,140	1,208
2023	1,006	768	1,108	1,169	1,344	1,673	1,536	1,716	1,485	1,339	1,361	1,341
2024	1,182											

The Kruger Mpumalanga International Airport (KMIA) development zone offers attractive investment opportunities across various sectors including aviation, agriculture, agro-processing, light industrial, logistics, real estate, tourism and hospitality. It offers zoned

This gazette is also available free online at **www.gpwonline.co.za**

industrial land, with support infrastructure and services available on a phased basis within an international port of entry close to the borders of Mozambique and eSwatini. The zone located at the confluence of regionally important road and rail networks, enables companies to exploit the superior logistical speed and reach offered by its airport. As an established tourism hub, the zone is also ideally positioned to service regional demand for air freighting and to become a world-class agro-processing hub, producing labour-intensive, value added products for export. There is an opportunity to create a solar power plant.

In terms of the existing and planned airport infrastructure, the ultimate airport capacity at the current busiest international airports is estimated as follows:

- ORTIA - 76 to 80 mppa (million passengers per annum)
- CTIA – 40 to 42 mppa
- KSIA - 40 mppa
- Lanseria - 21 mppa
- KMIA – 600 000 mppa

There is scope for utilisation of military airports for civilian purposes such as Air Force Base Hoedspruit/Eastgate Airport. Eastgate Airport is the only Designated Airport facilitating scheduled flights in South Africa that has a Co-share Agreement in place with the South African National Defense Force (through the South African Air Force). SAAF provides Manoeuvring Area including runways and taxiway, Fire and Rescue services, Air Traffic Services, bulk services and security services at access gate. Eastgate Airport were granted approval for the management of a terminal building for facilitation of passengers travelling within South Africa, and an apron on 'airside' for parking of aircraft for passengers to embark and disembark. The airport is responsible for the facilitation and screening of passengers and provide services to the travelling passengers eg restaurant, car rental and ablutions facilities. Airport Security and compliance to the SACAA standards and regulations on security measures are implemented and audited annually by SACAA. Eastgate Airport is a tourist destination for various lodges and hotels in the area. About 97% of passengers frequenting the airport are international tourists/foreigners. Airport passenger statistics and air traffic movements facilitated by the airport are shown in the table below.

Aeronautical Statistics

PASSENGERS

	2021			2022			2023		
	Arriving Pax	Departing Pax	Total per annum	Arriving Pax	Departing Pax	Total per annum	Arriving Pax	Departing Pax	Total per annum
TOTALS:	33 874	33 529	67 403	81 981	79 194	161 175	103 589	101 450	205 039

FLIGHTS

	2021			2022			2023		
	Scheduled Flights	Charter Flights	Total per annum on Flights	Scheduled Flights	Charter Flights	Total per annum on Flights	Scheduled Flights	Charter Flights	Total per annum on Flights
TOTALS:	1 348	235	1 583	1 795	423	2 218	1 802	616	2 418

Some smaller airports are focusing on precinct development to improve viability through increased non-aeronautical revenues. Airports providing facilities used for indirect hire-and-

This gazette is also available free online at **www.gpwonline.co.za**

reward that are not currently licensed e.g. game lodges offering package deal and training centres, are of concern in respect of liability-related issues and should be addressed. Therefore, in order to begin to address this gap, unlicensed aerodromes are required to register in terms of the Part 139: Sub-Part 6 of the Civil Aviation Regulations which were promulgated in 2018.

Further, airports have been shown to contribute to socio-economic development by:

- Improving accessibility for people to geographical areas, whether for personal-, essential services-, business- or tourism reasons;
- Allowing for “time critical” in- and outbound freight;
- Making a location more attractive for investment by certain sectors, in particular knowledge intensive industries, such as biotechnology, pharmaceuticals, universities, and financial services;
- In the case of large airports, also having significant direct impacts on the airport precinct in terms of employment and spend, as well as multiplier effects from employment and spend;
- Stimulating infrastructure- and property development in the vicinity of the airport to enhance non-aeronautical revenue;
- Contributing to the image of a country;
- Ensuring availability of facilities and provision for training, recreational- and sport aviation to create pilots and related profession for the future of aviation;
- Flight training is concentrated at airports that serve as bases for flight training schools; and
- The balance of the network is mainly used for non-commercial- and private access purposes; and includes over 290 voluntarily registered airports. These are smaller unpaved airfields typically used for agricultural- and recreational purposes. In many cases, such airports play a supporting role in the growth of both aviation and the community in which these smaller aerodromes are located.

The assessment has also highlighted various weaknesses and threats in the current environment, on which the NADP seeks to provide guidance on opportunities and methodologies to improve the current situation into the future desired state. The following areas have been identified:

- National Government has exclusive legislative competence regarding international- and national airports which service domestic scheduled traffic and are subject to the National Aviation Security Programme (NASP). Schedule 4 of the Constitution of the Republic of South Africa of 2006 (Constitution) deals with “Functional Areas of Concurrent National- and Provincial Legislative Competence” referring to Public Service Airports, Other Licenced Airports and registered airports.
- The planning of the South African airport network is adversely affected by the lack of reliable, consistent and up-to-date information on areas such as location, infrastructure, operations, passenger- and freight volumes, traffic movements and forecasts; which is critical to having an “evolvable network plan’’.
- There are few information sharing platforms for airport designers and planners. Additionally, consultative forums do not exist at all licensed airports which could

This gazette is also available free online at **www.gpwonline.co.za**

potentially address some of the challenges identified. Consequently, coordination of all stakeholders at these airports taking into consideration user needs with respect to airport design and -planning and also integration of the airport with its surrounding areas does not take place.

- Lack of legislative mechanism to reserve land in priority areas for long-term airport planning requirements.
- Lack of intensive marketing of various airports on their facilities and services that are being offered.
- Involvement of multiple role-players, overlapping jurisdictions and a lack of clear regulatory/ procedural instruments are making it challenging to execute joint-network planning. Not all airports have a working relationship with their respective Municipalities or Provinces. Many provincial transport- and planning officials are not aware that airports form part of their mandate. As a result, airports are not always included in the formulation of spatial development frameworks in terms of the Spatial Planning and Land Use Management Act, the Integrated Development Plans (IDPs) and Local Economic Development Plans. This scenario does not lead to the required coordination. Resultantly, local municipalities and Chambers of Commerce are not able to integrate and synchronise consideration of economic priorities and sectoral activity, as well as the employment of wider regulations such as the land-use planning and the integrated transport planning.

- There are more than 100 Municipal and Provincially owned airports which are not able to comply with their licensing requirements due to limited managerial capacity, lack of awareness, high cost of compliance and funding constraints. Revenue may be recorded at airports owned by provincial- and local government, but may not be ring-fenced due to the nature of budgeting processes. This poses a threat to the maintenance of adequate aviation safety and security standards, as required by the Civil Aviation Regulations, 2011.

- In addition, there is no agreed system to determine whether the airport's socio-economic contribution will justify further investment. Private funding of airports with lower volumes of activity has, however, been constrained by the low returns, long lead times on return, lack of credit worthiness of many municipalities and lack of borrowing rights of most other public entities. Development Finance Institutions (DFIs) including the Development Bank of Southern Africa (DBSA) have been approached in some cases for infrastructure upgrades and funding. This includes ACSA, provincial-, municipal- and privately-owned airports. Another concern is that many smaller and non-commercial aviation focused airports will not be able to fully cover costs on a user-pay basis.

In order to provide for the optimal- and sustainable airport, the planning and design of airports must take the following, amongst others, into consideration:

- The volume and nature of forecast demand;
- Optimisation of economic impact, including contribution to enhanced competitiveness of key sectors in the vicinity through improved movement of people and goods;

This gazette is also available free online at **www.gpwonline.co.za**

- Integration with the transport network at the airports and in the vicinity including public transport, private vehicle access, freight transport and fuel pipelines. This includes retail, food services, offices, hospitality/ hotels, conferences and events;
- Optimisation both aeronautical and non-aeronautical revenues, including integration of the wider precinct;
- Compliance with relevant regulations and licensing, registration or designation requirements. Further, an opportunity is being provided to review the aerodrome licensing and registration system to lessen the burden of compliance, thereby improving safety.
- Minimisation of ongoing facilities management- and maintenance costs through life-cycle costing, during airport design and upgrading as well as consideration of efficiencies and technology trends;
- Minimisation of environmental impact of the carbon emissions and noise; and
- Encouraging Provinces and Municipalities to remain responsible for prioritising their funding requirements in accordance with their established needs, including aviation infrastructure needs for the facilities these authorities plan, own and operate. As mentioned, funds are not ring-fenced.

The NADP seeks to clarify the implementation of Schedule 4 of the Constitution and to encourage the establishment of the consultative fora which will facilitate mechanisms to realise the benefits of direct-, indirect- and induced economic impact leading to benefits at national-, provincial- and local levels. Various mechanisms and legislation at each level of government is highlighted to support action leading to a coherent network of sustainable and/or justifiably socio-economic driven airports. Mechanisms recommended for the integration of airport network planning into transport and spatial planning coordination structures include the establishment of the Airport Development Coordinating Committee (ADCC). An intergovernmental mechanism will also be created to reserve land in priority areas, for long-term airport requirements. Ultimately, balancing all considerations with respect to airport design planning is complex and requires significant planning capacity. There is a need for the development of shared technical capacity, knowledge systems and guidelines, including at provincial level, to support individual small airport planning, as well as finding ways to tap into private sector expertise.

9.2 Policy gap assessment

The assessment in the table below provides a more in-depth assessment of the gaps between the desired airport network and individual airport planning in terms of the draft Comprehensive Civil Aviation Policy principles.

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	**ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE**
Aviation Safety and Security Oversight	
PS 4: Aviation Security at Airports ***The DoT is responsible for the development of national civil aviation***	• Twenty (20) airports are currently designated in terms of the Civil Aviation Act of 2009 as part of the secure network and are audited by SACAA for compliance

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
security policies. This includes the compilation, revision and development of the National Aviation Security Programme (NASP) which, amongst others, addresses airport security, in compliance with Annex 17 of the Chicago Convention. ***SACAA will remain responsible to oversee the implementation and compliance with the NASP.*** ***Where the cost of security oversight is recovered from the users, this should be done fairly and equitably, subject to consultation with affected parties and guided by ICAO's Policies on Charges for Airports and Air Navigation Services (Doc. 9082).***	
PS 13: Insourcing of security screening services at designated airports. ***Government should investigate the possibility of direct employment for aviation security screeners working at designated airports, either through insourcing by the airport operator or the creation of a wholly owned government screening organization responsible for screening operations.***	• Currently, airport security function is performed mainly through outsourced services, except in various airports where it is done by the airport operator • Professionalisation of Aviation Security Screening Operations (HBS) through insourcing by the Airport Authority or creation of wholly government owned screening organisation like Canadian Transport Security Administration
PS 14: Protection of critical Aeronautical and weather infrastructure located outside airports. ***Measures should be taken to ensure that aviation infrastructure located outside of airports is protected through partnerships between the affected industry and the country's law enforcement as well as communities. Steps should also be taken to ensure that the protection of this critical infrastructure is enabled through legislation.***	• Coordination of all Aviation Security and Critical Infrastructure security responsibilities through National Aviation Security Committee (NASC) and NASP;
Institutional Arrangements	

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
PS. 6: The DoT's capacity for its civil aviation responsibilities ***The government is committed to ensuring that the DoT is suitably equipped to fulfil its functional responsibilities for civil aviation effectively, efficiently, and meaningfully.***	• Additional information, technology and human systems capacity will be required in the DOT to effectively oversee and support the implementation of the NADP
Civil Aviation Infrastructure – Airports	
PS 16: National Airports Development Plan ***The DoT will develop a National Airports Development Plan which will guide all present and future airport development in consultation with all relevant stakeholders.*** ***Planning and integration of airports into the broader transport network should be coordinated through the National Airports Development Plan.***	• Currently overall national network planning is not fully integrated and does not fully take into account multi-modal transport linkages, and is not always evidence-based • DOT does not have the exclusive mandate on national airport network planning, and there are currently limited mechanisms/instruments available to give effect to this • Multiple role players, overlapping jurisdictions and a lack of clear regulatory/procedural instruments have made it challenging to execute joint network planning in the past • Airport users have noted that pre-planning of airports is not always taking into account technical requirements of users e.g. aircraft parking spacing to accommodate quick turnarounds of low cost carriers, slopes of freight access roads, tourist operator access on the landside • The NADP will facilitate and promote the development of Aerotropolis and Smart Airport Cities; and will also need to establish a legal mechanism for designation of special development zones for Aerotropolis and Airport Cities, similar to SEZ through collaboration with the dtic for the expansion of SEZ areas for the Aerotropoli and airport cities across the country • The NADP will also deal with matters pertaining to the designation of International Airports as Ports of Entry in line with Global, Continental and Regional Status; considering that the Minister of Home Affairs has the ultimate mandate to designate any

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
	place in the republic as a port of entry as stipulated in the BMA Act, 2020 • The NADP will adopt and outline the Airport Council International (ACI) Health Accreditation Programme as a national standard for all South African Airports including ACSA owned airports, Provincial, Municipal and Privately-owned Airports
PS 17: Environmental Sustainability of Airport Development *Airport development, expansion and operation should be in line with the Government's policy on environmental management.* *The environmental sustainability of airports should be assessed as a prerequisite, whether at strategic planning level or for individual projects, using the appropriate tools.*	• At the moment overall network planning does not take into account minimising environmental impacts (environmental consideration is at the level of individual airports. For example, there is limited consideration of shifting airport locations or activity to less sensitive areas) • New airport developments would comply with environmental approval processes, including considering alternative locations • However, many existing airports, in particular smaller and municipally-owned airports may not comply due to limited management capacity, lack of awareness, high compliance costs and funding constraints • The environmental sustainability of airports will be aligned with policy objectives set out by the Airports Council International Towards Net Zero Carbon Emissions by 2050: the ACI global long-term carbon goal for Airports • South Africa will consider multiple solutions for decarbonization and to a gradual transition to net zero carbon in the long term • The environmental sustainability of airports will be aligned with policy objectives set out by the Airports Council International Towards Net Zero Carbon Emissions by 2050: the ACI global long-term carbon goal for Airports • South Africa will consider multiple solutions for decarbonization and to a gradual transition to net zero carbon in the long term • Airports Council International's (ACI) Airport Carbon Accreditation recognizes and accredits the efforts of airports to manage and reduce their carbon emissions • There are four levels of certification: mapping, reduction, optimisation, and neutrality

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
	• Airport Carbon Accreditation is based on existing international standards in the reporting and accounting of Green House Gas (GHG) emissions • Attain an independent ACI certification
PS 18: Financial Sustainability and Viability *Existing publicly owned airports, excluding military airports, are encouraged to make every effort to become viable and sustainable, including through optimising non-aeronautical revenue and airport precinct development. Failing that, other justifications relating to social or economic benefits could be supported, should there be sufficient willingness for local or provincial government to cover associated costs.* *Where neither financial viability nor socio-economic justification can be achieved, alternative uses for such assets should be investigated, with due regard to the high cost of developing a new airport to cater for future demand.*	• The majority of the 100+ municipally- and provincially owned airports are not currently financially sustainable on either an overall or operational basis. In some cases, attempts are being made at an individual or provincial level to increase their viability • Green-field airport development plans currently have inconsistent approaches to assessing financial viability • There is as yet no agreed system in place to determine whether airports' socio-economic contribution merits continued investment • There is currently no specific guidance or support for alternative uses or decommissioning of publicly owned airports; however in terms of the Government Infrastructure Asset Management Act there are wider asset guidelines on life-cycle asset management and due diligence processes exist to decide on concessioning or sale of assets; indications are that these guidelines are not currently being following for municipally-owned airports and that airports are rather being deprioritised in terms of budget allocation, maintenance and management • Partnerships should be fostered between critical role players, infrastructure investors, Provincial and Local Government, Development Finance Institutions, Private sector economic growth sectors to promote aviation sector leading role in economic recovery and development
PS 19: "User pays" principle *The "user-pays" principle in respect of services rendered at cost-related levels should be introduced at all airports, where feasible. When implementing this principle, the rate of return must be pre-determined based on acceptable business principles applicable to this sector to ensure that it*	• The user-pays principle already applies at various airports within South Africa • Small volume activity airports and non-commercial aviation-focused airports are unlikely to be able to support themselves purely on aeronautical charges; some airport owners and operators are therefore exploring increasing non-aeronautical revenue and wider revenue from precinct development. However, it is likely that many

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
does not yield a disincentive for efficient service provision.	smaller and non-commercial aviation focused airports will not be able to fully cover costs on a user-pays basis • In the case of airports owned by provincial and local government, revenue may be recorded but may not be ring-fenced due to the nature of budgeting processes • In the case of airports providing services such as medical rescue, emergency services and fire-fighting functions, the appropriate "user" that should pay is not currently clarified e.g. line ministry/department, local tax payer, private service provider
PS 20: Funding sources, public and private participation strategies ***Local and international private sector participation in the provision and operation of airport infrastructure should be encouraged in all spheres of government.*** ***Airports should also be permitted to operate under a range of types of management and control, allowing airports maximum flexibility in their business model, but without undermining the core aeronautical activities of such airports.*** ***Aerotropolis and Airport Smart City Development should be promoted and facilitated through land reservation for future development, infrastructure development with major links to airports and integrated public transport investments to promote access to airports***	• There are currently different levels of private involvement in different types of airports, for example: o Fully private airports are already in operation, including some large airports and many small airfields which are typically already self-financed by private owners o ACSA airports already have some private sector involvement e.g. ground handling and debt financing for some capital upgrades o Some municipal and provincial airports have concessioned out the operation of the airport or entered into lease agreements (for parts of airports) with private or non-profit operators such as aeroclubs and flying schools. • Widespread use of municipal or provincial PPPs has been constrained by the high cost, administrative burden and political sensitivity • Typically, runway infrastructure is difficult to finance privately given the very long return periods (e.g. if over 25 years payback period), with the exception of some specialist infrastructure funds • Private funding of airports with lower volumes of activity has been constrained by the low returns, long lead times on return, lack of credit worthiness of many municipalities and lack of borrowing rights of most other public entities • Non-aeronautical aspects are typically more attractive to the private sector given quicker returns and therefore care needs to be taken

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
	to not lose focus on aeronautical aspects by the airport operator
PS 21: Government funding of airports ***National Government should not provide any direct operational funding for any airport. The National Government as a responsible owner/shareholder of certain airports should, however, continue with its responsibility to develop and manage the National Airports Development Plan. It should ensure that funds are appropriated to meet national strategic objectives as to give effect to the NADP. The decision to expand airports or develop new airports must be informed by capacity constraints, market demand or compliance when required where the "user-pays" principle shall apply."*** ***The provinces and the municipalities should remain responsible for prioritising their funding requirements according to their established needs, including aviation infrastructure needs for the facilities these authorities plan, own and operate. The provinces and municipalities should be allowed to use their public sector infrastructure grant funding to finance airport development or redevelopment but not for operational expenses.***	• Development Finance Institutions (DFIs) including the Development Bank of Southern Africa (DBSA) have been approached in some cases for infrastructure upgrades and funding. This includes ACSA, provincially and municipally-owned airports, and privately-owned airports • At present, budget restriction measures have prevented the development of an airside capital assistance programme; • Other infrastructure funds, as well as provinces and municipalities, have been focused on infrastructure areas that are considered more "basic needs" and have therefore provided limited funding to airports • The European Union IIPSA fund administered by DBSA has received some airport-related applications
PS 22: International donor funding and partnerships ***The use of international donor funds should be in line with national policies and priorities. In addition, partnerships at new and existing airports between the public and private sectors as well as local and international investors should be encouraged in all spheres of government.***	•

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
PS 23: Aerodrome certification, licensing , approved and registration *The current airport licensing, certification, approved, and registered system should be aligned with the National Airports Development Plan and the National Airspace Master Plan. All airports should be required to obtain appropriate aerodrome licences, certification, approved or to be registered.*	• Registration of aerodromes: SACAA has been using a voluntary registration system; as at June 2023. In 2018, the registration regulations were promulgated.
PS 24: Designation of Airports as International Ports of Entry *The framework for the designation of international airports (ports of entry) in respect of existing domestic and planned new international (green-field) airports should form an integral part of the National Airports Development Plan and provide for the criteria and requirements for the development and designation of such airports.* *The Department of Transport, in consultation with all relevant Organs of State should investigate the feasibility of providing for "regional ports of entry" in order to facilitate small aircraft movements between South Africa and Southern African Development Community States, factoring in all relevant national security implications and imperatives. As is the case with international airports, the feasibility of regional-international airports must show financial viability with sufficient demand for passenger and freight air services.*	• The existing international airport designation (port of entry) guidelines do not have legally binding status, and do not sufficiently deal with considerations for green-field developments • A key issue that needs to be addressed is the sequencing of approvals for green-field airports that seek international status, in particular to address liabilities and investor risk thresholds • "Regional-international" airports will require full border control functionality as a port of entry, factoring in all relevant national security implications and imperatives. These airports will facilitate small aircraft movements to and from SADC to address increased congestion, especially in Gauteng. Operating in a congested airspace by a significant number of small aircraft could cause serious airport and airspace capacity constraints, as well as safety risks. Border Management Authority (BMA) has been established which could increase efficiencies, enhance security and should reduce costs of border control functions
PS 25: Facilitation ***The DoT should enhance the role and functions of the current National Air Transport Facilitation Committee.*** ***The airport licensees/airport operators of airports serving international air services may be required by the National Air Transport Facilitation Committee to establish Airport Facilitation***	• Ineffective or lack of proper facilitation at airports is one of the main causes of consumer complaints in respect of a number of activities or services ranging from passenger and baggage handling, customs and immigration services, security screening, retail business, ground transport, and ability to meet the general needs of persons with disabilities as well as

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
Committees to coordinate civil aviation facilitation matters at the airport level. These committees, chaired by the airport licensees/airport operators, will be composed of local representatives of the major stakeholders in civil air transport facilitation at such airports.	accommodating well-wishers, 'meeters' and 'greeters' •
Civil Aviation Infrastructure - Integration of the Airport into its Surroundings	
PS 26: Airport emergency management plans ***All licensed airports, unless exempted by regulation, must prepare, implement and maintain an emergency management plan. Where appropriate, the plan should also incorporate and integrate the emergency management plans (or similar planning) of all air carriers providing air transport services to such airports. These plans also need to be integrated with the local, provincial and national disaster plans.***	• Integration is constrained by poor communication between airport operators and municipalities, as well as the prioritisation of basic service delivery
PS 27: Use of military airports for purposes of civil aviation ***Where there is a demand, the co-use of military airports for civil aviation purposes could be negotiated where practical, provided that military utilisation of the facilities would at all times have priority. However, it is not intended that the military should enter the business of providing airport facilities for civil aviation, or that the civil use of any military facility should interfere with the constitutional responsibilities of the SANDF.*** ***The SANDF should accept financial responsibility for the exclusive military utilisation of facilities at civilian airports.***	•
PS 28: Communication and consultation	• Consultative forums do not current exist at all licenced airports; they could potentially address some of challenges identified

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
The DoT to provide a framework for the establishment of consultative fora that include a consolidated and structured plan for stakeholder engagements at licensed airports to facilitate consultations between all stakeholders. This involves spheres of government, private business, airport licensees, airport operators, aircraft operators, other service providers, communities and the travelling public on future Aerotropoli, Airport Cities and Airport development matters (including Airport Master Plans).	around coordinating integration of the airport with surrounding areas, and consideration of user needs in airport design and planning
PS 29: Integrated metropolitan and local planning ***Provincial and Municipal government must jointly incorporate future Aerotropoli, Airport Cities and Airport development (Master Plans) as part of a holistic planning approach to the total transport system and the environment in which the airports are located.*** ***There is a further need to ensure that airports are included in the formulation of spatial development frameworks in terms of the Spatial Planning and Land Use Management Act, the IDPs and Local Economic Development Plans. In addition, future Aerotropoli, Airport Cities and Airport developments (Master Pans) must be included in all transport plans including multi-modal transport planning (rail, road and air) and public transport, e-hailing etc. prepared in terms of the National Land Transport Act.***	• In the past these planning processes focused only on land transport, and therefore planning and information processes and forums may not be equipped to integrate airports • Many provincial transport and planning officials are not aware that airports are part of their mandate (despite inclusion of concurrent jurisdictions in Schedule 4 of the Constitution of South Africa)
PS 30: Transformation of airports and access to Townships and Rural Economies ***The provision of access through public transport and inclusion in Airports Masterplans of facilities for economic***	•

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
activities linked to surrounding Township and Rural economies. ***The promotion of non-transit activities, businesses and access to tax free outlets, duty free services, trading platforms, promotion of local arts and crafts, festivities and events for the benefit of surrounding communities.***	
PS 31: Reservation of land for Airport Development ***Land must be reserved for identified or selected Aerotropoli, Airport Cities and Airport development and a mechanism for reserving land for future Aerotropoli, Airport Cities and Airport development must be formulated in consultation with the relevant stakeholders (involved in formulating Aerotropoli, Airport Cities and Airport development plans), as it is key in safeguarding future Aerotropoli, Airport Cities and Airport expansion***	•
PS 32: Funding mechanism ***A funding mechanism to be investigated for both private, government and municipal-owned airports for future Airport, Aerotropoli and Airport City developments.***	•
PS 33: Provincial transport planning ***Provincial governments should include airports in their provincial transport plans and also include the policies and strategies relevant to airport development for all airports in the relevant Provincial Transport Framework and the provincial development plans. Airport development should be included in the spatial development frameworks. Where new airport developments are scoped as national and international***	• Provincial, Metropolitan and Municipal Transport Plans should make specific provision for Public Transport facilities at airports and routes from CBDs, Townships and rural Hubs. Airports Operators should allocate land specifically for multi-modal public transport interchanges in Airport Masterplans to promote access to airports and facilitate non-transit business activities.

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
airports, Provinces need to seek the national government's approval for the demarcation of the particular area for the development of such aerodrome, as guided by the NADP.	
PS 34: Land use on airports and land use around airports ***The airport licensee/operator should develop the airport development plan, airport master plan and precinct plan of the airport for any new developments in consultation with the responsible local government, as well as the SANDF, if applicable.*** ***The Master Plan should enable long-term planning, such as fifty years. The airport licensee/operator should be responsible for informing the responsible municipality of the obstacle-free zone which is determined according to the regulations under the Aviation Act.*** ***The authorities responsible for land-use planning and control in the vicinity of an airport should ensure that the future zoning of areas close to the airports would be compatible with the airport development. This should be addressed through appropriate Land Development Objectives, the Integrated Development Plans and inclusion of master plans into spatial development frameworks.***	• There is a growing number of commercial developments at and around airports, including offices, shops, tourism facilities, hotels, restaurants, fuel stations and warehouses. • Land-use developments around airports often encroach upon the airport, making it difficult to extend the airport or to use it to its full potential in future. • There is a need to control land-use development at airports and in the areas adjacent to and affected by airports and to ensure appropriate and compatible developments, as the land-use needs of airports differ greatly from those of residential or industrial areas. • In addition, land use can be optimised to increase the economic contribution of airports, including through development of airport cities and aerotropolis urban sub-regions with an integrated economy, mixed use developments and integrated transport.
PS 35: Local emergency services and bulk municipal services *The licensees/operators of airports should plan and monitor their emergency services, as well as the required bulk municipal services, in consultation with the relevant municipal and provincial governments which are responsible for emergency medical, fire-fighting and disaster management services. The municipalities*	• The planning of emergency services at an airport is not always properly co-ordinated with the emergency services of the municipalities in the vicinity of the airport. • Integration is constrained by poor communication between airport operators and municipalities, as well as the prioritisation of basic service delivery

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
concerned should ensure that these services are integrated into their own disaster management plans.	
PS 36: Safety and security compliance by provincial and municipal airports ***Provincial and municipal airports must be managed efficiently and effectively to ensure safe and secure operations, geared towards injecting commercial activities in and around the airports.*** ***Where management expertise and capability are inadequate, management contracts or partnerships should be entered into with entities such, as ACSA, who possess the requisite expertise and experience in airport management.***	• South African Civil Aviation Authority (SACAA) audits indicate high levels of non-compliance at provincial and municipal airports • The elevated non-compliance levels are as a result of the fact that Municipalities and Provinces do not have the competence required to manage airports; as well as competing priorities and constrained budgets to cater for aviation infrastructure which they own and are responsible for managing and operating.
PS 71: Airport Gateways ***An assessment is therefore required within the national interest to determine the optimal policy for aligning and allocating international status to airports.*** ***Review of some international airports with low traffic volume be considered as the traffic volumes do not justify the cost of rendering border control functions by the relevant Departments; and explore the option of reclassifying their current international status to regional airport to promote the regional travel and reduction of travel costs in the region.*** ***The development of a tiered system of Airports – Global Airport Status designation to ORTIA in order to maintain Hub Status 40,000 to serve Europe, Africa, Middle East and Eastern Europe, International Status to KSIA to serve Asia and CTIA to serve Americas. The remaining airports should be restricted to Neighbouring Countries if***	•

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
financially viable and encouraged to promote general aviation and air Cargo.	
PS 75: Passengers with universal access needs ***All airport licensees, airlines and other service providers rendering direct services to the traveling public, should provide facilities and services to passengers with universal access needs. Passengers with universal access needs are persons with disabilities, elderly people, children and persons accompanying children. Such facilities and services should enable passengers with universal access needs to experience ease of access to all airline services; from booking a ticket to taking the trip and being able to provide feedback.*** ***This includes the use of airline facilities and services whether infrastructure, information or communication in accordance with the Constitution, with due regard to aviation safety standards and facility constraints, acknowledging the need for universal design and access, as well as reasonable accommodation.*** ***Relevant information must be available so that passengers with universal access needs and others involved in providing travel services have access to information, such as information about access policies and matters concerning the specific needs of a passenger, e.g. seat dimensions, air circulation/air changes and accessible toilets.***	•
Aircraft Operations and the Environment	

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
PS 78: Establishment of Airport Environmental Committees ***The airport licensee of an airport that is required to calculate and predict aircraft noise contours and conduct regular monitoring of aircraft noise and/or air quality monitoring should establish a standing Airport Environmental Committee as part of an airport consultation forum to provide a communication link between various interested and affected parties to discuss the environmental impact of aircraft operations.***	• In practice, relocation or repurposing of areas within the noise contours is contentious/sensitive and can therefore be difficult to implement, but consultative fora have been identified as a potential mechanism to address these issues • Responsibilities of the airport developer/operator versus airlines and the municipality may also not be clear and widely understood by the public, e.g. around communication, any compensation for relocation • Baseline data on actual land use in the affected area prior to airport development may be difficult to keep current due to sudden changes such as informal settlements • Airport Master Planning is a key tool to improve coordinated land use planning
PS 79: Environmental Management Programme ***An Environmental Management Programme should be used to monitor and control environmental impacts and emissions at licenced airports. This programme should include the current airport operations, air carriers, flight frequencies, proposed developments at the airport, local structure plan, airport controls to minimise the impact of aircraft emissions on the surrounding environment, local planning controls, measures aimed at minimising disaster risk as well as climate change considerations.***	•
PS 80: Aircraft noise management ***Decisions regarding the implementation of measures for the control of aircraft noise should be taken according to ICAO balanced approach to noise management.***	•

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
PS 82: Existing undesirable land-uses within various noise contours ***Once the noise contours for the airport have been established and the proposed land-uses have been accepted for the different noise zones as determined, the relevant municipality should survey all land-uses within these noise contours and compare them with acceptable land-uses to determine any existing non-compatible or undesirable land uses.*** ***Where buildings and other infrastructure are used for a purpose that is incompatible with certain noise zones, these buildings and infrastructure should be used for a more compatible purpose which is permissible in that particular noise zone. However, the practical implications of such a change in the use of buildings and infrastructure must be considered by the local authority.***	•
PS 84: Departure and arrival procedures, preferential runways, and related noise abatement measures ***The airport licensee of an airport that is required to calculate and predict aircraft noise contours and/or conduct monitoring of aircraft noise should ensure that appropriate noise abatement procedures and measures are developed and published after approval by SACAA. Aircraft-, airport- and air traffic service unit operators must implement such noise abatement procedures and measures as applicable.***	•
PS 85: Operating restrictions ***The airport licensee of an airport that is required to calculate and predict aircraft noise contours and to conduct monitoring of aircraft noise may, if necessary, propose, for consideration by the land use authority, any or a combination of operating restrictions for eliminating or reducing aircraft noise to***	•

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
meet the restrictions set by the land use authority.	
PS 86: Airports for which noise contours should be calculated ***SACAA must, in terms of formulated criteria as prescribed, determine which airports are required to calculate aircraft noise contours.*** ***The airport licensee should be responsible for calculating and predicting aircraft noise according to the prediction model set in the National Code of Practice and ICAO and bear the financial responsibility.*** ***The airport noise contours should be established in a manner that would not subject land-use development rights to frequent change.*** ***SACAA should have overall responsibility for enforcing and regulating the calculation of aircraft noise contours at airports as determined.***	•
PS 87: Noise and track conformance monitoring systems ***SACAA must in terms of formulated criteria, as prescribed, determine which airports are required to conduct regular monitoring of aircraft noise.*** ***SACAA will be responsible for the regulation of the standards and requirements for aircraft noise monitoring systems in line with international practice as well as enforcing the monitoring of aircraft noise.*** ***The airport licensee will be responsible for funding the procurement, installation, operation and maintenance***	•

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
of the permanent noise monitoring equipment.	
PS: 88 Handling complaints, claims and exceptions ***The airport licensee must address all noise-related enquiries and complaints, and where established, in consultation with the Airport Environmental Committee established at such airport and should endeavour to share information on noise issues monitoring and mitigation with the public.***	•
PS 89: Measures to reduce fuel consumption ***Airport authorities, air traffic service providers and aircraft operators should adopt operational measures to minimise fuel use and reduce emissions. Fuel efficiency gains, as defined by ICAO, should be reported to the DoT on an annual basis.***	•
PS 91: Voluntary measures ***Airport operators, air traffic service units and aircraft operators should report on voluntary measures implemented to limit or reduce aviation emissions, to the DoT, on an annual basis.*** ***Aircraft operators that are registered in South Africa should report on fuel consumption to the DoT and the Department of Energy whilst carbon dioxide emissions should be reported to the DEA, on an annual basis.***	•
PS 93: Local air quality monitoring ***An appropriate monitoring system should be introduced for the capturing of relevant data concerning engine***	•

This gazette is also available free online at **www.gpwonline.co.za**

DRAFT COMPREHENSIVE CIVIL AVIATION POLICY STATEMENT EXTRACTS	ASSESSMENT OF GAP BETWEEN AIRPORT-RELATED POLICY AND CURRENT STATE
emissions. Airports meeting the criteria for air-quality monitoring, as determined by the DoT in consultation with the DEA, should be subject to the monitoring of ambient air quality.	

9.3 International trend gap assessment

The table below assesses the gap between the desired airport network and individual airport planning in terms of **international trends**.

Table 13: International trends gap assessment

Trend themes	Assessment of gaps
1. Airports are needing to accommodate new aircraft types for both passenger and freight	• Larger volume airports have invested in recent years in upgraded air bridges, aircraft parking etc., and some airports can now accommodate wide-body aircraft and ICAO Code E • Only the O. R. Tambo International Airport currently receives Code F, where all Code F and most Code E stands are dual contact • King Shaka International Airport already has 2 Code F stands with dual passenger boarding bridges. • The spatial provision for similar dual bridges and Code F stands are on the master plan for Cape Town International Airport and will be developed as and when required by demand
2. New security technologies are impacting on the required layout of passenger and cargo terminals	• This trend is starting to be evident in South African airports with some plans to introduce new technologies, e.g. the integration of full body scanners at ACSA airports and the Department of Home Affairs plans to integrate biometrics into security planning at international airports

This gazette is also available free online at **www.gpwonline.co.za**

Trend themes	Assessment of gaps
3. Airports are increasingly mainstreaming environmental considerations into their design	• This trend is not yet strongly evident in most South African airports • One example of incorporation of environmental considerations into airport design is the increase in use of natural light in recent passenger terminal upgrades at Cape Town International, King Shaka International Airports, and Lanseria International Airport pier development •
4. There is expected to be less separation of domestic and international passengers using "call to gate" methodology	• South African international airports are starting to follow this trend. All ACSA airports are designed to the principle of single centralised holding areas from where all flights are called
5. Airport design and systems are increasingly integrated with other modes of transport	• Public transport access by train and rapid bus transit is a relatively recent development in South Africa, and only at larger/higher traffic airports, and so integration across modes is still under development (some layout changes were made in the recent wave of ACSA airport upgrades to improve integration) • South Africa's Public Transport Strategy through Integrated Rapid Public Transport Networks (IRPTN) includes in its objectives linking major origins and destinations, including airports, as well as integrated ticketing systems and institutional integration between services • However, inter-operability of facilities and systems is not yet in place e.g. luggage check-in at Gautrain /rapid bus stations for airports • Smaller airports at the moment have less advanced public transport systems and tend to rely heavily on private vehicles; constrained budgets for public transport upgrades have slowed this integration
6. Airports are increasingly being designed based on user experience	• Airport users have raised concerns that airport design and upgrade processes have not been highly consultative from early stages, and have often not resulted in optimisation of facilities to address their needs.
7. The number of aerotropolises and airport cities are increasing due to increased importance on revenue from non-aviation sources and convenience for users	• Numerous feasibility and planning processes are underway for aerotropolises in South Africa, e.g. Dube Tradeport Aerotropolis Region, Ekurhuleni Aerotropolis, Cape Town Aerotropolis

Trend themes	Assessment of gaps
8. Low Cost Carriers are increasingly offering long-haul flights and using secondary destination airports	• This trend is not yet strongly featured in South Africa, although there have been some developments around use of Lanseria International Airport for domestic low cost carriers, this has not extended to long-haul to date
9. With the rise of private sector involvement in financing airports, financing is increasingly being integrated into every step of the planning and design process	• The strategic master plans of ACSA airports are subject to financial evaluation to determine the preferred option that provides the most cost effective operation • ACSA's 10 year plan is subject to intensive scrutiny by both industry and the Economic Regulator prior to funding release • Smaller private airports typically will have phased developments to take into account financing requirements
10. As smaller airports are becoming targets for illegal activities, new strategies to combat them are being implemented	• Registration of airports is one initiative to improve information availability around smaller airports that may be targeted for illicit activity. The regulations to deal with the registration of unlicensed airports have been promulgated. • Discussions are also underway within the security and border control agencies as to how to address this issue; however, available resources to monitor activity are likely to be a constraint
11. Non-scheduled, general air service and non-commercial aviation activities are being consolidated at particular airports, rather than spread out amongst multiple airports and airfields.	• South African non-scheduled, general air services and non-commercial aviation activities are experiencing similar pressures at the main commercial airports • There has been some consolidation of activity at smaller privately-owned airports (e.g. Grand Central, Port Alfred), and in some cases at municipally-owned airports (e.g. Virginia) • However, financial viability of smaller airports remains a concern
12. ACI Accredited Health and Hygiene Protocols	• The ACI Airport Health Accreditation (AHA) programme provides airports with an assessment of how aligned their health measures are with the ACI Aviation Business Restart and Recovery guidelines and ICAO Council Aviation Restart Task Force recommendations along with industry best practices. • The programme is open to all ACI member airports of all sizes. • Enables airports to demonstrate to passengers, staff, regulators, and governments that they are

Trend themes	Assessment of gaps
	prioritizing health and safety in a measurable, established manner. • Enables airports to validate their own measures throughout their facilities and processes. • Reassures the travelling public using the airport's facilities. • Promotes the recognition of professional excellence in maintaining safe hygienic facilities. • Promotes best practices and aligns efforts across the industry, and ensures harmonization between ICAO global guidance and industry implementation. • Accreditation is voluntary with a request to join the programme initiated by the airport.
13. Consideration of the Disability Sector	• ICAO Doc 9984 - Manual on Access to Air Transport by Persons with Disabilities • Annex 9 • ICAO ACI World's Accessibility Enhancement Accreditation (AEA) program provides a continuous path of improvement for airports in the area of accessibility for passengers with disabilities. • It is designed to help airports measure, evaluate, and improve their accessibility management and culture, and it is the only international assessment/accreditation program dedicated to airport accessibility to passengers with disabilities • Problems using airline bookings and airline services: passengers are refused travel, subjected to insensitive booking requests, damaged wheelchairs, and the failure to accommodate assistive devices. Rude or unhelpful staff, overtly discriminatory search demands, no safety information available when deaf. • Silent airports: the introduction of silent airports was a special focus in 2021. The international 'Silent airport' movement was founded on research that did not include people who were blind, who were subsequently unaware of gate changes. This is not acceptable in Aviation in South Africa because of the equality clause in the Constitution and the Constitutional Court Case won by BlindSA on access to information. • Travelling alone: passengers have been refused flights because they are a person with a disability flying alone, have been refused passage because their combined wheelchair and themselves is not covered in policy or because the airline does not believe it has a duty to reasonably accommodate the passenger.

This gazette is also available free online at **www.gpwonline.co.za**

Trend themes	Assessment of gaps
	• Weight of wheelchairs: airlines have refused to take passengers in wheelchairs where the wheelchair weighs more than 32kg, and a combined wheelchair/passenger weight of 65kg, which is unrealistic. Due to the changes allowed through the CAA between 2013 - 2017, there is no reasonable mechanism to stop this.

10 ASSESSMENT OF GAPS IN THE AIRPORT NETWORK

South Africa's airport network as a whole has significant capacity, and many of its airports are currently under-utilised. The section below addressed the identified gaps.

10.1 Controlled airspace

Only three airports are slot coordinated, and airspace congestion is primarily experienced in the vicinity of the OR Tambo International Airport Terminal Area. Airspace congestion within and close to the ORTIA TMA is therefore a particular constraint to traffic growth for the Gauteng area. Resolving this will require the optimisation of airspace utilisation and ultimately, additional airport capacity outside of the ORTIA TMA.

10.2 Airport infrastructure capacity

The ultimate capacity of most airports in South Africa is unknown. In terms of the existing and planned airport infrastructure, the ultimate airport capacity at the current busiest international airports is estimated as follows:

- ORTIA - 76 to 80 mppa (million passengers per annum)
- CTIA – 40 to 42 mppa
- KSIA - 40 mppa
- Lanseria - 21 mppa
- KMIA – 600 000 mppa

Taking into account available demand forecasts, planned investments at major airports, and a similar aircraft mix, capacity constraints in terms of both passengers and ATMs can be expected within the 2050 planning period to serve Gauteng, Western Cape, and KZN. Within this period, specific dates where additional capacity will be required may shift based on actual

This gazette is also available free online at **www.gpwonline.co.za**

activity levels (see the following section for discussion of the Planning Activity Levels approach).

In addition, cargo handling capacity is constrained at ORTIA (where over 80% of cargo volumes are currently concentrated), and plans for a mid-field cargo terminal aim to address this through infrastructure investment to accommodate 750 000 tonnes of Cargo per annum. Midfield Cargo Development Project to be expedited to ensure that ORTIA regains its status as the premier Cargo Hub in Africa; and acts as catalyst for other non-aeronautical developments in and around the airport.
Cargo capacity at other international airports may help to address this gap depending on international air connectivity at these airports. The scale and nature of cargo are unlikely to support freighter-focused airports and cargo hubs in the short-to medium term.

10.3 Airport sustainability and commercial development

Many of South Africa's smaller airports, in particular provincially and municipally-owned and non-commercial aviation focused airports, are not currently financially self-sustaining. Traffic volumes within the airport network are not likely to be sufficient to enable financial viability of all of these airports based on aeronautical revenue alone. Requirements for noise and emission monitoring at airports will also have cost implications. In addition, competing land uses that are more financially attractive are placing pressure on existing facilities.

The current budget constraints and focus on basic service delivery across all spheres of government will constrain public sector funding of airport projects in the short to medium term. Decisions by provinces and municipalities to invest and operate airports that are not financially viable will require the executive authorities to prioritise within their budgets to fund operations and should consider the opportunity costs of such funding. Given that the private benefits exceed social benefits, the case for user charges is strong. Fiscal funding will only be considered where social benefits are greater than private benefits and costs.

Further development of non-aeronautical revenue, including the appropriate development of land on and around the airport is therefore likely to be necessary to increase the number of airports within the airport network that can be sustained. Without such development, the long-term capacity of the airport network to serve in particular non-commercial aviation needs will be reduced. These developments can also support the economic contribution and spatial integration of airports into their surrounding areas.

The spatial context and nature of economic activity and demand in the areas surrounding airports will constrain what type of development will be viable, ranging from small airport precincts though to airport cities and aerotropolises. It is therefore still likely that some airports may need to be mothballed or alternative uses found (taking into account that lost capacity will be difficult to replace), and that aviation activity will need to consolidate into a smaller number of airports.

This gazette is also available free online at **www.gpwonline.co.za**

PART D: GUIDING PRINCIPLES

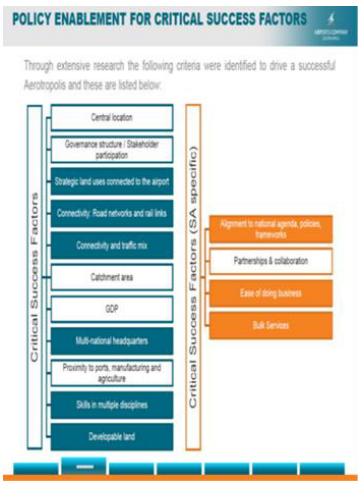
The section below sets out **guiding principles** to support decision-making and planning for both the **overall airport network** and **individual airports in their surroundings**. In particular, these guiding principles aim to support airport operators and provincial and local government in their airport-related planning.

These guiding principles will be reviewed as part of the NADP review cycle, and refined, if required, to take into account any changes in the airport network context.

11 Aerotropolis and Airport City Principles

The Aerotropolis is a platform for a host of physical, social, governmental, and economic planning efforts intended to improve the lives of our residents and communicate a message of stability, sustainability, economic energy, and desirability to the world. At its core, the Aerotropolis is more than a development plan. It sets out a roadmap to better the lives of communities as a hub of investment and industrialisation. It will contribute towards the development of the SMME sector as a key driver of growth. It will also strengthen the capacity of the state to direct economic development and enhance the competitiveness of strategic economic sectors.

On a macro level the key objective of an aerotropolis strategy is *to achieve economic integration, improve economic development and stimulate growth through investment and the provision of quality of jobs; and* to bolster the economic development of a country. Its successful implementation rests on ensuring that several major building blocks are in place. These major building blocks comprise of key activities which include establishing strategic partnerships and placing a great focus on critical success factors that should be in place in order to create an enabling environment for the execution of an Aerotropolis. Critical success factors must be executed in a manner that embraces SMART development principles to ensure sustainability.



This gazette is also available free online at **www.gpwonline.co.za**

Aerotropoli and Airport Cities must primarily:

- Increase the competitiveness of cities, airports and regions to attract business. The benefits and competitive advantage that will be gained by locating in a specific area must be in place or at least be clearly demonstrated and articulated.
- Maximise revenues in that for many airports, non-aeronautical revenues are critical for long term sustainability.
- Promote speedy connectivity and accessibility. The value proposition of the airport city and the aerotropolis is that connectivity increases competitiveness. Goods and services must be provided efficiently and swiftly. This does not only refer to air and surface access but also support systems eg IT systems, governance, ease of doing business etc.
- Support integration of the airport system into an airport network that contribute to the growing wealth of the country and to ensure that potential investments are utilised effectively and efficiently.
- Support integrated planning and development through integration of airport development frameworks and Plans into Integrated Transport Plans and Spatial Development Frameworks of all spheres of government.
- Incorporate Smart development principles to ensure sustainability.

