

Draft Minutes

The Aero Club of South Africa NPC

83rd Annual General meeting

held

16th of April 2024 at 18:00

EAA Auditorium & In the Virtual MStTeams Room

1) Notice Convening the Meeting

a) Attendance

Rob Jonkers (Chairman)	Sandra Strydom (AeCSA)
Simon Smith (DAASA)	John Boucher (MISASA)
Paul Lastrucci (EAA)	Brian Wilford (SSSA)
Walter Doubell (ASSA)	Iaan Myburgh (Treasurer)
Salome Maree (AeCSA)	Kevin Storie (CAASA)
Goitse Diale (RAA)	Daniel Ralefeta
Richard Bovell (BAFSA)	Jacques Swiegers (SAGPA)
Louis Stanford (SAHPA)	Bob Skinner (SAMAA)
Tarryn Myburgh (SAPFA)	Henk van Wyk (PASA)
Nico Willemse	Maryna Storie (Proxy from Kevin Storie)
Warren Eva (SAC)	Yolande Combrinck
Leon Boutell (SAPFA)	Gary Glasson
Stefan Coetzee	

b) Apologies

Alec Groenewald (SAMAA)	Marius Nel
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c) Confirmation of Quorum

Mr Rob Jonkers confirmed that a Quorum is represented in terms of members present as well as Member Associations present.

d) Announcements

No specific announcements – except that this AGM is fully Virtual enabled as well as in-person

2) Confirmation of the minutes of the 82nd Annual General Meeting

a) Corrections, Proposer and Seconder approval

The Minutes of the 82nd Annual General meeting were proposed by Goitse Diale and Seconded by Iaan Myburgh

b) Matters arising from previous minutes

No Matters arising from previous minutes

3) Chairman's Report

The start of 2023 was a difficult year to predict in terms of Aviation activity, particularly where 2022 saw a big resurgence across the spectrum post the pandemic, and coming to the end of this year we have seen subdued activity, which we see in the hours flown by aviators in the GA and RA environment. It does appear that the economy is affecting most in some way or another, and businesses are taking strain country wide, with a falling exchange rate, not being helped with an unstable asymmetric world order either. Fuel prices have soared upwards as well as cost of components for our aircraft types.

We also see the effect of this in the number of International competitions that our teams take part in, where last year it was a bumper year, this year it for sure has been less.

We have seen the unfortunate Chapter 11 bankruptcy declaration of well known Vans Aircraft – what happened to them is a similar situation that affected most of the supply chain in Aviation – Increasing logistic costs, supplier costs, double digit inflation on the back of already sold and paid for products – whereby to recover from this there is just no option other than to increase prices significantly – Aviation and other high tech products will take a long time to stabilise their cost base.

In another aspect, there is a big resurgence in airline activity and tourism worldwide, passenger numbers are getting back to 2019 levels and climbing, with demand for airliners and going with that flight crews increasing which will start to impact positively in 2024. This should kick start the whole of the Aviation community again, and here is wishing us all success throughout – to start achieving normality throughout our supply chains.

The Aero Club also held its annual awards ceremony, the 2nd since Covid, with many recipients being recognised for their achievements in their sport and activities over the last year. We have continued the theme of the awards being held here at Rand in an Aviation setting and we thank Menno Parsons for the privilege to be amongst his aircraft that well represent our type of Aviation.

The highlights for sure were the PGS TROPHY - Manufacture or design in the South African Recreational Aviation which went to the PCAD 700 – an all composite turboprop designed and built by Abrie Muller & Pierre vd Walt which had its first engine run just prior the award ceremony, and also the Aero Club Lifetime Achievement Award which went to John Illsley who has since 1993 after establishing the Pretoria Boys High Aeronautical Society been instrumental in fostering youth in Aviation, many of whom have found their way into Aviation.

For this year the Aero Club has again been able to organise Airweek at Middleburg which has become a signature event for all our Recreational Aviation disciplines to get together and enjoy the camaraderie between us, we have also found a sweet spot in terms of event calendar timing being early March where weather is excellent for flying as well as camping. We still intend that Airweek becomes the established equivalent Oshkosh in SA, although on a smaller scale, and we

thank the Middleburg Club & Richard Lovett for hosting us and continuously improving the facilities to support this event, and we trust that we will see all of you there again in 2024.

We also featured very strongly at AERO this year held at Wonderboom, our third event, and this time had a large outside display area, where we had invited all our Sections to participate, where we had good attendance and engagement with Aviation minded folk who got to know more about Recreational Aviation. We will participate again in 2024, where this event being GA focussed, allows much more interaction within a wide GA/RA scope.

