



Agenda



1 - Notice Convening the Meeting



2- Confirmation of the 84th Meeting Minutes



3 - Chairman's Report



4 - Treasurer's Report



5 - General



6 - Opening of 1st Council Meeting for 2026/7 year



7 - Election of Executive Committee



8 - Notification of Exco and Closure of the 85th AGM

1 - Notification for convening the meeting



a) Notification and Invitation to members of Aero Club

(Extract from AeCSA – Constitution Page 23/24 point 7.2)

- a) *The Aero Club of South Africa NPC must deliver notice of each member's meeting via email and publication on its website to all of the Members of the Aero Club of South Africa NPC with at least 21 clear days' notice in the case of an Annual General Meeting or General Meeting.*

Notification and Invitation of the 85th Annual General Meeting was delivered to members on 10th April, reminder sent 24th April 2026.

b) Attendance and Apologies

c) Confirmation of Quorum

(Extract from AeCSA – Constitution Page 24/24 point 7.6)

7.6 Quorum

- a) *The quorum for a Member's meeting of the Aero Club of South Africa NPC called for the passing of a Special Resolution to dissolve the Aero Club of South Africa NPC shall be more than two thirds of the number of Ordinary Members present in person or by proxy, provided that a quorum shall never be fewer than Six Member Associations represented in person and, provided that at least 20 (Twenty) ordinary members are present in person.*

f) *If within a quarter of an hour from the time appointed for the holding of any General or Special Meeting the prescribed quorum of Members is not present, the Meeting, if convened upon the requisition of Members, shall be dissolved; in any other case it shall stand adjourned to such time as the Meeting shall determine and such adjourned Meeting shall be competent to transact the business intended to be transacted at the original Meeting notwithstanding that the requisite quorum is not present*

d) Announcements

2 - Confirmation of the 84th Meeting Minutes



2a - Corrections, Proposer and Secunder Approval

2b - Matters Arising from Previous Minutes





Draft Minutes
The Aero Club of South Africa NPC
84th Annual General meeting
held
7th of May 2025 at 18:30
EAA Auditorium & In the Virtual MTeams Room

1) Notice Convening the Meeting

a) Attendance

Iaan Myburgh (Treasurer)	Stefan Coetzee (MISASA)
Tarryn Myburgh (SAPFA)	Simon Smith (DAASA)
Walter Doubell (Exco)	Mark Drutman (EAA)
Salome Maree	Hanke Fourie (BAFSA)
Rob Jonkers (Chairman)	Derek Orford (SAPFA)
Mike Brown (EAA)	Robert Gassman (EAA)
Braam Hechter (SAGPA)	Chris Shaw (EAA)
Kevin Storie (CAASA)	John Herbert (EAA)
Frank Eckard (SAPFA)	Karl Jensen (EAA)
Louis Stanford (SAHPA)	George Coetzee (SAGPA)
Jacques Swiegers (SAGPA)	Alan E Hanes (EAA)
Paul Lastrucci (EAA)	Nigel Musgrave (EAA)
Warren Eva (SAC)	Caroline Eckard (SAPFA)
Martin Meyer (SAPFA)	David De Freitas
David le Roux (SAPFA)	David MacGregor (BAFSA)
Jeff Earle (EAA)	Hans Schwebel (SAPFA)
Nadine Brooker (Exco)	Jan Leodolff
Tina Hunter	Marie Reddy (EAA)
Melt Morrison	Sandra Strydom
John Boucher (MISASA)	

b) Apologies

Carol Clifford (SSSA)	Leon Boutell (SAPFA)
Andrew Blackwood Murray (ASSA)	Brian Wilford (SSSA)
Rikus Erasmus (ASSA)	Duncan Molefe (RAA)
Richard Boveil (BAFSA)	Henk van Wyk – PASA
Goitse Diale (Vice Chairman)	