Aerotropolis Major Building Blocks

Building block 1: Establish strategic partnerships and stakeholder platforms

This is concerned with the pursuit of strategic public and private partnerships to streamline efforts and secure resources required for the successful implementation of the Aerotropolis. This includes attaining commitment and strategic public investment to lay the foundation for the development of the Aerotropolis (e.g. bulk services provision), establishing solutions for phased payment/relaxation of development costs, and engaging with and informing policy makers to ensure that the Aerotropolis finds expression in applicable policies and frameworks and thus enabled. In addition to establishing strategic partnerships, it is important to establish structures that will serve as a platform to create awareness and formalise cooperation and collaboration among various stakeholders.

Building block 2: Focus on critical success factors

Critical Success Factors (CSF) are useful in ensuring that effort is placed on the right things to achieve success- and in the case of the aerotropolis, the following critical success factors have been identified:

- Central Location: Central geographic location in relation to the area an airport serves.
- Stakeholder Participation: Strategic partnerships with all relevant stakeholders is a requisite for airport related development. Cooperation between the Airport, the municipality, the region, community, airlines, and transport authorities (all relevant stakeholders) is important for the success of an Aerotropolis.
- Strategic Land Uses: High value strategic land uses including international business districts, international exhibition centres, airport related mixed- use, residential areas,

This gazette is also available free online at **www.gpwonline.co.za**

and transit-oriented development in the vicinity (around) of the airport connected (including public transport) to the airport.

- Connectivity- Road Networks and Rail Links: Surface access is one of the most important factors. Access should not only be measured in terms of distance but also in time. At large airports where roads are congested, the provision of public transport for both passengers and staff is critical.
- Air Connectivity & Traffic Mix: Air connectivity and traffic mix in terms of passengers and cargo. The number of direct destinations that an airport is connected to is directly related the success of an Airport. Airports that are either passenger or cargo biased will struggle to succeed as the aerotropolis concept leans heavily on both cargo and passenger connectivity.
- Catchment Area: Catchment area in terms of the population that an airport serves within a geographical area.
- GDP: Airports located in areas with constantly low or negative (recession) GDP may struggle to attract investment due to low economic activity and the need to channel resources in other focus areas such as the provision of basic services etc.
- Multinational Headquarters: The number of multinational headquarters situated on or near the airport. Companies of distinct size and from different sectors have diverse needs when it comes to their choice of location.
- Proximity to Ports, Manufacturing and Agriculture: Points to the existence of other supporting and complementary industries, business and agriculture/agro- processing that is part of the larger value chain. Enable imports and exports and reduce travel times to the airport and other supporting and complementary businesses.
- Skills in Multiple Disciplines: The availability of skilled labour at the right level. In general, there is an oversupply of certain skills but a shortage of skills in fields such as ITC, Engineering, Health Professionals, Business Management etc. in South Africa.
- Available and Developable Land: Developable or re-developable land available on and off airport.
- Alignment to national and regional policies and development frameworks: Policies, frameworks and plans at all levels of government should support the development of aerotropoli and airport cities by ensuring that the mechanisms required to enable them (ie ability to reserve land, integration with spatial and transport plans), are formulated and are in place.
- Partnerships and collaboration: Establishing partnerships with key and strategic stakeholders, and the relevant structures that will facilitate engagements, is important to ensure collaboration.
- Ease of doing business: Ease of doing business is concerned with ensuring that the measures that make doing business seamless, are in place. In the case of an aerotropolis, this includes ensuring availability of land that is ‘development ready’ (i.e. zoning, bulk services).
- Bulk Services: Determining bulk services is an outcome of land use and transportation planning. Broad land uses and transportation corridors are first defined and thereafter services demand is determined, as different land uses such as roads, have different services requirements. The required bulk services provision must be in place, prior to executing a development.

This gazette is also available free online at **www.gpwonline.co.za**

Building block 3: Attract investment opportunities

Attracting investment opportunities is concerned with developing partnership models, incentivising investors and achieving "investment ready" status. This would include putting in place incentives that would attract investors in place such as expanding/ establishing Special Economic Zones that have a Special Airport Designation offering an array of incentives over and above those associated with traditional SEZs.

The adoption of the aerotropolis concept has placed airports at the centre of corridors linked to other related land uses and clusters outside the airport city resulting in a multitude of industrial, residential, and commercial clusters directly and indirectly linked to the airport. These sectors are targeted and based on existing economic activity, national strategic objectives, international best practices, and industry growth drivers related to trade. The connectivity of the airport with regional and global markets, drives a strong and growing economy and aviation sector as well as many other sectors and industries by creating sustainable business opportunities for large-, medium-, and small enterprises alike.

The South African Aerotropoli incorporates the principles of smart and sustainable cities which is concerned with planning, developing and managing cities (urban areas) in a sustainable way, using the latest technology according to environmentally friendly principles while maintaining and using resources in a sustainable manner. The growth of the South African Aerotropoli network provides the opportunity for Government to adopt smart principles into all developments. This support and encourage the private sector to adopt the same principles creating an environment where all role-players collaborate on smart principles and creating economies of scale to drive affordability and wide-spread adoption. The South African Aerotropoli underpinned by the adoption of smart principles, provides a multitude of benefits.

In the SMART MOBILITY sector:

- Leading world-class airports are at the centre of each aerotropolis/airport city due to flexible and agile planning done in collaboration with all relevant stakeholders.
- Aircraft operators from all over the world ensure connectivity to every continent across the globe in support of multiple sectors including tourism, import and exports etc.
- A healthy network of aircraft carrying passengers and cargo around the South African network of airports supports an integrated economy and the growth of uniquely positioned sectors of industry. These airports and their surrounding industries are suited to the regions in which they are situated and complement each other to ensure economies of scale for the benefit of a broader and integrated economy.
- In addition to ride-hailing and car-sharing platforms, there could be safe and well managed taxi-drones transporting people and goods effortlessly in and out of the multi-modal transport centres based at the airport.
- Aerotropolis communities enjoy the benefits of extensive public transport networks, moving around the aerotropolis on efficient and affordable public transport, to and from their homes.
- The public enjoys seamless and ticketless movement from one public transport mode to another due to multiple service providers collaborating and creating a single smart platform for payment which is transparent and easy to use for both the passenger and

This gazette is also available free online at **www.gpwonline.co.za**

the service provider. The platform also shares schedules, updates, and information links for seamless integration.

In the SMART ENVIRONMENT sector:

- Every opportunity to maximise common use renewable energy sources and responsible water consumption is taken and applied across the aerotropoli. Green buildings are the norm and attract significant incentives from government.
- Aircraft operators are provided with alternative fuels which together with the electric ramp handling vehicles, has reduced the carbon footprint of the airport to zero. Airport users are provided ample capacity to charge their electric cars.
- Infrastructure takes full advantage of natural light and green building technology to ensure users enjoy optimum levels of comfort in all the buildings.

In the SMART GOVERNMENT sector:

- Collaborative structures for planning include all stakeholders invested in the aerotropolis and a plethora of public private partnerships.
- There are integrated data platforms, which provide consistent, coherent, and readily aggregated and reliable information to city planners, architects, designers, airport building/ facilities managers, transport authorities, engineers, etc.
- Aerotropoli carrying on strong and sustainable businesses based on structured development plans have been adopted and supported by all spheres of government.
- In the airports, all passenger processing takes place digitally using integrated state of the art identification technology which allows the passengers to move through multiple service providers at the airport seamlessly with no queues and no touchpoints.
- Airport infrastructure ensures there are spaces for the passenger to relax and enjoy themselves at healthy food courts, virtual reality pods, quiet reading spaces with limitless Wi-Fi.

In the SMART LIVING sector, there are opportunities for:

- Urban economic developments that are positively influenced by the application of ICT technology on all aspects of urban economy, which in turn changes the land-use system.
- An abundance of job opportunities are being created by inflows of local and foreign investment; and taken up by skilled workers. South African Aerotropoli have resulted in growing employment for the communities around them with unemployment now at an all-time low.
- A market-responsive mix of compatible land uses within proximity to one another, designed to optimise density and land values.
- Landside development beyond aviation-related uses and including complementary businesses and industries; intermodal transport hubs; hospitality and MICE facilities; leisure and entertainment use; and social infrastructure such as schools and hospitals.
- A healthy and attractive environment for more investment. As more investments flow, so opportunities continue to arise for SMME’s, employment and skills development in multiple sectors.

This gazette is also available free online at **www.gpwonline.co.za**

- Spatial arrangements of buildings and public space promotes compact and walkable urban structures.

In the SMART PEOPLE sector, there are opportunities for:

- The most sought-after Aviation Training Academy globally providing a wide range of qualifications related to the sector.
- World class universities and TVET colleges sporting the largest research and development faculties placing South Africa at the forefront of innovation globally.

Ekurhuleni Aerotropolis[81]

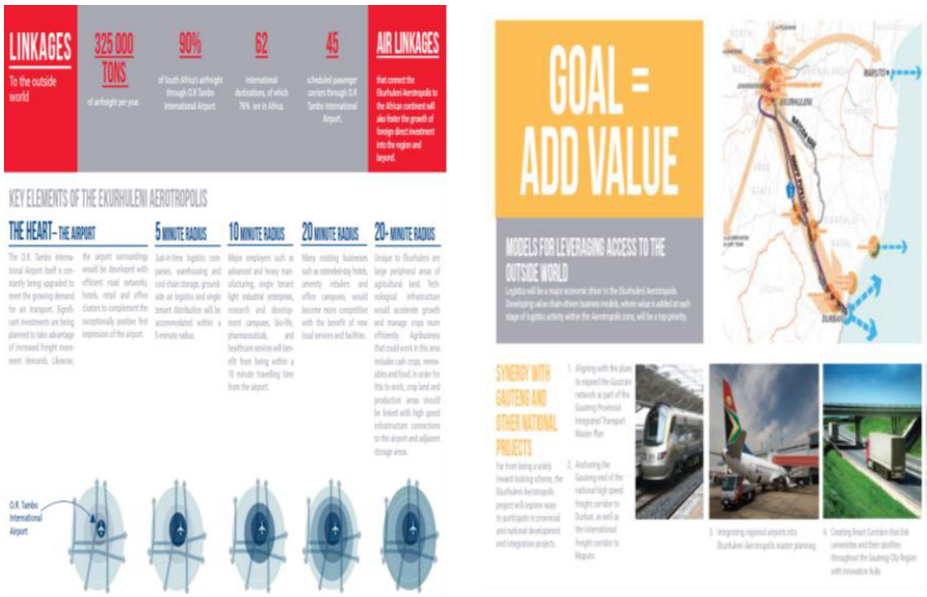




[81] https://www.globalafricanetwork.com/wp-content/uploads/2017/11/Ekurhuleni-Aerotropolis-June-2017.pdf

This gazette is also available free online at **www.gpwonline.co.za**





This gazette is also available free online at **www.gpwonline.co.za**

12 ACI Accredited Health and Hygiene Protocols

The ACI Airport Health Accreditation (AHA) programme provides airports with an assessment of how aligned their health measures are with the ACI Aviation Business Restart and Recovery guidelines and ICAO Council Aviation Restart Task Force recommendations along with industry best practices. The programme is open to all ACI member airports of all sizes and it:

- Enables airports to demonstrate to passengers, staff, regulators, and governments that they are prioritizing health and safety in a measurable and established manner.
- Enables airports to validate their own measures throughout their facilities and processes.
- Reassures the travelling public using the airport's facilities.
- Promotes the recognition of professional excellence in maintaining safe hygienic facilities.
- Promotes best practices and aligns efforts across the industry, and ensures harmonization between ICAO global guidance and industry implementation.

Accreditation is voluntary with a request to join the programme initiated by the airport.

13 Environmental carbon emissions of airport development

Airports Council International's (ACI) Airport Carbon Accreditation recognizes and accredits the efforts of airports to manage and reduce their carbon emissions. There are four levels of certification: mapping, reduction, optimisation, and neutrality. Airport Carbon Accreditation is based on existing international standards in the reporting and accounting of Green House Gas (GHG) emissions.

The environmental sustainability of airports will be aligned with policy objectives set out by the Airports Council International Towards Net Zero Carbon Emissions by 2050: the ACI global long-term carbon goal for Airports. South Africa will consider multiple solutions for decarbonization and to a gradual transition to net zero carbon in the long term. The environmental sustainability of airports will be aligned with policy objectives set out by the Airports Council International Towards Net Zero Carbon Emissions by 2050: the ACI global long-term carbon goal for Airports. South

This gazette is also available free online at **www.gpwonline.co.za**

Africa will consider multiple solutions for decarbonization and to a gradual transition to net zero carbon in the long term. Attain an independent ACI certification.

14 Establishment of Airport Consultative Committees

Local Airport Facilitation Committee

The airport licensees/airport operators of airports serving international air services may be required by the National Air Transport Facilitation Committee to establish Airport Facilitation Committees to coordinate civil aviation facilitation matters at the airport level; and to support the airports in their efforts to coordinate the implementation of the Airport Facilitation Programme in order to meet the objectives of the National Air Transport Facilitation Programme. Airport Facilitation Committees chaired by the airport licensees/airport operators, will be composed of local representatives of the major stakeholders in civil air transport facilitation at such airports.

Local Airport Security Committee (LASC)

Establishment of airport security committee will assist and support the designated airports authority in their role of coordinating the implementation of security controls and procedures as specified in the Airport Security Programme, in line with the National Aviation Security Programme.

Environmental Management Committee

The airport licensee of an airport that is required to calculate and predict aircraft noise contours and conduct regular monitoring of aircraft noise and/or air quality monitoring should establish a standing Airport Environmental Committee as part of an airport consultation forum to provide a communication link between various interested and affected parties to discuss the environmental impact of aircraft operations.

15 Airport network planning

In order to give effect to the draft Comprehensive Civil Aviation Policy principle of macro-planning for airport network and integration into the wider transport network, **a more evidence-based and coordinated approach to airport network planning** is needed. Given the allocation of roles in relation to airports across the three spheres of government and the private sector, by definition any systems airport network planning in South Africa needs to be collaborative.

15.1 Principles to address capacity constraints in the airport network

Airports reaching their capacity thresholds may relate to a complex range of issues, including ATMs, aircraft mix and runway occupancy time, passenger volumes, passenger and baggage

This gazette is also available free online at **www.gpwonline.co.za**

handling systems, environmental restrictions, and capacity of landside transport systems. The importance of these factors may vary between airports. In addition, some capacity constraints are at the airport network level rather than at the level of an individual airport, in particular airspace constraints within a geographical zone.

Existing infrastructure capacity should be optimised to deal with activity levels, including using the following techniques:

- **Prioritise alternative approaches to addressing capacity pressures rather than major infrastructure expansions or green-field investments, e.g.**

  – Review aircraft mix at airports through one or more of the following:
    - differential charging,
    - provision of secondary airports,
    - restrictions on airport access during peak hours, and
    - selection of specific airports for a particular type of air traffic
  – Improve airspace management techniques e.g. redesigned Air Traffic Zones (ATZ), Control Zones (CTR) or Terminal Areas (TMA); designing, validating and implementing Performance Based Navigation (PBN) procedures where beneficial and rendering effective Air Traffic Flow Management (ATFM) services.
  – Infrastructure refinements to speed up throughput e.g. high speed taxi-ways (noting that these are more likely to provide short- to medium-term relief rather than permanent relief, depending on traffic growth rates).
  – Implementation of CDM and A-CDM to increase efficiencies at congested airports
  – Implementation and enforcement of slot coordination framework to manage slots and encourage efficient use of limited airport- and airspace infrastructure at coordinated airports

- **Proactive identification of capacity gaps** and identification of partners to deliver on these requirements (potentially through a committee with representation from the three spheres of government, ACSA, private operators and key user groups).

- **Promote use of Planning Activity Levels** (PAL) approach working with multi-disciplinary teams to deal with volume uncertainties at network and individual airport level (i.e. customised to each airport's volume forecasts and capacity – investment decisions to upgrade capacity are triggered once certain volumes of traffic are reached, taking into account construction lead times).

  – This would enable airports to cope more effectively with uncertain growth forecasts in a resource-efficient manner. However, for publicly-owned airports it might create funding challenges as the timings of capital investments would not be fixed within medium-term budget periods, but would need to be flexible dependent on actual volumes.

This gazette is also available free online at **www.gpwonline.co.za**

- **Airspace management** is critical to the airports network's capacity, and therefore should:

  – Be given serious consideration at the outset of any new airport development or expansion planning.
  – Be optimised in terms of design, technologies and use of systems e.g. Air Traffic Flow Management and Performance Based Navigation (BPN).
  – Define minimum aircraft performance criteria and discourage commercial and non-commercial aircraft that do not meet the criteria to enter congested Terminal Areas (TMA) during peak periods through disincentives.

15.2 Airport categories for the purposes of airport network planning

In Part B of the NADP, multiple attributes were used to describe the airport network, namely: infrastructure and facilities, activities and purpose, licence/registration status, international airport status, ownership, proximity to the strategic transport network, and airspace congestion. Combining all of these attributes into a single categorisation system is cumbersome and impractical.

The following categories provide one way of thinking about the country's airport network that takes into account the role of the airports in the network:

A. **Certified International airport** – a designated port of entry that serves intercontinental/long-haul traffic, as well as regional-international and domestic traffic. Such airports are also designated in terms of the Civil Aviation Act, 2009, for aviation security purposes and are subject to the National Aviation Security Programme.

   - **"Regional-international" airport** – a proposed fully-fledged designated point of entry that serves SADC as well as domestic traffic. The feasibility of this category of airport is still subject to further investigation with due regard to all relevant national security implications and imperatives. Whilst this could initially be limited to air services to and from Member States of the Southern African Development Community (SADC) and could be expanded to the rest of Africa in due course (i.e., facilitating access to intra-African air services in line with the Yamoussoukro Decision). This would ease the burden on the currently congested international airports which are used by operators of small aircraft operating from small airports only for purposes of border control, causing serious capacity constraints.

B. **Licenced airport** – An airport open to public that serves scheduled domestic traffic and is designated in terms of the Civil Aviation Act, 2009, and is subject to the National Aviation Security Programme (NASP).

C. **Approved Aerodromes**
Aerodromes that submit a Risk assessment and Standard operating Procedures to be approved by SACAA
Type A – charter operations
Type B – Part 61 training for Pilots excluding gliders and balloons

This gazette is also available free online at **www.gpwonline.co.za**

Type C – Proximity (under CTR) to certified or licensed aerodromes may conflict or cause hazard to existing aerodromes

D. **Registered airports** – airports that are serving non-commercial purposes, such as private flights and sport aviation.
E. **Military airports** – airports that are serving purely military purposes, but may be used for civil purposes if prior permission is obtained from the SANDF and the SACAA.

In the South African context, **cargo** requirements are being served by international and national airports (and in future by "regional-international" airports if created and classified as a commercial port), rather than single purpose cargo airports. A separate "cargo airport" category is therefore not required at this stage. Whilst at present non-commercial General Aviation is an activity that is taking place at multi-purpose airports, including international and national airports as well as smaller commercial and registered airports, airspace congestion levels at certain international and national airports make it increasing necessary **to plan for provision of non-commercial aviation facilities within the airport network**.

15.3 Framework, criteria and processes for airport licensing, registration and approvals

Ideally, airport network planning would identify the optimal locations for airports to meet particular needs within the airport network based on all relevant considerations.

These considerations would include:

- Existing airports within the catchment area that already have suitable core infrastructure (in particular runway capacity);
- Interconnectivity with the existing and planned transport network for other modes, so as to improve the efficiency of intermodal transport integration, and leverage existing/ planned transport investments;
- Airspace – manage airports that fall within congested airspace;
- Environmental sensitivities – excluding areas that are environmentally sensitive or already experience significant environmental stresses;
- Land use – exclusion of airports where there are surrounding land uses that are not compatible and cannot easily be moved; and
- Socio-economic integration – preference for airport locations that will amongst others optimise the socio-economic contribution in terms of passenger movements, freight, destination marketing, public services and job creation potential in the wider precinct.

However, selection of optimal locations would require a proactive process based on high quality data and effective multi-stakeholder coordination. Such a system would provide greater direction and vision in addressing capacity gaps, and could increase efficiency of the network, but would introduce some new risks due to central identification of airport opportunities. This is often not possible within a deregulated airport planning system[82].

[82] For a discussion of these complexities, see Guillaume Burghouwt (2012) Airline Network Development in Europe and its Implications for Airport Planning

This gazette is also available free online at **www.gpwonline.co.za**

In addition, w**here airports (in particular those in larger cities where land is a constraint and urbanisation and urban expansion rates are high) are expected to exceed their ultimate capacity in the next 40 to 60 years, provision should ideally be made to safeguard suitable land for the required additional airport,** and the zoning around the area also needs to be aligned and contained in the spatial development frameworks to avoid encroachment of incompatible land-use**. In line with the National Infrastructure Plan's planning horizon, any major infrastructure projects required within the next 20 years to address the capacity gap should be identified and reviewed every 5 years.**

At the moment, the processing of applications for international airports is a reactive and ad hoc process. The reactive approach has the advantage that the mechanisms already exist to some degree, and it requires minimal risk and resources from central government.

As an interim arrangement pending the full implementation of the National Airports Development Plan, for the next five years a reactive process to applications for international, "regional-international" (if created), and national airports will be used, but within application window periods to enable comparison between applications taking into consideration airspace, transport master-plans, economic viability and sustainability and security imperatives. Data gathering systems will be put in place to support evaluation of applications. A proactive system of identifying the need for additional international airports will be developed during the second phase revision and implementation of the NADP, based on the maturity of the data gathering system and demands due to economic growth.

DOT will work together with other national departments and agencies and in consultation with aviation stakeholders to processes:

- Application for international airport status (including a sub-set for the proposed "regional-international airports"), factoring in all relevant national security implications and imperatives;
- Pre-approval process for green-field airports.

Overviews of the above processes are provided in the sections below:

15.3.1 Process overview for designation of an airport as an international airport / port of entry

An application for international status of an airport should be accompanied by a comprehensive feasibility study with specific emphasis on economic and financial viability and sustainability. In particular, an applicant should be able to demonstrate:

- The presence of significant unmet market demand for international air services and its ability to meet such demand;

- Through projections of volumes, to justify the public resources to be committed for rendering services at the port of entry (customs, immigration and other government officials, services and infrastructure);

This gazette is also available free online at **www.gpwonline.co.za**

- That the market demand could not be met by the development and/or improvement of land transport to an existing international airport;

- How the airport will be integrated into the current transport network, including the National Airspace Master Plan[83];

- Proof of zoning and demarcation of the area for the development of a *new* international aerodrome[84]. (Approval (in some form) will have to be obtained from the National Executive (Cabinet) in terms of Schedule 4, Part A of the Constitution of the Republic of South Africa 1996);

- That Governmental support has been obtained from the applicable Local and Provincial Governments for the planned new international airport or application for international status of an existing airport, as applicable;

- Its ability to comply with all relevant regulatory requirements, including:

  – **Civil Aviation Safety:** Civil Aviation Act, 2009 (Act No. 13 of 2009) and Civil Aviation Regulations, 2011;

  – **National Security:** Defence Act of 2002 (Act No. 42 of 2002), and related security regulations. In addition, all applications will be subject to a comprehensive threat and risk assessment;

  – **Civil Aviation Security**: Civil Aviation Act, 2009 (Act No. 13 of 2009), National Aviation Security Plan (NASP), and relevant security regulations;

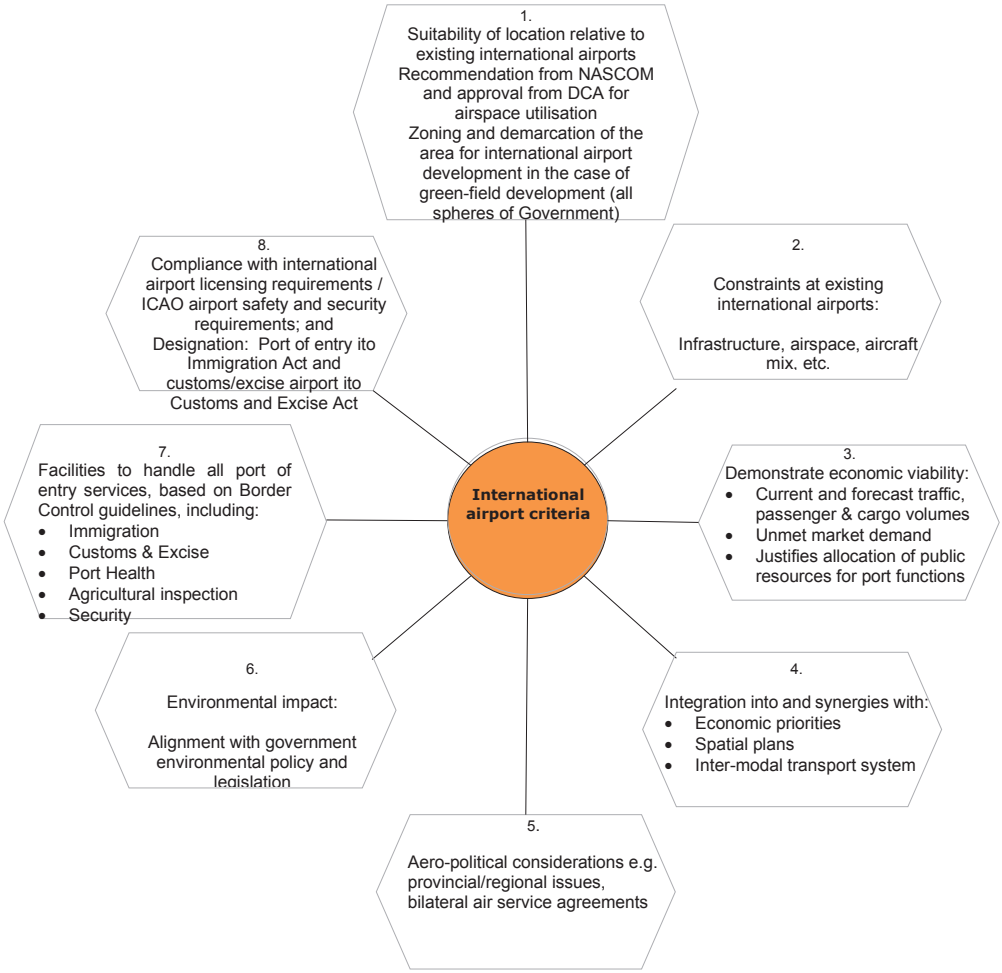
  – **Border Law Enforcement and Border Management/BMA**: Requirements of the Border Control Departments including but not limited to Customs, Immigration, Health, Agriculture and Border Police (which in future will be dealt with through the BMA once established); and
  – **Environment:** Requirements of the Department of Environmental Affairs, including a Basic Assessment Report or an Environmental Impact Assessment (EIA) as may be applicable to a new or expansion of an existing airport.

The following diagram provides the summary of the criteria to be considered for designation as an international airport (port of entry status):

[83] Airport development should not be considered in isolation, but be integrated into all national, provincial and municipal economic and spatial development initiatives, and also support broader policy initiatives. There should be synergy between airport development and the national and provincial economic and development strategies. Long-term planning for the location of airports should run in parallel to provincial and regional economic development plans. (National Civil Aviation Policy, 2017)
[84] Regulation 139.02.21 of the Civil Aviation Regulations, 2011

This gazette is also available free online at **www.gpwonline.co.za**

Figure **6**: Summary of criteria for designation of an airport as an international port of entry



The Airport Coordinating Committee (ACC) will continue to consider applications for international airport status and submit recommendations to the Cabinet for consideration.

Consideration will be given to opening a window period for applications for international status (and potentially for removal of under-utilised allocation) every two years, so that the relative merits of application can be assessed taking into consideration airspace, transport master-plans, economic viability and sustainability, security imperatives and other data-gathering systems; rather than on an ad-hoc or first-come, first-served basis.

All applications for international airport status from the same region or in close proximity of such region should be Considered as competing applications and processed in compliance with the Promotion of Administrative Justice Act, 2000.

This gazette is also available free online at **www.gpwonline.co.za**

The designation of an international airport as a port of entry may be withdrawn at any given time:

- where the demand for international services declines to such an extent that it is no longer viable for the State to invest resources in it;
- where the Airport Authority fails to comply with the set infrastructure standards for border management department(s);
- in the event of management deficiencies on the part of the Airport Authority to prevent undetected international flights from landing or taking off without being cleared by the relevant department(s); or
- should there be any other management shortcomings that might compromise the security and integrity of the international border at the airport in question.

The Department of Home Affairs will lead the process in terms of the Immigration Act and in consultation with other stakeholder departments.

Existing international airports must obtain approval from government agencies involved in border control prior to expanding their footprint by introducing additional international passenger terminals or other facilities that impact on the ability of the State to provide border control services whilst ensuring that the security aspects of their mandate are complied with.

"Regional-international" airports, if created, will be considered as a sub-set of international airports and must meet all safety and security requirements applicable to a non-commercial or commercial port of entry, as applicable. These airports could initially be limited to air services to and from Member States of the Southern African Development Community (SADC). This could reduce the burden on the currently congested international airports which are used by operators of small aircraft operating from small airports only for purposes of border control, causing serious capacity constraints (including airspace capacity, physical infrastructure) and safety risks. Provision for additional "regional-international" airports could also increase efficiently for business travellers that need to make brief and frequent trips within the region.

Options and possibilities for funding of the cost of border control functions will be considered in consultation with the national departments responsible for border control/BMA, in order to address the stated concern about border control capacity constraints should additional airport-based ports of entry be required.

15.3.2 Feasibility of Airport Gateways

Initially, South Africa had only 3 international airports which were OR Tambo in Johannesburg, King Shaka in Durban and Cape Town. Cabinet later approved for each province within the Republic to have at least one international airport except for Gauteng where Lanseria Airport was also granted an international status because of navigable airspace limitation and traffic congestion at OR Tambo International Airport. South Africa currently has 10 airports that are designated international ports of entry, of which Johannesburg's OR Tambo Airport remains the largest in terms of passengers and aviation activities. Subsequently, this has led to a proliferation of nonstop air services operated by foreign airlines from their respective cities and

This gazette is also available free online at **www.gpwonline.co.za**

hubs into Cape Town and Durban. This phenomenon has led to the bypass of OR Tambo Airport as a hub that plays a key role in the distribution of domestic travellers across the country with most of the capacity deployed into the coastal cities. Over time South Africa has witnessed the growth of other gateways into Aerotropolis to support provincial economic development strategies.

Having multiple airport gateways into South Africa where local carriers use OR Tambo as their base airport is a misalignment which means that local carriers are getting denied revenue opportunity to distribute high yield international travellers across cities in South Africa. On the other hand, ACSA is accruing higher value in the short to medium term from foreign operators utilising larger long-haul aircraft directly into other airports. However, the benefits are not sustainable in the long term. Historic trends over the past ten years have shown that foreign airlines tend to cease operating direct flights if the flights are no longer economically viable. This often follows the displacement of feeder and de-feeder activities that are executed by the domestic airlines. There is a need to strike a balance between the reduction of the ports of entry and the economic developmental agenda concerning special economic zones as these are used as mechanisms to create opportunities at secondary cities and decongest the bigger metropolitans.

While the current capacity at the airport is still depressed due to the impact of COVID-19 and the global impact of the various sets of regulations and differing lockdowns which have been imposed periodically, the following capacity challenges were experienced:

- The availability of parking on the apron.
- The aircraft mix/aircraft performance which impact both safety and efficiency levels - If the type of aircraft is different, such as a large aircraft (eg Boeing 747- 400 or Airbus A380) taking off ahead of a small aircraft (eg De Havilland Dash 8), it becomes a safety risk due to the impact of wake vortex on the smaller aircraft. It can cause that the small aircraft can be flipped in the wake vortex[85], causing loss of life. The separation between these aircraft will have to be increased from the norm of two minutes, resulting in fewer aircraft being able to take-off. This difference in aircraft size and performance also impacts the number of arriving and departing aircraft that can be safely accommodated. This will impact on the available capacity for international travel, safety, as well as efficiency of operations.
- Smaller aircraft such as a Cessna 207, which plans to fly passengers and cargo internationally into SADC or Africa might fly out of an airport such as Wonderboom; but

[85] Wake Vortex Turbulence is defined as turbulence which is generated by the passage of an aircraft in flight. It will be generated from the point when the nose landing gear of an aircraft leaves the ground on take-off and will cease to be generated when the nose landing gear touches the ground during landing

This gazette is also available free online at **www.gpwonline.co.za**

then must clear customs at an international entry point such as ORTIA and Lanseria International airport; which will exacerbate the impact of the above-mentioned scenario.

The above-mentioned challenges might not be problematic during the short- to mid-term. However, the situation will change when air traffic movements increase and reach pre-2019 figures.

Should the number of international airports be restricted to three; it will become difficult to accord international status to other airports which may have the capacity to relieve congestion.

The aspect focused on in this review of the NCAP is to support economic recovery which includes a trajectory change of growing the airfreight market. This does not preclude that the tourism market should be negatively impacted, as FDI and tourism contribute significantly to South Africa's GDP. However, the growth of the airfreight market seeks to complement this growth opportunity and activation of multilateral instruments such as the flagship projects of the Agenda 2063, SAATM and AfCFTA supporting growth which will require access to international entry points to garner success.

An assessment is therefore required within the national interest to:

- Determine the optimal policy for aligning and allocating international status to airports.
- Review of some international airports with low traffic volume be considered as the traffic volumes do not justify the cost of rendering border control functions by the relevant Departments – explore the option of reclassifying their current international status to regional airport to promote the regional travel and reduction of travel costs in the region.
- The development of a tiered system of Airports – Global Airport Status designation to ORTIA in order to maintain Hub Status to serve Europe, Africa, Middle East and Eastern Europe, International Status to KSIA to serve Asia and CTIA to serve Americas. The Remaining airports should be restricted to Neighbouring Countries if financially viable and encouraged to promote general aviation and air Cargo.

15.3.3 Green-field airport pre-approval process overview

Given the significant existing airport network capacity in South Africa, **preference is given to the upgrading of existing airports over development of green-field airports**. Major green-field airport development in close proximity to and within the same (or mainly the same) geographic catchment area as an established airport should, therefore, only be considered in exceptional circumstances and where capacity pressures are significant.

All green-field airports that intent to serve traffic for reward (and therefore will need to be licensed) must obtain airspace approval from NASCOM prior to initiating environmental assessment (whether EIA or Basic Assessment). In particular**, proposals for airports**[86] within a specified distance, to be prescribed in terms of the Civil Aviation Regulations[87], of the geographical footprint of any Terminal Area (TMA), or Control Zone (CTR), of an existing licensed airport, must be licenced after all airspace and interdependency aspects, including

[86] This will include all airports i.e., airports to be licenced or registered (currently "un-licenced")
[87] Regulation 139.01.1(3)

This gazette is also available free online at **www.gpwonline.co.za**

master planning, have been considered. This process will also be applicable to applications impacting on CTRs and TMAs of military airports.

All green-field developments should ideally be planned for areas outside of the CTR of existing airports and preferably outside the TMA. It is noted that airports can co-exist within close proximity; however, the impact on existing established procedures regarding controlled airspace must be considered and could impact on the operations of such airports.

Following airspace approval, green-field commercial airport developments will be required to lodge applications **for zoning and demarcation of the area** identified for the airport development submitted to the relevant sphere of government.

Completing planning approval and building of a major new green-field or significantly expanded existing airport is likely to take 7 to 10 years under current systems and technologies. As these timeframes are not flexible, but volume forecasts change regularly**, a conservative approach to deciding the trigger point to start airport approvals should be taken, based on "high case" scenario forecast volumes or ATMs**. Greenfield developments will also need to plan for compatible zoning around the area and monitor developments in the area during planning and construction to avoid encroachment of incompatible land uses.

Where public money will be directly or indirectly involved in supporting the airport development, National Treasury infrastructure budgeting guidelines will apply:

- National Treasury's budgeting guidelines for infrastructure and capital projects need to be followed
- Proponents of new airports will need to demonstrate why existing airport infrastructure does not have sufficient capacity to address demand as effectively;
- Proponents will also need to provide a feasibility assessment and high-level assessment of the relative environmental cost of green-field development vs. expansion of existing facilities;
- Any indirect risks or costs to the public sector will need to be estimated, e.g. landside transport access infrastructure, public transport, waste removal; and
- Both provincial and local government should demonstrate support of the proposal.

15.3.4 Airport Certification licencing process overview

According to SACAA Paret 139 Regulations and Technical Standards

(i) International aerodromes will be certified under Part 139.02
(ii) Domestic aerodromes open to public will be licensed under Part 139.02

15.3.5 Airport registration process overview

Aerodromes which are for private use with no commercial operations will be registered under Part 139.Subpart 6.

This gazette is also available free online at **www.gpwonline.co.za**

15.3.6 **Approved aerodromes**
Aerodromes where commercial operations take place, e.g. charter, part 61 Pilot training or aerodromes in close proximity to certified or licensed aerodromes.

15.4 Overview of other airport-related selection processes with implications for the airport network

15.4.1 National airport designation process overview

Schedule 4 of the Constitution of the Republic of South Africa of 2006 (Constitution) deals with "*Functional Areas of Concurrent National and Provincial Legislative Competence*". In terms of this Schedule, National Government has exclusive legislative competence regarding international and national airports. The term "national airport" is, however, not defined in the Constitution, or any other legislation.

All international airports as well as domestic airports serving scheduled air transport services must be designated in terms of the Civil Aviation Act, 2009 for security purposes and must operate in accordance with their approved National Aviation (airport) Security Programme[88]. For purposes of the NADP, "*national airports"* will therefore be defined as "*all domestic airports serving scheduled air transport services*".

When an airport is approached by an airline to accommodate scheduled flights, and where the airport does not at that point provide facilities and services for scheduled flights, the airport must apply to SACAA's aviation security division for designation. The airport will then have to comply with additional security requirements as prescribed. Identification of national airports is therefore a demand-driven process, based on interest from scheduled operators eg Hoedspruit AFB/Eastgate, Skukuza etc.

15.4.2 Public service airport process overview

Provincially and local municipalities may want to identify which of the airports in their jurisdictions cannot become commercially viable but are serving a particular public service and can be justified on a socio-economic basis. Provincial and local governments may consider prioritising their available airport budget allocations to these types of airports rather than those that are less critical to public services.

15.5 Knowledge management to enable evidence-based airport network planning

Planning for South Africa's airport network is being adversely affected by the lack of reliable, consistent and up-to-date information on areas such as location, infrastructure, operations, passenger and freight volumes, traffic movements and forecasts. Tracking this information is critical in order to have an **"evolvable network plan"**. The DOT also has an international obligation to provide statistics to ICAO.

[88] Civil Aviation Act, 2009: Section 4(5) read with Section 111.

This gazette is also available free online at **www.gpwonline.co.za**

In the South African context, the largest data gaps relate to:

- Aircraft, passenger and freight movements
- General aviation traffic
- Unlicensed and unregistered airport attributes and facilities
- Regularly updated runway capacity and wider infrastructure capacity at airports, including maximum throughput of passengers related to terminal and baggage handling capacity
- Public transport available at airports
- Information required for airport development and decommissioning
- Forecasts of future usage
- Service level information
- Extent of profitability of airports to guide expansion and decommissioning/alternative use decisions
- Measurement of energy usage and emissions of airport infrastructure

Challenges in improving airport network knowledge systems include:

- The large number of role players involved across public and privately-owned airports;
- No single institution having a legislative mandate to gather all relevant information;
- Gathering, compiling and updating information could require significant resources, both from smaller operators and any central record-keepers, which may outweigh the benefit of information; and
- Confidentiality of information: challenges for ownership and distribution of information to different departments, at different levels of aggregation, for various uses, and of various airport categories, e.g. confidential nature of landing fee structure at private airports.

International and local experience provides the following models for airport knowledge management to address the issues identified:

- Establishment of information sharing forums;
- Real-time electronic sharing of information from airlines and operators: using existing industry systems and additional ICT systems to centrally gather non-commercially sensitive information;
- Information sharing as part of aerodrome licensing/registration and renewals obligations; and
- Survey-based approach to data gathering.

The Department of Transport is developing a Knowledge Management System on airports which will interface with both DOT's internal GIS (NATMAP) and the South African Civil Aviation Authority's systems. It will also establish a system to collect airport network information, which over time can shift to an integrated system with electronic data exchange with key aviation stakeholders. The amendments to the licensing and registration procedures will also increase data availability.

This gazette is also available free online at **www.gpwonline.co.za**

16 Individual airport planning, design and management within its surroundings

The good practices below have been set out to provide guidance to airport owners, managers and operators in South Africa, in particular smaller airports and provincially and locally-owned airports. They are not prescriptive (except where referring to compliance with existing legislation or regulations), and each airport will need to consider the applicability and suitability of these guidelines based on their capacity and context.

16.1 Guiding principles for integrated airport planning and design

In order to provide for optimal and sustainable airports, planning and design of airports needs to take into account and balance a range of factors, including:

- Volume and nature of forecast demand, including phasing based on Planning Activity Levels;
- Optimising the economic impact, including contributing to enhanced competitiveness of key sectors in the vicinity through improved movement of people and goods;
- Requirements of key partners and user groups, including both direct and indirect users, potentially including use of co-design methods;
- Compliance with relevant regulation and licensing/registration or designation requirements, including both airport-specific and wider regulations;
- Technology trends impacting on facility design, including layout, flow, and systems integration;
- Minimising of environmental impacts, including carbon footprint, noise, emissions and water use;
- Integration with the transport network at the airport and in the vicinity, including public transport, private vehicle access, freight transport, and fuel pipelines;
- Selecting the appropriate management, operation and funding model;
- Optimising of both aeronautical and non-aeronautical revenues, including integration of the wider precinct;
- Minimising ongoing facilities management and maintenance costs; and
- Integrating requirements from financiers.

Balancing these considerations into airport design planning is complex and requires significant planning capacity. Larger airports and airports in ACSA network have more resources available to do effective planning and design. **DOT nevertheless recommends an increased focus on user-experience design and user co-design methodologies**. In the case of the smaller airports, they typically do not have dedicated capacity available to effectively manage all of these considerations and it is unlikely to be viable to develop dedicated capacity in most cases. **DOT recommends development of shared technical capacity, knowledge systems and guidelines, including at provincial level, to support individual small airport planning, as well as finding ways to tap into private sector expertise, in particular for provincially and locally owned airports.**

This gazette is also available free online at **www.gpwonline.co.za**

The **following sections** provide additional guidance and information sources on good practice and compliance requirements for **each of the above factors**.

16.2 Volume and nature of forecast demand, including phasing based on planning activity levels

Key considerations when forecasting demand and aligning airport design to this demand include:

- Determining the catchment area for the airport for different uses/purposes, based on willingness to travel/drive time;
- Understanding existing in- and outbound volumes and types of passengers, freight and air traffic movements in the vicinity (including piloted aircraft and RPAS movements);
- Understanding "underlying demand" in the catchment area in terms of people, income and economic activity, based on available data;
- Understanding airline and other aviation operator strategies on both airport and aircraft selection;
- Developing realistic assumptions about growth rates in the market;
- Estimating potential market share of the airport within the catchment area for the different purposes (scheduled passengers, cargo, non-scheduled activity);
- Developing realistic assumptions about ratios of "meet and greet" numbers to traveller numbers;
- Developing tested assumptions on the ratio of passengers to baggage handling requirements based on current and future trends;
- Based on all of the above, determining "peak design hour" requirements across the airport facilities (balancing accommodating volumes vs. overall efficiency and cost), and forecasting these forward based on growth assumptions and trends;
- Translating this demand into requirements for all facilities e.g.
  - Runways, aircraft parking and turning spaces, fuelling,
  - Passenger terminal (security screening space, check-in, ground transport and boarding gates),
  - Cargo terminal (cargo handling and storage space, cold store (ethylene and non-ethylene releasing) vs. other),
  - Bulk services, including water, power, waste management, ICT,
  - Off-site requirements such as navigational equipment,
  - Integrating flexibility to accommodate changing technology trends that may change space ratios; and

- The Planning Activity Levels approach is a key tool to use demand forecasts to enable more efficient phased development as trigger points are reached that will require expanded capacity. In particular for lower activity airports with a small number of operators, it can also be important to understand different operators' planned fleet changes and the possible implications for airport development/upgrade requirements. Where capital budgets are constrained, it may be more appropriate to seek agreement with operators whose fleets and scheduling options will require lower capital outlay.

This gazette is also available free online at **www.gpwonline.co.za**

Sources of information:
- ICAO Aerodrome Design Manual, available at http://www.icao.int/
- ACRP Airport Passenger Terminal Planning and Design Spreadsheet Model: Available at http://www.trb.org/main/blurbs/163171.aspx
- IATA Airport Development Reference Manual (ADRM) – available from https://www.iata.org/publications/Pages/airport-development.aspx

16.3 Optimising the economic impact, including contributing to enhanced competitiveness of key sectors in the vicinity through improved movement of people and goods

Good practice for enhancing the socio-economic impact of airports includes the following:

- Coordination with local municipalities and chambers of commerce to take into account economic priorities and sectoral activity in the region e.g. through participation in Local Economic Development forums in the region;
- Incorporating socio-economic contribution into selection of tenants / concessionaires, e.g. designing tenant policies to encourage participation of local businesses;
- Optimising local hiring and skills upgrading of both the direct airport employees and tenants (including selection of tenants based on their socio-economic contribution, local learnership and internship programmes;
- Optimising local sourcing by both the airport and tenants;
- Airport sponsorship of local socio-economic initiatives;
- Active contribution to destination and investment marketing for the region, including through designing/upgrading the airport to contribute to the “sense of place”; and
- Ongoing measurement and reporting of socio-economic impact of the airport e.g. direct and indirect employment, goods handled, efficiency for businesses in area, tourist revenue supported.

Sources of information:
- ACRP sustainability practices survey, available at http://www.trb.org/ACRP/ACRPProjects.aspx
- http://airportsforthefuture.org/
- http://www.futureairport.com/

16.4 Requirements of key partners, service providers and user groups, including both direct and indirect users

Good practice for integration of partner, service provider and user needs into airport design and operation includes:

- Taking into account existing guidelines or specifications from partners and service providers, e.g. Air Traffic Management Service Providers and, in the case of international

This gazette is also available free online at **www.gpwonline.co.za**

airports, specifications from state service providers such as Home Affairs, SARS, Agriculture, and Health.

- Following co-design, human-centred and "experience design" methodologies for development and upgrading of airports, including:
    - Ethnographic research with both internal and external stakeholders and users to understand current user experiences and needs e.g. participant observation, interviews, workshops, input on key objectives for each user (e.g. speed, reliability, low energy use, low anxiety);
    - Design of experience blueprints and user archetypes;
    - Mapping of potential conflicting uses by different users or user types, in particular during peak periods, and redesign to try to minimise these conflicts or mitigate their impacts on users;
    - Design of physical infrastructure, layouts, systems and "soft" infrastructure to realise this experience in reality; and
    - Prototyping, testing, and iteration.