We also continue to work closely with the CAA as the regulator on a number of topics, although negotiations remain tough, we navigate through the many conflicting requirements to achieve acceptable outcomes to preserve our freedom of flight. There is still much work to be done, as regulations and requirements keep evolving, international benchmarks being imposed by ICAO, FAA, EASA as additional bureaucratic red tape – that threaten to affect our industry and operational costs, that we need to work at to curtail.

There are at least some international progressive steps being taken, notably by the EAA working closely with the FAA known on project MOSIAC (Modernisation of Special Airworthiness Certification), with the intent to make grass roots aviation more accessible, with less stringent medicals, increase in weight limits on light sport aircraft, and many other features. Although some years away, we trust that we can work with our regulator once international maturity is secured.

We have had at least had some successes this year in particular the issue of operation from small airfields / airstrips where regulatory change was being promulgated in Part 91, which after an exemption was put in place to allow a suitable solution, this was achieved in October by proposed updates in Part 139 that allows for Outlandings.

Similarly the CAA has been overhauling their Industry fee structures with an Activity Based Costing type of approach which is no more than basing charges to the industry based on the work content of the processing that needs to be done. This has unfortunately had a wide impact with various industry facets, and difficult discussions on what constitutes a fair fee for work done. The Aero Club through most of the work done by Walter Doubell and Louis Stanford since May of this year has been able to secure reasonable fee increases in the RA domain, and in some cases on an annualised basis a reduction, by means of moving a number of fees to be bi-annual.

What is still clear is that we have a lot of work to do to somehow get our non-ICAO environment in terms of processes simplified within the CAA both in terms of the workflow that happens as well as turnaround times, to re-iterate again – to lessen the cost of entry level Aviation, and we trust we can work at this with the CAA with the objective to lessen the fees for work performed.

The Aero Club also continues to support our members with the on-line ATF renewal support initiative, which improves the quality of documentation supplied to the CAA which ultimately improves the turnaround times, and we have engaged with the CAA on the merits and robustness of the system as a mechanism to lessen the overall cost and time with the view of eventually

achieving some level of autonomy in processing ATFs.

Our membership continues to show slight decline at around 2700 members, which surely indicates increasingly tough economic conditions, a turbulent regulatory environment and a few other challenges that we find ourselves in that plays a large part in lessening the recreational participation within the Sections. This continues to put significant pressure on the Aero Club budget, and although we have not had the services of a GM for a few years now, it has put pressure on the shared volunteering workload of the Exco and a few of our members. The Council had decided in early 2023 to in some way to bolster more formally our Advocacy role in the form of appointing a Chief Advocacy Officer – which was concluded in December whereby Walter Doubell has been appointed as such.

Walter comes with a wealth of Recreational Aviation experience and will represent us well in the CAA's and other Regulatory Institution forums to protect our freedom of flight. At the same time the Admin function of the GM post has been delegated to Sandra Strydom, AeCSA's long time administrator as the Chief of Staff. These changes will allow better the function of the Exco to be one of oversight and Governance.

Our membership renewal season for 2024 commenced on the 1st of December, we have applied a CPI related increase to the membership fee with a view to ensure affordability going forward, and also to continue to bolster our legal fund for potential legal engagements that may be necessary. We have instituted a rolling membership system as from early 2023, so that a member's joining / renewal month becomes the membership anniversary – which will be applicable to some Sections that are not tied to fixed term membership cycles.

One of the many benefits of being an Aero Club Member is the third party insurance scheme, as within context of a wide membership base, can enjoy significant discounted premiums especially in the category of aircraft below 600 kg from 25% to 75% depending on aircraft type (see the Aero Club website for details). Similarly with NTCA aircraft above 600 kg and below 2700 kg, there is also an Aero Club beneficiation Third Party Liability Scheme. The premiums in terms of benefit as such far outweigh the membership fees in many cases. The Aero Club has also renewed its Airmeet Third Party Policy, which covers all the events that the Aero Club and its Sections hold throughout the year, which number close to 80 or so events.

The Aero Club is also the National Aero Club (NAC) representing sporting events for competitions held Internationally under the auspices of the FAI, as such is affiliated to SASCOC in governing the conferring of Protea Colours.

Our aim continues to focus to make aviation appealing to the recreational aviator and the youth, in order for them to share and progress in the wonderful passion of all types of aviation sport offered by the various sections of the Aero Club in South Africa, as such we are fortunate to have in our midst many professional and retired professional career and military aviators that continue to share their mentorship and guidance freely to anyone who is interested in aviation in South Africa. With this, let us all work together and support the structures that represent recreational

aviation to make 2024 a success to achieve growth, as it will only be our coordinated collective efforts that will ensure the survival of our disciplines into the future. If you have any comments or contributions to make you are most welcome to contact us at the Aero Club.