- International airports should be legally designated as Ports of Entry. In future this designation authority will exclusively rest with the Minister of Home Affairs, as envisaged by the BMA Bill, 2016. As such the operational requirements for effective and efficient border law enforcement should be provided for by all international airport landlords and/or owners. In this regard the BMA Bill, 2016 being processed in Parliament provides for that "any organ of state that owns immovable property that hosts a port of entry must provide and maintain reasonable accommodation for the Authority, as determined by the Minister, to effectively and efficiently perform its functions: Provided that the Authority is liable for any associated service fees and costs". Also the Minister must determine what is meant by reasonable accommodation.

- In instances where border control departments need to deploy additional personnel at the airport, engagements should be made with the airport to negotiate for additional accommodation.

- Establishment and regular meetings of consultative forums at airports. In terms of ICAO, international airports are required to establish the Local Airport Facilitation Committees to deal with facilitation issues at the individual airports. This committee should be led by the airport and the proceedings of the meetings should be documented and submitted to the National Air Transport Facilitation Committee (NATFC). Facilitation issues which cannot be resolved at the airport level; as well as issues of national importance should be elevated to NATFC. Airports are further encouraged to implement the Airport-Collaborative Decision-Making (A-CDM) in order to improve the efficiencies in airport operations through collaboration, communication and information sharing among the airport stakeholders. Continuous communication and collaboration is vital in improving situational awareness and to ensure effective response by all role players.

- Reflection of this design into the Airport Master Plan.

This gazette is also available free online at **www.gpwonline.co.za**

These principles would need to be played out differently depending on the size and resources of the airport e.g. hiring an "experience designer" or researcher vs. more informal user experience research by the airport developer or operator.

Some examples of co-design at airports:
- http://www.travelandleisure.com/articles/is-changi-airport-the-best-in-the-world
- https://openideo.com/challenge/voting/inspiration/airports-as-stressful-as-moving-houses-and-voting
- http://www.customs.gov.au/webdata/resources/files/WayfindingGuide.pdf
- https://ec.europa.eu/jrc/sites/default/files/fta2014-t2practice_181.pdf

16.5 Compliance with relevant regulation and licensing / registration or designation requirements, including both airport-specific and wider regulations

Airports need to comply with both:

- **Airport-specific regulations:** These include safety (Civil Aviation Regulations, ICAO SARPs, Aerodrome Design Manual), security, facilitation, facilities for passengers with special needs, international port of entry requirements.
- **Wider regulations** such as: Environment, spatial planning, land use planning, integrated transport planning, facilities for emergency services and disaster management (as well as asset management requirements in the case of publicly owned airports).

Compliance to these various requirements is inter-related. For example, in order to continue complying with civil aviation requirements spatial and land use planning processes needs to take into account preserving both on-site and off-site navigational aids and avoiding interference.

Good practice indicates that airport managers/operators remain informed of the changing requirements of the above, and that compliance is included in performance. This could take the form of a compliance officer (at an individual level for larger airports or shared by groups of smaller airports). Information sharing forums or portals can also assist airports to be aware of their compliance obligations and the more efficient and effective ways of retaining compliance.

Sources of information on compliance requirements:
- Airport-specific regulation: SACAA: http://www.caa.co.za/Pages/Airports/About-Aerodromes-and-Facilities-.aspx
- Wider regulation:
  - Environment: www.environment.gov.za
  - Spatial planning and land use management: www.ruraldevelopment.gov.za/
  - Integrated transport planning: www.transport.gov.za
  - Emergency services and disaster management: www.ndmc.gov.za/
  - Infrastructure asset management: www.treasury.gov.za

This gazette is also available free online at **www.gpwonline.co.za**

- Overall guidelines for municipalities: http://www.salga.org.za/ and http://www.municipalbarometer.co.za/

16.6 Technology trends impacting on facility planning and design, including layout, flow, and systems integration

Airports are increasingly trying to "futureproof" the planning, design and upgrading of their airports in order to take into account the lack of certainty of how technology may play out. Good practice includes planning and designing for flexibility, including things such as:

- Planning and designing overall airport and terminal footprints to provide flexibility. For example, in the case of terminals, regular rectangular shapes are considered easier to reconfigure.
- Design of internal elements for flexibility, including careful consideration of placement of rigid vertical elements such as elevators, escalators, mechanism shafts and distribution systems, with the remainder of terminals as modular and movable partitions and elements.
- Flexible air bridges.
- Modular / flexible runways.

Sources of information:

- http://www.airport-technology.com/
- http://www.airportsofthefuture.qut.edu.au/
- http://www.futuretravelexperience.com/

16.7 Minimising of environmental impacts

Environmental impact areas to take in account include:

- Water (reducing water use, capturing rainwater and managing storm water, improving water quality);
- Air quality improvement (including particle filtration systems, dust control);
- Carbon footprint reduction (including material selection for airport construction and maintenance, reduction of operational carbon use, carbon offset programmes);
- Energy (including reduction of energy use and generation of renewable energy e.g. solar roofing);
- Noise minimisation and noise impact reduction, including restrictions on Category 2 aircraft, land use planning, airport soundproofing, noise walls construction, housing schemes for noise insulation;
- Light emission reduction;
- Heat signature reduction (including reducing paved areas, creation of heat sinks etc.);
- Solid waste management and recycling;
- Wetland /habitat protection;

This gazette is also available free online at **www.gpwonline.co.za**

- Biodiversity and endangered species protection, including planting to support biodiversity (whilst noting the need to minimise bird strikes);
- Hazardous materials / spill management;
- Ground transport optimisation; and
- Heritage and culture support.

Good practice to minimise environmental impacts includes the following:

- Integration of environmental impact minimisation into airport design, systems and operation (for airport operator, tenants and users) – designing for efficient operations in many cases also minimised economic impact e.g. reducing taxi distances or waiting periods for aircraft will also reduce energy consumption and emissions;
- Establishment of forums with tenants, airport users and wide stakeholders to jointly minimise environmental impacts;
- Consideration of both direct and indirect impacts e.g. ground transport to and from the airport;
- Measurement of impact on all environmental aspects, and participation in research to identify innovative approaches to environmental improvements; and
- Clear communication with stakeholders and the public on environmental impact and mitigation processes, and available complaint mechanisms.

Sources of information:
- Airports Cooperative Research Programme: http://www.trb.org/ACRP/ACRP.aspx
- Airports Going Green: www.airportsgoinggreen.org/
- Green building Council of South Africa: https://www.gbcsa.org.za/

16.8 Integration with the transport network at the airport and in the vicinity, including public transport, private vehicle access, freight transport, and fuel pipelines

Good practice for multi-modal integration includes the following:

- Design of the airport as a multi-modal transport facility, including flow between rail, bus, personal vehicle, bicycle and pedestrian access as appropriate;
- Supporting measures to reduce traffic congestion and incentivising use of shared/public transport e.g. attractive public transport pricing, car-pooling//commuter rebate programmes for staff and tenants, High-occupancy vehicle (HOV) priority lanes, remote check-in (including luggage) and ride facilities, airport pick-up waiting areas to reduce terminal circling;
- Provision for fuel pipelines; and
- Consultation forums with transport planning and operation stakeholders and users.

Sources of information:

This gazette is also available free online at **www.gpwonline.co.za**

- Department of Transport, including National Transport Master Plan (NATMAP) for further detail on multi-modal transport planning and integration
- Airports Cooperative Research Programme: http://www.trb.org/ACRP/ACRP.aspx

16.9 Selecting the appropriate management, operation and funding model

In particular for publicly-owned airports, selection of the best management model can be key to professional management, maintaining safety compliance, attracting activity, generating revenue and optimising costs.

At present, municipal airports are mostly dealt with in-house by a non-specialist official with other responsibilities. However, other models include outsourcing of all or part of the airport to aeroclubs or airport operators.

In the case of municipally-owned airports, Council has the responsibility to decide on the appropriate management approach. In terms of S78 of the Municipal Systems Act, a clear process is set out to decide how to deliver a service, and to determine whether contracting the service out is net beneficial. This process involves a detailed feasibility and business case.

Management model options include:

- Contracting in airport expertise to manage the airport (this option may be constrained by available budget);
- Collaborating with other airports to contract/bring on expertise;
- Establishing a municipal entity to manage a municipal owned airport through Section 84 of the Municipal Finance and Management Act;
- Secondment of private sector expertise;
- Allocation of some maintenance responsibilities to significant tenants;
- MOUs for operation and maintenance with primary airport users e.g. airlines or charter operations; and
- Transfer through a tender/ concession process to people interested in running it e.g. flying clubs, flying schools.

16.10 Optimising of both aeronautical and non-aeronautical revenues, including integration of the wider precinct

The Airports Council International (ACI) 2013 report on Airport Economics[89], based on international research across 680 airports, provides a good sense of typical ratios within aeronautical and non-aeronautical revenues, as shown in the graphs below.

[89] http://www.aci.aero/Publications/ACI-Airport-Statistics/2013-ACI-Airport-Economics-Report

This gazette is also available free online at **www.gpwonline.co.za**

Figure 14: Aeronautical revenues

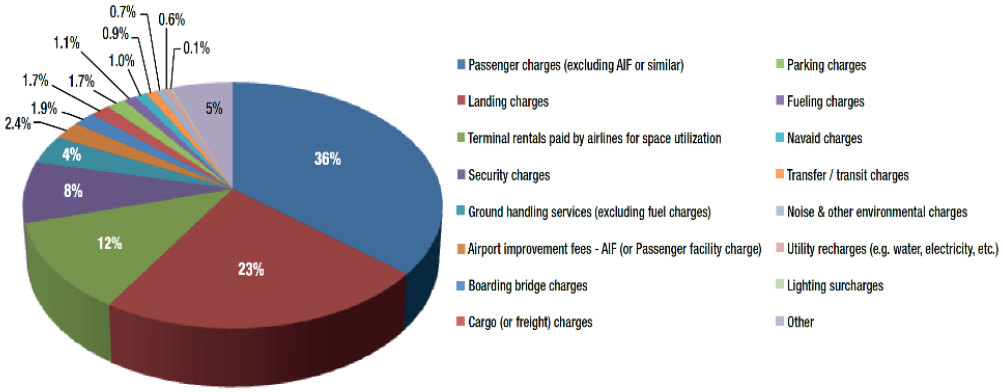
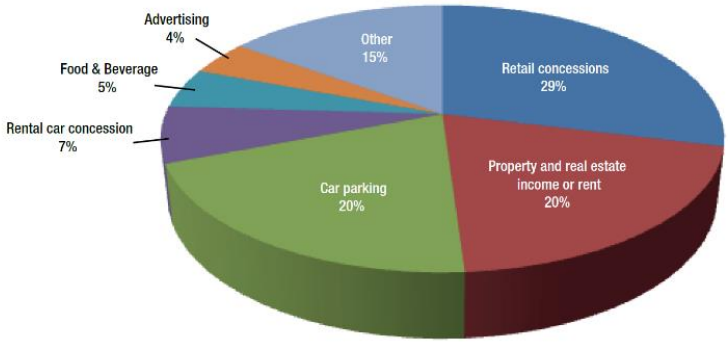


Figure 7: Non-aeronautical revenues



This report also provides a breakdown by region for non-aeronautical revenues, highlighting some differences in the proportions in Africa (a strong emphasis on retail concessions), which might indicate areas that could change in future.

This gazette is also available free online at **www.gpwonline.co.za**

Table 1: Break-down of non-aeronautical revenues by region

Region	% Retail concessions	% Food and beverage	% Car parking	% Rental car concession	% Property and real estate income or rent	% Advertising	% Other
Africa	42.9%	2.2%	14.6%	4.5%	20.9%	7.4%	7.5%
Asia-Pacific	44.5%	3.9%	10.6%	1.8%	23.1%	4.9%	11.2%
Europe	34.2%	3.9%	14.4%	3.3%	22.5%	2.6%	19.0%
Latin America-Caribbean	28.9%	6.7%	7.9%	3.1%	19.2%	4.9%	29.4%
North America	61.2%	3.8%	6.4%	0.8%	9.8%	1.5%	16.5%
Middle East	7.7%	6.7%	39.1%	16.8%	15.1%	5.8%	8.8%
World	**28.9%**	**4.8%**	**20.2%**	**6.8%**	**20.1%**	**4.1%**	**15.1%**

Good practice in terms of optimising airport revenues includes:

- Diversification of revenue streams, including through: [90]
  - Planning within a wider airport precinct, including ancillary land uses such as agriculture, hospitality, offices, temporary use and special events, development of airport cities and aerotropolises, renewable energy generation;
  - Taking note of trends around airport development that are widening the purpose of airports beyond travel, retail and basic food service to include recreation, entertainment, lifestyle, relaxation, meetings (e.g. event and meeting spaces), ICT-intensive services such as training, media and film, museums, unique restaurants, spas, pet care, exercise areas, self-storage and precious metal/ high security storage);
- Effective marketing to direct and indirect users, including in partnership with tenants and service delivery partners;
- Balancing "user pays" and market-related charges where possible in order to be competitive;
- Tracking of revenue by concessionaires and tenants; and
- Measurement of key revenue and cost metrics e.g. Total Revenue per Passenger / Work Load Unit; Aeronautical Revenue per Passenger / Work Load Unit; Non-Aeronautical Revenue per Passenger; Total Cost per Passenger / Work Load Unit.

The approach needs to be customised to the size of the airport and the surrounding economic context e.g. large vs. secondary airport or city, urban vs. rural location.

Sources of information:
- ICAO Economics Manual: http://www.icao.int/ http://www.icao.int/sustainability/documents/doc9562_en.pdf
- http://www.icao.int/Meetings/atconf6/Documents/WorkingPapers/ATConf.6.WP.088.2.en.pdf
- Airports Cooperative Research Programme: http://www.trb.org/ACRP/ACRP.aspx , e.g. http://onlinepubs.trb.org/onlinepubs/acrp/acrp_syn_019.pdf
- ACI Economics Report: http://www.aci.aero/Publications/Full-Publications-Listing

[90] See http://onlinepubs.trb.org/onlinepubs/acrp/acrp_syn_019.pdf

This gazette is also available free online at **www.gpwonline.co.za**

16.11 Minimising ongoing facilities management and maintenance costs

Good practice in this area includes:

- Life cycle costing during airport design and upgrading;
- Including input by expert airport facility managers into the initial design to ensure it takes into account efficiency of ongoing operations and maintenance; and
- Consideration of technology trends in design and materials selection to minimise ongoing costs e.g. self-repairing materials.

Sources of information:
• South African Facilities Management Association: www.safma.co.za/
• Airport Facilities Council: airp.ifma.org

16.12 Integrating requirements from financiers

Good practice for integration of requirements from potential financiers includes:

- Development of accurate, realistic and justifiable traffic forecasts (passenger, freight, ATMs) and forecasts for related property activity as these are the primary drivers of revenue;
- Preparation of detailed financial analysis (often requiring the involvement of specialists), including full cash flow forecasts, NPV and IRR;
- The inclusion of a full assessment of broader socio-economic benefits and costs to determine overall economic impact, in particular for funding by Development Finance Institutions (DFIs);
- Assessment of risk profiles and measures to mitigate risk; and
- Phasing of investments to take into account repayment requirements and returns.

Sources of information:
• National Treasury budgeting guidelines for infrastructure and capital projects: www.treasury.gov.za
• ICAO Economics Manual (financing section) : http://www.icao.int/sustainability/documents/doc9562_en.pdf

This gazette is also available free online at **www.gpwonline.co.za**

PART E: FIVE-YEAR IMPLEMENTATION PLAN

17 Implementation plan in relation to airport network planning

The following initiatives are proposed for the next 5 years to give effect to the airport network planning guiding principles of the NADP:

1. Integration of airport network planning into transport and spatial planning coordination structures;
2. Consultations towards the formalisation of selection processes for international, "regional-international"(if created), and national airports, as well as the pre-approval process for green-field airports;
3. Mechanism to reserve land for key long-term airport requirements;
4. Development of a preferred option to provide for non-scheduled, general air service, and non-commercial aviation within the national airport network; and
5. Development of a knowledge management system and DOT capacity to inform airport network planning.

Details of each of the above initiatives are as follows:

17.1 Integration of airport network planning into transport and spatial planning coordination structures	
Overview of initiative:	Provide for mechanisms to integrate airport network planning into transport and spatial planning coordination structures, including the development of an Airport Development Coordinating Committee, and mechanisms to elevate major airport developments affecting two or more Provinces to the National Transport Forum and: • Planning of green-field airports that are intended to be national or international airports; and expansion of current international and national airports impacting on more than one Province to be coordinated through the National Transport Forum (NTF). • Airport Development Coordinating Committee to include representation from the three spheres of government, representative airport associations, representative airline associations, representative cargo associations, tourism associations and relevant airfreight sector (import and export) associations
Outcomes:	• National Transport Forum considering significant airport developments affecting two or more Provinces, as applicable • National Airport Development Coordinating Committee established • Provincial transport and planning coordination structures to include airports
Lead entity and other participants:	**Lead**: DOT **Other participants:** Provincial and Local transport and planning departments (multi-modal transport integration)

This gazette is also available free online at **www.gpwonline.co.za**

	National, provincial and local departments/units responsible for economic development and tourism (input on demand and economic contribution) Representative airport associations, ACSA, ATNS, SACAA, representative airline associations, representative cargo associations, tourism associations and relevant airfreight sector (import and export) associations

17.2 Consultations towards the formalisation of selection processes for international, "regional-international" (if created) and national airports, as well as the pre-approval process for green-field airports	
Overview of initiative:	Development of legislation or formalised procedures addressing applications for international airports and "regional-international" airports (if created) for Cabinet's consideration. Formalising the concept of "national airports" and pre-approval of applications for the development of major green-field airports in coordination with relevant stakeholders: • International and "regional-international" airports through the Airport Coordinating Committee (members of this Committee to represent all border management Departments, and all relevant national security implications and imperatives to be considered) • National airports through the Civil Aviation Act, 2009 and the National Aviation Security Programme (NASP) • Green-field airports through a replacement of the "license of intent" process that can take into account safety, security, socio-economic contribution, local and municipal approval in terms of spatial, land use and economic contribution.
Outcomes:	• Finalised legislation or procedures in effect
Lead entity and other participants:	**Lead:** DOT **Other participants:** SACAA, Airport Coordinating Committee, Inter-Agency Clearing Forum (IACF)/Border Management Authority (BMA) (when created), Representative airport associations, representative airline associations, representative cargo associations, tourism associations and relevant airfreight sector (import and export) associations

17.3 Mechanism to reserve land for key long-term airport requirements	
Overview of initiative:	• Creation of an intergovernmental mechanism to reserve land for long-term airport requirements in major cities to respond to air traffic growth
Outcomes:	• Mechanism agreed and sufficient land reserved in priority areas
Lead entity and other participants:	**Lead:** DOT and COGTA **Other participants:** ACSA, ATNS, SACAA, representative airport associations, National Planning Commission, Deeds Office, relevant municipalities

This gazette is also available free online at **www.gpwonline.co.za**

17.4 Development of a preferred option to provide for non-scheduled air services, general air services, flying training, adventure aviation and non-commercial aviation within the national airport network	
Overview of initiative:	• Assessment of workable solutions to providing sufficient airport facilities for non-scheduled air services, general air services, flying training, adventure aviation and non-commercial aviation, in particular in areas experiencing congested airspace, e.g.: – Encouraging non-commercial activity outside of peak periods at existing airports – Development of second runways at existing busy airports – Upgrading/development of other airports outside of the congested airspace • Determination of possible funding mechanisms for development or upgrading of airports for this purpose (given that direct "user pays" is not likely to be viable in the case of non-commercial aviation) • Agreement with stakeholders on preferred option
Outcomes:	• Preferred option and associated funding mechanism(s) agreed
Lead entity and other participants:	**Lead**: DOT and National Treasury **Other participants:** Aviation industry associations, ACSA, provincial and municipal airport operators, Provincial Treasuries, Funding Institutions (e.g. DBSA)

17.5 Development of a knowledge management system and DOT capacity to inform airport network planning:	
Overview of initiative:	Building systems (including Excel and GIS and data gathering/interface systems) that address gaps in available information on the airport network, including: • Airport attributes (aeronautical and non-aeronautical infrastructure facilities, ownership, contact details, license status etc.) • Volumes of passenger, freight, ATMs and non-aeronautical activity, and associated demand forecasting model • Ultimate airport capacity (runway, passenger handling, baggage handling, security, cargo handling, airspace) • Planning activity level thresholds and triggers/"red flag" notifications; and underlying demand (disaggregate population, economic and income) • Multi-modal transport linkages • Noise, emission and energy consumption levels (for relevant airports as determined by NCAP/other directives) • Applications to DFIs for airport infrastructure funding • Ongoing data gathering and research on latest airport network planning trends and good practice, technology trends, useful publications, toolkits and guides, etc. • Socio-economic impact of airports and associated model to estimate socio-economic impact Ensuring DOT has sufficient technical human resources to support airport network planning, including data sourcing and research, data management, stakeholder consultation.

This gazette is also available free online at **www.gpwonline.co.za**

Outcomes:	• System in place and fully populated with accurate and current data • DOT human capacity in place • System used to inform all network planning decisions of national importance
Lead entity and other participants:	**Lead:** DOT **Support entities:** SACAA (including data from licenced and registered airports), ACSA, provincial and municipal airports operators, Stats SA (disaggregated population and economic data), Provincial Transport and Planning, Environment departments, SALGA

18 Proposed initiatives for the next five years in relation to individual airport planning within its surroundings

The following initiatives are proposed to give effect to the guiding principles of the NADP:

1. Development of airport planning technical capacity at a national, provincial and local government level that can support individual airport planning e.g. infrastructure planning, aviation trends, translation of demand forecasts and airline strategy into airport planning requirements, practical experience with airport facilities operation and maintenance, airport master planning, design (focus on upgrading), technical services, airspace procedure design, financial modelling, socio-economic cost-benefit analysis, regulatory compliance requirement, land use and spatial planning;

2. Development of a detailed guide to support airport development and master planning within their surroundings (including both compliance and good practice aspects), providing checklists and integrated planning tools, minimum requirements for an Airport Master Plan, drawing on local expertise and similar international guides and toolkits customising them to the South African context;

3. Exploration of potential mechanisms to involve the private sector in airport planning and design, including concessions models, long-term leases with associated responsibilities for upgrading infrastructure, secondments, technical input from specialist infrastructure private financiers;

4. Joint identification with relevant entities of the most viable approach to securing funding to support airside safety and security compliance for airports. As indicated previously, there are more than 100 Municipal and Provincially owned airports which are not able to comply with their licensing requirements due to high cost of compliance and funding constraints. Revenue may be recorded at airports owned by provincial- and local government, but may not be ring-fenced due to the nature of budgeting processes. This poses a threat to the maintenance of adequate aviation safety and security standards, as required by the Civil Aviation Regulations, 2011. Therefore, the viable approach would have to be determined.

5. Collaboration to create networking and information sharing platforms for airport owners, designers and planners, including both private and public airports.

This gazette is also available free online at **www.gpwonline.co.za**

APPENDIX 1: GLOSSARY

Glossary of terms

Table 2: Aerodrome reference code

Code element 1		Code element 2		
Code number	**Aeroplane field length**	**Code letter**	**Wing span**	**Outer main gear wheel span[91]**
1	Less than 800 m	A	Up to but not including 15 m up to but not including 24 m	Up to but not including 4.5 m
2	800 m up to but not including 1 200 m	B	15 m up to but not including 24 m	4.5 m up to but not including 6 m
3	1 200 m up to but not including 1 800 m	C	24 m up to but not including 36 m	6 m up to but not including 9 m
4	1 800 m and over	D	36 m up to but not including 52 m	9 m up to but not including 14 m
		E	52 m up to but not including 65 m	9 m up to but not including 14 m
		F	65 m up to but not including 80 m	14 m up to but not including 16

"Aerodrome" means an "airport" for the purposes of the NADP.

"Airport"[92] means any demarcated area on land or water or any building which is used or intended to be used, either wholly or in part, for the arrival or departure of an aircraft, and includes any building, installation or equipment within such area which is used or intended to be used in connection with the arrival, departure or movement of an aircraft.

"Airside" means the 'movement' area of the airport that is used for take-off and landing of aircraft and the surface movement of aircraft.

"Apron" means the area of an airport intended to accommodate aircraft for the purposes of loading or unloading of passengers, mail of cargo, fuelling, parking or maintenance. (Also known as the "ramp".)

[91] Outer main gear wheel span is the distance between the outside edges of the main gear wheel.

[92] Note that the term "*airport*" is used in the National Airports Development Plan (NADP) rather than the term "aerodrome" which is used in a generic sense and also applied in legislation and ICAO documentation. The two terms are considered synonymous for the purposes of the NADP. (The term "aerodrome", as defined in Section 1 of the Civil Aviation Act, 2009, has been adopted and used to define "airport" in this context.)

This gazette is also available free online at **www.gpwonline.co.za**

"Belly freight" means the freight capacity in the cargo holds of a passenger aircraft. Belly freight is limited by the need to accommodate passenger baggage and mail (both of which have priority over freight).

"Cargo" means merchandise carried on a ship, aircraft, train or road vehicle.

"Carrier" means the operator who contracts to provide the transport service which may be by sea, rail, road or air.

"Commercial flight" means any aircraft activity for hire or reward or as a point of departure or arrival for any paying passenger or goods. Such payment does not necessarily have to be direct but could be included in tour- or accommodation packages, be called a "club fee", or any similar arrangement.

"Concession" means a commercial agreement between a government and the private builder, owner or operator of an element of public infrastructure or a business located on public property. Government can fine tune concession terms to establish the protections and incentives necessary to attract investors and to guarantee performance by the concession holder.

"Hub and spoke" principle refers to the principle of grouping and distributing commodity flows and cargoes at a central transhipment point (or hub). A hub and spoke network is a centralised, integrated logistics system designed to keep costs down. Hub and spoke distribution centres receive products from many different origins, consolidate the products, and send them directly to destinations. It is a model used strongly by the airfreight express carriers (or integrators).

"Landside" means that part of the airport which every member of the public can visit, whether a passenger, a person dropping off a passenger or a person meeting an arriving passenger. Similarly, the landside area of the cargo terminal is the area where freight forwarders deliver and receive their outbound or inbound cargo shipments.

"Logistics" means the process of planning, implementing, and controlling the efficient, effective flow and storage of goods, services, and related information from point of origin to point of consumption in accordance with customer requirements.

"National" within the context of this Plan refers to applicability countrywide. The National Airports Development Plan is thus applicable to all airports countrywide, and not limited to a specific sphere of government.

"National airport" means a domestic airport *designated* in terms of the Civil Aviation Act, 2009.

"Regional-domestic airport" means a licensed domestic airport outside of a metropolitan area that serves other cities and major towns.

- **"Regional-international airport"** means a designated port of entry that serves SADC as well as domestic air traffic (note that the creation of this category of airport is still subject to a feasibility study, factoring in all relevant national security implications and imperatives).

"**WGS-84":** This is an Earth-centered, Earth-fixed terrestrial reference system and geodetic datum. WGS 84 is based on a consistent set of constants and model parameters that describe the Earth's size, shape, and gravity and geomagnetic fields.

This gazette is also available free online at **www.gpwonline.co.za**

APPENDIX 2: IDENTIFIED AIRPORT CAPACITY CONSTRAINTS AND EXISTING DEVELOPMENT PLANS

The table below provides a summary of airport capacity constraints and current/planned developments identified through the National Transport Master Plan (NATMAP) and NADP research and consultations. Note that this is as at July 2015 and is not an exhaustive list.

Note: See Appendix 1 for explanation of ICAO Aerodrome Reference Codes (to clarify use of terms such as "4E aircraft").

Table 3: Airport capacity constraints and current/planned developments

Province	Airport	Capacity capabilities/constraints identified Current and planned developments
Eastern Cape	Bhisho Airport	Capacity capabilities/constraints: • Recent upgrade has addressed many previously identified constraints Current developments: • New offices and accommodation for flight school • Refurbishment of refuelling facilities • New hangar • Refurbishment of runway lights • Refurbishment of control tower Planned developments: • Potential to develop a cross runway and additional accommodation and offices
	East London Airport	Capacity capabilities/constraints: • Load limitations on Code 4E aircraft due to strength and length constraint • Apron services are only provided for up to Code 4C aircraft. • Runway length inadequate to accommodate direct intercontinental flights • Aircraft parking constraints (5 for parking bays are available for commercial aircraft, 4 for non-commercial) • Freight infrastructure considered inadequate: e.g. ambient and cold storage facilities, truck stop facilities
	Mthatha Airport	Current developments: • New runway recently constructed • Terminal building in process of being re-built
	Port Elizabeth International Airport	Capacity capabilities/constraints: • Load limitations on 4E aircraft due to strength and length constraint • Capacity of runway system of 40 movements/hr, and cannot handle Boeing 747-400 and the Airbus A340 or direct intercontinental flights. • Potential constraints in aircraft parking spaces on apron (aircraft size and number Planned developments: • Terminal upgrade
Free State	Bram Fischer International Airport	Capacity capabilities/constraints: • Runway: up to Code 4E aircraft with load limitations • Taxiway system the runways can accommodate up to 60 movements per hour.

This gazette is also available free online at **www.gpwonline.co.za**

Province	Airport	Capacity capabilities/constraints identified Current and planned developments
		• Aircraft parking constraints; only 6 parking bays available. • Scope for expansion into surrounding land if demand requires it in the longer-term
Gauteng	O.R Tambo International Airport	Capacity capabilities/constraints: • Runways can accommodate up to Code F aircraft. Parking bay capacity constraints • Airspace needs to be redesigned to achieve this number. This will be done as part of the Performance Based Navigation (PBN) implementation Project. This will also include the review of uncontrolled airspace below the Johannesburg Terminal Area (TMA). Planned developments: • Midfield terminals (including cargo terminals) • Additional fuel storage tanks • Rapid exit taxiways • Remote apron stands • Parking at super south
	Lanseria International Airport	Capacity capabilities/constraints: • New RWY07/25 operational with instrument approach capability on both runways • Completed state of RWY is CAT 4E • Apron extension operational • Terminal building extension completed with the Pier development with further phases operational • • Some aircraft parking limitations: 15 C & D-type and 34 B-type aircraft. • Lack of public transport. • Requirement for rail link. • Requirement for a transport link (eg. Gautrain) with OR Tambo International Airport. Planned developments: • Doubling of terminal building • Multi storey parkade • New fire station • New control tower • Additional hangars and aircraft maintenance facilities •
	Grand Central Airport	Capacity capabilities/constraints: • Unavailability of land required for expansion poses major constraint: current runway limited to handling Code B aircraft • Lack of airspace to implement instrument procedures. Airspace constrained by Waterkloof and O.R Tambo International.
	Rand Airport	Capacity capabilities/constraints: • Limited land available, which restricts the length by which the runway may be extended to 800m. (currently can handle Code A aircraft) • Air traffic movement capacity constrained due to sharing airspace with O.R Tambo International
	Wonderboom Airport	Capacity capabilities/constraints:

Province	Airport	Capacity capabilities/constraints identified Current and planned developments
		• Main runway currently limited to handling up to Code C aircraft. There is a secondary runway to accommodate smaller aircraft. Airport has a network of taxiways linking the runways, aprons and restricted maintenance areas. Three aprons are available, each accommodating different sizes of aircraft. • The terminal can handle 450 inbound and 450 outbound passengers/hour. • No constraints identified to planned expansions Current and planned developments: • Application lodged for international status • Reintroduction of scheduled flights • Main runway extensions planned with associated taxiways (including widening and further strengthening of runway and rapid exit taxiways) • Construction of a more advanced traffic control tower planned • Expansion of tenant base (AMOs, aviation services and hangars) • Future expansion of terminal building and construction of a multi storey parkade planned • Additional JET A1 fuel farm planned • Further expansion of aprons planned • DVOR completed • Potential to address freight movements
KwaZulu-Natal	King Shaka International Airport	Capacity capabilities/constraints: • Runway can accommodate up to Code 4F aircraft with associated parallel taxiways. • Ultimate passenger handling limit of 45 million passengers. p.a. – based on KSIA Master Plan Planned developments: • Additional 450 bays to car hire parking • Additional 1000 bays to multi-storey parking • Bravo taxiway extension
	Pietermaritzburg Airport	Capacity capabilities/constraints: • Ultimate runway capacity limitation of 20 million passengers p.a. (which is expected to be sufficient for passenger demand beyond 2050). • Capacity currently constrained by terminal building handling capacity of 200 passengers per hour or 1 million passengers. p.a. Planned developments: • Runway repair and upgrade • Apron extension and upgrade • Navigation equipment • Terminal building addition and alterations

This gazette is also available free online at **www.gpwonline.co.za**

Province	Airport	Capacity capabilities/constraints identified Current and planned developments
	Margate Airport	Capacity capabilities/constraints: • Runway length considered a constraint • Ultimate runway capacity limitation of 20 million passengers p.a. (considered sufficient for demand for next 50 years or much more) • Capacity currently constrained by terminal building handling capacity of 200 passengers per hour or 1 million passengers. p.a. • No current scheduled flights. Planned developments: • Upgrade of runway • Runway lighting • Alteration and renovation of apron and terminal building
	Mkuze Airport	Planned developments: • Proposed airport terminal, extend to scheduled flights
	Newcastle	Current capacity and constraints • Runway 1400 X 20 Planned developments: • Expansion of runway to 1650 x 30 • Proposals for export-oriented industrial and logistics precinct development and techno hub
	Richards Bay Airport	Capacity capabilities/constraints: • Passenger terminal building constraints capacity (maximum 90 departing passengers/hour) • Vehicle parking also considered However, available space is considered sufficient to address constraints
	Ulundi Airport	Planned developments: • Runway repair and upgrade • Navigation equipment • Terminal building additions and alterations • Apron upgrade New fire engines
Limpopo	Polokwane International Airport	Capacity capabilities/constraints: • Runway capacity up to Code C aircraft • New terminal building will address previous passengers handling constraints • Limited public vehicle parking (100 bays, planned to expand to 640) is less than runway and passenger terminal capacity (may pose constraint in future if public transport is insufficient) Planned developments: • Resealing of apron • Cargo handling facilities (pre-feasibility study stage)
	Eastgate Airport (co-use of military aerodrome - unlicensed)	Capacity capabilities/constraints: • Runway capacity up to Code C aircraft, approximately 11 m passengers. p.a. • Limited passenger terminal capacity (around 550,000 passengers. p.a.) and apron capacity. • SAAF limits the operational hours of the airport
	Kruger Park Gateway Airport	Capacity capabilities/constraints: • Runway capacity up to Code B aircraft • Apron parking limited to 2 aircraft

This gazette is also available free online at **www.gpwonline.co.za**

Province	Airport	Capacity capabilities/constraints identified Current and planned developments
		• Terminal building capacity limited to 100 passengers/hour
Mpumalanga	Kruger Mpumalanga International Airport	Capacity capabilities/constraints: • Runway capacity can handle up to Code 4E aircraft • Limited aircraft parking (total of 13 parking bays), especially when charter aircraft have to be accommodated for a number of days. • No taxiway, therefore the current airspace capacity at the airport is limited to 8 movements per hour. • However, land provides scope for some expansions (e.g. parallel taxiway)
Northern Cape Province	Upington International Airport	Capacity capabilities/constraints: • Aircraft parking is the major limitation to capacity - only 5 apron parking bays (with 3 runways, one of which is the longest runway in South Africa, runway capacity is not a constraint) • Taxiway system between runways is also a constraint to full operation of runway capacity • Airport fire and rescue capacity is adequate for current operations, this may need to be upgraded to the suitable category should there be a need to handle wide bodied aircraft. • The airport is currently not in a position to remove disabled aircraft. Planned developments: • Feasibility assessment to develop cargo handling facilities
	Kimberley Airport	Capacity capabilities/constraints: • Runway capacity strength limits aircraft handling capacity to Code 4E with load limitations
North West Province	Pilanesberg International Airport	Capacity capabilities/constraints: • The airport does not have a taxiway system, and as a result the airport runway can handle up to 20 movements per hour • There is only 1 apron parking bay available for commercial aircraft and 21 remote grass parking spaces. • Passenger handling, although estimated at 250 passengers/ hour for most facilities, is limited by manual baggage handling and lack of trolleys. • Very little commercial justification for this airport.
	Mafikeng Airport	Capacity capabilities/constraints: • Does not have a taxiway system therefore the airport runway can only handle up to 20 movements per hour, although significant runway capacity (up to Code E aircraft with significant scope for further expansion) • Limited aircraft parking – 12 commercial aircraft, 10 non-commercial and/or small non-scheduled aircraft (the main constraint) • Passenger check-in capacity is less than most other passengers handling facilities • Runway resurfacing • ILS and automated weather station Current developments:

This gazette is also available free online at **www.gpwonline.co.za**

Province	Airport	Capacity capabilities/constraints identified Current and planned developments
		• runway resurfacing • ILS and automated weather station Planned developments: • Potential SEZ
Western Cape	Cape Town International Airport	Capacity capabilities/constraints: • Ultimate passenger handling limit of 45 million passengers. p.a. – based on CTIA Master Plan (could be reached by 2045 based on current traffic forecast) • Ultimate movements capacity is 80 movements per hour with the addition of second parallel and independent runway (currently 30 ATMs per hour declared capacity) • Currently, apron and parking can be limiting on peak hours and slot management and demand shifting strategies may be needed. • Land access a constraint to ultimate demand – would require public transport (BRT and rail), still likely to be an N2 capacity constraint. Planned developments: • Terminal expansion • Runway relocation /re-alignment • Apron development
	George Airport	Capacity capabilities/constraints: • Runway capacity up to Code E aircraft • ATM capacity declaration of 30 movements per hour, potential extendable to 40/hour. • Aircraft parking – currently only 6 aircraft parking bays on the apron

This gazette is also available free online at **www.gpwonline.co.za**

APPENDIX 3: INTERNATIONAL EXPERIENCES AND TRENDS IMPACTING ON AIRPORT PLANNING AND DEVELOPMENT

The section below captures research that has informed the NADP in terms of both the international trends summarised in Part B and the international experiences that have informed the guiding principles captured in Part D. It is organised around key themes.

1. Airport network planning experiences

A high-level scan of overall approaches to national airport development planning was completed as part of the NADP research. The benchmarked countries all have, at the very least, a national airspace management, airport licensing and regulation system in place. However, they have different approaches to airport development planning, including different levels of centralisation and tools for airport planning, as summarised below:

Table 4: Airport network planning experiences by region

Latin America and the Caribbean

Country	Key Institutions	Summary of approach to airport development planning
Brazil	• **Agência Nacional da Aviação Civil (ANAC)** *National Civil Aviation Agency*	• Brazil is **in the process of formulating its first National Airports Development Plan** (Plano Aeroviário Nacional – PAN). The future National Airport Development Plan will establish the main "macro-needs" and "macro-guidelines" for the country's airports.
	• **Government of Brazil**	• **Logistics Investment Program** was launched in December 2012 that included a **Regional Aviation Plan**. The plan restructures the regional aviation network and includes 270 regional airports.
	• **INFRAERO** Airport operator which manages 63 airports, 80 air navigation support units, and 32 cargo terminals • **INFRAERO Serviços** Newly created strategic partner of INFRAERO	• **Presently each of the 27 states in Brazil has a State Airports Development Plan (Plano Aeroviário Estadual)**, and each airport is required to have a Master Plan (Plano Director). • Development plans as part of the 2014 World Cup and 2016 Olympics to modernise 14 airports
Colombia	• **AEROCIVIL** *Civil aeronautics authority of Colombia*	• **Colombia's policy approach is to have 2 separate airport development strategies** – one for its main international airport in the capital city of Bogotá (El Dorado International Airport), and another for the rest of the airports in the country. – Updates to El Dorado and additional plans to support development of second airport in Bogotá, El Dorado II Airport as part of 5 year National Development Plan • Each airport is also required to have a Master Development Plan.

This gazette is also available free online at **www.gpwonline.co.za**

Asia Pacific

Country	Key Institutions	Summary of approach to airport development planning
Australia	• Department of Transport and Regional Services	• **Australia does not have a national airports development plan**. All of the main airports are leased to private owners and operators are required to have an airport master plan. • **Issues paper – Towards a National Aviation Statement** was written in 2008 in order to initiate a discussion about a long-term aviation policy. The response was the **National Aviation Policy White Paper**, which addressed airport planning and development.
China	• The General Administration of Civil Aviation of China	• **China's 12th Five Year Plan for the Development of China's Civil Aviation Industry 2011 - 2015** is the main policy document outlining planned airport developments and support for remote airports. Provincial governments continue to play a significant role as owners and operators of airports in China. The 12th Plan commits more than $4.25 trillion to development. • **A review of competition policy** in the wider civil aviation sector is currently underway.
India	• Airports Authority of India • Ministry of Civil Aviation	• Combined, India's **National Policy Framework on Airport Infrastructure** & **2003 Civil Aviation Policy** cover the classification of airports, guidelines for modernisation and upgrading of airport infrastructure, support for lifeline air services, the economic regulation of airports, and the approach to green-field airport developments. • Ministry of Civil Aviation working on notifying a National Civil Aviation Policy
Singapore	• Ministry of Transport	• **Singapore does not have a national airport development plan**, but has **a wider aviation policy** focusing on the development of Singapore as an aviation hub in the region.

Africa and Middle East

Country	Key Institutions	Summary of approach to airport development planning
Kenya	• Kenya Ministry of Transport • Kenya Airports Authority	• National Airports Systems Plan (NASP) completed and focused on capacity needs for 13 airports.
Morocco	• Ministry of Equipment & Transport • Moroccan Airports Authority	• The Moroccan Airports Authority (ONDA) oversees development and operations of 15 airports. • The Strategic Plan 2008-2012 seeks to expand existing and build new airports – 3rd Airport Project developed out of this plan and concern updates to Casablanca, Fez, Agadir, Marrakech, and Rabat airports
Senegal	• National Airports Authority of Senegal	• The government is in the process of privatising all publicly owned airports (both major and secondary) to improve competitiveness.

Country	Key Institutions	Summary of approach to airport development planning
		• New approach to infrastructure development includes PPPs for airport construction e.g. BOOT model for Leopold Sedar Senghor International Airport.

North America

Country	Key Institutions	Summary of approach to airport development planning
Canada	• Transport Canada	• The main airports policy and regulatory framework is the **National Airports Policy (NAP)** published in 1994. The plan **reinforces Canada's decentralised approach to airport development planning** with each airport responsible for its own development planning. This includes the 26 airports in the National Airport System (NAS) – these are airports recognised as being strategically important at national level. • The **Airports Capital Assistance Program (ACAP)** provides financial support to all airports for infrastructure projects related to security and safety (beneficiaries must meet qualifying criteria).
Mexico	• DGAC *General Directorate of Civil Aeronautics*	• Mexico's National Program for Infrastructure Development 2014-2018 includes airport development planning and provides $279m for 20 airport infrastructure projects. **However, this is not a national airport development plan as it covers wider infrastructure planning in the country**.
United States	• Federal Aviation Authority *Federal Aviation Administration (agency of the US Department of Transport)*	• The US **has a comprehensive airports development plan** known as the **National Plan of Integrated Airports Systems (NPIAS)** which is updated every two years. • The NPIAS: – Identifies almost 3,400 significant airports (public and private), and their roles, which are eligible for AIP grants – Provides information on conditions and performance of the Airport System in six fields: capacity, safety, environment, pavement condition, surface accessibility, and financial performance – Specifies 5-year cost estimates for airport development (currently in the 2015-2019 version) • The FAA also administers the **Airports Improvement Program (AIP)** which provides grants to public agencies and, in some cases, to private owners and entities, for the planning and development of public-use airports that are included in the NPIAS.

Europe

Country	Key Institutions	Summary of approach to airport development planning
France	• **Civil Aviation Technical Centre** *Le Service Technique de l'Aviation Civile (STAC)*	• **Airport development planning is the responsibility of the Civil Aviation Technical Centre (STAC)**. This covers all areas, including airport pavement development, capacity, the environment, equipment, and buildings.

This gazette is also available free online at **www.gpwonline.co.za**

Country	Key Institutions	Summary of approach to airport development planning
Germany	• **Federal Ministry of Transport, Building and Housing: Directorate General of Civil Aviation & Air Navigation Services** • **Civil Aviation Authority**	• **Germany has a decentralised approach to national airport development planning**, with each federal state responsible for its own airport network.
Spain	• **Aeropuertos Españoles y Navegación Aérea (AENA)**	• **There is no National Airports Development Plan in Spain, but every airport is required to have a master plan**. AENA, Spain's Airports and Air Navigation Company, operates 47 airports and 2 helipads and conducts this master planning process centrally
Scotland	• **Department of Transport**	• **Scotland has a largely decentralised approach to airport development planning** with independent airport owners and operators responsible for their own development planning. • **The country does not have a National Airports Development Plan** but its *White Paper on Scotland's Transport Future* is a policy document mapping the overall vision for Scotland's transport infrastructure across all transport modes. • Scotland also has a National Transport Strategy (NTS), which sets out a vision for 2025
United Kingdom	• **Civil Aviation Authority (CAA)** • **Airports Commission**	• The UK's *Future Air Transport White Paper* includes a policy and regulatory framework for airport planning and development, but is not a national airports development plan. • Airport development planning is the responsibility of each airport owner and operator. • The Airports Commission studies the need for increased capacity and provides recommendations to the government through the Department for Transport.

The limited number of comprehensive national development plans may be attributable to the process which is underway in many countries of passing airport ownership and management from national governments to sub-national governments (cities, states or provinces) or the private sector. As part of this process, national regulations often delegate the preparation of airports master plans to the private airport owners, local airport authorities or the federal states or provinces.

This gazette is also available free online at **www.gpwonline.co.za**

Green-field airport guidelines: India

India has a policy for green-field airports, which outlines development and financing of green-field airports. Some of the guidelines include:

- PPPs are the preferred funding model for infrastructure provision and green-field development
- Green-field airports may have 100% private funding
- Green-field airports may be constructed in response to demand and evidence that existing airports cannot manage the demand – a pre-feasibility report is required
- Green-field airports will not be permitted within 150 aerial km of an existing airport
- Cap on FDI for existing airports is 49%
- Green-field developments may be assisted by government at both capital and operational levels in a number of ways if they are considered to have a sufficient socio-economic contribution, including leasing agreements that include deferred payments or token fees, provision of navigation and safety equipment at cost, and levying of certain fees

2. Aircraft types

Passenger aircraft types are expected to be dominated by single aisle, higher seats counts and often wider wingspan. The aircraft fleet of 2033 will be dominated by single aisle passenger aircraft, or 29,500 of the 42,180 aircraft[93]. Africa's fleet of 2033 will look similar; 1,000 of its total 1,420 aircraft are expected to be single aisle passenger aircraft[94]. Many airlines are now using airplanes with enhanced seat technology that takes up less space, allowing more seats to fit in the same space. Single-aisle planes have also increased their seat count about 20% over the last 20 years, and that trend is expected to continue[95].

In terms of freight airplanes, large wide-body aircraft (>80 tonnes) will comprise the majority of new freight aircraft deliveries by 2033[96].

To accommodate larger aircraft designed by Airbus and Boeing, airports are upgrading their facilities to accommodate ICAO Code E spatial requirements[97]. Also, due to the various types of aircraft used in any one airport, aircraft parking, turning areas and passenger handling facilities need to accommodate multiple new aircraft types with different widths, wingspans, heights, lengths, and seat numbers. Strategies that are being adopted include multiple aerobridges at each gate and larger airfields to accommodate larger aircraft, such as the A380 and Boeing 787. Some airports, such as Delhi International Airport, have already designed flexible gates that can accommodate one large aircraft or two smaller aircraft[98]. Cargo terminal peak capacities will need to take into account these larger aircraft sizes.

3. Security technologies

Increases in security measures at airports combined with new, bulky technology requires changes in the layout of passenger and cargo terminals and increased space requirements. For example, on the passenger side, full-body scanners, LAGs, biometric passenger

[93] Source: *Current Market Outlook 2014*, Boeing, p. 2
[94] Source: *Current Market Outlook 2014*, Boeing, p. 2
[95] Source: *Current Market Outlook 2014*, Boeing, p. 9
[96] Source: *Current Market Outlook 2014*, Boeing, p. 31
[97] Source: *Airport Design trends.* Aviation Business. 10 January 2012. Accessed 16 March 2015. Available at: http://www.aviationbusiness.com.au/news/airport-design-trends.
[98] Source: *Airport Design trends.* Aviation Business. 10 January 2012. Accessed 16 March 2015. Available at: http://www.aviationbusiness.com.au/news/airport-design-trends.

This gazette is also available free online at **www.gpwonline.co.za**

screening, detection equipment, and psycho-physiological screening, and priority lanes require additional space within the terminal[99].

For international airports, the consolidation of international and domestic check-in desks will ultimately affect terminal layout, including flow between check-in, retail, security, customs, immigration and port health. The "call to gate" methodology holds all passengers in one centralised area, thereby decreasing the amount of required restrooms, seating areas, duplicate retail/food shops. Concourses and piers within the "call to gate" methodology serve only for passengers to access gates when they are ready to board the plane[100].

4. Environmental considerations

Environmental considerations are increasingly being mainstreamed into airport planning and design. Terminal design increasingly includes natural light, efficient lighting, and passive heating/cooling. Airports are also seeking carbon-neutral status, and designing facilities accordingly. For example, in the United States, airports seek LEED-certification (U.S. Green Building Council for Leadership in Energy & Environmental Design) and in doing so, they are using recycled/recyclable materials, adding more windows to help with lighting and heating, utilising white/light coloured materials for roofing to help with heating/cooling, and monitoring carbon monoxide to ensure high air quality and ventilation[101].

The Hyderabad International Airport in India has taken extensive measures to make the airport environmentally friendly, and was even the first Asian airport to achieve a "silver rating" by LEED for its passenger terminal[102]. Some of the highlights include:

- Developed a green belt around the airport where over 1000 hectares of land have been left undisturbed[103]
- Installed LED lights, implemented an automated energy system for the building, and optimised air conditioning units based on weather leading to annual electricity savings of 3.397 million kWh[104]
- Conducts regular greenhouse gas emission inventories and has reduced its scope 1 and 2 emissions
- Treats wastewater and reuses it
- Harvests rainwater
- Recycling of food waste, containers, oil, batteries, etc.
- Promotion of environmental awareness

In Bangkok, Thailand, the design of the Suvarnabhumi Airport took into account environmental considerations, such as how to maximise natural light, decrease energy usage, and increase savings. The design uses clear or low e-coated glass with a translucent triple layer membrane, which helps to manage between inside and outside temperatures, especially heat, and also minimises noise from the aircraft inside the airport. The glass also allows for natural sunlight into the airport, decreasing the need for artificial light during the daytime[105].

---

[99] Source: *Airport Design trends.* Aviation Business. 10 January 2012. Accessed 16 March 2015. Available at: http://www.aviationbusiness.com.au/news/airport-design-trends.
[100] Source: *Airport Design trends.* Aviation Business. 10 January 2012. Accessed 16 March 2015. Available at: http://www.aviationbusiness.com.au/news/airport-design-trends.
[101] Source: Futterman, Evan. Trends and Developments in Airport Design. 2 July 2005. Accessed 16 March 2015 at http://www.facilitiesnet.com/facilitiesmanagement/article/Airports-Flying-High-Facilities-Management-Facilities-Management-Feature--3088#.
[102] Source: "Sustainability Initiatives – A case study of RGI airport, Hyderabad." 12/03/2014.
[103] Source : Rajiv Gandhi International Airport – Environmental policy. Accessed on 20 March 2015 at http//www.hyderabad.aero:environment.aspx
[104] Source: "Sustainability Initiatives – A case study of RGI airport, Hyderabad." 12/03/2014.
[105] Source: Welch, AJ. Suvarnabhumi Airport Bangkok, Thailand. E-architect. Accessed on 21 March 2015 at http://www.e-architect.co.uk:thailand:suvarnabhumi-airport.com

This gazette is also available free online at **www.gpwonline.co.za**

5. Multi-modal system integration

Check-in and baggage handling is becoming increasingly streamlined, customised, and multi-modal. Airports therefore have to design their check-in and baggage handling and associated IT systems to be inter-operable with rail and bus systems. In the future, it is expected that bags will be dropped off using automated machines, rather than at a counter with a conveyer belt, and there will also be a drive through bag drop service within the airport parking lot. Systems may also be required to allow for integration of private concierge access from ground transportation/parking to aircraft. In smaller airports, a plaza is often being developed that enables diagonal movement from terminal to ground transport; some airports like Tauranga, Cairns, King Shaka, and Adelaide have already integrated this concept[106]. Taxis, private cars, and buses can then use "horseshoe cul de sacs" that come off of the main road and also help avoid dangerous situations between pedestrians and vehicles[107]. Other developments may include parking lot systems that guide cars, taxi passenger waiting lounges with pre-payment options, and car servicing within the parking lots[108]. This trend may impact on both airport and wider precinct design, including the integration with public transport.

6. User experience design

User experience design requires increased involvement of users in the early stages of the planning and design process, potentially including co-design. In the case of single-user facilities, there would be close collaboration around design; in the case of multi-use facilities particular methodologies around shared-use design are being applied to take into account combined peaks and minimising conflicting uses that may create overall inefficiencies in the system. At hub airports there is a focus on creating a wide experience for transfer passengers; in addition to retail and food service, this is expected to include entertainment and relaxation. Increasingly sophisticated passenger flow simulations are allowing more efficient and pleasant layouts and flows to be developed. Additionally, there is more segmentation of consumer and service levels from extremely high end (e.g., six-star service, priority boarding and security, valet, haute couture design shops) to very inexpensive, mirroring the varying customer levels on airlines (e.g., platinum, gold, silver, bronze). Retail, entertainment, and commercial facilities will grow and as security, boarding, and baggage systems become more efficient, passengers will have more time to spend accessing these services. Therefore, airports might become a place to "showcase" products that can be purchased there and delivered directly to their homes. These trends may also have implications for passenger terminal footprint and layout.[109]

7. Non-aeronautical revenue

Airports continue to try to grow revenue and diversify revenue sources away from aeronautical sources.

[106] Source: *Airport Design trends.* Aviation Business. 10 January 2012. Accessed 16 March 2015. Available at: http://www.aviationbusiness.com.au/news/airport-design-trends.
[107] Source: Fordham, Greg. A vision for airport development. 12 November 2012. Accessed 16 March 2015. Available at: http://www.aviationbusiness.com.au/news/a-vision-for-airport-development.
[108] Source: Fordham, Greg. A vision for airport development. 12 November 2012. Accessed 16 March 2015. Available at: http://www.aviationbusiness.com.au/news/a-vision-for-airport-development.
[109] Source: *Airport Design trends.* Aviation Business. 10 January 2012. Accessed 16 March 2015. Available at: http://www.aviationbusiness.com.au/news/airport-design-trends.

This gazette is also available free online at **www.gpwonline.co.za**

Non-aeronautical revenue is of increasing importance to airports. In 2012, 43.7%[110] of total airport income internationally came from non-aeronautical sources. In Africa, the proportion was a little lower at 32.1%.[111]

Table 5: Global airport income and costs (2012-million USD)

Region	Total Income	Aeronautical Income	*Non-Aeronautical Income	Total Cost (Operating + Capital Cost)
Africa	2,800	1,900	900	1,800
Asia-Pacific	31,600	15,800	15,800	24,100
Europe	44,300	26,100	18,200	39,700
Latin America-Caribbean	6,500	4,200	2,300	4,500
North America	25,300	14,300	11,000	22,400
Middle East	6,500	3,500	3,000	6,200
World	**117,000**	**65,800**	**51,200**	**98,700**

*Non-Aeronautical Income includes Non-Operating Income of USD 5.1 billion worldwide

Non-aeronautical income mostly comes from retail sources (28.9%), car parking (20.2%) and property and real estate income/rent (20.1%); surprisingly, food and beverage only account for 4.8% of total non-aeronautical income[112]. In Africa, the proportions are similar with retail concessions accounting for 42.9% of non-aeronautical revenue followed by property and real estate income/rent (20.9%) and car parking (14.6%)[113].

Table 21: Distribution of non-aeronautical income by source (2012)

Region	% Retail concessions	% Food and beverage	% Car parking	% Rental car concession	% Property and real estate income or rent	% Advertising	% Other
Africa	42.9%	2.2%	14.6%	4.5%	20.9%	7.4%	7.5%
Asia-Pacific	44.5%	3.9%	10.6%	1.8%	23.1%	4.9%	11.2%
Europe	34.2%	3.9%	14.4%	3.3%	22.5%	2.6%	19.0%
Latin America-Caribbean	28.9%	6.7%	7.9%	3.1%	19.2%	4.9%	29.4%
North America	61.2%	3.8%	6.4%	0.8%	9.8%	1.5%	16.5%
Middle East	7.7%	6.7%	39.1%	16.8%	15.1%	5.8%	8.8%
World	**28.9%**	**4.8%**	**20.2%**	**6.8%**	**20.1%**	**4.1%**	**15.1%**

As it is expected that governments will continue to regulate most of the aeronautical revenue generated by airports, airport operators and owners are incentivised to continue exploring innovative ways of enhancing non-aeronautical revenue. In fact, non-aeronautical revenues can account for up to 70% of an airport's revenues[114]. In particular focusing on commercial revenues from retailing, advertisements, ground transport and property development (including golf courses, hotels, convention centres, malls, office space and entertainment centres) to generate profits. Food, beverage, and retail are ways for airports to differentiate themselves and also help with public perception. Many top airports are adding non-aeronautical revenues to their strategic plans and even their airport and terminal design plans;

[110] Based on a survey of 680 airports that represent ~70% passenger traffic
[111] Source: 2013 ACI Economics Report – Preview edition. Airports Council International (2012/2013).
[112] Source: 2013 ACI Economics Report – Preview edition. Airports Council International (2012/2013).
[113] Source: 2013 ACI Economics Report – Preview edition. Airports Council International (2012/2013).
[114] Source: Herrmann, Niko and Bob Hazel. The future of airports: Part 1 – five trends that should be on every airport's radar. Oliver Wyman (March 2012).

This gazette is also available free online at **www.gpwonline.co.za**

they are also employing retail revenue development and management systems, branding, and marketing[115].

Over the next 20 years, airports are expected to implement some of the following initiatives to grow non-aeronautical revenue[116]:

- Integrating shopping centres (including service stations, convenience stores and dry cleaners), industrial parks and golf courses into airports and airport precincts
- Automated retail units (kiosks) with merchandise, food, and beverages that can fit into small spaces, maximising every available opportunity for retail space[117]
- Promotion of retail through airport apps
- Selling excess power back to utilities through co-generation plants
- Operating slot machines
- Selling terminal naming rights and sponsorships to companies
- Offering express spa services
- Providing pet services
- Innovative advertising initiatives (e.g. advertising on air traffic control towers and unpaved airport land)

[115] Source: Herrmann, Niko and Bob Hazel. The future of airports: Part 1 – five trends that should be on every airport's radar. Oliver Wyman (March 2012).
[116] Source: HNTB (2007) Aviation Insight: Non-aeronautical revenue (Winter, 2007)
[117] Source: Schaal, Dennis. Airports are making more money than ever on non-aeronautical revenue. 16 November 2013. Accessed on 17 March 2015 at http://skift.com/2013/11/16/airports-are-making-more-money-than-ever-on-non-aeronautical-revenue/.

This gazette is also available free online at **www.gpwonline.co.za**

Aerotropolises and airport cities

With airports focusing more on non-aeronautical revenue sources, airport owners and developers are increasingly working in partnership with other landowners in the vicinity and with local urban planning officials. These trends will lead to the development of aerotropolises and airport cities.

The concept of an Airport City first appeared in the 1970s in the United States of America, referring to the development of industrial and business parks in the vicinity of airports. Nowadays, it has been used to describe the growth of aeronautical and non-aeronautical land developments occurring at modern airports worldwide.

Airport Cities have evolved with different spatial forms predicated on available land and ground transport infrastructure, yet virtually all emerged in response to four basic drivers:

i. Airports need to create new non-aeronautical revenue sources, both to compete and to better serve their traditional aviation functions.
ii. The commercial sector's pursuit of affordable, accessible land.
iii. Increased gateway passengers and cargo traffic generated by airports.
iv. Airports serving as a catalyst and magnet for landside business development.

The most common airside and landside airport city commercial activities include:

- Duty free shops
- Restaurant and specialty retail
- Cultural and entertainment attractions
- Hotels and accommodation
- Banks and currency exchanges
- Business office complexes
- Convention and exhibition centres
- Leisure-recreation and fitness
- Logistics and distribution
- Perishables and cold storage
- Catering and other food services
- Free trade zones and customs free zones
- Golf course
- Factory outlet stores
- Personal and family services such as health and child day care

The Airport City operating model is quite distinct from the more traditional civil engineering and aeronautical systems airport operating model guided by public sector principles. The commercial development role requires different strategies and operational skills sets driven by private sector principles fusing innovative management, finance, marketing and real estate. In the Airport City model, airports must do business the way businesses do business. This requires a major paradigm shift in airport master planning. These plans must be at least as focused on commercial layout and efficiencies as on aeronautical layout and efficiencies. Ideally, the commercial components and aeronautical components would be synergised. Consistent with their growing non-aeronautical roles and functions, airports are altering their operational management. Numerous airports (both public and private sector operated) have established commercial and/or real estate divisions to address development beyond airport boundaries. They include among others Aéroports de Paris, UK airport operators, BAA, Dallas Fort Worth International Airport, Frankfurt Airport, Amsterdam, Schiphol, Singapore Changi and Spain's Ferrivial Group.

This gazette is also available free online at **www.gpwonline.co.za**

An Aerotropolis or the Airport Economic Region, on the other hand, describes the sum of all airport-related developments that appear around an airport. It is an area that centres its economy on the airport, which in turn serves as the community's economic engine. The airport itself serves as a regional-wide multi-modal transportation and commercial nexus. Strings and clusters of airport-linked business park, information and communications technology complexes, retail outlets, hotels and entertainment centres, industrial parks, logistics park, wholesales merchandise marts and residential developments are forming along airport arteries up to 32 km outwards and economic impact has been measured up to 96 km from major airports.

Reflecting the new economy's demands for connectivity, speed and agility, the aerotropolis is optimised by corridor and cluster development, wide lane and fast lane movements. In other words, form follows function: Airport expressway links complemented by airport express trains bring cars, taxis, buses, trucks and rail together with air infrastructure at the multi-modal commercial core (the airport city). Aviation-linked business clusters and associated residential developments radiate outwards from the airports city, forming the greater aerotropolis.

Although much aerotropolis development has been spontaneous and haphazard, often spawning congestion and environmental problems, in the future it can be markedly improved through strategic infrastructure and urban planning.

Noise and emission-sensitive commercial and residential developments should be sited outside high-intensity flight paths. Cluster, rather than strip development should be encouraged along airport transportation corridors with sufficient green space between clusters. Place-making and way-finding should be enhanced by thematic architectural features and iconic structures.

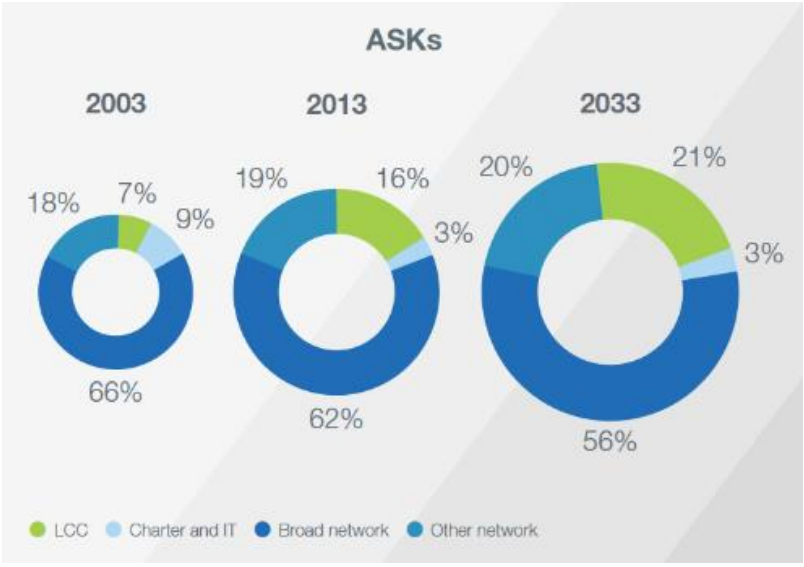
There are already several developments around the world, where airports are moving towards becoming airport cities and aerotropolises and other airports have already completed such developments. These airports include: Athens International Airport, Beijing Capital International Airport, Dallas/Fort Worth International Airport, Dayton International Airport, Denver International Airport, Dublin Airport, Frankfurt Airport, Helsinki Airport, Incheon International Airport, Kuala Lumpur International Airport, Memphis International Airport, Pittsburgh International Airport, Taiwan Taoyuan International Airport and Tancredo Neves International Airport.

This gazette is also available free online at **www.gpwonline.co.za**

8. Low Cost Terminals at secondary airports[118]

Currently there are more than 150 low cost carriers (LCCs) in the world, representing 21% of the total global market in terms of seats offered. Over the next 20 years, LCCs are forecast to require a total of 14 272, or 40%, of the world's new single-aisle aircraft.

Figure 8: ASKs by type of carrier



Source: Boeing Current Market Forecast 2014

In 2013, LCCs captured 26% of the world's total market share measured by annual seats. Whilst in the past LCCs used a single type of airplane, and kept to short-haul routes, many LCCs are now also using different types of airplanes and even expanding to medium and long-haul markets. AirAsia X, Scoot (affiliated with Singapore Airlines), Norwegian Air Shuttle, and Wow Air have all begun to offer medium-long haul routes within Asia and some between Europe and Asia and Europe and the United States. Therefore, secondary airports in destination markets may need to align the type of facilities offered to LCC requirements e.g. infrastructure and systems that allow for high-speed turnaround and different passenger processing facilities.

Some international airports are already accounting for these changes and restructuring their LCC terminals. For example, at Kuala Lumpur International Airport they have recently renovated the KLIA2 terminal, which was built in 2006 as a multi-purpose/ hybrid terminal that is efficient and cost-effective for LCCs. The new updates took into account specialised processing facilities developed by AirAsia (AirAsia X is the long-haul LCC of AirAsia) for LCC travellers with multiple tickets that might need to re-check in and collect bags. In the LCC market, many passengers require transfers, so the Malaysia Airports Berhad designed the terminal with the idea that 50% of the passengers would be transfer passengers.

[118] Sources: ICAO Air Transport Policy and Regulation. Available at http://www.icao.int/sustainability/Pages/Low-Cost-Carriers.aspx; The evolving long-haul low-cost network airline model: AirAsia X and the new LCC connectivity. CAPA. 3 September 2014. Accessed on 20 March 2015 at http://centreforaviation.com/analysis/the-evolving-long-haul-low-cost-network-airline-model-airasia-x-and-the-new-lcc-connectivity-182826

This gazette is also available free online at **www.gpwonline.co.za**

9. Airport ownership, operation and funding options

Historical background

With the exception of the United States, most airports around the world were historically owned and managed by federal governments. There was no economic assessment of airport performance, and public ownership was assumed to yield prices close to costs, provide the range of services that users were willing to pay for, and keep costs to a minimum.

However, this ownership and operations policy began to change in the mid-1980s, as governments around the world faced enormous pressures from taxpayers, (or the International Monetary Fund in the case of developing countries) to control (i.e., reduce) government deficits. Considered a mature industry and one which served a more affluent customer base, airports fell to the bottom of their priority list. Since then, governments around the world have made been making profound changes in how their airport facilities are owned and managed.

The United Kingdom was the first country to adopt a new policy: in 1987, it sold its federal airport system. The newly privatized company immediately began to make major investments, changed operating policies to become more efficient and customer service focused, and aggressively pursued development of non-aviation commercial revenues. Its performance has been very strong, with shares rising fourfold in value in a short period, while it was at the same time leading the world in reducing aeronautical charges.

Since the 1990s, governments across the world have been following suit and privatizing their airports, either as systems or as individual airport companies. With the notable exception of the United States, corporatization, commercialization and privatization of airports have become the worldwide trend, bringing considerable change to airport ownership, governance and institutional settings: there has been a transition from positioning airports solely as public utilities towards firms delivering airside services to airlines and terminal retail, and access services to passengers, plus additional ancillary services.

The motives for ownership and institutional restructuring via commercialization and privatization are diverse, but generally include:

- General rethinking of the role government should play in the economy and in airports, and sometimes, need to generate cash for the National Treasury;
- Easier access to private sector financing and investment to meet the constant need for capital renewal and expansion;
- Improved operational efficiency through private sector involvement, or more generally recognition of the relationship between ownership structure, governance and performance.

Recently, there is increasing involvement of the private sector in the management and the financing of airports, both in developed and emerging markets. Long-term concessions are being given to predominately private companies to oversee operations, as governments prefer less risks and shareholding[119]. This has of late particularly been the case in Central, Eastern, and South-eastern Europe. For example, in Croatia where a 65,000 m^2 terminal is being constructed at Zagreb airport, private firms were involved for the first time in the country's history[120].

[119] Source: www.ppiaf.org/node/762
[120] Source: New $450 million airport terminal highlights Croatia's private sector development. Accessed on 18 March 2015 at http://www.ifc.org/wps/wcm/connect/region__ext_content/regions/europe+middle+east+and+north+africa/ifc+in+europe+and+central+asia/news/new+airport+terminal+croatia+private+sector+development

This gazette is also available free online at **www.gpwonline.co.za**

Worldwide, airports industry deal volume reached a peak of 20 deals in the second half of 2013, generating deal value of US$13 billion; while the pipeline remained strong with a host of countries, including Greece, Spain, France, Japan, Brazil, and Ireland, announcing further privatization drives before 2016[121].

Airport ownership and governance models

Current different governance models being used to operate airports are listed below, with their implications for financing discussed below:

Table 22: Airport ownership and governance models

Government or public ownership models	Operation by Federal Government Department	Greece, Sweden
	Operation by Government Agency	Spain
	Operation by Municipal and Quasi-municipal Governments	Most U.S. airports
	Operation by Government Corporation	France (Aeroports de Paris), Australia (Federal Airports Corporation), Germany, the Netherlands
Models with private sector involvement	Private Not-for-profit Corporations	Canada
	Joint Government/Private Corporations	Denmark (Copenhagen), Austria (Vienna)
	Private For-profit Corporation Variations: Own vs. Lease, Pay-as-you-go vs. prepaid lease, BOT, Other PPP models, Separate operation of terminal, etc.	Airports in the UK, Japan, Australia, Brazil, India, etc.

The decision at the national level as to the organizational format under which airports operate will depend on the situation of the country and will be strongly influenced by government policy, as well as by the experiences of other states. Factors to take into account include:

- the legal, institutional and governance frameworks of the government and system of administration in the country;
- the cost and source of funds required to meet infrastructure needs and to secure the continuity of operation taking into account traffic forecasts and risks
- market conditions including degrees of competition among airports and users;
- the requirements of the aviation industry; and
- the role and contribution for civil aviation to the country's economic and social objectives.

[121] Source : Bernard Chow and Colin Smith, PwC, «Airport transactions: Airport privatisation elevates deal activity to higher altitudes »

This gazette is also available free online at **www.gpwonline.co.za**

Airport financing

Airport financing can be:

- Debt financing: represents a significant part of infrastructure financing worldwide, but its availability and cost of funds to an entity depend on its creditworthiness and rating, which are based on its earning potential, financial strength and liquidity; on the regulatory framework, and on potential government guarantees.
- Equity: implies non-government shareholding in the airport and the ability to offer an adequate risk-return combination to private investors.

Alternative governance structures will have different implications for airport financing in capital markets. However, long term sustainable non-government funding of an airport depends on the ability to generate funds internally. Airport revenues are generally bundled as aeronautical (fees and charges to airlines for runway, apron, terminal-gate use, etc.) and non-aviation (from retail and commercial activity including land leases). Airport generated aeronautical fees are generally limited by economic regulation, to prevent abuse of dominant position and anti-competitive practices.

- Government: when an airport is structurally incapable of generating sufficient funds internally (generally because of size, as it is widely accepted that airport unit cost per passenger declines steadily as size increases) but fulfils an important socio-economic role, government support can take a variety of forms.

Involvement of airlines in airport ownership and operations

When airlines invest in airports, not only are they interested in their investment from the financial returns side, but they are also interested in the functionality of the airport/terminal space. Most times when airlines invest in airports they are also heavily involved in the planning of the space so that it suits their needs. Interestingly, airlines may be the only investor for an airport development project. However, there are others that may prefer to act in a consortium with other airlines. Also, airlines may develop their own subsidiaries for the sole purpose of investing in airports; Thai Airways established Thai Airport Management Co. in 2006 when it declared its interest to manage and potentially own foreign and domestic airports. Some airlines may even use airport development as part of their competitive strategy; Porter Airlines bought its own airport in Lake Ontario so that it could have exclusive use of the airport, but it ran into legal problems when it evicted Air Canada Jazz. Additionally, some airlines may offer a loan for an airport development project; RyanAir is reported to have offered a development loan to Frankfurt Hahn Airport[122].

Examples of airlines or major airport tenants owning infrastructure include:

- British Airways LHR Terminal 5
- Lufthansa – FRA Dedicated Terminal
- Air France – CDG Dedicated Terminal
- KLM – AMS Schiphol Development Plan
- airBaltic – Riga Airport dedicated terminal
- Jazeera Airways – Kuwait International Airport dedicated terminal
- Porter Airlines – Purchased an airport at Lake Ontario
- RyanAir – Bremen Airport, Terminal E

Virtually all of the airports in the EU actively involve their carriers (including foreign carriers with established traffic rights), in their airport development planning. An interesting example of an exception to this is the planned US$500m terminal for Istanbul. It was discovered that the Turkish National Carrier had not been involved in any of the initial planning and yet was expected by the Airport Operator to relocate to the new facility. The finance was immediately withdrawn, later reinstated when the Carrier was fully engaged in the process.

[122] Source: Airlines invest in airports. A growing trend. CAPA. 20 September 2010. Accessed on 26 March 2015 at http://centreforaviation.com/analysis/airlines-invest-in-airports-a-growing-trend-35445

This gazette is also available free online at **www.gpwonline.co.za**

Benchmarking of some government airport financing programs

Airports Capital Assistance Programme (ACAP) – Canada

The ACAP is a federal finance programme introduced in 1995 to assist airports that play a key role in the accessibility of remote communities[123]. ACAP is open to ALL Canadian airports (excluding military airports) subject to certain eligibility criteria.

Eligibility criteria for ACAP

ACAP can only be used for capital/infrastructural projects that maintain or improve safety levels, protect airport assets or significantly reduce operating costs (e.g. runways, lighting, firefighting equipment, winter friction testing devices, upgrades to terminal buildings). ACAP applies to:

1. Airports not owned or operated by the federal government that meet statutory certification requirements
2. Airports with year-round regularly scheduled passenger flights (min of 1,000 scheduled flights in each of the past 3 years)
3. Airports designated as remote airports in the National Air Policy (this category of airports is exempt from the requirement to receive regularly scheduled services)

Funding provided by Transport Canada ranges from 0% to 100% of capital expenses, depending on the classification of the project by TC in terms of its priority and volumes of scheduled traffic. ACAP does **not** cover land purchases, feasibility, planning, or zoning studies, or projects already physically initiated or completed.

This multi-stage process to qualify for funding is described below:

Description of type of expenditure	Prioritisation (in descending order)
Safety-related airside projects such as rehabilitation of runways, taxiways, aprons, associated visual aids, aircraft firefighting equipment, related site preparation costs including environmental costs	1st
Heavy airside mobile equipment (safety-related) such as runway snow blowers, runway snow-plows, runway sweepers, spreaders, winter friction testing devices, and heavy airside mobile equipment shelters	2nd
Air terminal building/groundside safety-related – such as sprinkler systems, asbestos removal, barrier-free access	3rd

[123] Source: The National Air Policy defines remote airports, as airports where air services are “the only reliable, year-round transportation link to isolated communities.”

This gazette is also available free online at **www.gpwonline.co.za**

Passengers on scheduled commercial flights	% ACAP contribution based on project priority	
	Priorities 1 and 3	Priority 2
Fewer than 50,000	100%	Same as Priority 1, but when equipment is not completely dedicated to airport use, funding will decrease so that it aligns with airport use. Equipment salvage value will be deducted from equipment cost prior to the contribution formula.
50,000 – 74,999	95%	
75,000 – 99,999	90%	
100,000 – 124,999	85%	
125,000 – 149,000	80%	
150,000 – 174,000	75%	
175,000 – 199,999	70%	
200,000 – 224,999	65%	
225,000 – 249,999	60%	
250,000 – 274,999	55%	
275,000 – 299,999	50%	
300,000 – 324,999	45%	
325,000 – 349,999	40%	
350,000 – 374,999	35%	
375,000 – 399,999	30%	
400,000 – 424,999	25%	
425,000 – 449,999	20%	
450,000 – 474,999	15%	
475,000 – 499,999	10%	
500,000 – 524,999	5%	
525,000 +	0%	

Exclusions – ACAP does **not** cover the following expenses:

- Land purchases
- Feasibility, planning, or zoning studies
- Projects already physically initiated or completed

ACAP funding sources

ACAP funding is derived from the Canadian government's Consolidated Revenue Fund, a centralised fiscal reserve (drawn from taxes and other revenues) from which all government services and activities are funded. Transport Canada receives a direct fiscal transfer for ACAP from the Receiver General, the administrator of the Fund. The Receiver General awards the total amount for ACAP to Transport Canada as a lump sum valid over a period of 5 years. From a planning perspective, this approach works well for Transport Canada, as annual fluctuations in expenditure are normal, hence the ability to move the funds around to accommodate demand in each year contributes to the smooth running of the programme. Allocated funds unspent at the end of 5 years are transferred back into the Consolidated Revenue Fund.

Disbursements to airports under ACAP

Currently, approximately 200 Canadian airports are eligible for ACAP. As of 2015, funding is around $38m per year.

There are no regional quotas for ACAP grants – however, the geographical spread of applications for ACAP is taken into account in decision-making.

Key issues/challenges

- *Stakeholder concerns about the minimum passenger service criteria* – it is argued that the minimum level discriminates against smaller airports that rely on chartered flights and that the number of enplaned and deplaned passengers is not an adequate measure for the size of an airport. By setting a minimum level of scheduled services, ACAP is excluding airports that need the capital funds to increase their scheduled passenger service
  - However, there is also recognition that expanding the eligibility criteria to include all registered aerodromes with or without passenger service would increase the number of airports eligible for ACAP from 200 to well over 700, an unsustainable figure

This gazette is also available free online at **www.gpwonline.co.za**

- *Perceptions that the decision-making process is regionally and politically biased* – this may have occurred as a result of the fact that ACAP did not officially release a full list of recipients in the early days of the programme
  - In addition, airport operators and stakeholders indicated that information on the progress of submissions was not shared with applicants and felt they were left guessing as to why certain projects were funded and not others. Stakeholders and operators felt that TC did not clearly inform or provide justifications for funding allocations
  - These issues have since been addressed and there is now greater transparency and accountability in the system.

GENERAL POLICY ON SMALL AIRPORTS IN CANADA

Small airports should be eligible under appropriate new or renewed infrastructure programs. For small airports, these programs should:

- Focus on the aviation aspects of an airport's business, such as runways and navigational aids
- Not be used to support airport operations
- Not duplicate financial support to specific projects from other federal, provincial, territorial or joint airport programs
- Consider competitiveness concerns for other airport(s)
- Exclude federally-owned airports

- Information on public financial support available and provided to airports should be broadly disseminated to help optimize the use of limited public resources
- Future actions should acknowledge that small airports are key infrastructure for many Canadian communities and funding requirements need to be considered in the context of infrastructure priorities
- Airports' associations, with the assistance of jurisdictions, should develop, document and disseminate small airport best practices, including the consideration of workshops as a vehicle for sharing best practices within and between jurisdictions
- Small airports should participate in the review of aerodrome standards and practices, either directly or through their associations, as a means of permitting jurisdictions to assess the financial impact of airport regulations

Notwithstanding the unique situation of each airport, the following general observations are provided as a basis for discussion and continuous refinement. Characteristics of successful small airports tend to include:

- Early engagement of and support from the local business community as users of the air service. Assured demand and customer loyalty are critical to sustained operations.
- Early engagement of and support from local governments – whether through preferential tax treatment, or other creative approaches of support
  - Local jurisdictions are best placed to support a local airport if it represents a community asset and priority
- Engagement of municipal and/or provincial/territorial governments – this is important in regions where catchment areas overlap among airports
  - Some coordination of plans and assistance may be necessary to ensure a sustainable level of operations for the longer term
- Early and active engagement of and support from a carrier(s)
  - Recognition that carriers are not there to "do any favours" – if there are better commercial opportunities they will leave
- Right-sizing of operations with a view to balancing costs and revenues. This may involve downsizing assets, reducing hours of operation to minimise operating costs, or changing the status of the airport from "certified" to "registered" when prolonged absence of scheduled air services has been observed and is expected for the foreseeable future

This gazette is also available free online at **www.gpwonline.co.za**

-
- A commercially-based business plan, which has the buy-in of the business community and local governments
  - Local financial support may be for a pilot initiative that has to prove itself within a limited period of time; sustainable operations are driven by the marketplace.
- Recognising that airport operations may take time to build, and a good business plan seeks to "make the most" of the assets available, which may include:
  - Creative land development of excess lands.
  - Related business services such as pilot training.
  - The airport operator providing limited services off site based on personal marketing and opportunity (even internationally).
- Continuous reassessment of circumstances and nurturing of partnerships
  - Some small airports have benefited from the establishment of partnerships with users who have vested interests in the introduction or maintenance of air services at particular airports. Examples of such partnerships are set out below.

Partnerships to promote viability of small airports

Example 1: Creation of a Travel Bank
More than 250 enterprises banded together, under the leadership of the Fredericton Airport Authority and the Chamber of Commerce, to create a $2.5m Travel Bank, a monetary guarantee of a minimum level of spending on airfares.

Example 2: Assuming Ground Handling Services for Air Carriers
Bathurst airport offered to assume responsibility for ground handling services on behalf of Air Canada Jazz.
- The Bathurst Airport Authority has used a public awareness campaign to showcase the importance of the airport.

Example 3: Government and Community Support
After losing its international flights from Frankfurt, the Yukon government guaranteed Air Transat the revenue equivalent of 150 passengers per flight (for 20 flights). Yukon agreed to pay the difference in case of a shortfall in passengers, and it invested to help the airport obtain an air start, a container loader and dollies as well as a push back tug. The Yukon tourism industry, municipalities and the German speaking market worked with the Yukon government before the commitment was made.

- There is a need to develop, document and disseminate information on best practices so that small airports can be informed of initiatives adopted at other airports that might provide potential opportunities. This could be done through airports associations, with the help of jurisdictions.
- The Task Force sees the need for all airports, irrespective of size, to generally undertake commercially-based airport planning reflecting best practices.
  - If a small airport does not have adequate resources to undertake the development of a business plan, support could be made available to allow for a plan to be developed.
  - This support can take many forms ranging from the development by airport associations of a "template airport plan" approach to public funding support to develop a plan.
- The Task Force has concluded that, because the root causes of viability concerns vary from one airport to another, there is no "one-size fits-all" solution.
  - Recognizing the changing market dynamics, options for future action must provide flexibility, and must reflect the role of the airport for the community and region, and the role of the airport in the relative context of the country's airport system.

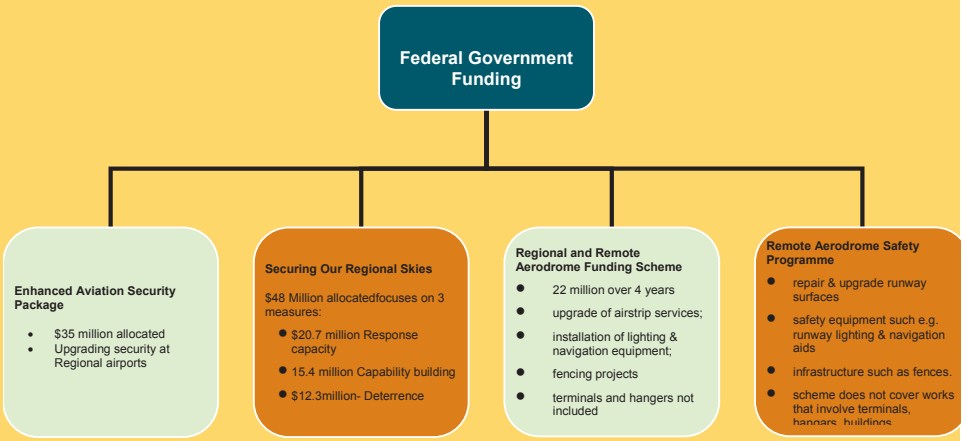
FEDERAL GOVERNMENT: REMOTE AIR SERVICE SCHEME: AUSTRALIA

Remote and rural aerodromes in Australia have access to funding from the Federal government. In Queensland, Western Australia and the Northern Territory, additional funds may be accessed from

This gazette is also available free online at **www.gpwonline.co.za**

the State. The various subsidy schemes provided by the Federal government and the individual States may cover air services deemed essential, and airport development to improve compliance with safety regulation.

Examples of federally funded programmes for small airports include:



The Remote Air Service Scheme (RASS) is an initiative to increase air services to remote areas by giving air operators, selected through a competitive tender process, direct subsidies for weekly air transport services that carry passengers and goods (e.g. educational materials, medicines, fresh foods and other urgent supplies).

The Scheme is managed by the Regional Services Division of the Department of Infrastructure, Transport, Regional Development and Local Government.

Currently, 6 operators service 257 remote and isolated stations and communities weekly through the RASS. The capacity to admit communities is limited by the Scheme's budget in any year. To be considered for inclusion on the RASS Scheme, communities must meet certain eligibility criteria including:

- Demonstrate the legitimate need for weekly air service
- The community must be sufficiently remote in terms of surface travel time to a population centre or neighbouring community receiving a weekly transport service.
- Have an aerodrome that meets safety standards

Australia Post, freight, tourist passenger fares) from the agreed maximum subsidy payable under the scheme. Accordingly, there can be an under-spending on RASS compared to the budgeted allocation.

Key successes

- More remote and rural communities have access to essential services

Key challenges

- State involvement and coordination between Federal government and individual States
- Selection criteria is not strictly adhered to

WEST AUSTRALIA: REGIONAL AIRPORTS DEVELOPMENT SCHEME (RADS)

The Regional Airports Development Scheme (RADS) was informally introduced in 1995 and formally incepted in 1997. RADS is administered by the West Australian government's Department for Planning and Infrastructure (DPI). The department of Treasury allocated $3.8m to the programme for 2015-2017. For the 2015-2017 cycle, $2.5 million will be given to 25 regional airports and the rest

This gazette is also available free online at **www.gpwonline.co.za**

CONTINUES ON PAGE 258 OF BOOK 3

Printed by and obtainable from the Government Printer, Bosman Street, Private Bag X85, Pretoria, 0001
Contact Centre Tel: 012-748 6200. eMail: info.egazette@gpw.gov.za
Publications: Tel: (012) 748 6053, 748 6061, 748 6065

This gazette is also available free online at **www.gpwonline.co.za**



Government Gazette
Staatskoerant

REPUBLIC OF SOUTH AFRICA
REPUBLIEK VAN SUID AFRIKA

Vol. 730 17 April / April 2026 No. 54520

PART 3 OF 3

N.B. The Government Printing Works will not be held responsible for the quality of "Hard Copies" or "Electronic Files" submitted for publication purposes

ISSN 1682-5845

9 771682 584003 54520



AIDS HELPLINE: 0800-0123-22 Prevention is the cure

of the funding is pending approval for five other projects. In the past, projects have ranged from $2m to assist with construction of a new terminal to $1,239 to help widen the runway and clear take-off and approach areas. 2015-2017 grants ranged from $6,294 to prepare an airport asset management plan to $300,000 to raise the level of the airstrip[124].Types of projects supported include: airport asset management planning, runway development, airside development, grounds development, terminal development, airport master planning, or other aviation infrastructure projects.

Applicants are required to apply before the financial year in which funds are needed. The DPI advertises a six week submission period across the state to applicants who want to improve their infrastructure to improve community access to services or for economic benefit. Applications for airside infrastructure development or the maintenance of aircraft movement areas are accepted. Up to 50% of the total project costs can be covered by RADS.

The demand for RADS is always greater than the funds available, the DPI assesses each project proposal before submitting their recommendations to a consultative committee which includes members of government agencies such as the Department of Treasury and Finance, Department of Industry and Resources, Tourism Western Australia, Western Australian Local government and Regional Development and the Royal Flying Doctor Service.
Applications are assessed according to a number of criteria listed below:

- Level of remoteness / isolation of the area
- If there is a disadvantage accessing other transport, such as rail, sea, or road
- Proximity to major regional airports
- Physical features of the airport and its long-term suitability
- Advice of stakeholders
- Impact on access to medical and educational facilities for the community
- Level of other contributions towards project, such as council contribution

The Committee's recommendations are submitted to the Minister, who awards the grants to the applicants. Once the grant offers have been accepted, a Funding Agreement (contract) is signed, stipulating the terms and conditions of the grant. The contract indicates that the project must be complete within 24 months of the execution of the contract. Once the project is complete, the applicant is required to provide the DPI with an audit that verifies that the work has been completed at an appropriate standard and to erect a RADS sign obtainable from the department.

The DPI has no on-going role in the management of aerodromes. Local Government Authorities are often the beneficiaries of RADS and thus take full responsibility for the airport. In the other cases, the private owner, aboriginal corporation or another government agency remains responsible for the airport.

Key challenges in the implementation of the scheme

- Acquitting projects, especially for smaller communities who may not have good record-keeping skills and auditing procedures:
- The Minister awards grants, and until recently signed all of the funding agreements (contracts) as well, before works commenced, which can cause delays
- Land ownership issues are also difficult to overcome. To ensure that the applicant does not sell the asset for a profit after the completion of the works, there is a clause that stipulates that the owner shall not part with the land before 2 years (for projects with a grant under $200,000), 5 years (between $200,000 and $500,000) or 8 years (over $500,000). However, given the variety of applicants under this scheme (local government, private entities, pastoral lessees, aboriginal corporations), Certificates of Title to demonstrate ownership of the land before signing the contract are now being sought.

Key successes

[124] Source: RADS 2015-17 Funding round: grant allocation – map. Available at http://www.transport.wa.gov.au/aviation/funding-allocation.asp

This gazette is also available free online at **www.gpwonline.co.za**

- There was investment of over $58m in regional airport infrastructure projects between 1997 – 2008. Since 2008, 184 projects were supported by over $33 million from RADS[125].

AIRPORTS IMPROVEMENT PROGRAMME – UNITED STATES OF AMERICA

The Airports Improvement Programme (AIP) provides funding for the capital development of airports that make up the national airports system in the US. Projects that are covered by the AIP are those that focus on the following aspects of airport development:

- The enhancement of safety and security
- The rehabilitation of ageing infrastructure
- Expanding airport capacity
- Reducing the impact of aircraft noise

AIP funding is subject to the following conditions and exclusions:

- Eligibility to receive funds under the AIP is contingent upon the type of sponsor and the type of activity for which funds are sought. Examples of the different types of sponsors that are eligible to receive funds include:
  - Planning agencies – e.g. departments of transport, metropolitan planning organisation
  - Public agencies owning airports – e.g. a state, a municipality, a tax-supported organisation
  - Private airport owners/operators – e.g. an individual, a partnership, corporation, etc., that owns a public-use airport used or intended to be used for public purposes that is a reliever airport or an airport that has at least 2,500 passenger movements each year and receives scheduled passenger aircraft service
- Sufficient funds are available for that portion of the project not covered by the AIP United States
- The project will be completed without undue delay
- The project involves more than $25,000 in AIP funds unless, in the judgment of the responsible Airports office, it would be in the best interest of the Government to award a grant of a lesser amount
- Project is depicted on an FAA-approved current airport layout
- Also, the FAA requires all AIP grant recipients to file detailed annual financial reports which are maintained in a publicly-available database
- The AIP cannot be used for an airport's operational expenses

Introduced in 1982, the AIP is administered by the AIP Branch within the Federal Aviation Authority's (FAA) Office of Airport Planning and Programming. The overarching policy framework of the AIP is the National Plan of Integrated Airport Systems (NPIAS), which lists development considered necessary to provide a safe, secure, efficient, and integrated airport system. Only airports that are identified in the NPIAS are eligible to receive funding under the AIP; these airports (or portions thereof) are also required to be public-use airports that serve civil aviation. An estimated 3,330 existing airports currently qualify for funding.

AIP grants generally cover 75% of eligible costs for large and medium primary hub airports and 90-95% for small primary, reliever, and "general aviation" airports.

Financing of the AIP

The AIP is funded by the Airport and Airways Trust Fund, established by a 1970 piece of legislation. Over 2012-2015, US$3.35bn for AIP grants was provided by the Trust Fund, and an estimated US$42.5bn in AIP-eligible projects between 2013 - 2017.[126]

[125] Source: Holt, Colin. New airport project to take off in Busselton. 25 March 2015. Accessed on 26 March 2015 at http://www.nationalswa.com/News/MediaReleases/tabid/83/articleType/ArticleView/articleId/4192/New-airport-project-to-take-off-in-Busselton.aspx

[126] Source: Committee on Transportation and Infrastructure U.S. House of Representatives. 12 June 2014. Accessed on 27 March 2015 at http://transportation.house.gov/uploadedfiles/2014-06-18-aviation_ssm.pdf .

This gazette is also available free online at **www.gpwonline.co.za**

The Trust Fund derives its revenue from user fees and fuel taxes such as passenger ticket taxes, taxes on cargo waybills, and taxes on commercial aviation fuel and "general aviation" gasoline. It can make grants to the AIP on an annual fiscal year basis.

Key challenges in administering the AIP

- *Uncertainty about size of future budget for the AIP* – going forward, competing concerns are gaining increasing prominence whilst the budget for aviation programmes does not seem likely to increase proportionately
- *Airports have experienced bureaucratic delays in obtaining discretionary funds*, with long lag periods between the date of application and the date of receipt
- *Ineffective monitoring to ensure status of grants is up-to-date and accurate* – investigative reports have revealed instances of grants being idle beyond the standard time permitted by the FAA (such funds should have been re-allocated upon the expiry date)

Highlands and Islands Airports Ltd (HIAL) – Scotland

Introduction and background

Established in 1986, Highlands and Islands Airports Ltd (HIAL) is a group airport operator owned by the Scottish government and operating as a commercial entity. Public ownership of HIAL is through the Scottish Executive's Transport Directorate.