Many thanks are extended to our Aero Club Exco and Council support during the year, given the volunteers we all are, and having to weather the economics of the past few years, will be looking forward to a better 2024. An early in the year Strategy Session will be planned again for 2024 to map out the future of our Recreational Aviation Community.

Aero Club Strategy

The Aero Club held a Strategy Review on 17 January 2023 with the following topics:

- Interaction with the CAA on regulatory matters, to gain more industry involvement in decisions related to RA
- Review of membership model for our Associations and review of membership involvement, benefits, value
- Review of the Voluntary nature of our Associations & sustainability thereof

Outcome & Actions of Strategic Review

- Re-establish a RA Industry Liaison Forum (ILF) with the CAA at Executive Level to cover all regulatory subjects – **Progress** – Have held 3 meetings since April 2023
- Agreement reached on securing a General Manager to run the Aero Club and support Associations related to Advocacy matters – **Progress** – Redefined the GM post into a Chief Advocacy Officer (CAO), appointment progress made with Walter Doubell appointed effective 1 Jan 2024
- Membership Model to be reviewed for consideration that a single fee to be applied covering Association & Aero Club, also to review the membership management system that has a significant cost element currently – **Progress** – Louis Stanford working on a Corporate Membership model
- Review and overhaul of the current MOAs (Memoranda of Agreements) between the Aero Club and the Associations – **Progress** – Will form part of the Corporate membership model review
- Engagement with the CAA on the Part 149 designation as part of their Devolution of Powers initiative – To be engaged with a comprehensive business plan defining a planned robust ARO framework. – **Progress** – Post CARCom submissions now have Part 149 relegated into a review Workgroup

Membership Support Initiative

The Aero Club instituted this support initiative in 2019 to assist with submissions of ATF and NPL renewals.

- Demand for this service has been steady - 231 ATF renewals were concluded in 2023 via the Aero Assist web based interface.
- Planning to work with CAA on further integration, also to discuss the turnaround times of the 20 (as per SLA) vs 30 days



AUTHORITY TO FLY APPLICATIONS: SUMMARY STATS			
Application not ready to process			7
Application form still being completed			7
Application form submitted by client, awaiting payment			0
Application form submitted by client and EFT payment done, awaiting confirmation			0
To be verified by Aero Club			0
Application form submitted by client and Paygate payment done / EFT payment confirmed			0
Corrections submitted by client			0
Ready to send to CAA/inspector	0	To be attended to by CAA/inspector	23
Application form completed by Aero Club	0	Application sent to CAA	9
Verification of application/corrections done	0	Inspector assigned by CAA	14
Aero Club resolved issues reported by inspector	0	Application corrections sent to inspector	0
Awaiting client feedback	0	Completed	534
Issues referred back to client	0	Approved by CAA: ATF issued and sent to client	534

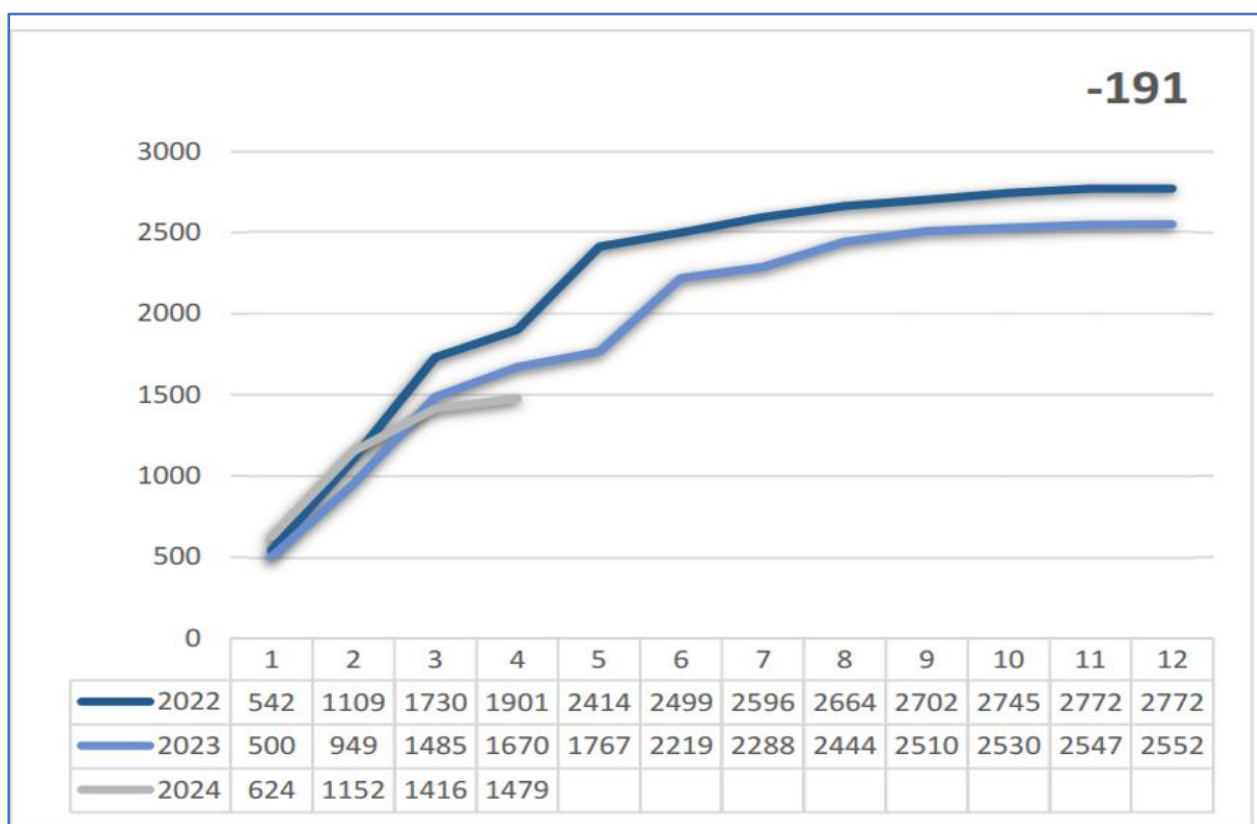
AUTHORITY TO FLY APPLICATIONS: COMPLETED APPLICATIONS						
2024						65
JANUARY 15	FEBRUARY 20	MARCH 22	APRIL 8	MAY	JUNE	
JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	
2023						231
JANUARY 9	FEBRUARY 27	MARCH 29	APRIL 12	MAY 23	JUNE 32	
JULY 11	AUGUST 17	SEPTEMBER 18	OCTOBER 26	NOVEMBER 20	DECEMBER 7	

Membership

Membership has seen a decline since 2021, our budget target of 2600 was at least mostly achieved, this year our target is 2500. So far slow progress has made on 2024 renewal campaign

Multi-Section membership is in place, as well as rolling membership for new joining members - anniversary is in the month of joining.

	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
2017	711	1513	1723	2177	2459	2675	2918	3066	3151	3213	3284	3805
2018	736	1481	1727	1900	2559	2829	2951	3145	3258	3323	3412	3479
2019	523	1143	1640	1847	1963	2099	2755	2963	3016	3115	3157	3204
2020	318	798	1269	1610	1710	1866	2106	2360	2574	2626	2713	2723
2021	498	1041	1510	1766	2058	2686	2716	2767	2867	2934	2952	3009
2022	542	1109	1730	1901	2414	2499	2596	2664	2702	2745	2772	2772
2023	500	949	1485	1670	1767	2219	2288	2444	2510	2530	2547	2552
2024	624	1152	1416	1479								



4) Treasurer's Report

a) Financial Status of the Aero Club of South Africa NPC and associated companies

The Aero Club of South Africa's financials statements reflects healthy results for the year ending December 2023.

For the year AeCSA had a surplus of R221,221 compared to a previous surplus in 2022 of R160,470.

Income

Total Revenue for the year decreased by 2.6% from R1,359,032 in 2022 to R1,323,530 in 2023.

The annual member subscription fee was R550 Inc VAT in 2023 of which R30 was contributed to the Legal Fund.

Year	Subscriptions
2023	R 1,261,218
2022	R 1,259,767
2021	R 1,236,240
2020	R 1,021,639
2019	R 1,536,219
2018	R 1,736,362

Other income increased from to R 130,154 in 2022 to R 257,166 in 2023. The increase relates to the income received from the Awards function and is offset by the Awards function costs. In the past the Awards function was accounted for in the Events company, but the decision was made in 2023 to manage this through the NPC. Other income items are Consulting income (down 3.6% YoY) and Commissions received (up 13.8%)

Expenses

Total Expenses increased by 4.5% from R 1,403,790 in 2022 to R 1,466,512 in 2023. Headline inflation (CPI) in 2023 was 5.9% according to Stats SA.

Salaries and wages remained the biggest expense at R544,401 for the calendar year. FAI Membership Fees was R63,031 and R53,199 was recovered from FAI sporting licenses.