HIAL is responsible for airport infrastructure and operations, facilitating lifeline air links and developing scheduled air services in conjunction with airlines. HIAL operates 11 airports in Scotland (Benbecula, Campbeltown, Inverness, Islay, Kirkwall, Stornoway, Sumburgh, Tiree, Wick and Dundee), all of which are categorised as social airports covering the Highlands and Islands area[127]. Most of the HIAL airports are ex-RAF (Royal Air Force) airstrips pre-dating the formation of HIAL in 1986. The exception to this is Dundee Airport which opened as a commercial airport in the 1960s, and was transferred from local government to HIAL in 2007 in an effort to improve its performance.

The HIAL airports do not constitute the only airports in the Highlands and Islands (although they are the majority) – local government authorities in the region also operate a small number of airports. The exclusion of these airports from the HIAL network is more for historical reasons rather than a deliberate decision-making process.

Operations

All HIAL airports are currently loss-makers and it is the objective of the Scottish government to turn them into profit-generating commercial businesses. Once this has been achieved for some of the airports, one of the key issues the government will have to address is whether profitable airports should be retained within the HIAL network to subsidise other airports, or if only those airports requiring government support should be included in HIAL. No firm policy decisions have yet been made on this issue. At present, there is no cross-subsidisation amongst the airports.

None of the airports in Scotland is subject to price cap regulation as demand for services is relatively limited, and the airports have been able to invest appropriately without undue reliance on airport charges to provide the necessary financing. The level of airport charges is therefore not a cause for concern in Scotland.

[127] The Highlands and Islands region has a population of about 500,000 living on an area covering about 39,000km^2, and is one of the most sparsely populated areas in the EU. 30% of the total population lives on more than 90 islands; overall, 61% of people in the Highlands and Islands live in rural areas or settlements of fewer than 5,000 people. The population is widely dispersed, with settlements and hamlets of different sizes spread out across the islands.

This gazette is also available free online at **www.gpwonline.co.za**

Funding for HIAL

HIAL receives aviation and non-aviation income from its operations and the shortfall is made up for by subsidies from the Scottish government – subsidies of £21.7m were received in the 2013/14 financial year[128]. In lobbying for government funding, strategic corporate plans for the financial year(s) ahead and performance reports from previous years are used to demonstrate need.

Competitiveness of airports in the HIAL network

Competition between the airports is limited due to the shared and public ownership of the airports, and the loss-making nature of the airports' operations. However, Inverness, the major hub airport in the network, competes with Wick Airport. Externally, Inverness also competes with BAA airports in Aberdeen, Edinburgh, and Glasgow.

Reporting and accountability

Standard and statutory reviews and reports are conducted by HIAL as follows:

- Financial performance reports to the HIAL Board on a monthly basis
- Annual report detailing airport accounts, passenger and freight volumes, infrastructure and other investments (all on an airport by airport basis)
- Monthly reports on safety, security, and environmental management
- HIAL corporate plan with a 10-year horizon
- Policy and Financial Management Review to assess whether HIAL is fulfilling its mandate – these tend to take place every 5 years

Socio-economic impact of HIAL

Some of the indicators used to evaluate the socio-economic impact of HIAL include GDP and employment trends. Other issues that are taken into account include accessibility to national and international locations (e.g. frequency of flights, direct vs. transit). Across the entire Highlands and Islands region, renewable energy such as wind, wave and tidal are key industries. Most firms are SMEs and there are higher business start-ups rates than in mainland Scotland.

Some of HIAL's key successes include:

- *Consistent growth in passenger numbers and ATMs* – government subsidies to make air travel more affordable and accessible have had a significant impact on the uptake of air services in the Highlands and Islands, particularly in the more isolated locations. Some of the key subsidy programmes are:
  - Air Discount Scheme: Allows residents in selected parts of the Highlands and Islands a 40% discount on air fares to commercial centres and local airports in the region
  - Air Route Development Fund: Aims to increase the number of serviced routes to better link Scotland with the rest of the UK and international destinations
  - General operating subsidies and capital grants: Subsidies are based on the agreed demand for local airport infrastructure, and commitment accounting is used for capital projects spanning several financial years

Some of HIAL's key challenges include:

- *Long term financial sustainability* – HIAL, which relies on aviation income and government subsidies, has been forced to explore non-aviation and non-subsidy income options. Examples include property development on non-operational airport land, e.g. residential and commercial housing at Stornoway Airport, business park at Inverness Airport

Key lessons from HIAL:

[128] Source: Williamson, James. HIAL in 4.5m slump in spite of 20m subsidies. The Courier. 26 September 2014. Accessed on 26 March 2015 at http://www.thecourier.co.uk/business/news/hial-in-4-5m-slump-in-spite-of-20m-subsidies-1.596431.

This gazette is also available free online at **www.gpwonline.co.za**

- *The significant market presence of some airports within a network should be managed carefully*

  – Inverness Airport plays a dominant role in the HIAL network, accounting for 47.8% of all passengers[129]. However, the developmental needs of the other airports in the network are considered on an individual basis and responded to proportionately. As far as possible, efforts are made to distribute traffic throughout the network without placing undue emphasis on Inverness Airport.

- *The successful provision of air services to rural areas is strongly linked to wider integrated transport planning* – HIAL is a member of the Highlands and Islands Transport Partnership (HITRANS), a statutory body whose mandate is to develop a comprehensive solution to public transport challenges in the Highlands and Islands across all modes of transport. There is a high degree of cooperation between HIAL and HITRANS, and HIAL airport developments typically include a road and/or rail access solution agreed to by both parties.

- *Consideration should be given to market augmentation measures as an alternative to service support measures* – HIAL emphasises proactively developing its service offerings and market share. It has a close commercial relationship with airlines based on marketing the benefits of its airports as well as the Highlands and Islands region as a whole.

- *Flexibility in defining the social airport network* – the system allows for airports to be added to the HIAL network or closed if necessary, depending on the socio-economic circumstances.

[129] Source: ec.europa.eu/competition/consultations/2013_aviation_guidelines/highlands_islands_airports_en.pdf

This gazette is also available free online at **www.gpwonline.co.za**

10. Strategies to combat illicit activity at airports

As airports are centres of transport, particularly international transport, they are also central to stopping illegal activities such as drug smuggling and human trafficking.

For instance, human trafficking and the illegal migrant trade favour large international transit areas where there are overwhelming amounts of people as well as small airports that have fewer officials with training in document control[130]. Their techniques include going through an airport's domestic terminal, bypassing immigration in the international terminal through use of the emergency exit[131]. Within smaller airports, sometimes groups of people will "rush security gates" to overwhelm airport staff[132]. Other techniques include using LCCs, web-check-ins, and any priority or e-ticketing services that require less document checks[133]. Many airports are aware of this and have developed strategies to aid in stopping illegal activities. San Francisco International Airport has implemented a training program that will enable airport staff members to be able to identify cases of human trafficking[134]. Miami International Airport also provides similar training for airport employees to be able to identify victims[135]. In the UK, anti-slavery teams as part of the Border Force under the Home Office have been placed within airports to identify human trafficking victims, collect intelligence related to human trafficking, and disrupt gangs of organised crime. The first airport to utilise the anti-slavery team was Heathrow, and then teams were supposed to extend through to Gatwick and Manchester airports as well. These new teams will also have support from other government agencies to develop specialised trainings[136].

Drugs are another problem that airports are trying to handle, especially in West Africa, as major cities along the coastline are hubs for drugs from South America before they are shipped into Europe and elsewhere. Cocaine, for example, may cross the Atlantic Ocean in a small Cessna with extra fuel and then be shipped elsewhere from major airports in the region such as Dakar, Accra, or Lagos[137]. For these reasons, the UNODC recently launched a task force to help intercept drugs at the Dakar airport and stop them from being sent elsewhere[138].

New technologies will also help airports to share information about suspicious passengers and intervene on illegal activities. The proposed pre-screening processes at departing airports will allow for suspicious passengers' images to be sent to the arrival airport's border control during

[130] Source: Migrant smuggling by air. UNODC. http://www.unodc.org/documents/human-trafficking/Migrant-Smuggling/Issue-Papers/Issue_Paper_-_Migrant_Smuggling_by_Air.pdf
[131] Source: Migrant smuggling by air. UNODC. http://www.unodc.org/documents/human-trafficking/Migrant-Smuggling/Issue-Papers/Issue_Paper_-_Migrant_Smuggling_by_Air.pdf
[132] Source: Migrant smuggling by air. UNODC. http://www.unodc.org/documents/human-trafficking/Migrant-Smuggling/Issue-Papers/Issue_Paper_-_Migrant_Smuggling_by_Air.pdf
[133] Source: Migrant smuggling by air. UNODC http://www.unodc.org/documents/human-trafficking/Migrant-Smuggling/Issue-Papers/Issue_Paper_-_Migrant_Smuggling_by_Air.pdf
[134] Source: San Francisco Airport human trafficking prevention: SFO launches program. Accessed on 18 March 2015 at http://speier.house.gov/index.php?option=com_content&view=article&id=610:san-francisco-airport-human-trafficking-prevention-sfo-launches-program&catid=2&Itemid=15
[135] Source: MIA Employees learn how to spot human trafficking victims with new training program. Press Release March 2, 2012. Accessed on 18 March 2015 at http://www.miami-airport.com/releases/12-03-02-MIA_EMPLOYEES_LEARN_HOW_TO_SPOT_HUMAN_TRAFFICKING_VICTIMS_WITH_NEW_TRAINING_PROGRAM.asp
[136] Source: *Anti-slavery teams to tackle human trafficking in airports.* The Telegraph. 21 February 2014. Accessed on 18 March 2015 at http://www.telegraph.co.uk/news/uknews/immigration/10654169/Anti-slavery-teams-to-tackle-human-trafficking-in-airports.html.
[137] Source: Perdigao, Nayanka. Drug trafficking: The new threat to peace and security in West Africa. 2 August 2012. Accessed on 18 March 2015 at http://www.consultancyafrica.com/index.php?option=com_content&view=article&id=1071:democratic-transition-in-egypt-and-tunisia-lessons-for-arab-spring-states&catid=60:conflict-terrorism-discussion-papers&Itemid=265 .
[138] Source: Senegal: UN launches task force to help stem drug trafficking through airport. Accessed on 18 March 2015 at http://www.un.org/apps/news/story.asp?NewsID=40216#.VQmGH2SUc3R .

flight. Once the flight lands, the few suspicious passengers can be easily found and taken from the mass of passengers for additional screening[139].

Secondary, regional, and other smaller airports as well as helipads and lone airstrips are increasingly being used for various types of illegal activities, likely because these facilities have less traffic and law enforcement than primary airports, so criminals believe they can arrive and depart undetected. Light aircraft are being used as transport for drugs, guns, and illegal people according to the British National Crime Agency, and these planes are landing in fields or rural airstrips to avoid major airports' security[140]. In the U.S. light aircraft have also been used to transport illegal immigrants from airports at the U.S.-Mexico border to large cities, bypassing many immigration and customs checkpoints[141]. Turkish migrants were flown across the border on a small six-seat plane to small airstrip that had no passport control[142].

In order to combat these activities at smaller airports, various efforts are being made. For instance, efforts around communication are occurring to encourage reporting by residents in the vicinity of any suspicious activity, such as the U.S. TSA's proposed "Airport Community Watch Program" that involves the airport community and local law enforcement[143]. In Kent, they are monitoring 120 small air bases for illegal and suspicious activities and have asked the community to report any suspicious activities[144]. There are also programmes for remote and unmanned aerial system monitoring and surveillance, as well as closed circuit television monitoring and intrusion detection systems[145]. Following monitoring, action can be taken to disrupt illicit activity patterns, e.g. arresting pilots involved in illicit activity, introduction of temporary security or border control presence at airports where incidents have taken place. Some airports are also allocating parts of their budgets for customs and immigration officers to investigate incidents at small airports.

In addition, there is increased international cooperation to share information and improve risk profiling; the United States Department of Homeland Security has been particularly involved in making agreements with other countries, especially in Europe, to increase coordination and information sharing[146].

11. Regional airports

There is no agreed **definition** for the term *regional airport* although it is clear that large and major hub airports are excluded. Several types of airports might fall into the regional category:

- Small airports serving lightly populated areas
- Small, medium–sized or potentially large primary airports serving secondary cities
- Small to medium–sized airports serving a defined international region

---

[139] Source: *Airport Design trends.* Aviation Business. 10 January 2012. Accessed 16 March 2015. Available at: http://www.aviationbusiness.com.au/news/airport-design-trends.
[140] Source: Illegal immigrants, guns and drugs 'smuggled into Britain on light aircraft.' Accessed on 18 March 2015 at http://searchlight-germany.blogspot.com/2014/05/illegal-immigrants-guns-and-drugs.html
[141] Source: Moore, Jim. California aircraft used to transport illegal aliens. 2 February 2012. Accessed on 18 March 2015 at http://www.aopa.org/News-and-Video/All-News/2012/February/2/Flight-school-victimized-by-renters-smuggling-arrest .
[142] Source: Toolkit to combat smuggling of migrants. Accessed on 18 March 2015 at http://www.unodc.org/documents/human-trafficking/SOM_Toolkit_E-book_english_Combined.pdf
[143] Source: Security guidelines for General Aviation Airports: Information Publication A-001. Transportation Security Administration. May 2004.
[144] Source: *Plea to be alert to suspicious aircraft in Kent*. Kent and Sussex Courier. 23 April 2010. Accessed on 18 March 2015 at http://www.courier.co.uk/Plea-alert-suspicious-aircraft-Kent/story-11994370-detail/story.html.
[145] Source: Security guidelines for General Aviation Airports: Information Publication A-001. Transportation Security Administration. May 2004.
[146] Source: http://www.dhs.gov/blog/2010/02/18/international-information-sharing-advancing-security-and-protecting-privacy

This gazette is also available free online at **www.gpwonline.co.za**

The traditional **role** of a larger regional airport is therefore to provide connectivity of its regional centres with the rest of the world through connection with a main hub airport, but also provide point-to-point connectivity with other regional centres in the country and nearby states as well as sometimes, providing long-haul, point-to-point connection in specific niche markets (e.g. driven by migration and demographics). The regional airports have therefore a very important development and cohesion role for their regions.

Congestion at the main hubs and increasing demand for air transport, both for passengers and freight services has necessitated changes to the overall air systems, with regional airports taking an ever-expanding role. Optimisation of air transportation systems within the framework of the modes of transport plays an important part in the present quest for sustainability.

Apart from connecting the local population with the closest administrative, economic and social centres, these airports are also very important for the local businesses that need highly efficient services, both for transfer of goods and personnel.

Regional airports are therefore likely to function either as **origins or destinations** depending on the local conditions. This means that the air transport services offered will mainly consist of short-haul operations serving either/or both of:

- Pure point-to-point traffic to other point-to-point airports;
- Spoke traffic providing feed to and from hub airports providing one-stop connections to ultimate destinations (as well as non-stop traffic to the hub as a destination).

Regional airports serve a variety of different market segments and therefore will serve different **segments of traffic** based on user demand:

- Regional airports often fulfil an important social role in providing connectivity to remote regions;
- Low-cost traffic operating on point-to-point routes;
- Feed into major hubs, usually by network carrier, their regional subsidiaries, alliance or code-sharing partners;
- Charter traffic, both as the origin or destination;
- General or express freight, either as a small hub for carrier or as a spoke to feed into the carrier's main hub, especially for express carriers;
- High value business traffic.

Regional airports, offering primarily short-haul, one-stop passenger services will be served by narrow-body short-haul aircraft. However, the **range of aircraft** operated might be quite large including:

- Turbo-props;
- Regional jets;
- Business jets;
- Narrow-body jets;

In addition, wide-body jets might be expected to operate at those airports that support freight, albeit with relatively low frequency.

The **siting** of new airports involves taking into consideration a variety of problems relating to transportation resources optimisation. Regional airports can be a powerful driving force behind the development of an area and conversely can result in major problems if they are incorrectly sited.

Regional airports cannot be categorised solely on the basis of traffic volumes or hierarchal position within the national airport system, instead they must be categorised on the basis of the role that the airports play within the regional network.

This gazette is also available free online at **www.gpwonline.co.za**

At regional airports only the **basic services** are often required, including:

- Air Traffic Control (ATC) services;
- Fire and rescue services;
- Police;
- Passenger handling services, including check-in and security;
- Facilities management e.g. building maintenance, cleaning and trolley management;
- Aircraft ground handling services (likely to be mainly baggage handling and refuelling);
- Border control;
- Car park;
- Other transport services (bus/coach, taxis and train).

As the airport grows, it needs to ensure provision of **wider services** that are not directly related to aeronautical activities, such as internet access, retail services, banking and currency exchange, food and beverage, car rental services and ultimately extending to the provision of the business lounges and facilities. Depending on the airport's business model, revenue from these non-aeronautical services can be important for the viability of the airport and as the volume of passengers grows, this revenue stream can become an important enabler for reducing charges and attracting more passengers to the airport.

Most of the other services are provided either by airport operator, airlines or through subcontracted third parties. In the case of third party or subcontracted services, it is important that an airport has Service Level Agreements (SLA) in place that ensures that quality of these services, relative to the requirement, is not compromised. In case of small regional airports, the airport's operator usually provides most of the other services or subcontracts these services to a minimum number of other providers.

In some cases, the airport's operator might want to dedicate facilities to a special group of airlines, for example to build a low-cost terminal that serves passengers on low-cost point-to-point services.

The establishment of adequate surface access by private car, taxi, regular coach, metro and/or railway services is another important factor in the successful emergence of an airport. If the airport is connected to the other major transport nodes in the region, it can effectively start to function as a regional transport hub.

The **governance structure** of regional airports across the world is very diverse and varies from region to region and from country to country and from airport to airport. From the ownership perspective there are three main categories: Public ownership, private ownership and public private partnership. There are sub-categories of ownership within these as follows:

- Public ownership:
  - centralised ownership, by a government department, specialised agency or government enterprise of some type;
  - regional or local ownership;
  - combined central-local ownership.
- Private ownership by total divestiture through initial public offering (IPO), trade sale or long term lease.
- Public private partnership, through establishment of a special purpose vehicle or partial divestiture.

The general vision of regional airport operators is that in the future, the **region-to-region routes** will be mostly operated by **low-cost carriers**, even if today low-cost and network carriers coexist on the routes. Network carriers will mostly concentrate on hub operations.

This gazette is also available free online at **www.gpwonline.co.za**

Regional airports will support more and more point-to-point flights, which mean the feeder activity will not grow much. This role will increasingly be fulfilled by regional carriers but their activity will be likely focusing on pure business markets and some hub feed for major partners.

Regional airports will provide an important **reliever role** in the future and will benefit from the inability of large major airports to absorb the forecast increase in air transport demand.

The development of regional airports is restricted by a number of limiting factors, including:

- Lack of policy focus on regional airports within regions' general transport policy and regional development policy.
- Lack of inter-modal connectivity, rail in particular, further undermines the efficiency and potential of regional airports in the world.
- Insufficient passenger throughput to be able to cover the investment into creation of the connections between regional airports and public transport systems in order to facilitate the growth of regional airports.

12. Concentration of activity other than scheduled air transport

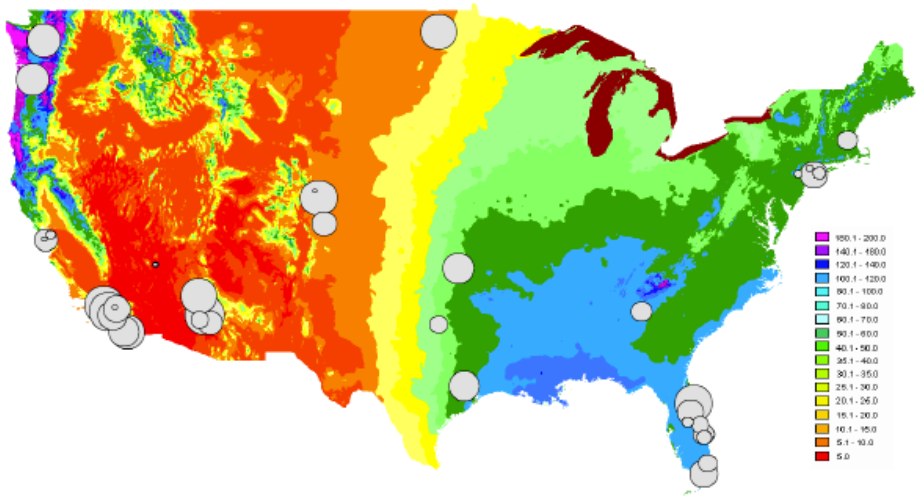
Besides scheduled passenger airlines, other significant aviation activities can include non-scheduled flights, private flights, flight school lessons, medical evacuations, hot-air balloon flights, helicopter traffic reports, etc. Whilst it used to be that these other activities were spread out amongst various small and regional airports, airstrips, and airfields, in some countries this is becoming less and less of the case. The small, local-owned FBOs (fixed-base operators) are being purchased by large chain FBOs or they are closing/lease running out and being replaced by other small FBOs[147].

For example, in the United States, there is a clear clustering of "general aviation" activities amongst 50 airports (with "general aviation" in the US defined as all activity other than scheduled air transport services). The 50 airports in the figure below account for 33% of towered "general aviation" operations in the U.S.[148] Additionally the clustering occurs where poor weather is unusual[149]

[147] Source: Goodrich Aviation Development Services. Airport/FBO Consulting. Accessed on 20 March 2015 at http://www.goodrichaviation.com/airport-owned-fbo/
[148] Source: Shetty, Kamala I. and R. John Hansman. Current and historical trends in general aviation in the United States. (August 2012). Accessed at http://dspace.mit.edu/bitstream/handle/1721.1/72392/ICAT%20REPORT%20SHETTY.pdf
[149] Source: Shetty, Kamala I. and R. John Hansman. Current and historical trends in general aviation in the United States. (August 2012). Accessed at http://dspace.mit.edu/bitstream/handle/1721.1/72392/ICAT%20REPORT%20SHETTY.pdf .

This gazette is also available free online at **www.gpwonline.co.za**

Figure 9: "General aviation" airports clusters in the United States vs. weather (rainfall)



Source: Shetty, Kamala I. and R. John Hansman. Current and historical trends in general aviation in the United States. (August 2012). Accessed at http://dspace.mit.edu/bitstream/handle/1721.1/72392/ICAT%20REPORT%20SHETTY.pdf.

However, the scale of these types of activity in the U.S. must be noted, as it is significantly larger than in most other countries. In 2012, there were 209,034 total active GA aircraft and 9,385 "on demand" aircraft (e.g., air taxi, air tours, air medical) that flew 24,403,000 hours and 3,522,000 hours respectively[150]. The table below demonstrates the differences in scale of GA activity by numbers of GA aircraft in select countries:

[150] Source: http://www.gama.aero/files/GAMA%202013%20Databook-Updated-LowRes.pdf

This gazette is also available free online at **www.gpwonline.co.za**

Table 6: Registered "General Aviation" Aircraft by select countries

6.12 **Total Number of Registered General Aviation Aircraft by Select Countries with Active General Aviation Industries (1989–2013)**

Year	Australia	Austria	Brazil	Canada	China	France	Germany	New Zealand	South Africa	Switzerland	United Kingdom	United States
1989	n/a	n/a	n/a	28,121	n/a	n/a	n/a	n/a	n/a	n/a	13,958	219,738
1990	n/a	n/a	n/a	28,155	n/a	n/a	n/a	n/a	n/a	3,653	14,350	212,230
1991	n/a	n/a	n/a	28,003	n/a	n/a	n/a	n/a	n/a	3,785	14,710	196,874
1992	n/a	n/a	n/a	28,066	n/a	n/a	n/a	2,976	n/a	3,914	15,017	185,650
1993	n/a	n/a	n/a	27,912	n/a	n/a	n/a	3,076	n/a	4,005	14,941	177,120
1994	n/a	n/a	n/a	27,848	n/a	n/a	n/a	3,226	n/a	4,039	15,015	172,935
1995	9,548	n/a	n/a	27,937	n/a	n/a	n/a	3,329	n/a	4,107	15,059	188,089
1996	9,665	n/a	10,315	28,002	n/a	n/a	n/a	3,420	n/a	4,096	15,303	191,129
1997	9,849	n/a	10,611	28,054	n/a	n/a	n/a	3,405	n/a	4,058	15,594	192,414
1998	10,006	n/a	10,927	28,017	n/a	n/a	n/a	3,405	n/a	4,039	16,013	204,710
1999	10,168	n/a	14,217	28,047	n/a	n/a	n/a	3,327	7,222	4,021	16,293	219,464
2000	10,125	n/a	14,553	28,242	n/a	n/a	n/a	3,313	7,484	4,048	16,473	217,534
2001	10,402	n/a	14,937	28,493	n/a	n/a	20,859	3,306	7,717	4,067	16,474	211,446
2002	10,455	n/a	15,265	28,744	n/a	n/a	20,714	3,378	7,927	4,030	16,663	211,244
2003	10,671	n/a	15,536	29,112	n/a	n/a	20,610	3,530	8,403	3,972	17,013	209,708
2004	10,904	n/a	15,881	29,614	n/a	n/a	20,611	3,795	8,822	3,893	17,588	219,426
2005	11,180	n/a	16,270	30,244	n/a	29,164	20,707	3,937	9,063	3,841	17,894	224,352
2006	11,117	n/a	15,125	31,018	n/a	29,552	20,865	4,033	10,189	3,822	18,445	221,942
2007	11,541	n/a	15,673	31,886	n/a	30,853	21,017	4,192	n/a	3,813	19,890	231,607
2008	12,045	n/a	16,576	32,933	n/a	31,024	21,327	4,354	10,693	3,765	21,331	228,663
2009	12,229	n/a	19,765	33,533	n/a	31,721	21,570	4,415	10,950	3,685	21,063	223,877
2010	12,564	n/a	17,335	34,175	n/a	32,746	21,703	4,442	11,203	3,705	20,379	223,370
2011	n/a	1,520	18,710	34,947	n/a	32,410	21,603	n/a	11,483	3,709	20,040	n/a
2012	n/a	1,491	19,769	35,540	3,422	n/a	21,546	4,851	11,746	3,657	19,939	209,034
2013	n/a	1,489	20,429	36,078	3,857	n/a	21,462	4,874	11,946	n/a	19,850	n/a

Source: See Tables 6.1 through 6.11.

Source: www.gama.aero/files/GAMA%202013%20Databook-Updated-LowRes.pdf

In India, there is also a trend towards centralising GA activity at an airport. At Delhi International Airport, plans are being made to set up the first General Aviation facility in India to help centralise all of the growing "general aviation" activities[151]. India's seen rapid growth in GA activity and it is expected to grow at 10% per year until 2017. Current estimates are that there are 800 small aircraft and 300 helicopters in the GA fleet, but by 2017 India could add 300 business jets, 300 small aircraft, and 250 helicopters[152].

Financial considerations might also be a reason for the clustering of GA activity. In New Zealand, for example, they have set up an "Aviation Industry Cluster" after realising that the light aircraft industry is too small to achieve growth if everyone works in isolation. Therefore, the Cluster was set up and includes aircraft manufacturers, aircraft maintenance specialists, suppliers, and pilot training organisations. They have already started funding a project so that they could have a GA runway at Hamilton International Airport, to ensure that local aircraft maintenance and pilot training companies could continue to grow.[153]

[151]Source: *DIAL invites bids to develop general aviation facilities*. The Economic Times. 4 May 2008. Accessed on 20 March 2015 at http://articles.economictimes.indiatimes.com/2008-05-04/news/27716713_1_general-aviation-business-aviation-igi-airport
[152] Source: https://www.pwc.in/assets/pdfs/industries/general-aviation-070312.pdf
[153] Source: http://www.kiwiflyer.co.nz/KiwiFlyer-Issue-7-Guest-Comment.pdf

BOARD NOTICES • RAADSKENNISGEWINGS

BOARD NOTICE 904 OF 2026

INTEGRITY I PUBLIC INTEREST I AUDIT QUALITY

BOARD NOTICE

PUBLICATION OF THE INDEPENDENT REGULATORY BOARD FOR AUDITORS REGULATORY STRATEGY IN TERMS OF THE AUDITING PROFESSION ACT NO. 5 OF 2021

The Independent Regulatory Board for Auditors herewith publishes its revised Regulatory Strategy, in terms of section 4(3) of the Auditing Profession Act, effective 24 March 2026.

The document is available on the Independent Regulatory Board for Auditors website which can be accessed through the following link: https://www.irba.co.za/upload/Regulatory%20Strategy%20-%20March%202026.pdf

Imre Nagy
Chief Executive Officer

BOARD NOTICE 905 OF 2026

ECSA

ENGINEERING COUNCIL OF SOUTH AFRICA



An Effective Regulator Assuring Engineering Excellence

Rules for the Management of Appeal Matters

27 November 2025

ENGINEERING COUNCIL OF SOUTH AFRICA
Tel: 011 6079500 | Fax: 011 6229295
Email: engineer@ecsa.co.za | Website: www.ecsa.co.za

Document No.: ICE_RULE_002	Revision No.: 1	Effective Date: 28/11/2025	
Subject: Rules for the Management of Appeal Matters			
Compiler: Manager: Improper Conduct & Enforcement Reviewer: Executive: Improper Conduct & Enforcement	Approver: Governing Council	Next Review Date: 27/11/2028	Page 2 of 18

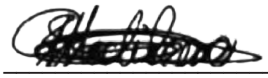
Revision **1** dated **27/11/2025** and consisting of **18** pages has been reviewed for adequacy by the Executive of Improper Conduct & Enforcement and approved by the Council Committee.

Controls

The signatures below certify that this document has been reviewed and accepted and demonstrates that the signatories are aware of all the requirements contained herein and are committed to ensuring their provision



The Acting CEO: Ms. Tabisa Mtati — 04 March 2026 — Date



The President — 11 March 2026 — Date

The definitive version of this **Rules** is available to all ECSA staff and is maintained in PDF format in Document Management System.

Printed copies of this management system policy may be issued under controlled conditions (see QM_POL_002) and will be replaced in entirety when any changes or revisions are made.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

Document No.: ICE_RULE_002	Revision No.: 1	Effective Date: 28/11/2025	
Subject: Rules for the Management of Appeal Matters			
Compiler: Manager: Improper Conduct & Enforcement Reviewer: Executive: Improper Conduct & Enforcement	Approver: Governing Council	Next Review Date: 27/11/2028	Page 3 of 18

Table of Contents

1. INTRODUCTION AND OVERVIEW 4
2. PURPOSE, LEGAL STATUS, AND REGULATORY FRAMEWORK 5
3. APPLICATION, SCOPE, AND INTERPRETIVE GUIDANCE 6
4. PROCEDURAL REQUIREMENTS AND PARTICIPANT OBLIGATIONS 9
5. CONDONATION AND DEVIATION FROM RULES 10
6. REPEAL, TRANSITIONAL MEASURES, AND LEGAL CONTINUITY 11
7. COMMENCEMENT, SHORT TITLE, AND PUBLICATION 11
8. JUST ADMINISTRATIVE ACTION 11
9. GRIEVANCE PROCEDURE IN RELATION TO REGISTRATION - SECTION 24 APPEAL ...13
10. APPEAL AGAINST A DECISION OF A DISCIPLINARY TRIBUNA-SECTION 33 APPEALS ..15
11. APPEALS AGAINST CERTAIN DECISIONS OF THE COUNCIL – SECTION 35 APPEAL 17
12. CONFIDENTIALITY AND PROTECTION OF INFORMATION 18
13. DOCUMENT HISTORY 18

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

Document No.: ICE_RULE_002	Revision No.: 1	Effective Date: 28/11/2025	
Subject: Rules for the Management of Appeal Matters			
Compiler: Manager: Improper Conduct & Enforcement Reviewer: Executive: Improper Conduct & Enforcement	Approver: Governing Council	Next Review Date: 27/11/2028	Page 4 of 18

1. INTRODUCTION AND OVERVIEW

1.1. The Engineering Council of South Africa ("ECSA") is a statutory body established in terms of Section 2 of the Engineering Profession Act, 46 of 2000 ("the Act"). It is one of the regulatory councils operating within the Built Environment, as recognised under the Council for the Built Environment Act, 43 of 2000. ECSA's mandate is to regulate the engineering profession in the Republic of South Africa in the public interest, with its regulatory authority derived from the Act and underpinned by the principles of legality, procedural fairness, and accountable decision-making.

1.2. The Act empowers ECSA to make decisions that materially affect the rights, obligations, or expectations of Registered Persons and stakeholders. As such, those affected by administrative decisions must be provided with a mechanism to challenge such decisions where there is reason to believe that the decision was unlawful, unreasonable, or procedurally unfair. These Rules give effect to this principle by establishing the framework for managing appeal proceedings in accordance with Sections 24, 33, and 35 of the Act.

1.3. These Rules also reflect ECSA's commitment to a fair, impartial, and accountable regulatory regime, and they operationalise the right to just administrative action under Section 33 of the Constitution of the Republic of South Africa, 108 of 1996 ("the Constitution"). In doing so, they incorporate and align with the Promotion of Administrative Justice Act, 3 of 2000 ("PAJA"), and other applicable statutory frameworks that advance ethical, participatory, and transparent public administration.

1.4. These Rules must be read in conjunction with the following:

1.4.1. The Rules of Conduct for Registered Persons;

1.4.2. The Rules for the Management of Enforcement Matters;

1.4.3. The Rules for the Management of Improper Conduct Matters;

1.4.4. ECSA's Delegation of Authority Framework (DoA);

1.4.5. The Standard Operating Procedure (SOP) for the Management of Appeal Matters;

1.4.6. The Service Charter for the Management of Appeal Matters; and

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

1.4.7. The Glossary of Terms for Improper Conduct, Enforcement, and Appeals.

1.5. Where any rules, policies, guidelines, instruments, or other documents, to the exception of the aforementioned instruments, conflict with these Rules, the provisions of these Rules shall prevail, except where otherwise provided by law.

2. PURPOSE, LEGAL STATUS, AND REGULATORY FRAMEWORK

2.1 These Rules are promulgated in terms of Section 36(1) of the Act and have the status of subordinate legislation. They are binding on all Registered Persons, Appellants, representatives, and other stakeholders involved in appeals brought before ECSA. These Rules establish a lawful, procedurally fair, and constitutionally compliant framework for the management of appeals in circumstances where a party seeks to contest a decision made by ECSA in terms of the Act.

2.2 Pursuant to Section 36(1) and subject to the provisions contained in Section 36(2) and (3) of the Act, the Council is empowered to promulgate Rules through a notice in the Gazette concerning any subject matter mandated or permitted under the Act, as well as any other considerations necessary for the effective implementation of the provisions of the Act or related to any authority granted or obligation imposed by the Act.

2.3 The promulgation of these Rules aligns with the Act. This is undertaken to ensure that ECSA's mandate is executed transparently and equitably, to foster uniformity in procedural approaches, and to clearly define and communicate the Rules pertaining to the management of appeals, in accordance with legislative stipulations.

2.4 The purpose of these Rules is to provide a consistent and standardized procedure for the initiation, consideration, and resolution of appeals, thereby ensuring that the decision-making process within ECSA is reviewable, accountable, and responsive to lawful contestation. They promote the values of administrative justice and aim to reinforce public trust in the regulatory authority of ECSA.

2.5 In terms of their interpretive status, these Rules must be applied in harmony with the Act, the Constitution, PAJA, and any other applicable laws. In the event of any inconsistency between these Rules and the Act, Constitution, PAJA, and any other applicable laws, the provisions of the latter shall prevail. All references to provisions of the Act in these Rules are intended as interpretive aids and do not constitute verbatim quotations. The authoritative source for any referenced provision remains the Act itself.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

3. APPLICATION, SCOPE, AND INTERPRETIVE GUIDANCE

3.1 These Rules apply to all appeals lodged in terms of Sections 24, 33, or 35 of the Act. This includes appeals arising from decisions concerning registration applications, disciplinary findings, and decisions of the Council in terms of Section 35 of the Act.

3.2 These Rules apply to all persons or entities that have the legal standing to bring an appeal before ECSA, as well as to all functionaries responsible for managing, hearing, or adjudicating such appeals.

3.3 Appellants and other stakeholders are expected to conduct themselves with professionalism, diligence, and integrity throughout the appeal process. It is the duty of each party to acquaint themselves with these Rules and all supporting instruments applicable to the appeal procedure.

3.4 The interpretation of these Rules must be guided by purposive and contextual principles, taking into account:

3.4.1 The language and intent of the rules;

3.4.2 The broader regulatory framework within which they operate;

3.4.3 The objectives of administrative justice and lawful regulation; and

3.4.4 The foundational values of the constitution, including openness, fairness, accountability, and the right to be heard.

3.5 The common law principles of statutory interpretation apply, including the presumptions against absurdity and redundancy, unless displaced by superior legal authority. Where ambiguity arises, these Rules must be construed to favour lawful, transparent, and constitutionally sound procedures that advance the public interest and the integrity of the profession.

3.6 ECSA may, where necessary, issue interpretive guidelines or circulars to aid understanding and application of these Rules. Such guidance is advisory in nature and shall not constitute binding legal authority unless expressly adopted into policy or rule by the Council.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

3.7 These Rules also recognise that certain functions mandated under the Act have been delegated to designated officials or panels in terms of Section 40 of the Act. All such delegated functions must be executed in compliance with these Rules and in accordance with the DoA.

3.8 These Rules are devised to specifically address the management of appeal matters, leveraging the statutory authority conferred upon ECSA by the Act to enhance and regulate the engineering profession.

3.9 In addition, the Rules are intended to empower ECSA with the necessary authority to effectively oversee and regulate the appeals process in terms of the Act.

3.10 Any communication, notice, or documentation mandated by the Act or these Rules shall be deemed to have been properly delivered if it is transmitted via electronic mail to the email address furnished by the stakeholder or to the email address listed for the Registered Person in the ECSA database.

3.11 Should an Appellant or stakeholder choose to be represented by another person, they must notify ECSA in writing and provide the full particulars of their appointed Representative. ECSA will not be responsible for communicating directly with the Representative. All official correspondence, notices, and decisions will be directed to the Appellant or stakeholder, who bears the full responsibility to keep their Representative informed of all developments, correspondence, and actions relating to the matter. The Representative will be deemed to act on behalf of the Appellant or stakeholder until ECSA is notified in writing of any change or withdrawal of such representation.

3.12 These Rules should be interpreted in conjunction with any stipulations outlined in other Rules, documents, or instruments that govern procedures, processes, or activities, actions taken, or to be taken, after a decision and before filing an appeal. Specifically refer to the Registration Rules (documents regulating registration), the Rules for Managing Improper Conduct Matters, and the Act.

3.13 For the purposes of these Rules, decisions regarding applications for the recognition of educational qualifications are not governed by Section 24 of the Act. Instead, they are considered under the provisions of Section 35 of the Act.

3.14 These Rules should be interpreted in conjunction with the Standard Operating Procedure for the Management of Appeals, which delineates the timeframes referenced herein.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

3.15 An appeal is not a rehearing nor a reassessment, and no new documents or proof of experience gained after submission of the application for registration, or disciplinary hearing will be allowed.

3.16 An Appellant has the right to be assisted/represented in his or her appeal. This right, however, does not excuse non-compliance with the timeframes specified in these Rules and/or the Act.

3.17 The Notice of Appeal should clearly articulate how the administrative action triggering the appeal was unlawful, unreasonable, or procedurally unfair.

3.18 The Notice of Appeal must be in the prescribed format and should clearly identify the Appellant, including full name, contact details, and an indication of the capacity in which the Appellant is acting (if applicable).

3.19 The Notice of Appeal should be signed and dated by the Appellant, affirming the accuracy and truthfulness of the information provided.

3.20 ECSA may, on good cause shown and in the interest of justice, condone departure from these Rules on the condition that such departure is not prohibited by the Act.

3.21 Any request for consideration of condonation of a departure from these Rules must be made in writing, in the prescribed format, and supported by the evidence/reasons on which the request is based.

3.22 A request for condonation in terms of these Rules shall be considered by the Improper Conduct and Enforcement Executive (Executive). The Executive will consider the evidence/facts advanced in support of the request for condonation and decide whether the condonation is granted or not, providing his or her reasons for the decision.

3.23 Requests for condonation must be made with due consideration, and strict adherence to these Rules should be maintained if possible.

3.24 In granting a request for condonation for a departure from these Rules consideration will be given, inter alia, to the following: the existence of any exceptional circumstances for allowing the condonation, whether good cause has been shown by the Appellant in support of the condonation, when the request was made, any previous delays/requests for condonation and the reasons therefore, whether allowing condonation would unreasonably delay the proceedings or be likely to cause an injustice or prejudice to any other stakeholder.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

3.25 Under no circumstances should it be assumed that a request for a departure from these Rules will be, or has been, granted unless this is specifically communicated by ECSA in writing.

3.26 By granting a request for departure from these Rules, ECSA does not warrant the lawfulness of such a decision or any implied limitation on either CBE and/or the High Court and/or any other entity interpreting the lawfulness of the decision.

3.27 Previous Rules concerning the management of appeals are repealed with effect from the date on which these Rules are gazetted.

3.28 These Rules are to be interpreted in alignment with the stipulations of the Act.

3.29 The provisions set forth within these Rules are complemented by various standard instruments. Copies of these instruments are accessible upon request and can also be found on the ECSA website. Stakeholders are obliged to acquaint themselves with these standard instruments and employ them in matters pertaining to these Rules.

4. PROCEDURAL REQUIREMENTS AND PARTICIPANT OBLIGATIONS

4.1 All stakeholders involved in the appeals process bear specific duties of procedural cooperation and communication. An appellant must file a Notice of Appeal in the prescribed format, which must clearly set out the decision being challenged, the statutory basis of the appeal, and the grounds on which it is alleged that the original decision was unlawful, unreasonable, or procedurally unfair. The Notice of Appeal must include the appellant's full name, contact details, registration number (where applicable), and, if acting in a representative capacity, the identity and legal status of the person or entity represented.

4.2 The Notice of Appeal must be signed and dated by the appellant as a sworn affirmation of the truth and accuracy of its contents. Once lodged, the appellant bears the obligation to prosecute the appeal in good faith and in accordance with the timeframes and procedures prescribed in these Rules and the Standard Operating Procedure for the Management of Appeal Matters.

4.3 Where an appellant elects to be represented, a formal notification must be submitted to ECSA, identifying the Representative and confirming that the appellant authorises such representation. It is the Appellant's responsibility to ensure that the Representative is adequately informed of the status and progression of the matter.

4.4 All communications from ECSA shall be deemed duly delivered if sent to the last known or officially recorded email address of the Appellant as per the ECSA database, unless a different method of service has been formally requested and confirmed in writing.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

4.5 Non-compliance with procedural obligations, including late submissions, defective filings, or miscommunication, does not automatically excuse failure to comply with these Rules. All parties are presumed to act with professional diligence and accountability in their dealings with the Council.

5. CONDONATION AND DEVIATION FROM RULES

5.1 ECSA may, upon good cause shown and where the interests of justice so require, condone a departure from these Rules, provided such deviation is not prohibited by the Act or any other applicable law. A request for condonation must be submitted in writing in the prescribed format and must include the reasons for the request, the extent of the deviation, and supporting evidence.

5.2 Condonation requests will be considered by the Executive, who shall evaluate the request with due regard to the following non-exhaustive factors:

5.2.1 Whether good cause exists for the deviation;

5.2.2 Whether exceptional circumstances justify the departure;

5.2.3 The time at which the request was submitted relative to the delay or defect;

5.2.4 Any prior delays or previous condonation requests by the same party;

5.2.5 The prejudice, if any, that may be caused to other stakeholders; and

5.2.6 Whether granting condonation would undermine the purpose or fairness of the appeals process.

5.3 The Executive shall issue a written decision with reasons. No condonation is deemed to have been granted unless formally communicated in writing. The granting of condonation does not bind the Council, the CBE, or a court of law to uphold the lawfulness of any decision taken in consequence of such condonation.

6. REPEAL, TRANSITIONAL MEASURES, AND LEGAL CONTINUITY

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

6.1 These Rules repeal all previous rules or policies relating to the management of appeals, including any instruments published prior to their gazetting. All appeals instituted on or after the date of commencement of these Rules shall be governed by this revised instrument.

6.2 Appeals pending on the date of commencement shall continue under the previous rules applicable at the time the appeal was lodged. This transitional measure is consistent with Section 12(2) of the Interpretation Act, 33 of 1957, which affirms the legal continuity of processes initiated under repealed instruments.

6.3 Where transitional clauses are included in other instruments, those must be interpreted in harmony with these Rules to preserve fairness, predictability, and procedural integrity.

7. COMMENCEMENT, SHORT TITLE, AND PUBLICATION

7.1 These Rules are cited as the *Rules for the Management of Appeal Matters* and shall come into operation on the date of their publication in the Government Gazette. They shall apply to all appeals lodged in terms of the Act on or after the date of commencement.

7.2 Prior to gazetting, the Council has ensured that all requisite consultations in terms of the Act have been conducted, and that all legal prerequisites for the adoption of valid subordinate legislation have been met. Upon promulgation, ECSA shall issue formal communications to all Registered Persons, stakeholders, and the public through its official platforms.

8. JUST ADMINISTRATIVE ACTION

8.1 Section 33 of the Constitution provides for "Just Administrative Action." It ensures that everyone has the right to administrative action that is lawful, reasonable, and procedurally fair. The section embodies the principles of good governance and accountability in public administration, reflecting the commitment to a transparent, fair, and just entity that respects the rights of individuals.

8.2 Everyone has the right to administrative action that is lawful, reasonable, and procedurally fair.

8.3 Everyone whose rights have been adversely affected by administrative action has the right to be provided with written reasons upon request.

8.4 The PAJA gives effect to the constitutional right to just administrative action. In terms of PAJA, an administrative decision encompasses any decision or failure to make a decision by an organ of state when exercising a power in terms of the Constitution, a provincial Constitution, or any legislation.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

8.5 It also applies to natural or juristic persons performing a public function under an empowering provision that affects someone's rights and has a direct, external legal effect. There are specific exclusions, such as judicial functions and legislative actions.

8.6 PAJA was enacted to give effect to the right to administrative action that is lawful, reasonable, and procedurally fair, and the right to request written reasons for administrative action as contemplated in Section 33 of the Constitution.

8.7 PAJA seeks to enhance transparency and accountability in the administrative processes of government entities and public bodies, promoting a culture of good governance and ethical decision-making.

8.8 In terms of PAJA, the right to be provided with reasons for administrative actions is not automatic. Administrators must give reasons for their decisions/actions upon request. Affected persons must be informed of the right to request reasons. This mechanism ensures that individuals can seek clarification and, if necessary, challenge administrative decisions/actions through appropriate channels.

8.9 In terms of the Act, specifically Section 35, any member of the public whose interests and rights are affected by a decision/action made by the Council may, within thirty Days from that person becoming aware of the decision/action, request the Council in writing to furnish him or her in writing with its reasons for that decision/action.

8.10 Hence, it is crucial for individuals to note that the provision of reasons for an administrative action (decision) is not automatic. To obtain such reasons, the individual must formally submit a request in writing. Furthermore, the periods prescribed by the Act are not dependent (commence) on the receipt of the provision of reasons but rather the date on which the decision came to the attention of the individual.

9. GRIEVANCE PROCEDURE IN RELATION TO REGISTRATION - SECTION 24 APPEAL

9.1 Section 24 of the Act reads as follows, if an applicant is of the opinion that a committee, in its refusal to register the applicant or to cancel the registration of the applicant, other than a cancellation in terms of Section 20(1)(a)(iii) or 32(3)(a)(iv), did not comply with Section 33 of the Constitution, the applicant may on payment of the prescribed fee and within thirty Days from the date on which the refusal came to the applicants' knowledge, appeal to the Council against the decision.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

9.2 The Council must, at its first ensuing meeting, or within sixty days from the date of the receipt of the appeal, decide on the appeal and provide the Appellant with reasons for its decision. If an appeal is lodged against a refusal of a committee to renew the registration of a Registered Person, the registration of that person may not be cancelled until the appeal has been decided.