FAI Membership Fees:

2023	R 63,031	CHF 3,568	@R17.67/1 CHF
2022	R 57,155	CHF 3,366	@R15.54/1 CHF
2021	R 138,683	CHF 7,854	@R17.66/1 CHF
2020	R 138,816	CHF 7,854	@R17.67/1 CHF
2019	R 107,692	CHF 7,140	@R15.08/1 CHF

The Awards Function costs totaled R 206,961 and were partially offset by income of R 129,403.

Year	Cost	Income	Net cost	Venue
2023	R 206,961	R 129,403	R 77,558	Rand Airport
2022	R 197,147	R 76,234	R 120,913	Rand Airport
2019	R 128,343	R 104,120	R 24,223	Rand Airport

Balance sheet

Cash and cash equivalents increased from R 2,122,510 at 31 December 2022 to R 2,669,579 at 31 December 2023.

Retained income increased from R 1,542,327 to R 1,763,548 at the end of December 2022. The effect of the surplus is recognized in the income statement.

The **loans receivable** is the advance to The Aero Club Events (Pty) Ltd and **loans payable** by the end of December are the membership fees due to the sections that were received during December 2023.

The Centenary Fund has a balance of R120,521 left at year end to be utilized for future projects to benefit the membership. The Legal Fund has a balance of R129,507.

Summary

The net position of the Aero Club is a surplus of R221,221 for the 2023 financial year, and the Cash and cash equivalents balance is R2,669,579 at year end.

Final words

The surplus generated in 2023 can be attributed to countless hours of volunteer time (specifically from Rob Jonkers and Walter Doubell) and disciplined management of expenses by the executive committee and office staff.

Income received from our membership has been stagnant for the last 3 years and are significantly down in real terms from pre covid times. Increases in membership or alternative revenue sources will be required in the future to reduce the dependence on volunteered time.

I want to thank Rob Jonkers and Walter Doubell for their continued support and welcome Goitse Diale to the team. Also Sandra Strydom and Salome Maree for their hard work in the office. We will continue to manage the finances in a responsible manner and strive to provide value to our members.

Iaan Myburgh, Treasurer
Aero Club of South Africa

The Treasurers Report proposed by Paul Lastrucci and seconded by Simon Smith

b) Membership Fees

- Membership Fee = R 620 (increase from R 550), on a membership base of 2500
- Allocation of R 100 as a provision towards a legal fund

c) Budget 2024

Salient Points of 2024 Budget – V1

- Membership fees as above, Planning a breakeven budget
- Will be reforecasting the budget to take into account the objectives as set in the Strategy Review.