9.3 An appeal in terms of Section 24 is lodged on the grounds that an applicant is of the opinion that a decision to refuse to register him or her or to cancel his or her registration, other than a cancellation for failing to pay the prescribed annual fee or portion thereof, within sixty days from becoming due or within such further period as the Council may allow, he or she, may in the prescribed manner appeal against the decision in terms of Section 24 of the Act.

9.4 The person must appeal in the prescribed manner and upon payment of the prescribed fee within thirty days from the date on which the refusal/cancellation, as prescribed by the Act, came to the Appellant's knowledge.

9.5 The prescribed fee is a fee published by ECSA in terms of Section 36 of the Act and is available on the ECSA Website.

9.6 The Appellant must confirm and ensure that receipt of the appeal has been acknowledged and that the prescribed fee is paid to the Council within the prescribed period set out in the Act.

9.7 Two report writers will be tasked with compiling a report concerning an appeal in terms of Section 24.

9.8 Report writers shall be suitably qualified, experienced, and independent persons, with appointments limited to those on the ECSA database or within the prescripts of the ECSA procurement processes.

9.9 The Report writers will consist of one person qualified in law who has the appropriate experience and one person who has the appropriate experience concerning the decision forming the ground for appeal (Moderator).

9.10 The conclusions of the report must be based solely on the facts and the grounds of the appeal report alongside the analysis that informed the findings and conclusions.

9.11 Report writers tasked with compiling the Appeal Report must not have participated in the original decision-making process. The primary function of the report and its authors is to evaluate the basis of the appeal. This involves a thorough review of the summative assessments from assessors and moderators of the forum of the first instance, as well as the

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

recordings from the professional interview, and any other documents and/or recordings deemed necessary by the Improper Conduct Manager.

9.12 The completed report shall be submitted to ECSA, and a copy of this report must also be made available to the Appellant. The Appellant is afforded the opportunity to submit a written response to the report, using the prescribed format. In the absence of evidence to the contrary, failure to submit a response within the prescribed timeframe will be deemed as a decision by the Appellant electing not to submit a written response to the report.

9.13 The comprehensive appeal dossier, including the summative appraisal reports, recordings of the professional interview, the report authored by the report writers, the Notice of Appeal and any further responses from the Appellant, and any other documents deemed necessary by the Improper Conduct Manager will be tabled at the Council's first ensuing meeting, or within sixty Days from the receipt of the appeal. The Council will then deliberate and decide on the appeal, providing the Appellant with the reasons for its decision.

9.14 The Notice of Appeal must, at a minimum, clearly set out the grounds on which the appeal is based. An appeal in terms of Section 24 can only be based on the administrative action triggering the appeal being unlawful, unreasonable, and/or procedurally unfair. Understanding the specific grounds for the appeal is crucial and is entrenched in Section 33 of the Constitution, read together with Section 3 of PAJA.

9.15 The notice must be signed and dated by the Appellant, certifying the accuracy of the information provided and authorizing the appeal.

9.16 The Notice of Appeal must include a comprehensive set of documents relevant to the administrative action being appealed, including the original decision, any correspondence related to the request for reasons, the reasons provided, and any other relevant evidence supporting the claim of unjust administrative action.

9.17 The decision of the Council will be communicated to the Appellant in writing.

9.18 The Council must consider all evidence so presented and in accordance with the rules of natural justice and the provisions of PAJA and regulations thereto, deliberate in camera, and come to a decision.

9.19 Any member of the Council who was a member of the forum first instance may not deliberate or vote at the appeal in the Council.

9.20 If the appeal is upheld, the prescribed fee will be reimbursed to the Appellant.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

9.21 The Council cannot overturn, overrule, or vary the decision of the first instance. If the Council decides not to uphold the decision of the first instance, it must direct the deciding authority to consider the administrative action afresh in terms of the descriptive just administrative action provisions.

10. APPEAL AGAINST A DECISION OF A DISCIPLINARY TRIBUNAL - SECTION 33 APPEALS

10.1 A Registered Person found guilty of Improper Conduct may appeal to the Council against a finding of the disciplinary tribunal or against the sentence, or both. The appeal must be lodged within thirty days after the Disciplinary Tribunal has informed the Registered Person of its decision. The Council may dismiss the appeal against the decision of the disciplinary tribunal and confirm the finding or sentence or both, or uphold the appeal against the decision of the Disciplinary Tribunal wholly or in part, and set aside or vary the finding or sentence or both.

10.2 If an appeal is dismissed, the Appellant may, within thirty days from the date of the dismissal of the appeal, appeal to the CBE. If a Registered Person found guilty of Improper Conduct lodges an appeal in terms of this Section, the decision of the Disciplinary Tribunal under Section 32(3) and the publication by the Council in terms of Section 32(5) may not be put into effect before the Council or the CBE, or both, has decided the appeal. The Appellant, whose appeal was dismissed by the CBE, may appeal to the appropriate High Court

10.3 An Appellant wishing to appeal in terms of this section must appeal in the prescribed format. There is no prescribed fee payable in terms of an Appeal lodged in terms of Section 33 of the Act.

10.4 The appeal must be lodged within thirty days after the Disciplinary Tribunal has informed the Registered Person of its decision.

10.5 The Complainant in the Improper Conduct matter will be advised that an appeal has been lodged by the Registered Person in terms of Section 33 of the Act.

10.6 However, the right to appeal in terms of Section 33 of the Act is to be exercised only by the Registered Person, and as such, the Complainant will not form part of this appeal process.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

10.7 The Registered Person must confirm and ensure that receipt of the appeal has been acknowledged and that the appeal is filed with ECSA within the prescribed period set out in the Act.

10.8 The entire appeal record will be tabled at the Council's first ensuing meeting from the date of the receipt of the Appeal to consider and decide on the Appeal.

10.9 The Council may dismiss the appeal against the decision of the Disciplinary Tribunal and confirm the finding or sentence or both, or uphold the appeal against the decision of the disciplinary tribunal wholly or in part and set aside or vary the finding or sentence or both.

10.10 The appeal record will consist of the disciplinary hearing bundle and any supplementary disciplinary bundles, the pre-hearing recital, any directives filed by the disciplinary tribunal, heads of arguments, written closing arguments, if any, the recording of the Appeal hearing, the decision of the disciplinary tribunal, any other record forming part of the disciplinary hearing and, the Notice of Appeal.

10.11 The Council must consider all evidence so presented and, in accordance with the rules of natural justice, the PAJA and regulations thereto, deliberate in camera, and come to a decision.

10.12 Any member of the Council who was a member of the forum of the first instance may not vote at the Appeal in the Council.

10.13 An appeal is not a rehearing of the charge or charge(s) of Improper Conduct and/or mitigating and aggravating arguments concerning the sanction imposed. No new documents will be allowed/considered as part of the appeal in terms of this section.

10.14 When appealing against a decision of a disciplinary tribunal, the Notice of Appeal should be meticulously prepared to ensure it communicates the basis of the appeal clearly and effectively.

10.15 The Appellant's full name, contact details, and any relevant identification numbers or designations related to the disciplinary proceedings.

10.16 A detailed reference to the decision being appealed, including:

10.16.1 The date of the decision, a summary or copy of the decision itself, and a clear statement of the grounds on which the Appeal is based. This should include specific reasons why the Appellant believes the decision and/or sentence to be flawed or

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

unjust, referencing any procedural errors, misinterpretations of the law and/or facts, or any perceived bias or unfairness;

10.16.2 Detailed allegations regarding alleged errors made by the disciplinary tribunal in reaching its decision. This could include procedural errors that affected the fairness of the disciplinary hearing, incorrect application or interpretation of the law, factual errors in the findings, failure to consider relevant evidence, or giving undue weight to certain evidence; and

10.16.3 A list of evidence and documents that support the appeal.

10.17 The notice must be signed and dated by the Appellant, certifying the accuracy of the information provided and authorizing the appeal.

10.18 The Council may dismiss the appeal against the decision of the Disciplinary Tribunal and confirm the finding or sentence or both, or uphold the appeal against the decision of the disciplinary tribunal wholly or in part and set aside or vary the finding or sentence or both.

10.19 The Registered Person and the Complainant will be notified, in writing, of the decision of the Council.

10.20 If an appeal is dismissed by the Council, the Appellant may, within thirty days from the date of the dismissal of the appeal, appeal to the CBE. The appeal must be lodged directly with the CBE in terms of Section 33(3).

11. **APPEALS AGAINST CERTAIN DECISIONS OF THE COUNCIL – SECTION 35 APPEAL**

11.1 The Council for the Built Environment ("the CBE") is empowered to act as an appeal body in terms of Section 4(m) read with Section 21 of the Council for the Built Environment Act, 43 of 2000 ("the CBE Act"), as amended.

11.2 Any member of the public whose interests and rights have been affected (the Requestor) may, within thirty days of becoming aware of the Council decision, request that the Council furnish, in writing, reasons for that Council decision.

11.3 Within ninety days from being furnished with the reasons for the decision, the Requestor may, after giving notice to the Council, appeal to the CBE in terms of Section 21 of the CBE Act.

11.4 The Requestor must submit the appeal to the CBE in terms of the CBE Rules on Conducting Appeals.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

12. CONFIDENTIALITY AND PROTECTION OF INFORMATION

12.1 All stakeholders are obligated to treat all matters, information, and documentation related to any appeal proceeding with the utmost confidentiality, as prescribed by the applicable legislation and/or these Rules.

12.2 Stakeholders must ensure the safeguarding of personal and sensitive information of individuals as required by, inter alia, applicable legislation, ensuring that such information is accessed only by authorized individuals and used solely for the purposes as set out in these Rules and only strictly in compliance with the provisions contained in the Protection of Personal Information Act, 4 of 2013 ("POPIA").

12.3 Stakeholders are required to comply with any injunctions and/or legal directives regarding the protection of personal and/or confidential information. Stakeholders must take all necessary measures to prevent any unauthorised disclosure, misuse, and/or alteration of any confidential or personal information received by them in the course and scope of their duties.

12.4 This clause imposes both a legal and ethical duty on all stakeholders to maintain confidentiality and to protect any personal information received by them, throughout and beyond the conclusion of any proceedings related to appeals and/or the appeal processes.

13. DOCUMENT REVISION HISTORY

Revision Number	Revision Date	Revision Details	Approved By
0	29/10/2025	New Document	Investigation Committee
01	27/11/2025	Document reviewed at its entirely	Governing Council

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

BOARD NOTICE 906 OF 2026

ECSA
ENGINEERING COUNCIL OF SOUTH AFRICA



An Effective Regulator Assuring Engineering Excellence

Rules for the Management of Enforcement Matters

27 November 2025

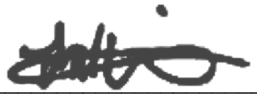
ENGINEERING COUNCIL OF SOUTH AFRICA
Tel: 011 6079500 | Fax: 011 6229295
Email: engineer@ecsa.co.za | Website: www.ecsa.co.za

Document No.: ICE_RULE_001	Revision No.: 1	Effective Date: 28/11/2025	
Subject: Rules for the Management of Enforcement Matters			
Compiler: Manager: Improper Conduct & Enforcement Reviewer: Executive: Improper Conduct & Enforcement	Approved by: Governing Council	Next Review Date: 27/11/2028	Page 2 of 27

Revision **01** dated **27/11/2025** and consisting of **27** pages has been reviewed for adequacy by the Business Unit Manager and is approved by the Executive: Improper Conduct & Enforcement

Controls

The signatures below certify that this document has been reviewed and accepted and demonstrates that the signatories are aware of all the requirements contained herein and are committed to ensuring their provision



02 March 2026

The Acting CEO: Ms. Tabisa Mtati — Date



11 March 2026

The President — Date

The definitive version of this **Rules** is available to all ECSA staff and is maintained in PDF format in Document Management System.

Printed copies of this management system policy may be issued under controlled conditions (see QM_POL_002) and will be replaced in entirety when any changes or revisions are made.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

Table of Contents

1. INTRODUCTION AND OVERVIEW 4
2. PURPOSE AND APPLICATION 5
4. BROADER LEGISLATIVE CONTEXT 9
5. COLLABORATION WITH LAW ENFORCEMENT AND OTHER ENTITIES 10
6. ENFORCEMENT FOCUS AREAS 11
7. ENFORCEMENT MECHANISMS 12
8. LEGAL AND LEGISLATIVE FRAMEWORK FOR ECSA'S ENFORCEMENT RULES 12
9. INCIDENT MANAGEMENT 18
10. REPORTING REQUIREMENTS FOR ENFORCEMENT 21
11. CONFIDENTIALITY AND PROTECTION OF INFORMATION 23
12. REVIEW OF THE RULES 23
13. COMMON LAW AND STATUTORY OFFENCES 24
14. MANAGEMENT OF PUBLIC INTEREST CONCERNS 24
15. ENFORCEMENT OF THE IDENTIFICATION OF ENGINEERING WORK (IDoEW) .. 25
17. DOCUMENT REVISION HISTORY 27

CONTROLLED DISCLOSURE

When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.

QM-TEM-001 Rev 2 – ECSA Policy and Procedure

1. INTRODUCTION AND OVERVIEW

1.1. The Engineering Council of South Africa ("ECSA"), one of the statutory councils within the Built Environment sector, is mandated to regulate and govern the engineering profession across South Africa. ECSA's primary mission is to protect public safety by ensuring that engineering work is conducted competently, ethically, and in compliance with relevant legal frameworks. As a statutory body established under the Engineering Profession Act, 46 of 2000 ("the Act"), ECSA is entrusted with the vital responsibility of overseeing enforcement within the engineering sector.

1.2. Under the provisions of the Act, ECSA has been empowered to act as the regulatory authority that ensures only individuals who are qualified, registered, and competent are allowed to engage in regulated professional engineering work. This regulatory oversight is designed to safeguard the public by ensuring that engineering services adhere to stringent professional standards, thereby minimizing the risks of harm, inefficiency, and substandard practices. In doing so, ECSA plays a pivotal role in maintaining public confidence in the engineering profession and ensuring that only those who meet the prescribed qualifications and competencies perform engineering-related tasks.

1.3. A central pillar of ECSA's regulatory framework is the enforcement of the Identification of Engineering Work ("IDoEW"). The IDoEW is a critical tool in preventing the practice of engineering by unregistered individuals or persons not registered in the appropriate category of registration. It establishes clear boundaries for which disciplines of engineering work, such as civil, electrical, mechanical, or structural engineering, can only be undertaken by those registered with ECSA. This provision prevents unsafe engineering practices, thereby protecting public safety, environmental health, and property while ensuring compliance with South Africa's engineering standards. ECSA's role in enforcing the IDoEW helps mitigate the risk of improper conduct, negligence, or harm caused by unregulated engineering activities.

1.4. ECSA also collaborates extensively with other regulatory bodies, governmental authorities, and law enforcement agencies to ensure that statutory and common law offences related to engineering practice are appropriately addressed. This collaboration is essential for enforcing ECSA's regulatory mandate, particularly in cases involving unauthorized practice, non-compliance with the IDoEW, or other statutory breaches. By working alongside law enforcement, ECSA ensures that regulatory violations, including those that may involve criminal behaviour, are comprehensively addressed through a combination of administrative, regulatory, and criminal enforcement mechanisms. This multi-pronged approach ensures that the engineering profession is regulated in a manner that prioritizes public safety while maintaining professional integrity.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

1.5. The enforcement Rules promulgated by ECSA under Section 36(1) of the Act serve a dual purpose: first, to protect the public from harm that may arise from unqualified individuals performing engineering tasks, and second, to uphold the professional and ethical standards that govern the engineering profession. These Rules provide a structured regulatory framework for monitoring and managing the conduct of Registered Persons and enforcing compliance with the legal requirements of the profession. By enforcing these Rules, ECSA ensures that only individuals with the requisite qualifications, experience, and competence are permitted to carry out engineering work, particularly in areas that pose significant risks to public health, safety, and welfare.

1.6. Additionally, ECSA's enforcement Rules allow for corrective action to be taken when violations occur. These Rules align with broader legislative frameworks, such as the Occupational Health and Safety Act (Act 85 of 1993) ("OHSA"), the National Environmental Management Act (Act 107 of 1998) (NEMA), the Mine Health and Safety Act (Act 29 of 1996) ("MHSA"), the Mineral and Petroleum Resources Development Act (Act 28 of 2002) ("MPRDA"), and the National Building Regulations and Building Standards Act (Act 103 of 1977 amended) ("NBRBSA") and any regulations associated with the above Acts among others. This alignment ensures that ECSA's enforcement activities are not conducted in isolation but are part of a wider, cohesive regulatory system that reinforces professionalism, competence, and ethical conduct in the engineering sector. The alignment of these Rules with national legislation bolsters ECSA's capacity to enforce compliance and to take swift action when public safety is at risk.

1.7. Section 36(1) of the Act confers upon ECSA the statutory authority to promulgate Rules through notice in the Government Gazette on any subject matter mandated or permitted by the Act. This authority empowers ECSA to develop, update, and implement Rules that are necessary for enforcing compliance with the Act's provisions. The promulgation of the Rules for the Management of Enforcement Matters not only provides clarity and structure to ECSA's regulatory activities but also ensures that ECSA's statutory responsibilities are fulfilled in a transparent, consistent, and legally sound manner.

1.8. The Rules for the Management of Enforcement Matters form a critical component of ECSA's overarching mission, vision, and values, which are centered on ensuring that the engineering profession in South Africa operates at the highest possible standards. The consistent application of these Rules ensures that ECSA's statutory mandate is upheld, that the profession operates in accordance with the law, and that public safety is protected through rigorous enforcement of professional standards. These Rules also serve as a key mechanism for maintaining public trust in the engineering profession, as they provide the regulatory foundation for ensuring that engineering services are performed by qualified, competent professionals who are held accountable for their actions.

2. PURPOSE AND APPLICATION

2.1. Engineering work has a direct and significant impact on public safety, welfare, and the environment. Whether through the design of buildings, infrastructure projects, or industrial facilities, the work of engineers shapes the physical world. Poor engineering practices or misconduct can lead to disastrous consequences, including structural collapses, environmental degradation, or public health risks.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

2.2. The primary purpose of ECSA's Rules for the Management of Enforcement Matters is to establish a structured and transparent regulatory framework that governs the enforcement of statutory and professional standards within the engineering profession. This framework ensures that the engineering profession in South Africa operates within a legally compliant and ethically sound environment, where public safety is paramount, and professional integrity is always maintained. The Rules for the Management of Enforcement Matters provide clear guidance on how ECSA exercises its regulatory authority under the Act, particularly in relation to ensuring that Registered Persons meet the professional standards required by law.

2.3. These Rules are designed to ensure that enforcement actions are applied consistently, fairly, and transparently, to foster accountability and uphold the highest levels of professionalism in the engineering sector. It enables ECSA to act swiftly and effectively when statutory violations occur, ensuring that individuals who fail to comply with legal or professional standards are held accountable. In this way, the Rules not only protect the public from unsafe or unethical engineering practices but also help to promote a culture of compliance and responsibility within the profession.

2.4. Furthermore, these Rules ensure that ECSA's enforcement mechanisms are cohesive, legally sound, and aligned with broader national objectives, such as public safety, environmental protection, and economic development. This alignment underscores the importance of professionalism and ethical conduct in engineering work, ensuring that Registered Persons understand and adhere to the legal and ethical responsibilities associated with their profession. By promoting responsible and sustainable engineering practices, the framework supports ECSA's broader mission to ensure that the engineering profession in South Africa contributes positively to the country's development and the well-being of its citizens.

2.5. These Rules apply to all Registered Persons, including individual engineers, entities, and organizations operating within the engineering profession under ECSA's jurisdiction. This framework governs all enforcement activities conducted by ECSA, ensuring that these activities comply with South Africa's legal framework, including the Constitution of the Republic of South Africa, Act 108 of 1996 (the Constitution), the Act, and other relevant statutory and regulatory frameworks.

2.6. The Rules within the framework are designed to clarify the scope of lawful engineering work, ensuring that only registered, qualified, and competent individuals are permitted to perform specific types of engineering work as outlined in Section 18 of the Act. This provision is vital for protecting public safety, as it ensures that engineering tasks, particularly those that have significant implications for public health, safety, and the environment, are carried out by individuals who have the requisite skills, experience, and registration to do so. The framework also defines the processes for addressing statutory offences, breaches of engineering standards, and violations related to the IDoEW, ensuring that regulatory breaches are addressed promptly and fairly.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

2.7. The Rules further support ECSA's efforts to foster a culture of accountability and compliance within the engineering profession. By promoting adherence to statutory and professional standards, the framework ensures that ECSA's enforcement actions are aligned with national legal standards and global best practices in professional regulation. This alignment enhances ECSA's ability to regulate the profession effectively and ensures that the public's trust in the engineering profession is upheld.

2.8. The scope of ECSA's Rules for the Management of Enforcement Matters encompasses the following:

2.8.1. Improper Conduct: This includes violations of ethical standards, negligence in performing professional duties, and fraudulent activities related to engineering work. Improper Conduct is managed in accordance with the Rules for the Management of Improper Conduct Matters.

2.8.2. Unauthorized practice: Unregistered individuals performing engineering work without the requisite qualifications and registration face enforcement actions. ECSA also acts against registered individuals who perform work outside the scope of their registration categories.

2.8.3. Public safety and environmental violations: Engineering work that compromises public health, safety, or environmental sustainability falls under ECSA's regulatory purview. Registered Persons who engage in unsafe or environmentally damaging practices are subject to enforcement actions, ensuring that engineering work meets the highest standards of safety and environmental stewardship.

2.9. These Rules are designed to address specific enforcement matters, leveraging the statutory authority conferred upon ECSA by the Act. The Rules empower ECSA to conduct investigations, prosecute improper conduct, and impose sanctions to ensure compliance with professional and ethical standards.

2.10. The Rules for the Management of Enforcement Matters apply to all stakeholders, including Registered Persons, complainants, reporting parties, and external entities such as law enforcement and other regulatory bodies. The framework ensures that all parties adhere to the principles of fairness, accountability, and compliance with relevant laws.

2.11. All individuals subject to these Rules are required to familiarize themselves with the provisions and adhere to the principles set forth. Failure to comply may result in disciplinary proceedings, sanctions, or other corrective actions deemed appropriate by ECSA.

2.12. These Rules must be interpreted and applied in conjunction with the Act, the Constitution, and any other legislation enacted to uphold constitutional values. In the event of a conflict between these Rules and other legislation, the provisions of the latter shall take precedence.

2.13. The Rules should be interpreted alongside the Standard Operating Procedure for the Enforcement Business Unit, which outlines the specific timeframes and processes for enforcement actions.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

2.14. Certain functions mandated by the Act have been delegated to specific functionaries in accordance with Section 40 of the Act. These delegations are reflected in ECSA's Delegation of Authority (DoA), and the Rules must be applied in conjunction with the DoA.

2.15. Any communication, notice, or documentation required by the Act or these Rules shall be deemed properly delivered if transmitted via electronic mail to the email address provided by the stakeholder or the registered email address of the Registered Person in the ECSA database.

2.16. Should a stakeholder choose to be represented by another person, they must notify ECSA in writing and provide the full particulars of their appointed Representative. ECSA will not be responsible for communicating directly with the Representative. All official correspondence, notices, and decisions will be directed to the stakeholder, who bears the full responsibility to keep their Representative informed of all developments, correspondence, and actions relating to the matter. The Representative will be deemed to act on behalf of the or stakeholder until ECSA is notified in writing of any change or withdrawal of such representation.

2.17. These Rules must be interpreted in accordance with the provisions of the Act. In the event of a conflict between these Rules and the Act, the provisions of the Act shall prevail.

2.18. References to sections of the Act within these Rules are not verbatim citations. For the complete and accurate text of any referenced section, stakeholders should refer directly to the Act itself.

2.19. The Rules are supplemented by various standard instruments, copies of which are available on the ECSA website or may be provided upon request. Stakeholders are required to familiarize themselves with these instruments and apply them as necessary in matters related to these Rules.

3. LEGAL JUSTIFICATION FOR ENFORCEMENT POWERS

3.1. ECSA's authority to enforce compliance with engineering standards and regulations stems from both the Act and other critical South African laws. These legal instruments collectively form the foundation of ECSA's mandate to regulate the engineering profession and protect public interest.

3.2. The Act serves as the primary source of ECSA's enforcement powers, with key provisions enabling ECSA to act as the regulatory body for the engineering profession. Specifically, the following sections of the Act provide the legal framework for enforcement:

3.2.1. Section 14 of the Act: This section grants ECSA the authority to regulate the engineering profession to ensure public safety and uphold the integrity of the profession. ECSA is empowered to investigate breaches of professional standards and take necessary actions to protect the public and the environment.

3.2.2. Section 18 of the Act: ECSA's mandate includes prohibiting unregistered individuals from

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

practicing engineering work. This section categorizes the different levels of registration for engineering professionals, such as Professional Engineers, Technologists, Certificated Engineers, and Technicians, and restricts certain types of engineering work to Registered Persons only.

3.2.3. Section 26 of the Act: This section establishes the IDoEW, outlining the specific engineering activities that only Registered Persons may undertake. Any violation of these provisions, including performing restricted work without registration, constitutes a breach of the law and is subject to enforcement actions.

3.2.4. Section 36 of the Act: ECSA is authorized under this section to create Rules for enforcing professional standards, addressing improper conduct, and ensuring compliance with statutory obligations. This is a crucial aspect of ECSA's ability to maintain the professionalism and ethical conduct of Registered Persons.

3.3. These powers are further bolstered by provisions in broader South African laws that guide administrative actions and ensure transparency in enforcement:

3.3.1. Section 22 of the Constitution: The practice of a trade, occupation, or profession may be regulated by law.

3.3.2. Section 33 of the Constitution: This constitutional provision guarantees the right to just administrative action. ECSA's enforcement activities must comply with the principles of fairness, reasonableness, and transparency, ensuring that all decisions are legally sound.

3.3.3. Promotion of Administrative Justice Act (Act 3 of 2000) ("PAJA"): PAJA requires that all enforcement decisions by ECSA follow lawful procedures and respect the rights of the individuals involved, ensuring that ECSA's enforcement actions are not arbitrary or unfair.

3.3.4. Promotion of Access to Information Act (Act 2 of 2000) ("PAIA"): This law ensures transparency in ECSA's enforcement proceedings by granting the public access to information related to enforcement activities, reinforcing accountability.

3.4. Through this robust legal framework, ECSA is empowered to regulate, investigate, and sanction both Registered Persons and unregistered individuals engaging in unauthorized engineering work, upholding public safety and maintaining the integrity of the engineering profession.

4. BROADER LEGISLATIVE CONTEXT

4.1. ECSA's enforcement mandate is not confined solely to the Act. ECSA is also responsible for ensuring that engineering practices align with a range of broader legislative frameworks, particularly those that prioritize public safety, environmental protection, and workplace standards. Key statutes include:

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

4.1.1. Occupational Health and Safety Act No. 85 of 1993 (OHSA): This act governs workplace safety across industries such as construction, mining, and industrial engineering. ECSA ensures that engineering professionals comply with the provisions of the OHSA, especially in areas where engineering work directly affects the safety of workers and the public.

4.1.2. National Environmental Management Act No. 107 of 1998 (NEMA): This act mandates that engineering projects impacting the environment comply with national environmental regulations and minimise and manage any potential environmental impacts. ECSA enforces adherence to environmental standards, particularly where engineering designs and activities have long-term implications for environmental sustainability.

4.1.3. National Building Regulations and Building Standards Act No. 103 of 1977 (NBRBSA): This legislation establishes safety standards for construction projects. Registered Persons must ensure that their designs meet these regulatory requirements for structural integrity and safety. ECSA's enforcement function extends to ensuring compliance with these building regulations.

4.1.4. Mine Health and Safety Act No. 29 of 1996 (MHSA): This Act governs the health and safety of persons at mines, giving effect to the public international law obligations of the Republic that concern health and safety at mines and providing for the enforcement of health and safety conditions at mines. ECSA ensures that engineering professionals comply with the Act's provisions regarding engineering work taking place on and in mines, as defined in the Act.

4.1.5. Mineral and Petroleum Resources Development Act No. 28 of 2002: This Act provides the necessary framework for the government's obligation to protect the environment, to ensure ecologically sustainable development of mineral and petroleum resources, and to promote economic and social development.

4.2. By integrating these broader legal frameworks into its enforcement activities, ECSA's mandate goes beyond mere professional conduct and incorporates a holistic approach to public safety and environmental protection.

5. COLLABORATION WITH LAW ENFORCEMENT AND OTHER ENTITIES

5.1. ECSA's enforcement activities are not conducted in isolation. The Council works closely with law enforcement agencies, other regulatory bodies, and professional entities to ensure comprehensive regulatory compliance. In cases where an offence involves both regulatory violations and criminal acts, such as fraud or unauthorized practice, ECSA adopts a dual approach:

5.1.1. Improper Conduct Proceedings: For professional improper conduct, ECSA follows its own internal Rules for managing improper conduct cases. Sanctions may include suspension, deregistration, or other professional penalties.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

5.1.2. Criminal Proceedings: For offences that constitute both a regulatory breach and a criminal offence, such as practicing without registration or committing fraud, ECSA prepares a docket for submission to law enforcement agencies under the provisions of the Criminal Procedure Act 51 of 1977 (CrPA). ECSA supports criminal prosecutions by providing evidence and expertise, while ensuring that regulatory compliance is also enforced.

5.2. Through this dual system, ECSA ensures that engineering professionals are held accountable for their actions in both regulatory and criminal contexts, reinforcing public trust in the engineering profession.

6. ENFORCEMENT FOCUS AREAS

6.1. ECSA's enforcement strategy focuses on protecting the public, ensuring professional accountability, and maintaining the integrity of the engineering profession. Key enforcement areas include:

6.1.1. Public interest: ECSA's main priority is safeguarding public interest. Registered Persons are expected to prioritize public safety in their professional duties. Any engineering practices or work that could endanger the public are subject to immediate enforcement action. ECSA's commitment to public protection is a fundamental part of its enforcement procedures, ensuring all Registered Persons and stakeholders fulfil their obligations responsibly and with the highest regard for safety.

6.1.2. Safety: The enforcement framework places strong emphasis on compliance with national safety standards and engineering codes of practice. Registered Persons are legally obligated to report any unsafe practices or activities that could harm the public, either to ECSA or other relevant authorities. Section 39 of the Act provides indemnity to those who report unsafe practices in good faith. ECSA enforces strict measures to prevent accidents, infrastructure failures, and violations of safety standards, holding professionals accountable for ensuring the safe execution of engineering projects.

6.1.3. Risk prevention: Proactive risk management is central to ECSA's enforcement strategy. The Council undertakes continuous monitoring, inspections, and investigations to identify and mitigate risks before they escalate into major concerns. Where public safety or professional standards are at risk, preventive measures such as the suspension or restriction of a Registered Person's practice rights may be imposed. ECSA's aim is to intervene early, thereby protecting both the public and the integrity of the engineering profession.

6.1.4. Transformation of the engineering profession: ECSA plays a crucial role in promoting the transformation of South Africa's engineering sector. This includes enforcing standards that ensure diversity, equal opportunities, and inclusive practices within the profession. Enforcement mechanisms are aligned with national goals of transformation, ensuring all individuals in the profession adhere to high standards of competence and ethics. Regardless of background or position, Registered Persons are held to the same professional and ethical standards.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

7. ENFORCEMENT MECHANISMS

7.1. ECSA employs various legal and regulatory tools to enforce compliance with the Act, ensuring the integrity and accountability of Registered Persons. The key mechanisms include:

7.1.1. The Act: The Act provides the legal foundation for ECSA's enforcement activities. The Act governs the registration, conduct, and professional responsibilities of engineers. ECSA uses this Act to enforce compliance with ethical, technical, and safety standards.

7.1.2. Code of Conduct for Registered Persons: This Code establishes the ethical and professional obligations that all Registered Persons must follow. Any breaches of the Code are subject to disciplinary actions, which can range from formal warnings to fines, suspension, or cancellation of registration, depending on the severity of the violation. The Code reinforces the ethical values of integrity, honesty, and accountability in engineering practice.

7.1.3. Overarching Code of Practice: This foundational Code provides technical standards and guidelines governing the delivery of engineering services. Registered Persons are required to follow these standards to ensure engineering work is carried out safely, competently, and ethically.

7.1.4. Discipline-Specific Codes of Practice: Different branches of engineering face unique challenges, so each discipline has its own set of technical and ethical guidelines. These Codes ensure that Registered Persons meet specialized standards and adhere to professional requirements within their field.

7.1.5. Rules concerning the Management of Improper Conduct: ECSA ensures all allegations of misconduct are investigated impartially and in accordance with fairness. These investigations determine if a Registered Person has breached professional standards, with appropriate sanctions imposed based on the findings.

7.1.6. IDoEW: Section 26 of the Act allows ECSA to regulate specific engineering tasks, ensuring only qualified and Registered Persons carry out such work. ECSA enforces this provision to protect public safety and maintain the integrity of engineering services.

8. LEGAL AND LEGISLATIVE FRAMEWORK FOR ECSA'S ENFORCEMENT RULES

8.1. ECSA operates within a broad legal and legislative framework designed to ensure the proper regulation of the engineering profession. ECSA's enforcement mandate is not only rooted in the Act but also intersects with several other South African laws, ensuring that the enforcement of professional standards is legally sound, constitutionally compliant, and promotes public safety, professional integrity, and environmental sustainability.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

8.2. Below is a breakdown of the relevant legal frameworks and their application to ECSA's enforcement processes:

8.2.1. The Constitution serves as the supreme law in South Africa, and all enforcement actions undertaken by ECSA must align with its provisions. The Constitution provides the legal foundation for ECSA's enforcement activities, ensuring fairness, accountability, and transparency in all administrative actions. Key provisions impacting ECSA's enforcement include Section 22 of the Act, allowing for professions to be regulated by law, and Section 33 of the Act, which guarantees the right to just administrative action. ECSA must ensure that all enforcement decisions are lawful, reasonable, and procedurally fair. This includes providing notice to Registered Persons about any enforcement action, giving clear reasons for decisions, offering the opportunity for representation, and ensuring that decisions are open to judicial review. Section 34 of the Act grants Registered Persons the right to challenge ECSA's decisions in court, ensuring judicial oversight of enforcement actions. Additionally, Section 24 of the Act emphasizes environmental rights, requiring ECSA to ensure that engineering practices protect the environment and comply with relevant regulations. ECSA's enforcement actions must reflect constitutional rights, ensuring fair administrative procedures, environmental protection, and access to justice while respecting the professional autonomy of engineers.

8.2.2. The Act, serves as the cornerstone of ECSA's regulatory authority, outlining its mandate, powers, and responsibilities. ECSA's enforcement mechanisms are deeply rooted in the provisions of the Act, which govern the registration of engineering professionals, standards of conduct, and the identification of engineering work. Key sections of the Act that impact enforcement include Section 14, which empowers ECSA to protect the public by ensuring compliance with engineering standards and acting when public health or safety is at risk. Section 18 of the Act defines the categories of registration, and ECSA should regulate to ensure that only those registered in the appropriate categories perform specific engineering work. Section 19 of the Act outlines the requirements for maintaining registration, emphasizing the importance of professional competence, and Section 26 of the Act identifies engineering work that only Registered Persons can perform. Lastly, Section 36 of the Act allows ECSA to create and publish Rules concerning improper conduct and disciplinary actions.

ECSA's enforcement framework must strictly adhere to the Act, monitoring compliance with registration requirements, preventing unauthorized practice, ensuring competence, and enforcing statutory Rules of conduct.

8.2.3. PAJA, governs the fairness of administrative decisions. As a statutory body, ECSA must comply with PAJA in its enforcement activities to ensure procedural fairness and accountability. Key provisions of PAJA include the right to be heard, the obligation to provide reasoned decisions, and timely notifications of enforcement actions. Registered Persons also have the right to seek judicial review if ECSA's decisions are deemed unlawful or unfair. ECSA's enforcement framework must ensure that all decisions are made transparently and

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

fairly, with any deviations subject to legal challenge under PAJA.

8.2.4. PAIA, provides the right to access information held by public and private bodies. ECSA must balance transparency with confidentiality when handling requests for information related to enforcement actions. While ECSA is obligated to provide access to records, it may withhold sensitive information that could compromise ongoing investigations or privacy in terms of the Protection of Personal Information Act 4 of 2013 (POPIA), which provides for the protection of the constitutional right to privacy. ECSA must develop clear policies to handle information requests while complying with PAIA and protecting sensitive data.

8.2.5. The NBRBSA, governs the minimum standards for construction in South Africa. ECSA should promote that engineers, specifically Registered Persons involved in building projects comply with these regulations, enforcing penalties for unsafe construction practices or failure to meet building codes. ECSA's enforcement should include monitoring of compliance checks with national building standards, safeguarding public safety through engineering practices.

8.2.6. The NEMA, establishes the legal framework for environmental protection in South Africa. ECSA should ensure that Registered Persons comply with environmental regulations, acting against Registered Persons whose practices harm the environment. The enforcement framework should prioritize sustainability and the protection of natural resources. ECSA's enforcement processes are intended to hold engineers, specifically Registered Persons, accountable for environmental degradation, ensuring compliance with NEMA regulations.

8.2.7. The OHSA, governs workplace safety, especially in engineering environments. ECSA must ensure that Registered Persons prioritize safety in their designs and construction practices. Enforcement actions for non-compliance with health and safety regulations may include fines, suspension, or deregistration. ECSA must align its enforcement actions with OHSA to ensure the protection of workers and the public from engineering-related safety hazards.

8.2.8. The Consumer Protection Act 68 of 2008 (CPA), protects consumers from unsafe products and services. ECSA is responsible for ensuring that engineering professionals provide safe, reliable services, with breaches of these standards subject to enforcement under the CPA. ECSA's enforcement framework is intended to ensure that engineers, specifically Registered Persons, meet consumer protection standards and deliver ethical, safe services to avoid certain unfair marketing and business practices.

8.2.9. The CrPA, regulates the process of criminal investigations and prosecution. ECSA must collaborate with law enforcement when criminal charges arise involving Registered Persons, particularly in cases of fraud or professional negligence. ECSA's enforcement actions may involve submitting evidence to law enforcement and cooperating in criminal investigations.

8.2.10. The Labour Relations 66 of 1995 (LRA), intersects with ECSA's enforcement activities when disciplinary actions affect the employment status of Registered Persons.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

8.2.11. The Council for the Built Environment Act 43 of 2000 (CBE Act), provides a regulatory framework for built environment professionals. ECSA must enforce engineering standards consistent with the broader principles set by the Council for the Built Environment (the CBE) and collaborate with other statutory councils to ensure professional standards across the built environment. ECSA's enforcement framework must ensure consistency with CBE's principles, co-ordinating enforcement with other councils where necessary. The CBE Act as an appeal body regarding matters referred to it in terms of the law regulating the built environment professions.

8.2.12. The Delegation of Authority (DoA) Framework, under Section 40 of the Act, allows the Council to delegate enforcement powers to other committees or individuals. This framework ensures clarity and accountability in enforcement actions. ECSA must ensure that its enforcement powers are properly managed and exercised transparently within the DoA framework. Powers granted to Council by the Act and in terms of these Rules allocated for execution by another functionary, are hereby delegated by Council by virtue of Council's approval of these Rules. Any power or authority delegated by the Council, or any other individual or body, as outlined in these Rules is hereby further delegated and/or sub-delegated in accordance with the provisions specified in these Rules by virtue of its approval by Council.

8.2.13. Lastly, ECSA's enforcement framework must consider applicable common law principles, including negligence and fraud. Engineering professionals are expected to exercise reasonable care and skill in their duties, and breaches of these expectations may result in enforcement actions. ECSA must incorporate and apply common law principles to address professional improper conduct and coordinate with legal authorities in cases involving common law offences.

8.3. In conclusion, ECSA's enforcement framework operates within a comprehensive legal and legislative context, ensuring that all actions are legally sound, procedurally fair, and compliant with South African law. By incorporating constitutional principles, statutory obligations, common law, and best practices, ECSA upholds the highest standards of professionalism, safety, and integrity within the engineering profession.

8.4. The enforcement provisions under the Act, must adhere to South Africa's constitutional principles, especially Sections 33 and 34 of the Constitution. Section 33 ensures the right to just administrative action, meaning that all enforcement actions must be lawful, reasonable, and procedurally fair. This includes providing those affected with notice, clear reasons for the enforcement action, and an opportunity to respond. Section 34 guarantees Registered Persons the right to access courts, allowing them to challenge enforcement actions in court, thus promoting transparency and accountability in the regulatory process.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

8.5. The Act provides the legal framework for the registration and regulation of engineering professionals, with particular emphasis on Sections 18(1) and 18(2) of the Act.

8.6. Sections 18(1) and 18(2) of the Act create categories of registration, and state that no person may practice in any category unless they are registered. Sections 19 to 21 of the Act empower ECSA to ensure compliance with registration requirements, investigate breaches, and enforce professional standards. Section 26 of the Act mandates the IDoEW, ensuring that specific types of engineering work are performed only by Registered Persons. Section 36 of the Act allows the Council to promulgate Rules necessary for implementing the Act, including Rules for the Management of Enforcement Matters.

8.7. PAJA gives effect to Section 33 of the Constitution and governs how ECSA conducts its enforcement actions. ECSA must follow PAJA by ensuring that enforcement is fair, reasonable, and provides individuals with an opportunity to make representations. Decisions must be proportional to the offence and clearly communicated, with individuals informed of their right to have the enforcement decision reviewed by a court or tribunal. Similarly, the PAIA governs public access to information held by ECSA. In enforcing the Act, ECSA must balance transparency with the need to protect sensitive and personal information in terms of POPIA.

8.8. Registered Persons must comply with various other laws, including the NBRBSA. This act ensures that engineers involved in construction adhere to building standards and regulations, protecting public safety through compliance with these standards. The NEMA, ensures that environmental laws are complied with and sustainability is practiced on all projects that have the potential to harm the environment. Non-compliance with NEMA can lead to severe sanctions, particularly when public welfare and environmental sustainability are at risk.

8.9. Additionally, Registered Persons must comply with the OHSA, which ensures that their designs and management of projects meet workplace safety regulations. Any enforcement actions should address failures in complying with these standards, particularly where engineers have direct oversight of hazardous projects. The CPA, impacts Registered Persons by prohibiting certain unfair marketing and business practices, promoting responsible consumer behaviour, and regulates consumer transactions and agreements. ECSA's enforcement provisions should ensure that Registered Persons meet these obligations to consumers.

8.10. ECSA also operates under the CrPA, particularly when its enforcement efforts lead to criminal proceedings, such as cases of fraudulent misrepresentation of qualifications or registration status. The Act allows ECSA to work with law enforcement agencies, and Section 212 of the CrPA permits evidence to be presented via affidavit in such cases. Additionally, financial penalties imposed as part of enforcement must comply with the Financial Sector Conduct Authority (FSCA) and Anti-Money Laundering (AML) regulations, ensuring transparency in financial reporting.

8.11. In alignment with the CBE Act, ECSA's enforcement actions must adhere to the overarching framework governing the Built Environment professions. This includes ensuring that professional registration and

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

discipline standards align with the CBE's requirements. While ECSA's enforcement primarily concerns the Act, enforcement actions may overlap with employment law governed by the LRA. In such cases, the enforcement actions should be clear about how they affect the employment status of Registered Persons, especially when their registration is suspended or revoked.

8.12. In addition to these legislative frameworks, ECSA should ensure compliance with the National Water Act 36 of 1998 (NWA), in engineering projects involving water usage or work near a watercourse. ECSA should also promote diversity and transformation within the profession, in line with the Broad-Based Black Economic Empowerment Act 53 of 2003 (B-BBEE Act), especially in public sector projects. Personal data obtained during enforcement must be handled in accordance with POPIA, ensuring its secure and lawful use. ECSA's enforcement activities are intended to also ensure that public sector projects comply with the Public Finance Management Act 1 of 1999 (PFMA), and that engineers working on municipal infrastructure projects adhere to the Municipal Systems Act 32 of 2000. Furthermore, engineers must comply with the Preferential Procurement Policy Framework Act 5 of 2000 (PPPFA), which governs public procurement processes and competition law under the Competition Act 89 of 1998.

8.13. When enforcing the provisions of the Act, ECSA must investigate both statutory and common law offences. Statutory offences include violations of the Act, such as unauthorized practice, fraudulent registration, or misconduct. These offences can lead to criminal prosecution or administrative penalties. Common law offences, such as fraud, breach of contract, or gross negligence, are also investigated, with collaboration from law enforcement. ECSA provides technical reports and affidavits under Section 212 of the CrPA, which are crucial in criminal investigations and court cases involving Registered Persons.

8.14. The enforcement of IDoEW under Section 26 of the Act is a key part of ECSA's mandate. This section mandates the identification of engineering work, ensuring that certain types of engineering work are performed only by competent persons registered under the Act. Section 18(1) of the Act creates specific categories of registration, and Section 18(2) of the Act ensures that individuals may only practice in these categories if they are registered. Furthermore, Section 26(4) of the Act allows work to be performed under the direction and supervision of a Registered Person, thus ensuring accountability.

8.15. In the context of enforcement, it is essential for ECSA to follow up on all matters where affidavits have been submitted under Section 212 of the CrPA, ensuring compliance and accountability. Additionally, ECSA must assess whether violations of the Act are also breaches of the ECSA Codes of Conduct or Practice.

8.16. The enforcement framework must clearly define the range of sanctions and penalties for non-compliance, which may include fines, suspension or revocation of registration, reputational penalties, and corrective actions. Sanctions should be proportional to the severity of the violation, in line with constitutional principles and PAJA requirements.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

8.17. While appeals are not within the immediate scope, ECSA should provide mechanisms for internal review of enforcement decisions. This ensures that Registered Persons have access to a fair process before escalating matters to external legal recourse, in compliance with Section 34 of the Constitution.

8.18. ECSA's enforcement framework, when aligned with these legal frameworks and standards, ensures that its regulatory actions are robust, fair, and legally sound. By integrating these considerations into its enforcement actions, ECSA upholds public safety, promotes accountability, and maintains the integrity of the engineering profession in South Africa.

9. INCIDENT MANAGEMENT

9.1. Legal Framework for Incident Management

9.1.1. Incident management is fundamental to ECSA's enforcement mandate, guided by Sections 14 and 36 of the Act . ECSA is empowered to investigate incidents involving statutory violations, unauthorized engineering practice, and breaches of public safety or environmental regulations. The framework emphasizes quick action to protect public safety, the environment, and ensure legal compliance. ECSA may work in conjunction with law enforcement in cases involving criminal statutory breaches.

9.2. **Reporting Mechanisms.** ECSA employs multiple reporting channels to ensure timely and proactive responses to incidents.

9.3. **Public and Stakeholder Reporting:** Any individual, organization, or industry stakeholder can report incidents related to public safety, engineering failures, or unauthorized practice via an online portal, hotline, or written communication.

9.4. **Registered Persons' Reporting Obligations:** Registered Persons are obligated to report incidents that compromise public safety, breach the Act provisions, or violate engineering standards.