The Aero Club of South Africa Budget Jan 2024 to Dec 2024 - V1													1,621,896	
	Jan 2024	Feb 2024	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Yr to Date	
	Budget	Budget	Budget	Budget	Budget	Budget	Budget	Budget	Budget	Budget	Budget	Budget	12 Months Budget	
Number of members	630	560	400	240	100	90	30	20	10	10	10	-	2,100	
Number of SAHPA Members	40	50	50	40	40	100	40	40					400	
Number of Members - 4% of SAMAA Fee	167	167	167	167	167	167	167	167	167	167	167	167	2,000	
	-919,459	-838,242	-623,981	-457,198	-209,720	-271,459	-115,981	-102,590	-39,111	-39,111	-38,891	-25,500	-3,681,243	
Income	-495,981	-452,329	-338,242	-277,894	-118,068	-148,503	-68,155	-61,024	-28,850	-28,850	-28,630	-21,500	-2,068,026	
Subscriptions	-394,435	-350,609	-250,435	-150,261	-62,609	-56,348	-18,783	-12,522	-6,261	-6,261	-6,261	0 R550 incl/478.26 excl	-1,314,783	
Subscriptions - SAMAA	-4,000	-4,000	-4,000	-4,000	-4,000	-4,000	-4,000	-4,000	-4,000	-4,000	-4,000	-4,000	-48,000	
Subscriptions - SAHPA	-25,043	-31,304	-31,304	-25,043	-25,043	-62,609	-25,043	-25,043	0	0	0	0 R550 incl/478.26 excl	-250,435	
FAI Sporting Licence	-5,700	-5,700	-5,700	-5,700	-5,700	-5,700	-5,700	-5,700	-5,700	-5,700	-5,700	-5,700 R380 excl (180 FAI licences)	-68,400	
FAI Crew Card	-220	-220	-220	-220	-220	-220	-220	-220	-220	-220	-220	R 220 Inc (10 Crew Cards)	-2,200	
Legal Fund Provision	-54,783	-48,696	-34,783	-20,870	-8,696	-7,826	-2,609	-1,739	-870	-870	-870	0	-182,609	
Sales Novelties (Flight Folios/badges)	-500	-500	-500	-500	-500	-500	-500	-500	-500	-500	-500	-500	-6,000	
Commission				-60,000									3rd Party Ins Comm	-60,000
Interest Received (All accounts)	-5,000	-5,000	-5,000	-5,000	-5,000	-5,000	-5,000	-5,000	-5,000	-5,000	-5,000	-5,000	-60,000	
Members Consult Service Income	-6,000	-6,000	-6,000	-6,000	-6,000	-6,000	-6,000	-6,000	-6,000	-6,000	-6,000	-6,000	Service R 300 * 20 per month +20 Post	-72,000
Postage and Courier (Recovery)	-300	-300	-300	-300	-300	-300	-300	-300	-300	-300	-300	-300	-300 2 at R150	-3,600
Less: Expenses	198,037	172,578	257,790	163,002	135,277	140,382	136,113	113,872	119,124	178,752	110,624	162,360	1,887,914	
Accounting fees	595	595	2,745	595	595	595	595	595	595	595	595	595	Accounting & Payroll	9,290
Events Allocation			10,000				10,000						Airweek, AERO	20,000
Audit Fees													30,000	30,000
Bank Charges - BOL	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	13,000	
Bank Charge - Corporate Card	100	100	100	100	100	100	100	100	100	100	100	100	1,200	
Bank Charges - Card & Merchant Account	5,000	5,000	5,000	5,000	2,750	2,750	2,750	2,750	2,750	2,750	2,750	2,750	Also to take into account the e-shop	42,000
Blue Box Operational Expenses (new System)	11,500	11,500	11,500	11,500	11,500	2,000	2,000	2,000	2,000	2,000	2,000	2,000	New System available mid 2024	71,500
Secretarial Fees	2,500													2,500
Conference Costs			3,500			3,500				3,500				10,500
Cost of Sales	417	417	417	417	417	417	417	417	417	417	417	417	5,000	
Depreciation	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	18,000	
Insurance Office	3,000												3,000	
Insurance 3rd Party	13,750			13,750			13,750			13,750			55,000	
Internet and Web Hosting	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	Synergetix R100, Hosted Communicati	40,800
FAI Membership fees			66,000			6,536							CHF3060 @ + 2 Record Attempts at C	72,536
Cleaning/Office expenses	500	500	500	500	500	500	500	500	500	500	500	500	6,000	
Postages & Courier (Consult)	300	300	300	300	300	300	300	300	300	300	300	300	300 Member Consult - Courier - 20 per mor	3,600
Printing & Stationary	400	400	400	400	400	400	400	400	400	400	400	400	4,800	
Promotion and Marketing / Awareness			5,000			5,000				5,000			5,000 Marketing costs - banners etc.	20,000
Refreshments	300	300	300	300	300	300	300	300	300	300	300	300	3,600	
Rent	5,600	5,600	5,600	5,600	5,600	5,600	5,600	5,600	5,600	5,600	5,600	5,600	67,200	
Repairs & Maintenance - Office	800		800			800				800			4,800	
Salary - Staff / Accounting / Etc	16,870	16,870	16,870	16,870	16,870	16,870	16,870	16,870	16,870	16,870	16,870	23,870	1 Staff member also Consult Service	209,439
Salary - Staff / Accounting / Etc	28,063	28,063	28,063	28,063	28,063	28,063	28,063	28,063	28,063	28,063	28,063	28,063	39,291 1 Staff member	347,984
Stipend CAO	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000 Proposed CAO Stipend	360,000
Other Stipends	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	Other stipends to support regulations	120,000
Staff training		3,000			3,000			3,000					9,000	
Storage	900	900	900	900	900	900	900	900	900	900	900	900	10,800	
Subscriptions	2,760	2,938	11,613	2,938	7,087	6,325	2,760	2,938	2,760	2,938	2,760	2,938	Sage Pastel, Pastel Server, Google Sui	50,756
General Expenses	500	500	500	500	500	500	500	500	500	500	500	500	6,000	
Travel/Accommodation - International													FAI Conference - Conf will be held on 2	-
Travel/Accommodation - Local	1,000	1,000	6,000	1,000	1,000	6,000	1,000	1,000	1,000	1,000	1,000	1,000	22,000	
Trophies / Awards at Awards function / Boards										5,000			5,000	
Workman's Compensation				7,500									7,500	
Year-end Function Contribution										50,000			Year-end Function to be as best self fu	50,000
Legal Fund Provision	54,783	48,696	34,783	20,870	8,696	7,826	2,609	1,739	870	870	870	0	182,609	
Surplus / (Deficit)	297,944	279,750	80,451	114,892	-17,209	8,121	-67,959	-52,848	-90,274	-149,902	-81,994	-140,860	180,113	
													9%	

d) Appointment of Auditors

Paul Lastrucci proposed and Seconded by Kev Storie that the Aero Club of South Africa continue to make use of Van Wyk Compton Incorporated Chartered accountants as the appointed Auditors, this was approved by the members in attendance.