9.5. **Regulatory Collaborations:** ECSA coordinates with local authorities, environmental and safety regulators, and other professional bodies to gather intelligence on incidents, providing a cross-disciplinary approach to investigations.

9.6. **Anonymous Whistleblower Protection:** An anonymous ECSA reporting mechanism ensures whistleblower protection for those reporting incidents of unauthorized practice or other violations.

9.7. **Investigation Procedure.** The structured investigation process involves:

9.7.1. **Initial Assessment:** Upon receiving a report, ECSA evaluates the severity and risk level of the incident. If immediate danger to public health, safety, or the environment exists, a rapid response protocol is activated.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

9.7.2. **Incident Classification:** Incidents are classified based on severity, impact on public safety, financial loss, or environmental damage. Incidents attracting media attention or significant public interest receive high priority.

9.7.3. **Investigation Team Formation:** An appropriate investigation team, comprising technical specialists, legal advisors, and investigators, is assigned based on the incident classification. The team must operate within strict timelines to ensure swift and thorough investigations.

9.7.4. **Evidence Collection and Analysis:** The team gathers all pertinent evidence, including engineering documentation, witness statements, technical inspections, and other relevant materials. Detailed forensic analysis may be conducted where applicable.

9.7.5. **Concluding Investigation:** A comprehensive investigation report is drafted, identifying responsible parties, recommended sanctions, and corrective actions. If criminality is involved, the report is forwarded to law enforcement with a detailed docket.

9.7.6. **Review and Approval:** The final investigation report is reviewed by the Incident Management Team ("IMT") and the Investigating Committee, with approval from the ECSA Council where necessary.

9.7.7. **Corrective Measures and Sanctions:** ECSA enforces corrective actions, which may include cease-and-desist orders, fines, and disciplinary measures, ensuring compliance and resolution of the incident.

9.8. The Incident Management Plan ("IMP") provides ECSA with a systematic, adaptable framework for responding to significant engineering-related incidents involving Registered Persons, particularly where public safety or major financial loss is at risk. The IMP ensures proper investigation, accountability, transparency, and prompt resolution of such incidents.

9.9. For major incidents, ECSA will establish an IMT to oversee the investigation and response. The IMT includes key personnel such as:

9.9.1. Manager: Improper Conduct and/or for Enforcement
9.9.2. Executive: Improper Conduct and Enforcement
9.9.3. Public Relations Specialist
9.9.4. Investigating Committee Representative
9.9.5. Technical and Legal Experts (as required)
9.9.6. External Specialists (if needed for environmental or safety concerns.

9.10. The IMT's responsibilities include managing the investigation, stakeholder communications, media engagement, and co-ordination with other regulatory authorities.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

9.11. In line with Section 40 of the Act, the Council may delegate specific enforcement powers to business units, committees, or officials to ensure efficient management of the incident. Delegations must be clearly defined to enhance transparency and accountability.

9.12. In incidents where ongoing engineering works pose an imminent risk, ECSA has the authority to issue immediate cease-and-desist orders to halt activities until corrective measures are taken. This authority is critical in preventing further harm to public safety or the environment.

9.13. **Focus Areas of the IMP**

9.13.1. **Stakeholder Identification and Roles:** Identify key stakeholders, including Registered Persons, affected communities, law enforcement, government agencies, and the media. Define each stakeholder's role in the investigation and response process.

9.13.2. **Communication Strategy:** Provide clear communication on the steps being taken during the investigation. Ensure all stakeholders receive timely updates on investigation progress, corrective measures, and outcomes. Transparent communication to the public and media, ensuring ECSA leads all media interactions. Media statements should be aligned with ECSA's Communications Policy. Establish clear timelines for the investigation, reporting, and corrective actions.

9.13.3. **Reporting of Outcomes.** ECSA's findings, sanctions, and corrective actions must be published transparently while maintaining confidentiality where necessary. Detailed incident reports, investigation findings, and outcomes must be shared with relevant regulatory bodies and affected stakeholders.

9.13.4. **Media Management.** Given the potential for significant public and media interest, a **Media Management Plan** must be included within the IMP. This plan includes:

9.13.4.1. **Media Spokesperson:** Designate a spokesperson from the Public Relations team or the Manager: Enforcement to handle all media inquiries. Only authorized personnel may speak on behalf of ECSA.

9.13.4.2. **Crisis Communication Protocols:** Establish a clear media engagement protocol during high-profile incidents, ensuring ECSA provides accurate, consistent, and timely information.

9.13.4.3. **Media Policy:** Align the media response with ECSA's broader Communications Policy, ensuring preparedness for both positive and negative media attention.

9.14. The enhanced IMP strengthens ECSA's ability to respond to critical incidents swiftly and comprehensively. It integrates risk management, transparency, stakeholder engagement, and legal compliance into a cohesive strategy, ensuring ECSA fulfils its mandate to protect public safety and

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

uphold engineering standards. This robust framework not only streamlines internal operations but also enhances public trust in ECSA's enforcement activities.

10. REPORTING REQUIREMENTS FOR ENFORCEMENT

10.1. Reporting on the execution of statutory mandates is vital for ensuring transparency, accountability, and oversight in regulatory functions. Within ECSA's Enforcement Framework, structured reporting is not only a compliance requirement but an essential governance instrument to evaluate the effectiveness and efficiency of enforcement actions. Accurate, timely, and comprehensive reporting aids in providing a snapshot of the performance and outcomes of the enforcement process during the reporting period, thereby contributing to the continuous improvement of regulatory practices.

10.2. The reporting process is divided into three core components to ensure a holistic overview of enforcement activities:

10.2.1. **Part A**: Details of complaints and enforcement actions.
10.2.2. **Part B**: Analysis of enforcement effectiveness and efficiency.
10.2.3. **Part C**: Categorized analysis of complaints by discipline and registration category.

10.3. **PART A: PARTICULARS OF COMPLAINTS RECEIVED**

10.3.1. This section is intended to provide a quantitative and qualitative overview of complaints received and actions taken during the reporting period. It ensures that key metrics on the type and nature of complaints are captured for further analysis.

10.3.2. **Number of Complaints Received**: A detailed breakdown of the total number of complaints received during the reporting period, categorized by the nature of the complaint.

10.3.3. **Disciplines of Registered Persons Investigated**: Information regarding the professional disciplines of the Registered Persons subject to investigation under ECSA's jurisdiction.

10.3.4. **Provisions of the Code of Conduct**: A breakdown of the specific provisions of the Code of Conduct and Code of Practice that were the subject of complaints, highlighting any trends in recurring transgressions.

10.3.5. **Respondents**: Categories of Registered Persons who were investigated, including distinctions between Professional Engineers, Engineering Technicians, and other registration categories. Disciplines of the respondents, to ensure visibility on how enforcement applies across the various engineering disciplines.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

10.3.6. **Nature of Complaints**: Complaints regarding the transgressions of specific provisions within the Code of Conduct. Complaints relating to breaches of the broader Code of Practice, reflecting concerns about professional standards and accountability**.**

10.4. **PART B: ANALYSIS OF ENFORCEMENT EFFECTIVENESS AND EFFICIENCY**

10.4.1. **Effectiveness.** The capacity of the Business Unit to meet its statutory obligations and operational goals is critical. The effectiveness of the enforcement mechanisms is measured against specific performance metrics and operational targets as set out in the Annual Operational Plan and Annual Performance Plan.

10.4.2. **Operational and Performance Plan Completion**: Level of completion of the enforcement mandate against the allocated budget and timeline. Challenges encountered in meeting these targets, alongside a forecast of performance for the remaining reporting period.

10.4.3. **Complaint Lodging Mechanisms**: Evaluation of the accessibility and functionality of mechanisms for lodging complaints, ensuring the public and Registered Persons are well-serviced in terms of initiating complaints.

10.4.4. **Stakeholder Feedback**: Timely feedback provided to complainants on the status of their submissions. Timely feedback to Registered Persons under investigation, ensuring adherence to procedural fairness and transparency.

10.5. **Efficiency.** Efficiency relates to the optimization of resources, time, and effort in achieving the desired outcomes. The following metrics serve as key performance indicators for assessing the efficiency of enforcement processes:

10.5.1. **Complaint Resolution vs. Charges Preferred**: A comparative analysis of the number of complaints received versus the number of formal charges preferred against Registered Persons, providing insights into enforcement action rates.

10.5.2. **Guilty Findings vs. Charges Preferred**: The ratio of guilty findings to the number of charges preferred, which serves as a critical indicator of the success of enforcement procedures and evidentiary standards.

10.5.3. **Cost Analysis**: A detailed comparison of the expenditure incurred per case in the current reporting period against historical data from the previous reporting periods. Enhanced budget forecasting for enforcement actions based on this comparative analysis.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

10.6. **PART C: ANALYSIS OF COMPLAINTS PER REGISTRATION CATEGORY AND DISCIPLINE**

10.6.1. **Analysis by Registration Category and Discipline.** This section provides an in-depth analysis of complaints and enforcement actions categorized by the registration category (e.g., Professional Engineers, Engineering Technologists) and the engineering discipline of the Registered Person (e.g., Civil, Mechanical, Electrical Engineering, *inter alia*).

10.6.2. **Categories of Registration**: Statistical analysis of how enforcement actions are distributed across the various categories of Registered Persons, identifying any patterns or areas where additional oversight may be required.

10.6.3. **Disciplines**: Breakdown of complaints by engineering discipline, enabling ECSA to monitor specific areas where transgressions are more frequent, or systemic issues may be emerging.

11. CONFIDENTIALITY AND PROTECTION OF INFORMATION

11.1. All stakeholders are obligated to maintain the strictest confidentiality regarding all matters, information, and documents pertaining to enforcement proceedings, in accordance with the relevant legislation and these Rules.

11.2. Stakeholders must ensure the protection of personal and sensitive information in compliance with applicable laws, including but not limited to the POPIA. Such information must be accessed solely by authorized individuals and used exclusively for the purposes defined by these Rules.

11.3. Stakeholders are required to adhere to any legal directives or injunctions aimed at safeguarding confidential and personal information. They must implement all necessary precautions to prevent unauthorized disclosure, misuse, or alteration of confidential and personal information, in accordance with South African law.

11.4. This clause establishes a legal and ethical obligation for all stakeholders to preserve confidentiality and protect personal information both during and after the conclusion of any proceedings related to enforcement.

12. REVIEW OF THE RULES

12.1. ECSA conducts continuous reviews of its Rules for the Management of Enforcement Matters to ensure the Rules remain aligned with legislative changes, industry best practices, and emerging professional standards. This review process ensures that ECSA's enforcement mechanisms are responsive to the needs of the profession and the public, promoting high standards of regulatory oversight.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

13. COMMON LAW AND STATUTORY OFFENCES

13.1. Common Law Offences. Common law offences are violations that stem from judicial precedents rather than written legislation. In the engineering profession, these offences often relate to:

13.1.1. Negligence: Failure to perform duties to the standard expected of a professional, resulting in harm to others.

13.1.2. Fraud: The misrepresentation of qualifications, professional status, or other key information to deceive employers, clients, or the public.

13.2. Statutory Offences under the Act. Statutory offences are violations of specific provisions within the Act. Under Section 41 of the Act, the following offences are punishable:

13.2.1. Practicing without registration: It is a statutory offence for an individual to engage in engineering work without being registered in the appropriate category under Section 18(2).

13.2.2. Falsification of registration information: Presenting false or misleading information during the registration process or in professional dealings is also a statutory violation.

13.2.3. Misrepresentation of professional status: A Registered Person who falsely claims qualifications or experience to which she/he is not entitled is subject to statutory penalties.

13.3. Penalties for Statutory Offences. Penalties for statutory violations include:

13.3.1. Monetary fines: Offenders may be fined up to double the remuneration received for unlawful work.

13.3.2. Imprisonment: For serious offences, penalties may include imprisonment in accordance with the Adjustment of Fines Act (Act 101 of 1999).

13.3.3. Deregistration: Offenders may be suspended or permanently deregistered from ECSA, depending on the severity of the offence.

14. MANAGEMENT OF PUBLIC INTEREST CONCERNS

14.1. Public interest concerns arise in cases where failures, negligence, or misconduct/improper conduct by Registered Persons present significant risks to public health, safety, welfare, or environmental sustainability. These concerns are often high-profile incidents that require immediate intervention to prevent harm.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

14.2. The management of public interest concerns follows a structured process:

14.2.1. Identification and Reporting: Any person or organization can raise a public interest concern with ECSA.

14.2.2. Initial Assessment: Upon receiving a report, ECSA will conduct an immediate assessment to determine the severity of the concern.

14.2.3. Immediate Action: If the concern involves imminent risk to public safety, ECSA will take immediate action to halt ongoing engineering work and mitigate potential harm.

14.2.4. Thorough Investigation: A detailed investigation will be launched, involving technical assessments, on-site inspections, and consultations with relevant experts.

14.2.5. Corrective Actions: ECSA will impose corrective measures, such as the suspension of engineering work or the removal of engineers from projects. ECSA may also recommend preventative measures to avoid a recurrence of a similar incident.

14.2.6. Communication and Public Awareness: ECSA has an obligation to ensure that the public is informed about the management of public interest concerns.

15. ENFORCEMENT OF THE IDENTIFICATION OF ENGINEERING WORK (IDoEW)

15.1. The Identification of Engineering Work (IDoEW) defines the types of engineering work that may only be performed by Registered Persons. This regulation is essential for maintaining professional standards and ensuring that only those with appropriate qualifications and expertise engage in specialized engineering tasks.

15.2. ECSA maintains a detailed list of engineering tasks that are categorized based on the qualifications and experience of Registered Persons.

15.3. ECSA will actively monitor the practice of engineering work across South Africa to identify instances where unregistered persons are performing regulated work. Monitoring activities include:

15.3.1. Inspections of engineering projects to verify compliance with the IDoEW Rules.

15.3.2. Conducting random audits of engineering projects and/ or request proof of registration from practitioners.

15.3.3. Collaboration with other regulatory bodies, such as the Department of Labour and local building authorities, to enforce these regulations.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

15.4. When unregistered persons or entities are found to be performing regulated engineering work, ECSA will:

15.4.1. Issue cease-and-desist orders to immediately halt unlawful work.

15.4.2. Pursue legal action against violators, whether through reporting mechanisms or otherwise.

15.4.3. Pursue an Improper Conduct Investigation where necessary.

15.5. Section 41 of the Act outlines the offences and penalties for violating the provisions of the Act. Penalties include imprisonment for severe violations, particularly in cases where public safety is compromised.

15.6. ECSA will initiate enforcement actions based on:

15.6.1. Reports from the public, Registered Persons, or government agencies, *inter alia*.

15.6.2. Monitoring activities conducted by ECSA to identify illegal practices or non-compliance.

15.6.3. Once enforcement action is initiated, a formal investigation is conducted, following principles of natural justice and due process. Affected persons have the right to be heard and present evidence in their defence.

15.7. The Rules of Enforcement established under Section 36 of the Act are critical to ECSA's mandate to protect public safety, ensure professional standards, and maintain the integrity of the engineering profession. The implementation of these Rules will take place over a six-month period, during which ECSA will conduct stakeholder consultations, public awareness campaigns, and training sessions for Registered Persons. Full compliance is expected from all Registered Persons, and ECSA will monitor the enforcement of these Rules continuously to ensure that the profession operates in line with the highest legal and ethical standards.

16. MONITORING AND REVIEW

16.1. ECSA will establish a monitoring and review process to assess the effectiveness of the Rules of Enforcement. This will involve:

16.1.1. Annual reviews: The enforcement Rules will be reviewed annually to ensure they remain relevant and effective in addressing emerging challenges in the engineering profession.

16.1.2. Feedback from stakeholders: ECSA will solicit feedback from Registered Persons, engineering firms, and the public to identify areas for improvement in the enforcement process.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

17. DOCUMENT REVISION HISTORY

Revision Number	Revision Date	Revision Details	Approved By
00	29/10/2025	New Document	Investigation Committee
01	27/11/2025	Document reviewed at its entirely	Governing Council

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

BOARD NOTICE 907 OF 2026

ECSA

ENGINEERING COUNCIL OF SOUTH AFRICA



An Effective Regulator Assuring Engineering Excellence

Rules for the Management of Improper Conduct Matters

27 November 2025

ENGINEERING COUNCIL OF SOUTH AFRICA
Tel: 011 6079500 | Fax: 011 6229295
Email: engineer@ecsa.co.za | Website: www.ecsa.co.za

Document No.: ICE_RULE_003	Revision No.: 1	Effective Date: 28/11/2025	
Subject: Rules for the Management of Improper Conduct Matters			
Compiler: Manager: Improper Conduct & Enforcement Reviewer: Executive: Improper Conduct & Enforcement	Approver: Governing Council	Next Review Date: 27/11/2028	Page 2 of 36

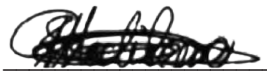
Revision **1** dated **27/11/2025** and consisting of **37** pages has been reviewed for adequacy by the Executive of Improper Conduct & Enforcement and approved by the Council Committee.

Controls

The signatures below certify that this document has been reviewed and accepted and demonstrates that the signatories are aware of all the requirements contained herein and are committed to ensuring their provision



The Acting CEO: Ms. Tabisa Mtati — 04 March 2026 — Date



The President — 11 March 2026 — Date

The definitive version of this **Rules** is available to all ECSA staff and is maintained in PDF format in Document Management System.

Printed copies of this management system policy may be issued under controlled conditions (see QM_POL_002) and will be replaced in entirety when any changes or revisions are made.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

Document No.: ICE_RULE_003	Revision No.: 1	Effective Date: 28/11/2025	
Subject: Rules for the Management of Improper Conduct Matters			
Compiler: Manager: Improper Conduct & Enforcement Reviewer: Executive: Improper Conduct & Enforcement	Approver: Governing Council	Next Review Date: 27/11/2028	Page 3 of 36

Table of Contents

1. INTRODUCTION AND OVERVIEW 4
2. PURPOSE, LEGAL STATUS, AND REGULATORY FRAMEWORK 4
3. APPLICATION, SCOPE, AND INTERPRETIVE GUIDANCE 5
4 PROFESSIONAL OBLIGATIONS AND PROCEDURAL REQUIREMENTS 6
5 ENFORCEMENT, TRIBUNAL POWERS, AND CORRECTIVE MEASURES 6
6 REPEAL, TRANSITIONAL MEASURES, AND LEGAL CONTINUITY 7
7 COMMENCEMENT, SHORT TITLE, AND PUBLICATION 7
8. INVESTIGATION OF ALLEGED OR SUSPECTED IMPROPER CONDUCT OF A REGISTERED PERSON 8
9. CHARGE(S) OF IMPROPER CONDUCT 12
10. APPOINTMENT OF A DISCIPLINARY TRIBUNAL 15
11. THE DISCIPLINARY HEARING 16

Pre-Hearing Meeting 18
The Disciplinary Hearing Bundle 19
Heads of Arguments 20
Overview of the duties and responsibilities of the role players in a Disciplinary Hearing 20
Subpoenas 22
Admission in terms of Section 32 of the Act 23

12. CONDUCTING OF THE DISCIPLINARY HEARING 25
13. PROCEEDINGS AFTER THE DISCIPLINARY HEARING 28
14. SANCTION 29
15. HANDLING SPLIT DECISIONS IN DISCIPLINARY TRIBUNALS 31
16. POSTPONEMENTS 31
17. COSTS 33
18. REMOTE HEARING PROTOCOL FOR DISCIPLINARY HEARINGS 33
19. CONFIDENTIALITY AND PROTECTION OF INFORMATION 36
17. DOCUMENT REVISION HISTORY 36

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

1. INTRODUCTION AND OVERVIEW

1.1. The Engineering Council of South Africa ("ECSA") is a statutory body established in terms of Section 2 of the Engineering Profession Act, 46 of 2000 ("the Act"). It is one of the regulatory councils operating within the Built Environment, as recognised under the Council for the Built Environment Act, 43 of 2000. ECSA exercises jurisdiction over the engineering profession in the Republic of South Africa, with its regulatory authority derived from the Act and further supported by principles of administrative justice, legality, and good governance.

1.2. ECSA' s mandate is to serve and protect the public interest through the regulation of professional engineering practice. This mandate includes the registration of persons in various categories, the accreditation of engineering educational programmes, and the setting and maintenance of standards of professional competence and conduct. ECSA is further empowered to investigate and adjudicate matters of Improper Conduct by Registered Persons to ensure accountability, uphold professional ethics, and enhance public trust in the engineering profession.

1.3. In carrying out its functions, ECSA aligns its operations with constitutional imperatives, international accords (such as the Washington, Sydney, and Dublin Accords), and applicable national legislation including the Promotion of Administrative Justice Act, 3 of 2000 (PAJA); the Promotion of Access to Information Act, 2 of 2000 (PAIA); the Constitution of the Republic of South Africa Act, 108 1996 (Constitution); and other laws regulating public administration and ethical governance.

2. PURPOSE, LEGAL STATUS, AND REGULATORY FRAMEWORK

2.1 These Rules are promulgated by the Council of ECSA in accordance with Section 36(1) of the Act. They constitute a form of subordinate legislation with binding effect on all Registered Persons and other relevant stakeholders.

2.2 The primary purpose of these Rules is to create a comprehensive, lawful, and procedurally fair framework for the Management of Improper Conduct Matters, in support of ECSA' s mandate to maintain the integrity of the profession and safeguard the public interest.

2.3 These Rules operationalise Section 33 of the Constitution, which guarantees the right to lawful, reasonable, and procedurally fair administrative action. They give effect to this right in tandem with the procedural safeguards set out in PAJA, and they must be read and interpreted in a manner consistent with the Constitution, including the values of human dignity, equality, freedom, openness, and accountability.

2.4 These Rules complement ECSA's broader regulatory framework, including its Rules of Conduct for Registered Persons, and must be interpreted harmoniously with the Act and other instruments issued by ECSA. In the event of a conflict between these Rules and the Act, the provisions of the Act shall prevail.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

2.5 All references to provisions of the Act in these Rules are intended to aid interpretation and do not constitute binding legal text. For authoritative interpretation, reference must be made directly to the Act.

2.6 These Rules are binding on all Registered Persons, regardless of their registration category, be it professional, candidate, or specified category. They apply to all individuals and entities who are subject to ECSA's regulatory authority and who may be involved in improper conduct proceedings, including legal representatives, complainants, and witnesses.

3. APPLICATION, SCOPE, AND INTERPRETIVE GUIDANCE

3.1 These Rules govern all matters relating to the initiation, investigation, adjudication, and disposition of cases involving alleged Improper Conduct by Registered Persons. They also govern procedural rights and duties of stakeholders engaged in such proceedings.

3.2 All Registered Persons have an affirmative obligation to familiarise themselves with these Rules and to conduct themselves at all times in a manner that is consistent with the standards and expectations articulated herein.

3.3 These Rules are to be interpreted purposively and contextually, with regard to:

3.3.1 the language used;
3.3.2 the regulatory purpose served;
3.3.3 the overarching statutory framework; and
3.3.4 the foundational values of the Constitution.

3.4 The common law rules of statutory interpretation, including the presumptions against absurdity, surplusage, and conflict with constitutional rights, are applicable unless displaced by higher authority.

3.5 In the event of ambiguity, these Rules must be construed in favour of ensuring transparency, fairness, proportionality, and the advancement of public confidence in the regulatory process.

3.6 These Rules must be read in conjunction with the following:

3.6.1 the Rules of Conduct for Registered Persons;
3.6.2 the Rules for the Management of Enforcement Matters;
3.6.3 the Rules for the Management of Appeal Matters;
3.6.4 ECSA' s Delegation of Authority Framework (DoA);
3.6.5 the Standard Operating Procedure (SOP) for the Management of Improper Conduct Matters;
3.6.6 the Service Charter for the Management of Improper Conduct Matters; and
3.6.7 the Glossary of Terms for Improper Conduct, Enforcement, and Appeals.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

3.7 Where any rules, policies, guidelines, instruments, or other documents, to the exception of the aforementioned instruments, conflict with these Rules, the provisions of these Rules shall prevail, except where otherwise provided by law.

3.8 ECSA may, from time to time, issue explanatory guidelines to support the understanding and application of these Rules. Such guidance does not carry the force of law and shall not be construed as binding legal advice or interpretation.

4 PROFESSIONAL OBLIGATIONS AND PROCEDURAL REQUIREMENTS

4.1 Registered Persons must notify ECSA in writing of any change in their contact details, representation, or any matter that may impact the proper administration of proceedings. Communications from ECSA will be deemed duly delivered if transmitted via the last known email address provided by the Registered Person, unless an alternative method of service is specified in writing.

4.2 Where a Registered Person elects to be represented, a written mandate must be submitted to ECSA. From the moment representation is acknowledged, communication shall be directed solely to the representative, and it shall be the duty of the Registered Person to ensure that their representative is adequately briefed.

4.3 Failure to comply with procedural duties, including communication protocols and notification requirements, does not constitute a valid defence to non-compliance. ECSA's processes operate on the presumption of professionalism, reasonableness, and diligence from all parties involved.

4.4 These Rules are designed to give effect to the *audi alteram partem* principle. A Registered Person alleged to have engaged in Improper Conduct must be provided with sufficient notice of the allegations, an opportunity to respond, access to relevant evidence, and a hearing before an independent and impartial Disciplinary Tribunal.

4.5 All decision-making under these Rules must be guided by the principle of proportionality. Sanctions or remedial action must be reasonable, necessary, and appropriate to the nature and seriousness of the conduct in question.

5 ENFORCEMENT, TRIBUNAL POWERS, AND CORRECTIVE MEASURES

5.1 These Rules form part of a layered enforcement system that includes both adjudicative and administrative components. The Disciplinary Tribunal, appointed in accordance with the Act and governed by these Rules, is empowered to impose sanctions in accordance with Section 32(3) of the Act, and to direct additional measures aimed at preventing recurrence and promoting professional rehabilitation.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

5.2 The Disciplinary Tribunal may, where warranted, impose supplementary measures including, but not limited to, mandatory ethics training, professional mentorship, supervised practice, peer reviews, and independent audits of engineering outputs. These interventions are rehabilitative in nature and are intended to support professional competence while safeguarding the public interest.

5.3 All confirmed findings of Improper Conduct are recorded in ECSA's internal system, and where publication is legally required or deemed appropriate in the public interest, such publication shall occur in a manner consistent with PAIA, applicable privacy legislation, and the Act.

5.4 Nothing in these Rules prevents concurrent or subsequent enforcement action under the Rules for the Management of Enforcement Matters. Where breaches of statutory obligations unrelated to professional conduct are identified, such matters may be referred to the enforcement framework or to external regulatory or law enforcement authorities, where appropriate.

6 REPEAL, TRANSITIONAL MEASURES, AND LEGAL CONTINUITY

6.1 These Rules repeal and replace all prior regulatory instruments concerning Improper Conduct, including the document titled *Rules for Inquiry into Alleged Improper Conduct* published under Board Notice 42 of 2017 in Government Gazette No. 40691. Any references to the "Method of Inquiry" in ECSA's policies or other rules shall be interpreted as references to this revised instrument unless stated otherwise.

6.2 Notwithstanding the repeal of earlier Rules, all investigations or proceedings initiated under repealed instruments shall continue to be regulated in accordance with the version of the Rules applicable at the time the conduct occurred. This approach is consistent with Section 12(2) of the Interpretation Act 33 of 1957, which provides that the repeal of any law does not affect any right, duty, obligation, penalty, or proceeding instituted under the repealed instrument.

6.3 To ensure consistency and predictability, this transitional principle applies uniformly across all ECSA regulatory instruments, including those governing improper conduct, enforcement, and appeals. Any express transitional clauses in related instruments must be interpreted in a manner that preserves procedural fairness and legal certainty.

7 COMMENCEMENT, SHORT TITLE, AND PUBLICATION

7.1 These Rules are cited as the *Rules for the Management of Improper Conduct Matters* and shall come into effect on the date of their publication in the Government Gazette. They shall apply to all alleged improper conduct matters reported on or after the date of commencement.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

7.2 Prior to gazetting, the Council has undertaken all necessary consultations in terms of the Act and has ensured that all legal prerequisites for valid secondary legislation have been fulfilled. Upon promulgation, these Rules shall be communicated to all Registered Persons, stakeholders, and the public using ECSA's official channels.

7.3 All Registered Persons and stakeholders are required to familiarise themselves with these Rules. Ignorance of these Rules shall not constitute a defence to any non-compliance.

8. INVESTIGATION OF ALLEGED OR SUSPECTED IMPROPER CONDUCT OF A REGISTERED PERSON

8.1 In terms of Section 28 of the Act, the Council must refer any matter brought against a Registered Person to an Investigating Committee if the Council has reasonable grounds to suspect that a Registered Person has committed an act which may render him or her guilty of Improper Conduct, or a complaint, charge or allegation of Improper Conduct has been brought against a Registered Person by any person. At the request of the Council, the Investigating Committee must investigate the matter and obtain evidence to determine whether or not, in its opinion, the Registered Person concerned may be charged and, if so, recommend to the Council the charge or charges that may be preferred against that Registered Person.

8.2 An Investigating Committee may not question the Registered Person concerned unless the Investigating Committee informs that Registered Person that he or she has the right to be assisted or represented by another person and that he or she is not obliged to make any statement and that any statement so made may be used in evidence against the Registered Person.

8.3 The Investigating Committee must, after the conclusion of the Investigation, submit a report making its recommendations to the Council regarding any matter referred to it.

8.4 The authority of the Council to refer a matter to the Investigating Committee is delegated to the Improper Conduct Business Unit Manager.

8.5 ECSA is the party that has the authority to control the course and conduct of an Improper Conduct matter; therefore, once a complaint, charge, or allegation of Improper Conduct or information concerning suspected Improper Conduct has come to the attention of ECSA, the Improper Conduct matter will be managed in terms of these Rules.

8.6 The responsibility for managing the investigation of a matter by the Investigating Committee is delegated to the Improper Conduct Business Unit Manager, along with investigators appointed by the Improper Conduct Business Unit Manager, under the supervision and oversight of the Investigating Committee and in accordance with these Rules.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

8.7 The authority of ECSA to investigate suspected or alleged Improper Conduct is contingent upon whether the individual was a Registered Person at the time the alleged or suspected Improper Conduct was committed. The determining factor for the applicability of a specific version of the Code of Conduct and/or the Overarching Code of Practice, alongside the relevant Codes of Practice (if applicable), is informed by the date on which the alleged or suspected Improper Conduct was committed.

8.8 The effective date of these aforementioned instruments establishes the mandatory conduct expectations and compliance for and by the individual registered at the time of the alleged or suspected Improper Conduct.

8.9 The registration of a Registered Person being investigated may not be cancelled at the request of said Registered Person until the Investigation has been concluded, or such other terms as the Council may consider necessary.

8.10 ECSA does not possess the authority to adjudicate civil disputes, including matters involving compensation for damages, enforcement of specific performance, or contract breaches, unless these matters also relate to Improper Conduct committed by a Registered Person.

8.11 ECSA does not provide legal advice.

8.12 Complaints must be submitted in the prescribed format. Additional information, including documentary evidence, may be required in support of complaints at any stage of the process. It is to be noted that Complainants will not receive compensation for any time or expenses incurred due to their participation in the process.

8.13 ECSA acknowledges the possibility and importance of receiving complaints concerning alleged or suspected Improper Conduct by Registered Persons, even those submitted anonymously. Such complaints are valuable as they can indicate potential areas of concern within the engineering profession that require attention. However, the effectiveness of investigating and managing these complaints is significantly influenced by the detail and cooperation provided by the anonymous Complainant.

8.14 To facilitate the management of complaints concerning Improper Conduct, ECSA requests the cooperation of anonymous Complainants with the Improper Conduct Business Unit and the appointed Investigator, where applicable. While ECSA maintains a provision for the submission of anonymous complaints, it is crucial to emphasize the importance of comprehensive information being supplied in regard to these complaints.

8.15 Anonymous Complainants are strongly encouraged to provide as much detail as possible regarding the alleged Improper Conduct. The provision of detailed information, including specific incidents,

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

dates, locations, and any available evidence, greatly enhances ECSA's ability to conduct a thorough and effective investigation.

8.16 While maintaining their anonymity, Complainants are urged to engage to the fullest extent possible with the appointed investigator. This cooperation might include providing detailed accounts of the incidents, answering follow-up queries to clarify the information submitted (while still preserving their anonymity), and providing any additional evidence that may support the Investigation.

8.17 ECSA is committed to ensuring that all complaints, including anonymous ones, are handled with the utmost seriousness and confidentiality. However, it is also essential to recognize that anonymity can present challenges in the Investigation process, particularly in gathering sufficient evidence to prove allegations of Improper Conduct. To address this, ECSA implements a balanced approach.

8.18 If the individual forming the subject matter of the alleged or suspected Improper Conduct was not a Registered Person at the time of the alleged Improper Conduct, or if ECSA lacks authority over the alleged or suspected Improper Conduct for any lawful reason, the matter will be concluded, and the Complainant will be informed in writing accordingly.

8.19 The Improper Conduct Business Unit Manager must ascertain whether ECSA possesses the requisite authority to conduct an investigation. If the authority to investigate is established, the Registered Person implicated will be notified in writing and called upon to provide a written response to the complaint, charge, or allegation of Improper Conduct or information concerning suspected Improper Conduct.

8.20 Non-cooperation or delays in responding may result in additional charge(s) being preferred against the Registered Person in terms of the Rules of Conduct for Registered Persons, as amended. Upon receipt of the response referred to above, or upon the lapse thereof of the timeframe allowed for such a response, an investigator will be appointed to conduct an investigation and gather evidence.

8.21 Investigators shall be suitably qualified, experienced, and independent persons, with assignments limited to those on the ECSA database or within the prescripts of the ECSA procurement processes.

8.22 The Complainant and the Registered Person will be informed of the individual or entity that has been appointed as an investigator. The investigator is responsible for collecting all relevant evidence, both incriminating and exonerating, to substantiate or refute the complaint, charge, or allegation of Improper Conduct or information concerning suspected Improper Conduct under investigation.

8.23 In conducting an investigation, the investigator may take any steps he/she/ considers necessary to gather any information relevant to the complaint, charge, or allegation of Improper Conduct or information concerning suspected Improper Conduct, including requesting disclosure of any relevant objects, Documents, or information, under the control or custody of any person, including the

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

Registered Person, the Complainant, or any other person with specific knowledge of the matter under Investigation.

8.24 The Investigator may employ any means he/she considers necessary for the proper and expeditious Investigation of the complaint, charge, or allegation of Improper Conduct or information concerning suspected Improper Conduct.

8.25 The conclusions of the investigation must be based solely on the facts and evidence collected, with all relevant evidence presented in the Investigation report alongside the analysis that informed the findings and conclusions.

8.26 Upon receipt of the Investigation Report, ECSA will provide the Complainant and the Registered Person with an update on the matter.

8.27 Investigation reports are to be kept strictly confidential, with disclosure permitted only in compliance with these Rules or for transmitting information to one of the other statutory Councils of the Built Environment, if applicable, or as required by law or otherwise.

8.28 Requests for information related to any matters governed by these Rules, which are not explicitly made provision for within these Rules, must be referred to the ECSA information officer. Details and policies regarding this process are available on the ECSA Website.

8.29 Upon the conclusion of the investigation, the matter will be tabled for consideration by the Investigating Committee at its next sitting. The Investigating Committee will then decide on the appropriate directives for ECSA to ensure a comprehensive conclusion of the Investigation, enabling it to make an informed recommendation to the Council regarding the matter at hand.

8.30 If, having considered a matter tabled before it, the Investigating Committee requires further information on the matter, then it must cause the investigator to conduct a further Investigation on the matter, the outcomes of which must be re-tabled at any subsequent Investigating Committee meeting for consideration.

8.31 If the Investigating Committee is satisfied that the matter has been thoroughly investigated, it may proceed to submit its report and recommendations to the Council regarding the matter under Investigation.

8.32 If the Investigating Committee finds, after investigation that steps are necessary for the improvement of the standards of service rendered by the Registered Person, but the conduct of the Registered Person does not justify a recommendation to prefer charges, the Investigation Committee may engage the Registered Person by way of an interview or written advisory note to advise the Registered Person of identified lapses in service standards. This power is delegated to the Investigating Committee by the Council.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

8.33 The Investigating Committee is empowered with the authority to resolve on its recommendations to the Council regarding Improper Conduct. In exercising this discretion, the Investigating Committee is not conclusively bound by the findings or conclusions presented within the Investigation Report.

8.34 It is within the Investigating Committee's purview to weigh the evidence and information presented throughout the investigative process and, accordingly, to derive its recommendations based on an evaluation of all relevant information, irrespective of the investigation report's conclusions. Such recommendations, while informed by the Investigation, reflect the Investigation Committee's independent consideration of the appropriate recommendation to the Council.

8.35 Complaints and subsequent action in terms of these Rules are executed against one Registered Person. Complaints by the same complainant against more than one Registered Person are dealt with as separate complaints. The same Investigator may conduct separate investigations but prepare separate reports while maintaining objectivity and fairness in assessing the evidence.

9. CHARGE(S) OF IMPROPER CONDUCT

9.1 In terms of Section 29 of the Act, the Council must, after considering a report of the Investigating Committee, charge a Registered Person with Improper Conduct if the Council is convinced that sufficient grounds exist for a charge(s) to be preferred against such a Registered Person. The Council must furnish a charge sheet to the Registered Person concerned.

9.2 A charge sheet must inform the Registered Person charged of the details and nature of the charge, that he or she must in writing, admit or deny the charge(s), and that he or she may, together with the admission or denial submit a written explanation regarding the Improper Conduct with which he or she is charged, and of the period, which must be reasonable, within which his or her plea, if any, must be submitted to the Council. If a Registered Person charged admits that he or she is guilty of the charge(s), he or she is considered to have been found guilty of Improper Conduct as charged, after he or she has explained his or her conduct. The Council may impose a penalty on a Registered Person who has admitted guilt in terms of the above.

9.3 The delegation of functions specified above is articulated as follows:

9.3.1 The responsibility of the Council to issue a charge sheet to a Registered Person and to solicit a written explanation from the Registered Person is hereby delegated to the Pro forma Complainant.

9.3.2 The referral of a matter to the Investigation Committee for investigation is delegated to the Improper Conduct Business Unit Manager.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

9.3.3 After considering a report from the Investigating Committee, the matter will be tabled in the subsequent sitting of the Council. The resolution of the Council will be communicated in writing to the Complainant and the Registered Person.

9.3.4 If the Council resolves that insufficient grounds exist to charge the registered person with Improper Conduct, the matter will be closed. If a matter is closed, the Complainant and the Registered Person will be notified in writing. A council resolution not to prefer charges is subject to appeal to the Council for the Built Environment (the CBE) in terms of Section 35 of the Act, and the complainant should be notified of this right accordingly.

9.3.5 It is important to note that the Council's decision to prefer charge(s) does not constitute a final administrative action. Therefore, it does not fall within the scope of appeal as provided under the Act. A decision becomes final and subject to appeal only after the Disciplinary Hearing.

9.4 The Complainant must take notice of the provisions of Section 35 of the Act which reads as follows, any member of the public whose interests and rights are affected by a decision made by the Council may within thirty Days from that person becoming aware of the decision, request the Council in writing to furnish him or her in writing with its reasons for that decision. Within ninety Days from the date on which the Council furnished him or her with its reasons for that decision and after giving notice to the Council, the above-mentioned person may appeal to the CBE against that decision in terms of Section 21 of the Council for the Built Environment Act.

9.5 The above-mentioned person may, after giving notice to the Council or the CBE, as the case may be, lodge a notice of appeal with the registrar of the appropriate High Court within one Month from the date of the decision of the Council or the CBE.

9.6 Should the Council resolve that the Registered Person must be charged, a Pro Forma Complainant will be appointed.

9.7 Pro Forma Complainants shall be suitably qualified, experienced, and independent, with appointments limited to those on the ECSA database or within the prescripts of the ECSA procurement processes.

9.8 The Complainant and Registered Person will be informed of the individual who has been appointed as the Pro Forma Complainant.

9.9 The Pro Forma Complainant must furnish a charge sheet to the Registered Person concerned.

9.10 A charge sheet must inform the Registered Person of the details and nature of the charge(s), that he or she must, in writing, admit or deny the charge(s), that he or she may, together with the admission or denial, submit a written explanation regarding the Improper Conduct with which he or she is charged, and of the period, which must be reasonable, within which his or her plea must be submitted to the Council.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

9.11 After receipt of the charge sheet, the Registered Person has the opportunity to request further particulars to the charge sheet, in the prescribed format.

9.12 The Pro Forma Complainant must furnish his or her written reply to a request for the furnishing of further particulars to the Registered Person.

9.13 If a Registered Person admits that he or she is guilty of the charge(s), he or she is considered to have been found guilty of Improper Conduct as charged, after he or she has explained his or her conduct, and the Council may impose a sentence.

9.14 The acquittal or the conviction of a Registered Person by a court of law on a criminal charge(s) is not a bar to proceedings against him or her under the Act on a charge(s) of Improper Conduct, even if the facts stated in the charge(s) of Improper Conduct would if proved, constitute the offence stated in the criminal charge(s) on which he or she was acquitted or convicted or any other offence of which he or she might have been acquitted or convicted at his or her trial on the criminal charge(s).

9.15 A Registered Person desirous to plead guilty in terms of Section 29(4) of the Act may enter into a plea agreement with the Pro Forma Complainant.

9.16 If a Registered Person charged admits that he or she is guilty of the charge(s), he or she is considered to have been found guilty of Improper Conduct as charged after he or she has explained his or her conduct. If this explanation of the Registered Person provides reasonable doubt of whether the Registered Person is indeed guilty of the Improper Conduct they have been charged with, the Disciplinary Tribunal may reject the plea of guilty and enter a plea of not guilty on behalf of the Registered Person.

9.17 After a plea agreement is reached with the Pro Forma Complainant, a Disciplinary Tribunal will be appointed to hear arguments that either mitigate or aggravate the Sanction. Both the Pro Forma Complainant, representing the Council, and the Registered Person have the option to call witnesses to present evidence that may influence the severity of the sentence. The decision rendered by the Disciplinary Tribunal will be recognized as a decision made by the Council, in accordance with Section 29(4)(b).

9.18 If the Registered Person fails, in writing, to plead to the charge(s), or denies the charge(s) in writing, the Registered Person will be deemed to have denied the charge(s) and entered a plea of not guilty.

9.19 The Pro Forma Complainant may at any time after a charge sheet is furnished to the Registered Person but before the matter is set down for hearing, amend such a charge(s). Amendments may include, but are not limited to errors in formulation or articulation as well as the addition or deletion of charges.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

9.20 The amendments shall be affected by furnishing an amended charge sheet to the Registered Person and the provisions relating to Section 29(3) and (4) articulated above shall apply with the necessary changes after receipt of an amended charge sheet by the Registered Person, even of the Registered Person has pleaded guilty to the original charge sheet, except that the amended plea must be filed within the stipulated period.

10. APPOINTMENT OF A DISCIPLINARY TRIBUNAL

10.1 In terms of Section 30, the Council must appoint a Disciplinary Tribunal to hear a charge(s) of Improper Conduct if a person charged denies the charge(s) or fails to comply with Section 29(3)(b). The Disciplinary Tribunal must consist of at least one person who specializes in the professional field concerning the charge(s), a professional who has appropriate experience, and a person qualified in law and who has appropriate experience.

10.2 The authority of the Council to appoint a Disciplinary Tribunal is hereby delegated to the Executive: Improper Conduct.

10.3 Disciplinary Tribunal Members shall be suitably qualified, experienced, and independent, with appointments limited to those on the ECSA database or within the prescripts of the ECSA procurement processes.

10.4 The Disciplinary Tribunal, on good cause shown and in the interest of justice, may condone any departure from these Rules on the condition that such departure is not prohibited by the Act and is in accordance with the provisions of the Promotion of Administrative Justice Act 3 of 2000 (PAJA).

10.5 Unless a departure from these Rules is formally raised at the Disciplinary Hearing, it shall not be necessary for the Disciplinary Tribunal to formally condone such a departure, and such departure shall not invalidate any action or decision taken, or purportedly taken under these Rules.

10.6 The Disciplinary Tribunal is not obligated to adhere to the strict rules of evidence that are enforced in courtrooms during its administrative decision-making process but must adhere to the provisions of PAJA.

10.7 Should a member of the Disciplinary Tribunal pass away or become incapacitated for any reason at any point during the Disciplinary Hearing, a new member with similar attributes must be appointed as a replacement. The replacement member must be provided with a transcript of the proceedings up to that stage. The Chairperson of the Disciplinary Tribunal may order the recall of a witness or witnesses at the request of the replacement member.

10.8 If more than one member of the Disciplinary passes away or becomes incapacitated, a new Disciplinary Tribunal will be constituted to hear the matter de novo. Consequently, all proceedings conducted before the formation of the new Disciplinary Tribunal must be revisited, and any decisions rendered by the original Disciplinary Tribunal will not hold any authority over the proceedings of the newly established Disciplinary Tribunal.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

11. THE DISCIPLINARY HEARING

11.1 Section 31 of the Act reads as follows: "*The Disciplinary Hearing must be conducted by the Disciplinary Tribunal. The Disciplinary Tribunal may, for the purposes of this Section, appoint a person to assist it in the performance of its functions.*"

11.2 The Disciplinary Tribunal may, for the purposes of a Disciplinary Hearing, Subpoena any person who in its opinion may be able to give material information concerning the subject of the Disciplinary Hearing, or who it suspects or believes has in his or her possession or custody or under his or her control any book, document or object which has any bearing on the matter before the Disciplinary Hearing, to appear before the Disciplinary Tribunal at the time and place specified in the Subpoena, to be questioned or to produce a book, document or object. A Subpoena issued must be in the prescribed form, be signed by the Chairperson of the Disciplinary Tribunal or, in his or her absence, any member of the Disciplinary Tribunal; and be served on the Person concerned personally by sending it by registered mail and/or served by way of the Sheriff of the Court.

11.3 A witness subpoenaed by the Disciplinary Tribunal must note that the following conduct amounts to a criminal offence:

11.3.1 A witness who has been subpoenaed may not, without sufficient cause, fail to attend the hearing at the time and place specified in the subpoena;

11.3.2 refuse to be sworn in or to be affirmed as a witness;

11.3.3 without sufficient cause, fail to answer fully and satisfactorily to the best of his or her knowledge to all questions lawfully put to him or her; or

11.3.4 fail to produce any book, document, or object in his or her possession or custody or under his or her control which he or she has been required to produce.

11.4 A witness who has been subpoenaed must remain in attendance until excused by the chairperson of the disciplinary Tribunal.

11.5 A witness may not, after having been sworn in or having been affirmed as a witness, give a false statement on any matter, knowing that answer or statement to be false.

11.6 A person may not prevent another person from complying with a subpoena or from giving evidence or producing a book, document, or object which he or she is, in terms of this section, required to give or produce.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

11.7 The Disciplinary Tribunal may retain a book, document, or object produced for the duration of the Disciplinary Hearing. The Chairperson of the Disciplinary Tribunal may call upon and administer an Oath to, or take an affirmation from, any witness at the Disciplinary Hearing who was subpoenaed.

11.8 At a Disciplinary Hearing the Registered Person charged may personally be present at the Disciplinary Hearing of the proceedings and may be assisted or represented by another person in conducting the proceedings has the right to be heard may call witnesses, may cross-examine any person called as a witness in support of the charge(s) and may have access to Documents produced in evidence; may admit at any time before conviction that he or she is guilty of the charge(s) despite the fact that he or she denied the charge(s) or failed to react in terms of Section 29(3)(b) or (c), may, in the case where he or she makes an admission, be deemed to be guilty of Improper Conduct as charged.

11.9 The Pro Forma Complainant may, during a Disciplinary Hearing, lead evidence and advance arguments in support of the charge(s) and cross-examine witnesses, question any person who was Subpoenaed, or call anyone to give evidence or to produce any book, document or object in his or her possession or custody or ‘under his & her control which the Pro Forma Complainant suspects or believes to have a bearing on the subject of the Disciplinary Hearing.

11.10 A witness who has been subpoenaed may not without sufficient cause, fail to attend the Disciplinary Hearing at the time and place specified in the Subpoena, refuse to be sworn in or to be affirmed as a witness without sufficient cause, fail to answer fully and satisfactorily to the best of his or her knowledge to all questions lawfully put to him or her, or fail to produce any book, document or object in his or her possession or custody or under his or her control which he or she has been required to produce.

11.11 A witness who has been subpoenaed must remain in attendance until excused by the Chairperson of the Disciplinary Tribunal from further attendance. A witness who has been subpoenaed may request that the names of the Members of the Disciplinary Tribunal be made available to him or her.

11.12 The law relating to privilege, as applicable to a witness Subpoenaed to give evidence or to produce a book, document, or object in a civil trial before a court of law may, with the necessary changes, apply in relation to the examination of, or the production of any book, document or object at the Disciplinary Tribunal by, any person called in terms of this section as a witness. A witness may not, after having been sworn in or having been affirmed as a witness, give a false statement on any matter, knowing that answer or statement to be false.

11.13 A person may not prevent another person from complying with a Subpoena or from giving evidence or producing a book, document, or object which he or she is in terms of this section, required to give or produce. The record of evidence which has a bearing on the charge(s) before the Disciplinary Tribunal, and which was presented before any commission which investigated an event or conduct is admissible without further evidence being led if the record is accompanied by a certificate from the

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the “original” stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

Chairperson, and the certificate certifies that the Investigation was lawful, reasonable and conducted procedurally fairly.

11.14 If the Improper Conduct with which the Registered Person is charged amounts to an offence of which he or she has been convicted by a court of law, a certified copy of the record of his or her trial and conviction by that court is, on the identification of the Registered Person as the person referred to in the record, sufficient proof of the commission by him or her of that offence, unless the conviction has been set aside by a superior court.

11.15 The person appointed by the Disciplinary Tribunal to assist it in the performance of its functions is referred to as the Pro Forma Complainant, and the appointment of the Pro Forma Complainant is delegated as per the provisions of these Rules.

Pre-Hearing Meeting

11.16 To streamline the Disciplinary Hearing, the Pro Forma Complainant is tasked with arranging a Pre-Hearing Meeting. This meeting, aimed at identifying and narrowing down the disputed issues, requires the participation of the Registered Person or their Representative.

11.17 A Pre-Hearing Meeting notice must be prepared by the Pro Forma Complainant and delivered to the Registered Person.

11.18 The Pre-Hearing meeting shall focus on: -

11.18.1 Formulating and simplifying the issues and disputes and eliminating frivolous defences.

11.18.2 The Registered Person must indicate the exceptions and/or objections (including an objection to the power or mandate of the Disciplinary Tribunal to hear the matter and/or points *in limine* he or she intends to raise.

11.18.3 Obtaining admissions and/or stipulations about facts and/or Documents to avoid the leading of evidence as to the proof thereof at the Disciplinary Hearing.

11.18.4 Presentation and/or admissibility of any documentation, reports, notes, photographs, and/or other exhibits which either party intends to use during the Disciplinary Hearing.

11.18.5 Identify witnesses who may be called upon during the Disciplinary Hearing.

11.18.6 Addressing any additional concerns deemed relevant by either party.

11.18.7 Documenting the proceedings of the Pre-Hearing Meeting through a recital, which should be endorsed by both parties and then submitted to ECSA for forwarding to the Disciplinary Tribunal Members.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

The Disciplinary Hearing Bundle

11.19 After the Registered Person, in writing, admitting or denying the charge(s) against him or her, or after the lapse of time prescribed for the Registered Person to do so, a Notice of Set down together with the Disciplinary Hearing Bundle shall be served in terms of these Rules.

11.20 The scheduling of the set down date falls exclusively under the purview of ECSA.

11.21 The Notice of Set Down, as included in the Disciplinary Hearing Bundle, must be remitted timeously.

11.22 All evidence intended to be used by the Pro Forma Complainant and the Registered Person must be disclosed and forwarded to ECSA unless otherwise provided for in these Rules, within the prescribed period of the Registered Person failing, in writing, in admitting or denying the charge(s) against him or her, or within the prescribed period within which the Registered Person, in writing, admits or denies the charge(s) against him or her.

11.23 Should either the Pro Forma Complainant or the Registered Person decide to present new evidence after the period specified has passed, they are required to submit a request to the Chairperson during the Disciplinary Hearing. The Chairperson will then determine whether this new evidence is permissible for inclusion in the Disciplinary Hearing record.

11.24 Introduction of new evidence or documents is prohibited once both parties have concluded their case presentations, and the Disciplinary Hearing has advanced to the stage of closing arguments, unless the Chairperson decides to allow it.

11.25 The Pro Forma Complainant is responsible for compiling a Disciplinary Hearing Bundle and ensuring it is delivered to the Registered Person, the Complainant, Disciplinary Tribunal Members, and Expert witnesses. A copy, or relevant portions thereof, must also be distributed by the Pro Forma Complainant to any other individuals the Pro Forma Complainant deemed essential to receive this information for the disciplinary hearing.

11.26 If the Registered Person does not inform the Council in writing of their intention to attend the Disciplinary Hearing within the prescribed period of receiving the Notice of Set Down, the Disciplinary Hearing will proceed via remote means. This arrangement does not necessitate physical attendance by the Disciplinary Tribunal Member(s), or any other party required at the Disciplinary Hearing.

11.27 The Disciplinary Hearing Bundle must include all relevant annexures to these Rules, any plea and/or documents, books, records, notes, photographs, and/or submissions by the Council and the Registered Person, and any other Documents that may be deemed necessary, including but not limited to: -

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

11.27.1 The Notice of Set Down.

11.27.2 The Investigation Report and Supplementary Investigation reports, if any.

11.27.3 The initial response, if any, by the Registered Person to the complaint.

11.27.4 The resolution by the Council to prefer charge(s) against the Registered Person.

11.27.5 The Charge Sheet.

11.27.6 Any pleas or written explanations by the Registered Person.

11.27.7 List of witnesses (es), including Expert notices and Expert summaries.

11.27.8 List of documents to be produced at the Disciplinary Hearing.

11.27.9 A copy of these Rules.

11.27.10 A copy of the Code of Conduct and/or Code of Practice and/or the Identification of Engineering Work.

11.27.11 Subpoenas issued by the Disciplinary Tribunal.

11.27.12 A copy of the Act.

Heads of Arguments

11.28 Within the prescribed period and before the Disciplinary Hearing date, both the Pro Forma Complainant and the Registered Person must submit their Heads of Argument, limited to a maximum of five typed pages (Arial font, font size 11). The Heads of Argument are intended to provide a concise, structured presentation of each party's legal and factual assertions, helping to clarify the issues at hand.

Overview of the duties and responsibilities of the role players in a Disciplinary Hearing

11.29 **The Chairperson.** The Chairperson oversees the Disciplinary Hearing, ensuring that it proceeds in an orderly and structured manner and is conducted in accordance with the provisions of PAJA. This includes opening and closing the Disciplinary Hearing, maintaining decorum, and ensuring that the Disciplinary Hearing adheres to scheduled times. A fundamental duty is to oversee that the Disciplinary Hearing is conducted impartially, allowing an equal opportunity to present the respective cases, including evidence, witnesses, and arguments.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

11.30 The Chairperson directs the flow of the Disciplinary Hearing, deciding on the admissibility of evidence, the relevance of arguments, and the order in which witnesses are called and examined. They may also need to make rulings on procedural issues, such as objections raised by either party. The Chairperson acts as the facilitator of communication between the parties, witnesses, and the Disciplinary Tribunal. They ensure that questions are asked and answered in a manner that is respectful and conducive.

11.31 The Chairperson is responsible for communicating the Disciplinary Tribunal's decision to the parties involved, reading out the Remote Hearing Protocol, reading out the charge(s) and requesting the Registered Person to plead to the charge(s), which Plea must be recorded, administer an Oath and/or affirmation to any witness summoned to provide evidence to the Disciplinary Tribunal, to provide a certificate in terms of Section 31(9) of the Act and inform the Registered Person of his or her right to appeal against the decision of a Disciplinary Tribunal as provided for in these Rules.

11.32 Upon the request of the Pro Forma Complainant, or a Registered Person, a Disciplinary Tribunal may issue or consider such a request to issue Subpoena/s, summoning a person/s to attend the Disciplinary Hearing as a witness to provide oral evidence and/or to produce any book, record, and/or Documents.

11.33 **The Pro Forma Complainant.** He/she is responsible for presenting the case against the Registered Person, assuming the role of the Council in presenting the matter, including outlining the alleged or suspected Improper Conduct and providing evidence to support these allegations. Preparing and submitting the necessary documentation in terms of these Rules. Leading evidence and advancing arguments in support of the charge(s). Cross-examining witnesses. Questioning any person who was subpoenaed. Calling anyone, including the Registered Person, to give evidence or to produce any book, document, or object in his or her possession or custody or under his or her control which the Pro Forma Complainant suspects or believes to have a bearing on the subject of the Disciplinary Hearing. Making legal and factual submissions to the Disciplinary Tribunal, arguing why the evidence presented supports a finding of Improper Conduct, and preparing and presenting factors in aggravation of sentence. Drafting and submitting/presenting verbal and/or written closing arguments.

11.34 **Expert Witness(es).** ECSA and the Registered Person are entitled to appoint and call expert witnesses. If the Registered Person appoints and calls expert witnesses, it shall be at his or her own expense. In the event of a party intending to appoint an expert witness, such a party is required to provide the other party notice of their intention to call an expert witness and provide a summary of such expert evidence.

11.35 **The Improper Conduct Business Unit.** The Improper Conduct Business Unit is responsible for the case management of Disciplinary Hearings, which entails overseeing the entire process as outlined by the Act and these Rules. This includes organizing and facilitating Disciplinary Hearings, ensuring all participants are well-informed, and that the process is scheduled properly.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

11.36 The Improper Conduct Business Unit also maintains detailed and confidential records of the disciplinary proceedings, oversees the welfare of all parties involved, and ensures matters of Improper Conduct are managed with professionalism. Although the Improper Conduct Business Unit facilitates the application of these Rules, it does not offer legal advice or interpretations of the law.

11.37 **The Registered Person.** The Registered Person's responsibilities encompass but are not limited to adhering to the specified Rules and the Act. Preparing for and attending the Disciplinary Hearing as mandated by ECSA or under directives from the Disciplinary Tribunal, he/she is entitled to be present at the Disciplinary Hearing, may seek assistance or representation, and have the right to voice his / her perspective. In terms of these Rules, Subpoena witnesses, question any witness, and access evidence Documents. Additionally, he/she can concede guilt at any stage before conviction and is expected to prepare and deliver closing arguments. The Registered Person must maintain professionalism and complying with the Disciplinary Hearing's outcome.

Subpoenas

11.38 The issuing of a subpoena for a witness to attend a Disciplinary Hearing contemplated in Section 31(3) of the Act must be in the prescribed form.

11.39 The Disciplinary Tribunal, may, for the purposes of a Disciplinary Hearing, subpoena any person upon the request of a party to the proceedings, alternatively upon its own volition who in its opinion may be able to give material information concerning the subject of the Disciplinary Hearing, who it suspects or believes has in his or her possession or custody or under his or her control information or a document, photograph, computer record, contract, book, item, article, administrative or financial record, computer data, audio and/or video recording relevant to the Complaint which has any bearing on the subject of the Disciplinary Hearing, and/or to appear before the Disciplinary Tribunal at the time and place specified in the subpoena to be questioned or to produce any of the items referred to hereinabove.

11.40 The person so Subpoenaed must make available for the Disciplinary Hearing and/or for inspection by any party and may be requested to produce same, any such document, photograph, computer record, contract, book, item, article, administrative or financial record, computer data, audio and/or video recording relevant to the Complaint which has any bearing on the subject of the Disciplinary Hearing.

11.41 The Disciplinary Tribunal may retain a book, document, or object produced for the duration of the Disciplinary Hearing.

11.42 A subpoena issued must be in the prescribed form, be signed by the Chairperson of the Disciplinary Tribunal or, in his or her absence, any member of the Disciplinary Tribunal, and be served on the person concerned.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

11.43 A witness who has been subpoenaed may not without sufficient cause, fail to attend the Disciplinary Hearing at the time and place set out in the subpoena, refuse to be sworn in or to be affirmed as a witness, without sufficient cause, fail to answer fully and satisfactorily to the best of his or her knowledge to all questions lawfully put to him or her, or fail to produce any book document or object in his or her possession or custody or under his or her control which he or she has been required to produce.

11.44 A witness who has been subpoenaed must remain in attendance until excused by the Chairperson of the Disciplinary Tribunal.

11.45 The law relating to privilege, as applicable to a witness Subpoenaed to give evidence or to produce a book, document, or object in a civil trial before a court of law may, with the necessary changes, apply in relation to the examination of, or the production of any book, document or object to the Disciplinary Tribunal by, any person called as a witness.

11.46 A witness may not, after having been sworn in or having been affirmed as a witness, give a false statement on any matter, knowing that answer or statement to be false.

11.47 A person may not prevent another person from complying with a Subpoena or from giving evidence or producing a book, document, or object which he or she is required to give or produce.

11.48 A person contravening Section 31(8)(a), (b), (e), or (f) is guilty of an offence as prescribed in terms of Section 41(1) of the Act.

Admission in terms of Section 32 of the Act

11.49 A Registered Person may admit that he/she is guilty of the charge/s at any time after receipt of the charge sheet and before conviction, despite the fact that he or she denied the charge(s) or failed to react to the charge(s) in terms of the Act.

11.50 Upon receipt of a plea of guilty, and /or an admission of guilt, the Chairperson may decide whether to hear further evidence relating to the charge(s) of Improper Conduct or dispense with the hearing of such evidence on the charge(s) to which the Registered Person has pleaded guilty and/or admitted that he/she is guilty. However, arguments in mitigation and aggravation of the Sanction may not be dispensed with.

11.51 If a Registered Person pleads guilty, or admits guilt due consideration shall be given to, inter alia, the following factors:- the nature and circumstances of the transgression, personal circumstances of the Registered Person, whether the Registered Person is represented or whether he/she is representing him/herself, whether the Registered Person has been found guilty of any similar transgressions in the past, the interest of the public, remedial work done and/or required to rectify or remedy the condition caused by the Registered Person conduct, and/or any other relevant considerations.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

11.52 Plea agreements must be in writing and signed by the Pro Forma Complainant and the Registered Person or his or her Representative.

11.53 If a Registered Person charged admits that he or she is guilty of the charge, he or she is considered to have been found guilty of Improper Conduct as charged, after he or she has explained the nature of his or her conduct.

11.54 The Disciplinary Tribunal must consider and accept or reject a plea agreement entered into.

11.55 If the plea agreement is accepted, the Council may, subject to Section 32(2), impose a Sanction contemplated in terms of Section 32(3)(a).

11.56 The charge(s) that the Registered Person has not pleaded guilty to will then form the only subject of an Investigation and/or Disciplinary Hearing, as the case may be, against the Registered Person and follow the full disciplinary processes outlined in these Rules.

11.57 If the Plea Agreement is rejected, the matter shall be referred to a different Disciplinary Hearing as if the Registered Person had pleaded not guilty.

11.58 Should the Registered Person fail to attend the Disciplinary Hearing without good cause having been served with the Notice of Set Down, the Disciplinary Tribunal may proceed to hear evidence and argument in the absence of the Registered Person.

11.59 The Chairperson of a Disciplinary Tribunal shall, subject to Sections 31 and 32 of the Act, and having regard to the seriousness, complexity, and urgency of the charge(s), determine the procedure to be followed at the Disciplinary Hearing before it, after hearing both sides.

11.60 The Registered Person or his or her Representative, if present, shall then be asked by the Chairperson to plead guilty or not guilty to the charges preferred against him or her. Provided that if, before the commencement of the Disciplinary Hearing, the Registered Person has pleaded guilty, such plea of guilty may be entered as a plea in his or her absence for those charge(s) the Registered Person has pleaded guilty to.

11.61 If the Registered Person pleads not guilty, the Disciplinary Tribunal shall proceed to hear evidence pertaining to the preferred charge(s).

11.62 If the Registered Person, subsequent to the commencement of the Disciplinary Hearing, pleads guilty during the course thereof, the Disciplinary Tribunal shall decide whether or not any evidence should be led regarding the charge(s).

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

11.63 If the Registered Person refuses or fails to plead directly to the preferred charge(s), or if the Registered Person is absent and the Notice of Set Down has been served on or forwarded to him or her as prescribed and he or she has not informed the Chairperson or Pro Forma Complainant, in writing, that he or she pleads guilty, the Chairperson shall make a note of such fact and enter a plea of not guilty on behalf of the Registered Person, and a plea thus entered shall have the same effect as if it had been so pleaded.

11.64 If the Registered Person is absent and the Notice of Set Down has been served on him or her and he or she has informed the Chairperson, through the Pro Forma Complainant, in writing, that he or she pleads guilty, the Chairperson shall make a note of such fact and enter a plea of guilty on behalf of the Registered Person, and a plea thus entered shall have the same effect as if it had been so pleaded.

12. CONDUCTING OF THE DISCIPLINARY HEARING

12.1 The following outlines the procedural guidelines for conducting a Disciplinary Hearing, which may be adapted as per the discretion of the Chairperson.

12.2 The Chairperson of the Disciplinary Tribunal shall: -

12.2.1 Open the Disciplinary Hearing, introduce themselves and all parties present, and outline the Disciplinary Hearing's purpose and procedure to ensure everyone understands the process.

12.2.2 Record attendance.

12.2.3 Establish the designation and capacity of each attendee. Record the remote hearing protocol.

12.2.4 Confirm the recording of proceedings.

12.2.5 Confirm that the Registered Person was properly notified of the nature of the charge(s) preferred against him or her and record that confirmation.

12.2.6 Confirm that the Registered Person has had sufficient opportunity to prepare his or her case and record that confirmation.

12.2.7 Confirm that the Registered Person has been informed of his or her right to representation.

12.2.8 Confirm that the Registered Person is satisfied with the interpreter (if the services of the same were previously requested).

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

12.2.9 Inform all attendees of the necessity to direct any question/query via the Chairperson as and when the opportunity and/or need arises, and any other procedural aspects of decorum during the Disciplinary Hearing.

12.2.10 Read the charge sheet to the Registered Person and ensure that the charge(s) are understood.

12.2.11 Call upon the Registered Person to plead to the charge(s) and formally record the plea.

12.2.12 Call for the presentation of the opening statement by the Pro forma Complainant and thereafter the Registered Person.

12.2.13 Call upon the Pro Forma Complainant to present the case against the Registered Person.

12.2.14 Call upon the Pro forma Complainant to call witnesses, including Expert witnesses.

12.2.15 Call Upon the Registered Person to cross-examine the Pro Forma Complainant's witnesses.

12.2.16 Call upon the Pro Forma Complainant to re-examine their witnesses. Provide the Disciplinary Tribunal Members with an opportunity to address any clarifying questions to any witnesses called by the Pro Forma Complainant and/or address any clarifying questions concerning the Pro Forma Complainant's case.

12.2.17 Call upon the Registered Person to present the case against the charge(s) preferred against him or her.

12.2.18 Call upon the Registered Person to call witnesses, including Expert witnesses. Call upon the Pro Forma Complainant to cross-examine the Registered Person's witnesses.

12.2.19 Call upon the Registered Person to re-examine their witnesses.

12.2.20 Provide the Disciplinary Tribunal Members with an opportunity to address any clarifying questions to any witnesses called by the Registered Person and/or to address any clarifying questions concerning the Registered Person's case.

12.2.21 Call upon and administer an Oath to, or take an affirmation from, any witness giving evidence at the Disciplinary Hearing, whether he or she was Subpoenaed or not.

12.2.22 Request any witness who has not yet given evidence to leave the Disciplinary Hearing and to remain in attendance until called upon to give evidence.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

12.3 When all the evidence has been heard, the Pro Forma Complainant and the Registered Person will present their closing arguments as directed by the Chairperson. The arguments will cover issues of fact and/or law but will not speak to mitigating and/or aggravating factors in respect of Sanction. The Disciplinary Hearing may be postponed by the Chairperson to afford the Parties an adequate opportunity to present closing arguments.

12.4 The Pro Forma Complainant shall be allowed to address the Disciplinary Tribunal on the evidence presented and any relevant legal precepts that may have arisen in regard thereto.

12.5 All verbal evidence shall be given under Oath or on affirmation, and the Disciplinary Tribunal may decline to admit as evidence a document where the person who gives evidence regarding the document is not present to be cross-examined or who declines to submit thereto.

12.6 The record of evidence that has a bearing on the charge before the Disciplinary Tribunal, and which was presented before any commission that investigated an event or conduct is admissible without further evidence being led if the record is accompanied by a certificate from the Chairperson, and the certificate certifies that the Investigation was lawful, reasonable and procedurally fair.

12.7 A statement that a Complainant or witness, not present in person, makes in support of a Complaint shall be in the form of an Affidavit, but the Registered Person may object to the submission of such evidence if he or she is not allowed to cross-examine such witness. Provided that, where such statement or complaint is based on the record of a lawfully constituted court proceeding, a copy of such record shall be accepted as prima facie evidence if it has been certified to be a true copy or if acceptance thereof has been agreed to by the Pro Forma Complainant and the Registered Person.

12.8 If practicable and to satisfy the precepts of equity and /or fairness, the Disciplinary Tribunal may postpone the Disciplinary Hearing to Subpoena, for purposes of cross-examination of any witnesses whose evidence appears before the Disciplinary Hearing.

12.9 Should a Complainant not be subpoenaed as a witness, he or she may be granted the opportunity to address the Disciplinary Tribunal, but his or her witness(es) must be permitted to be tested by the Registered Person via cross-examination.

12.10 If the Disciplinary Tribunal deems it advisable that further evidence be adduced to enable it to arrive at a just and equitable decision, it may call further witnesses as it deems fit and may allow further evidence to be led either by the Pro Forma Complainant or the Registered Person or his or her Representative, or by both Parties, even after they have attended to close their respective cases.

12.11 In the event of the Improper Conduct with which the Registered Person has been charged arises from the same incident and/or circumstances in terms of which he or she has been convicted by a court of law, a Certified Copy of the record of his or her trial and conviction by that court is, on confirmation of the identification of the Registered Personas being the person referred to in the record, sufficient proof

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

of the commission by him or her of that offence, unless the conviction has been set aside by a superior court.

13. PROCEEDINGS AFTER THE DISCIPLINARY HEARING

13.1 Section 32 of the Act reads as follows, after the conclusion of the Disciplinary Hearing the Disciplinary Tribunal must within thirty Days decide whether the Registered Person charged is guilty of Improper Conduct take, cognizance of any aggravating or mitigating circumstances, inform the Registered Person charged and the Council of the finding, and inform the Registered Person of his or her right of appeal in terms of Section 33.

13.2 The Chairperson may, subsequent to deliberation with Tribunal Members, adjourn the hearing to afford the Pro Forma Complainant and the Registered Person an opportunity to prepare arguments in aggravation and mitigation of sentence, respectively.

13.3 The Registered Person found guilty of Improper Conduct in terms of this Section may then address the Disciplinary Tribunal in mitigation of sentence to be imposed and call witnesses to give evidence on his or her behalf in mitigation of the sentence. If the Registered Person charged is found guilty of Improper Conduct, or if he or she admits that he or she is guilty of the charge the Disciplinary Tribunal must either caution or reprimand the Registered Person, impose on him or her a fine not exceeding the amount calculated according to the ratio for one-year imprisonment determined in terms of the Adjustment of Fines Act 101 of 1991, suspend the registration of the Registered Person concerned for a period not exceeding one year, or cancel the registration of the Registered Person concerned and remove his or her name from the register.

13.4 The Disciplinary Tribunal may impose under more than one of the prescribed Sanctions and/or a combination thereof. At the conclusion of the Disciplinary Hearing, the Disciplinary Tribunal must notify the Council of its findings.

13.5 The Council must publish the findings and the Sanction imposed in the Gazette. The Council must give effect to the decision of the Disciplinary Tribunal.

13.6 The following functions mentioned above are delegated as follows: -

13.6.1 The Disciplinary Tribunal's function to notify the Council of its finding is delegated to the Improper Conduct and Enforcement Executive.

13.6.2 The Council's function to publish the finding and the Sanction imposed is delegated to the Improper Conduct Business Unit Manager.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

13.6.3 The Council's function to give effect to the decision of the Disciplinary Tribunal is delegated to the Improper Conduct Business Unit Manager.

13.7 After the conclusion of the Disciplinary Hearing the Disciplinary Tribunal must, within thirty Days, decide whether the Registered Person charged is guilty of Improper Conduct take cognizance of any aggravating or mitigating circumstances, inform the Registered Person charged and the Council of the finding, and inform the Registered Person of his or her right of appeal in terms of Section 33.

13.8 Unless otherwise directed, the Disciplinary Tribunal must, via the Improper Conduct Business Manager, inform the Registered Person and the Pro Forma Complainant of the date, time, and place for the hearing of arguments in mitigation and/or aggravation of sentence, if it is not possible for the same to be presented on the day on which the Disciplinary Hearing is concluded, alternatively allow the parties to present such arguments in writing.

13.9 The Chairperson should record clearly and precisely the findings of the Disciplinary Tribunal and indicate the reasons for arriving at such findings in respect of each charge.

13.10 The Pro Forma Complainant shall address the Disciplinary Tribunal in aggravation of sentence and call witnesses to evidence if necessary. In addition, the Pro Forma Complainant shall adduce evidence of previous convictions.

13.11 If any such convictions have been recorded previously against the Registered Person, proof of previous convictions under the Act shall be adduced by means of a certificate to be issued under the hand of the Chairperson of that forum.

13.12 Such a certificate shall specify the complaint brought against the Registered Person at the time, as well as the finding, the date thereof, and the Sanction imposed.

13.13 The Chairperson shall afford the Pro Forma Complainant the opportunity to make a representation concerning the imposition of a suitable Sanction.

14. SANCTION

14.1 When imposing a Sanction, the Disciplinary Tribunal will consider mitigating and aggravating circumstances, balancing them together with the interests of society and the engineering profession to arrive at an appropriate Sanction.

14.2 As part of ECSA's broader regulatory strategy, the Council delegates to the Disciplinary Tribunal the power to, where appropriate, impose rehabilitative and monitoring measures as part of the Disciplinary Tribunal's sanctioning powers. This may include requiring the Registered Person found guilty of improper conduct to undergo ethics training, mentorship, periodic reporting, or independent reviews,

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

amongst others. These interventions are intended to support reform, enhance professional conduct, and reduce the risk of future non-compliance.

14.3 In Disciplinary Hearings, when it comes to the mitigation and aggravation of Sanctions, several factors are considered to ensure that any disciplinary action taken is fair, appropriate, and proportional to the conduct in question. The Disciplinary Tribunal may take into account, amongst others: -

14.3.1 An absence of previous Improper Conduct suggests the Improper Conduct was out of character.

14.3.2 An early admission of Improper Conduct can indicate remorse and a willingness to take responsibility for one's actions, and genuine expressions of regret and understanding of the impact of one's actions can be mitigated.

14.3.3 Steps already taken by the Registered Person to rectify the damage caused by their actions or to improve their behaviour can be considered.

14.3.4 Personal circumstances, such as personal or family difficulties, health issues, or other stressors that may have contributed to the Improper Conduct.

14.3.5 Length of registration status with ECSA can be a mitigating factor, especially if the Improper Conduct is an isolated incident.

14.4 If the Registered Person acted under duress, this could reduce the severity of the Sanction. The more serious the breach of policy or conduct, the more severe the Sanction might be. Actions that were planned or premeditated can lead to harsher Sanctions.

14.5 A history of similar conduct or Improper Conduct suggests a pattern of behaviour and can aggravate the Sanction. The impact of the improper conduct of the Complainant, ECSA, the environment, the profession, and/or public interest must be taken into account. A failure to show genuine remorse or understand the impact of one's actions can lead to a harsher Sanction.

14.6 Attempts to conceal the Improper Conduct or lying during the Investigation can be considered as aggravating factors. If the Improper Conduct also constitutes a violation of law, it can be considered an aggravating factor. In deciding on Sanctions, the Disciplinary Tribunal aims to balance these factors to arrive at a decision that is just, equitable, and reflective of the seriousness of the Improper Conduct.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

15. HANDLING SPLIT DECISIONS IN DISCIPLINARY TRIBUNALS

15.1 The majority rule applies to decision-making. This means that if two of the three Members agree on a decision regarding the finding of the Disciplinary Tribunal and/or the sentence, the decision of the majority of Members stands as the Disciplinary Tribunal's decision.

15.2 In the event of initial disagreement, further deliberation is encouraged among the Disciplinary Tribunal Members to reach a consensus if possible. The Chairperson plays a pivotal role in facilitating these discussions, ensuring that all relevant aspects are thoroughly considered and that the decision is made based on the evidence, established facts, and applicable legal standards.

15.3 If, after further deliberation, a consensus cannot be reached, and a split decision remains, the decision shall be recorded to reflect the differing opinions. The Disciplinary Tribunal should document the majority decision as well as the dissenting opinion(s), including the reasons behind each position.

15.4 ECSA must give effect to the sentence imposed by the Disciplinary Tribunal and/or the Council in accordance with the Act and shall cause the publication of the finding and the Sanction imposed on a Registered Person in the Gazette (See Section 32(5) of the Act.) The content of the Gazette Notice will include the name and registration number of the Registered Person, the date of the Disciplinary Hearing, the charge(s), the finding of the Disciplinary Tribunal, and the Sanction imposed.

15.5 If a Registered Person found guilty of Improper Conduct lodges an appeal against a decision of the Disciplinary Tribunal, the decision of the Disciplinary Tribunal and the publication by the Council of the finding and the Sanction imposed on a Registered Person in the Gazette may not be put into effect before the Council or the CBE, or both have decided the appeal.

16. POSTPONEMENTS

16.1 The right to request a postponement upon reasonable grounds is acknowledged as a fair administrative process in terms of PAJA. The decision to grant or refuse a postponement should, however, be viewed as an indulgence requested from the Disciplinary Tribunal and not as a right and may not be readily granted, unless it is in the interest of justice to do so.

16.2 Some of the factors to be considered by the Disciplinary Tribunal are inter alia:

16.2.1 Any exceptional circumstances exist to allow the postponement.

16.2.2 Good cause has been shown by the applicant for postponement.

16.2.3 Whether the grounds for postponement forwarded by the applicant are complete and satisfactory.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

16.2.4 Whether a postponement will be prejudicial to any of the parties.

16.2.5 Whether the application is opposed and in the broader public interest.

16.2.6 Any previous delays/requests for postponement and the reasons for these.

16.3 The unavailability of a Registered Person to appear on the day of the Disciplinary Hearing will not afford a basis for a postponement.

16.4 The application for postponement must be in writing, and the evidence on which it is based must be set out. In the event of an application/request for a postponement, the Disciplinary Tribunal will be notified of the proposed application/request for postponement as well as the full reasons for it.

16.5 This is necessary for the Disciplinary Tribunal to decide whether it is appropriate for it to grant the Application (and this will depend on the grounds advanced, and the period until the date of the scheduled Disciplinary Hearing), or whether the postponement application should be heard in a sitting of the Disciplinary Tribunal. The Disciplinary Tribunal must, as soon as reasonably possible, consider the request for a postponement or direct such further action as may be necessary to consider the postponement.

16.6 Under no circumstances should it be assumed that a postponement will be, or has been, granted unless this is specifically communicated by ECSA in writing.

16.7 Registered Persons are cautioned against submitting vague and general sick notes in support of postponement applications. A sick note should indicate the capacity of the applicant to be present at the hearing and participate in proceedings.

16.8 A vague sick note will justify a requirement for the applicant to be present at the disciplinary hearing for the Disciplinary Tribunal to enquire into the applicant's capacity to participate in the proceedings. The medical practitioner who issued the sick note must be available to answer questions about the applicant's inability to attend and participate.

16.9 The Registered Person is also required to inform the doctor at the time of the consultation that he/she is expected to appear before a Disciplinary Tribunal during the period covered by the sick note, that the doctor will be required to provide evidence regarding the status of the Registered Person's health for the intended application for postponement and that the doctor has the Registered Person's consent to provide this evidence.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

16.10 It might be sufficient that the doctor is examined by telephone, but on occasion, it could be necessary for him or her to appear before the Disciplinary Tribunal in person to answer questions under Oath. The unavailability of the doctor to be questioned could prejudice the application.

17. COSTS

17.1 In terms of Section 12 of the Act, the Council may with regard to fees and charges, which are payable to the Council, determine any other fee or charge it considers necessary.

17.2 Council delegates its power to determine fees or charges in terms of Section 12(1)(i) of the Act related to wasted costs, as described below, to the Disciplinary Tribunal.

17.3 If the Registered Person, in the absence of good cause shown, does not attend proceedings as and when required by a Notice of Set Down or after the postponement of a matter that has commenced before a Disciplinary Tribunal, the Pro forma Complainant may apply to the Disciplinary Tribunal for an order for wasted costs to be granted against the Registered Person.

17.4 Wasted costs are the actual wasted costs incurred by ECSA, being the costs of the tribunal Members and Pro Forma Complainant and/or any other costs incurred in connection with the convening of the Disciplinary Hearing, because of the late request for a postponement and/or the absence of the Registered Person.

17.5 The above analysis will be subject to the precepts of truth, reasonableness, and fairness and made by the Disciplinary Tribunal after affording the Registered Person and the Pro Forma Complainant an opportunity to make representations to the Disciplinary Tribunal.

17.6 No person will be compensated for his or her time and/or expenses concerning the matter in the absence of an agreement with ECSA.

18. REMOTE HEARING PROTOCOL FOR DISCIPLINARY HEARINGS

18.1 The purpose of the Protocol is to outline the procedure that will be followed during the Disciplinary Hearings. The Protocol does not seek to alter any Rules in the management of Improper Conduct.

18.2 All authorized parties will be provided with a Microsoft Teams meeting link and are required to join the meeting fifteen minutes before the scheduled start time.

18.3 Subsequent to the Chairperson having concluded the formal introductions of the parties, and the witnesses have been excused, the witnesses will be called telephonically by the Improper Conduct

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

Business Unit when the Chairperson directs that he or she may join the proceedings. Witnesses must therefore ensure that they are contactable telephonically for the duration of the time for which the Disciplinary Hearing has been set down as specified in the Notice of Set Down.

18.4 The Disciplinary Hearing will be recorded for record-keeping purposes. The recording will be managed by ECSA.

18.5 All parties must maintain the confidentiality of the proceedings and any sensitive information disclosed during the Disciplinary Hearing and may be required to sign non-disclosure agreements.

18.6 In case of technical difficulties leading to interruptions, the Chairperson may adjourn the Disciplinary Hearing temporarily to resolve the issue. Repeated and long-term disruptions may necessitate in-person proceedings.

18.7 Participants are expected to behave professionally and respectfully throughout the Disciplinary Hearing. The Chairperson has the authority to remove any participant from the Disciplinary Hearing for disruptive behaviour.

18.8 All processes of sharing, handling, and storing information obtained during the Disciplinary Hearing will comply with the applicable laws of South Africa, including but not limited to the Protection of Personal Information Act of 2013 (POPIA).

18.9 Information collected during the Disciplinary Hearing process, including personal data, evidence, and testimonies, will only be used to conduct the Disciplinary Hearing, reach a decision, and any subsequent appeals or related proceedings, and for no other purpose.

18.10 By participating in the remote Disciplinary Hearing, all parties consent to the sharing of information as necessary among the participants entitled thereto, strictly to give effect to these Rules and or the Act.

18.11 Post-introductions, participants, except for the Chairperson, are to disable their video and microphone to ensure optimal audio-visual quality. The Chairperson remains visible and audible throughout the proceeding.

18.12 If the Disciplinary Hearing is stood down on the directive of the Chairperson, all parties in attendance shall remain in the Disciplinary Hearing and disable their video and audio until such time that the Disciplinary Hearing reconvenes in terms of the directive of the Chairperson. The Chairperson may request participants to leave the proceedings at any stage of the hearing to enable him/her to caucus with his / her fellow Tribunal Members. Participants will be called telephonically by the improper Business Unit Representative when the Chairperson directs that the participants may rejoin the proceedings.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

18.13 Unless otherwise directed by the Chairperson, witnesses will be permitted into the Disciplinary Hearing only when it is their turn to give evidence.

18.14 Any person wishing to address the Chairperson, the Disciplinary Tribunal, and/or any other party to the Disciplinary Hearing will do so by raising a hand sign on the screen to request permission to speak or activate their video (for their face-to-show) to request permission to speak.

18.15 Once permission to speak is granted, the person will state their name before addressing the Chairperson.

18.16 The voice and video mode must be reactivated when addressing the Chairperson.

18.17 The hand sign, voice, and video mode must be turned off once the address is complete.

18.18 If any of the parties are disconnected from the Disciplinary Hearing for an extended period and are therefore prejudiced, the Disciplinary Hearing may be adjourned until a full connection is restored.

18.19 The information captured on the chat box will not form part of the record.

18.20 The remote hearing will be recorded, and the recording will be made available to all parties entitled thereto after the hearing.

18.21 It is the responsibility of the parties to ensure a continuous, uninterrupted, and stable connection to the remote hearing for the duration of the Disciplinary Hearing. The Improper Conduct Business Unit will be available to assist any party as far as possible. However, the responsibility to comply with this Rule remains the responsibility of each party to the Disciplinary Hearing.

18.22 Each party will bear their own costs for the remote proceedings.

18.23 Attending the remote hearing will be deemed as consent to the terms which are contained in the Protocol.

18.24 Witnesses are granted access to the Disciplinary Hearing only when called upon to testify.

18.25 During cross-examination, the video and microphone of the Chairperson, the cross-examiner, and the witness under examination will be enabled.

18.26 Upon receiving permission to speak, participants must state their name before proceeding with their address.

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

18.27 Disciplinary Hearings will be conducted only via MS Teams. User information on how to install and use MS Teams can be accessed at the following link https://support.microsoft.com/en-gb/office/join-a-meeting-in-microsoft-teams-1613bb53-f3fa-431e-85a9-d6a91e3468c9#:~:text=If%20you're%20signed%20in,Join%20with%20a%20meeting%20ID%20.\

18.28 This protocol establishes the procedures for conducting remote Disciplinary Hearings via Microsoft Teams. It is designed to ensure that all participants can engage in the Disciplinary Hearings effectively and fairly, maintaining the integrity of the disciplinary process in a virtual environment.

19. CONFIDENTIALITY AND PROTECTION OF INFORMATION

19.1 All stakeholders are obligated to treat all matters, information, and Documents related to the proceedings of Improper Conduct with the utmost confidentiality, as prescribed by the applicable legislation and these Rules.

19.2 Stakeholders must ensure the safeguarding of personal and sensitive information as required by, inter alia, POPIA), ensuring that such information is accessed only by authorized individuals and used solely for the purpose of these Rules.

19.3 Stakeholders are required to comply with any injunctions and legal directives aimed at protecting confidential information. They must take all necessary measures to prevent unauthorized disclosure, misuse, or alteration of confidential and personal information, respecting the legal framework established by South African law.

19.4 This clause imposes a legal and ethical duty on all stakeholders to maintain confidentiality and protect personal information throughout and beyond the conclusion of any proceedings related to Improper Conduct.

17. DOCUMENT REVISION HISTORY

Revision Number	Revision Date	Revision Details	Approved By
00	29/10/2025	New Document	Investigation Committee
01	27/11/2025	Document reviewed at its entirely	Governing Council

CONTROLLED DISCLOSURE
When downloaded for the ECSA Document Management System, this document is uncontrolled and the responsibility rest with the user to ensure that it is in line with the authorized version on the database. If the "original" stamp in red does not appear on each page, this document is uncontrolled.
QM-TEM-001 Rev 2 – ECSA Policy and Procedure

BOARD NOTICE 908 OF 2026

REGULATIONS RELATING TO THE REGISTRATION OF DENTAL LABORATORIES AND RELATED MATTERS: AMENDMENT

The Minister of Health has in terms of section 50(1)*(e)* of the Dental Technicians Act, 1979, and on the recommendation of the South African Dental Technicians Council, made the Regulations contained in the Schedule.

DR PAKISHE AARON MOTSOALEDI, MP
MINISTER OF HEALTH
DATE: 9/3/2026

SCHEDULE

Definitions

1. In this Regulations, any word or expression to which a meaning has been assigned in the Act shall have that meaning and unless the context indicates otherwise –

"the Act" means the Dental Technicians Act, 19 of 1979; and

"the Regulations" means the Regulations relating to the Registration of Dental Laboratories and Related Matters, published under Government Notice No. R. 308 of 26 February 1982, as amended by Government Notices Nos. R. 1808 of 27 August 1982, R. 196 of 4 February 1983, R. 284 of 15 February 1985, R. 854 of 9 May 1986, R. 668 of 3 April 1987, R. 2440 of 2 December 1988, R. 2914 of 14 December 1990, R. 3156 of 27 December 1991, R. 107 of 22 January 1993, R. 434 of 11 March 1994, R. 194 of 10 February 1995, R. 134 of 2 February 1996, R. 14 of 3 January 1997, R. 1717 of 19 December 1997, R. 1685 of 24 December 1998, R. 8 of 7 January 2000, R. 1363 of 15 December 2000, R. 1321 of 14 December 2001 and R. 1489 of 29 November 2002, R. 468 of 8 April 2004, R. 1380 of 3 December 2004, R 1233 of 23 December 2005, R. 119 of 16 February 2007, R. 151 of 8 February 2008, R. 182 of 3 March 2011, R. 1016 of 6 December 2011, R. 1079 of 19 December 2012, R. 355 of 12 May 2014, R. 729 of 17 June 2015,R 729 of June 2016, R. 206 of 08 March 2017 , R. 217 of 16 March 2018, R 524 of 01 April 2019 and R. 415 of 2020; R. NO. 341 of 19 April 2021, R. NO 1870 OF 11 March 2022, R. NO 3154 OF 17 March 2023, GG 50575 OF 29 April 2024, GG 52179 of 26 February 2025.

Amendment of regulation 11 of the Regulations

2. Regulation 11 of the Regulations is amended by substitution for the following:

"Registration Fees

11. (1) The registration fees for the registration of a dental laboratory under section 30 of the Act shall be R **18,395-00**: Provided that if the ownership of a dental laboratory was changed the fee will be **R 2,312-**

00 and if the ownership of a dental laboratory is transferred in terms of section 30(6) of the Act, the registration fee payable for such a dental laboratory by the new owner shall be R **18,395-00**.

(2) The registration fee for a dental laboratory which is moved by the owner(s) to new premises shall be **R 2,312-00**: Provided that if the moving of such laboratory is due to factors beyond the control of the owner(s), such owner(s) shall pay only a registration fee of **R 1,968-00**.

(2) The penalty fee for the moving of a dental laboratory without notifying Council shall be **R 13,846-00**.

(3) The registration fees referred to in sub-regulations (1) and (2) includes 15% value-added tax.".

Amendment of regulation 12 of the Regulations

3. Regulation 12 of the Regulations is hereby amended by substitution for the following:

"Annual Fees

12. (1) Every owner or partner or member of a dental laboratory must pay to the Council an amount of **R 9,657-00** as an annual fee for the period 01 March to 28 February of each financial year or part thereof.

(2) The amount referred to in sub-regulation (1) is due 30 days after invoice date.

Liability

4. (1) The annual fees referred to in –

(a) Regulation 12(1) is due 30 days after invoice date; and

(b) Regulation 11(1) is due on the day of the registration concerned and is payable within 90 calendar days from the date of registration.

(2) If a person referred to in regulation12)(1), does not pay the annual fees by the relevant date referred to in regulation (12)(2), the registrar shall send a reminder by email or registered post to such dental laboratory owner address, as entered in the Register.

(3) If a person referred to in regulation (12)(1) does not pay the annual fees within three (3) months after the date on which the reminder referred to in sub regulation (1) was sent to dental laboratory owner, the registration shall be removed from the register concerned in terms of section 24(1)(c) of the Act.

Short title

5. These Regulations are called the Regulations Relating to the Registration of Dental Laboratories and Related Matters: Amendment, 2026.

BOARD NOTICE 909 OF 2026

REGULATIONS RELATING TO UNMOUNTED ARTIFICIAL TEETH: AMENDMENT

The Minister of Health has, in terms of sections 33(3) and 50(1)*(p)* of the Dental Technicians Act, 1979, and on the recommendation of the South African Dental Technicians Council, made the Regulations contained in the Schedule.

DR PAKISHE AARON MOTSOALEDI, MP
MINISTER OF HEALTH
DATE: 2/4/2026

SCHEDULE

Definitions

1. In this Regulations, any word or expression to which a meaning has been assigned in the Act shall have that meaning, and unless the context indicates otherwise:-

"the Act" means the Dental Technicians Act, 1979 (Act No. 19 of 1979); and

"Regulations" means Regulations Relating to Unmounted Teeth, 1982 published under GN R306 of 26 February 1982, as amended by Government Notices No. R.286 of 15 February 1985, R.856 of 9 May 1986, R.669 of 3 April 1987, R.846 of 28 April 1989, R3153 of 17 March 2023, GG50292 of 15 March 2024 and GN 5919 of 28 February 2025.

Amendment of Regulation 4

2. Regulation 4 of the Regulations is hereby amended by substitution of subregulation (3) for the following:

"(3) The holder of a permit shall, in respect of each financial year, pay an annual permit fee of:

(a) **R27, 715-00** in respect of a dental trader supplying or selling unmounted artificial teeth;

(b) **R12, 601-00** in respect of a dental supplier; or

(c) a pro rata portion of the fee referred to in paragraph (a) or (b), as the case may be, calculated from the date of issue of the permit, for the unexpired portion of the financial year."

Liability

3. (1) The annual fees referred to in regulation 4(3)(a) and (b) is due 30 days after invoice date.

3. (1) The annual fees referred to in regulation 4(3)(a) and (b) is due 30 days after invoice date.

(2) If a person referred to in regulation 4(3), does not pay the annual fees referred to in the aforementioned paragraphs by the relevant date referred to in subregulation (1), the registrar shall send a reminder by e -mail and /or registered post to such permit holder's address, as entered in the Register.

(3) If a person referred to in regulation 4(3) does not pay the annual fees within three months after the date on which the reminder referred to in subregulation (1) was sent to the permit holder, the permit will be withdrawn in terms of section 33(4) of the Act.

Short title and commencement

4. These Regulations are called the to the Regulations Relating to Unmounted Teeth, 2026: Amendment.

Printed by and obtainable from the Government Printer, Bosman Street, Private Bag X85, Pretoria, 0001
Contact Centre Tel: 012-748 6200. eMail: info.egazette@gpw.gov.za
Publications: Tel: (012) 748 6053, 748 6061, 748 6065

This gazette is also available free online at **www.gpwonline.co.za**