5) General

a) Events - Airweek 2024

Building on the success of previous AeCSA Airweeks last held in March 2024, this year turned out to be more attended, given also the weather was good.

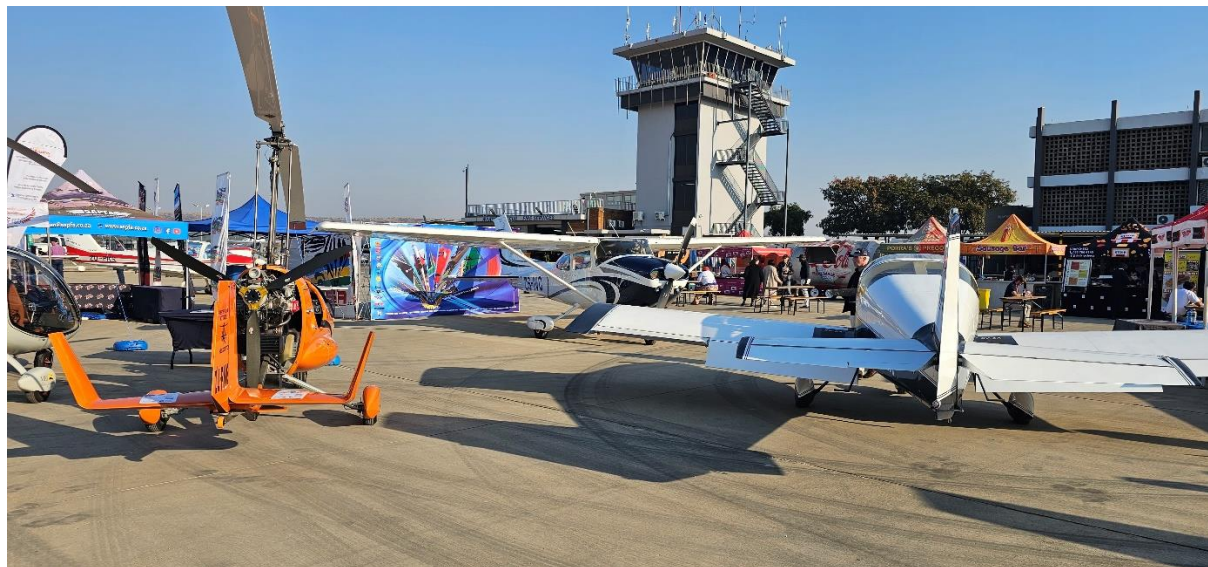
- Overall Successful Event
- Around 160 visiting aircraft – 220 movements on Saturday
- Around 300+ total visitors
- Around 80 campers – 50 in 21 rented tents
- All disciplines participated, and happy with format – i.e. demonstrations
- Future planning – venue continues to be suitable – further upgrades planned to grassy areas, early March a good date without other event clashes, good weather conditions



b) Events - Other

AERO Wonderboom

- Attendance by AeCSA to Aero 2023 at Wonderboom, well attended, good opportunity to network with interests in RA. AeCSA had a large outdoor display area
- Will attend again in 2024 – require more participation by Sections to take advantage of interest in our Sector



AeCSA Awards

- AeCSA Awards –held Awards held 25 Nov – fully organised by the AeCSA office (Sandra)
- Large turnout 160 attendees



c) CAA Interaction

The Aero Club represents its members at a number of Advocacy Forums (+/- 50 per year) – These include Captains of Industry, Industry Liaison Forum (ILF), GA/RA Industry Liaison Forum (GA/RA ILF), CARCom, NASCom, SubComs, Workshops, GASS. These are attended by mainly the Exco, Chairman and specific Industry Specialists and Council Members. Walter Doubell is the prime interface with CARComs & SubComs

The prime CAA interface established under the initiative for the Aero Club was the GA/RA ILF, initially an Aero Club meeting with the CAA, later expanded to include wider GA/RA organisations, and as the overall topics got watered down, it was terminated in April 2022 to be called as ad-hoc meetings. A pure RA ILF was re-established with the CAA, with an initial meeting held in the 2nd week of April 2023, with an initial bi-monthly frequency. The RA ILF has attendance by Airworthiness, Personnel Licencing, Operations, GA functions within the CAA with the Executive ASO in attendance. So far 3 RA ILFs have been held since April 2023.

Current Issues being addressed / Topics of interests on Advocacy Matters

- **Outcomes of the ARO workshop held in Nov 2022** – where the future of interaction with the Industry regarding General Notices / TGMs was discussed, it was agreed through legal action taken that regulation by means of GN/TGM is not acceptable.
- **Legal letter submitted in April 2023 on regulatory inconsistencies** – Inconsistencies included the use of “Designated” insofar as Recreational Organisations, the expected authorisations /duties / obligations of ARO officers within the context of part 149. Meeting held in June 2023 with the CAA to clarify, and find a way forward on these topics. So far regulation updates have occurred to change “Designated” to “Approved”. It was also agreed that part 149 required a rewrite, but nothing occurred until a CARCom repeal notice was submitted. Part 149 has now been scheduled for review starting May 2024.
- Ensuring specified SLA turnaround times for ATF’s & NPLs
- **Proposal by SAHPA to promulgate Part 106 for Hang and Paragliding** – in process of becoming a regulation
- **Engagement with DAFF on national park overflights with specifics to penalties** – height restrictions, also on Barberton Mountains as a Heritage site.
- **Engagement on SKA requirements** – At this point MOA between DOT & DSI has excluded Aviation Frequencies, A Technical Committee has been established with a Terms of Reference in progress – slow progress on this topic between the two Ministries
- **GASS participation** – mostly has dwindled in support by the industry, AeCSA has recently supported the continuation of some key focus groups.
- Review of Part 66.4 as part of the AP Panel – alignment with AME categories
- **Part 62 and 96** – Rewrite in progress various AeCSA ARO’s involved
- **New Part 95 Special Air Events** – AeCSA will be part of the process to develop this new regulation

Opening of 1st Council Meeting

Members of Aero Club of SA were asked to remain in the MSTeams room while the Council members of Aero Club broke out to a breakout room for the election of the Executive Committee to commence. In attendance of the 1st Council meeting were:

Attendance

Rob Jonkers – Chairman
 Iaan Myburgh – Treasurer
 Walter Doubell – CAO, ASSA
 Paul Lastrucci – EAA
 Kevin Storie – CAASA
 Brian Wilford – SSSA
 Goitso Diale – RAA
 Leon Bouttell – SAPFA
 Richard Bovell – BAFSA
 Simon Smith – DAASA
 Louis Stanford – SAHPA
 Bob Skinner – SAMAA
 Henk van Wyk – PASA
 Warren Eva – SAC
 Jacques Swiegers – SAGPA
 Sandra Strydom – AeCSA
 Salome Maree – AeCSA

Apologies

Alec Groenewald – SAMAA

6) Election of New Executive Committee

a) Nominations received for consideration

Current Incumbents

– Rob Jonkers	– Chairman	– elected 2019 (5 Years)
– Iaan Myburgh	– Hon Treasurer	– elected 2023 (1 Year)
– Walter Doubell	– CAO	– appointed 2023
– Goitso Diale	– Exco Member	– elected 2023 (1 Year)
– Louis Stanford	– Exco Member	– co-opted 2023

In terms of the constitution, see point below, current Exco incumbents do not require re-nomination unless standing down, and will continue as Exco/board members.

- In terms of the constitution, having served 3 consecutive years, the current Chair has to stand down, however can serve a further 3 years (after which will need to stand down permanently – i.e. a total of 6 years). Thus, if the members so wish, the Chair is available to be re-nominated to serve on Council.

b) Appointment / Election of office bearers

Nominations for the Exco received for consideration:

None

Mr Rob Jonkers reported that the Council resolved on the following Executive Committee for 2024/5:

Chairman – Rob Jonkers – Proposed by Richard Bovell, Seconded by Louis Stanford

Vice Chairman – Goitse Diale – Proposed by John Boucher, Seconded by Kev Storie

Hon Treasurer – Iaan Myburgh – Proposed by John Boucher, Seconded by Goitse Diale

CAO – Walter Doubell – As appointed

Exco Member – Louis Stanford – Proposed by Goitse Diale, Seconded by Paul Lastrucci

It is noted that this will be the last year that Rob Jonkers can stand in terms of the constitution limit of 6 years, therefore a hand-over of chairmanship will need to take place in this AGM year to be in place for the 2025 AGM. This will be a topic of discussion for future Council Meetings.

The 1st Council Meeting was closed.

7) Notification of Exco and Closure of the 83rd Annual General meeting

The AGM was reconvened and the breakout room re-joined the main AGM attendees. Mr Rob Jonkers announced to the AGM attendees the Aero Club Executive Committee. The members thanked the previous Exco for their support in the last year, also in particular the Office staff Sandra & Salome for their support to the membership throughout the year.

The Annual General Meeting were closed and members were thanked for their attendance.