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

Previous Minutes



2) Confirmation of the minutes of the 83rd Annual General Meeting

a) Corrections, Proposer and Seconder approval

The Minutes of the 83rd Annual General meeting were proposed by Walter Doubell and Seconded by Stefan Coetzee

b) Matters arising from previous minutes

No Matters arising from previous minutes

3) Chairman's Report – As per December 2024 Mailchimp Communiqué

The year 2024 has come and gone in a flash, somehow this year has gone quicker than most, and possibly the first year since the pandemic where things are getting back to some form of economic normality, global inflation has subsided and businesses are expanding again, airborne travel and activities are also back to pre-2020 levels - if one can imagine that the drama that unfolded in 2020 has taken 5 years to recover from.

At least our exchange rate which although not great has remained stagnant. The FAI has held their annual conference in Saudi Arabia this year where a new President Greg Principato (who hails from the USA) has been appointed where he has already been reaching out to the National Aero Clubs (NACs) to get them to be more inclusive in strategic growth which has been a first since we can remember. We trust this will bode well for our fledgling sporting activities - SA however has always produced many champions in our various disciplines.

The Aero Club also held its annual awards ceremony, this year moving away from the Aviation theme location to a more formal setting at the Birchwood conference centre, and what a great venue it was - everybody commenting that it was stylish and fitting for this black tie event.

The Chairman who is on his last year of tenure in terms of the constitutional mandate, introduced Vice Chairman Goitse Diale to carry out the honour of the proceedings and an introductory speech, which he delivered with great aplomb. (see Pilots Post for his full speech).

For this year the highlights were two Lifetime Achievement awards, one going to Neil Bowden who has been supporting RA for most of his life and has organised the Oshkosh Camping tour over the last 26 years and developed an excellent relationship with EAA USA, the other going to Athol Franz who has been supporting RA through his magazine African Pilot for many decades.

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 (this year all 13 Sections took part) 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 2025 - where we are



looking at expanding the event to also coincide with the EAA national Convention and planning a limited airshow for the afternoon - watch this space.

The Aero Club continues to take part in many Advocacy workshops, workgroups and engaged with the regulator to ensure fair regulatory updates and curtail regulatory overreach. Part 149 governing the Aviation Recreation Organisations (AROs) is still in limbo, with no real progress being made to consider the actual roles and responsibilities AROs have, and the mandates for oversight - we continue to engage the regulator on this topic.

Part 96 (commercial use of NTCA) is also making good progress, where we are working to limit overreach requirements on operators, especially those that are in small operations, Part 62 on training operations & NPL requirements being reviewed to be more tailored to NTCA. There has also been some measure of progress related to safety at Aviation Events in the form of development of Part 95 to allow Air-Traffic Management at these events, which will soon be serving at CARCom. In the interim ATC operations at events which had been curtailed over the last year has at least secured ATNS approval to support events that are of a complex nature and with busy airspace.

Regarding overflight rights and altitudes through National Parks, some progress is being made, that all relevant stakeholders will partake in a review on the needs of Aviation to operate in these areas with a brief to secure air routes within these areas.

The withdrawal of AIC 18.19 related to the 12 year engine overhaul limit for Lycoming's and Continental's continues to feature heavily in the regulatory world, with extensions being invoked, General Notices issued, but without any clarity on solutions, and remains a sub judice topic. This affects all aircraft in commercial use with these engine types fitted.

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 2500 members, we do find ourselves in a situation of lessening RA participation as well as the question of value add to Aero Club membership - knowing that our biggest contribution is the participation and engagement at Advocacy forums within all of the regulatory environments, failing which if we do not participate, the regulator will continue to regulate our disciplines into oblivion and force us into the ICAO way of thinking which will cost us all more and/or restrict our activities.

From early 2025 with fresh blood and ideas at the helm of the Aero Club, a media campaign will be launched with wider access to modern communication platforms to spread the message of what we do, this will be under the initiative of our incoming Chairman Goitse, co-opted Exco member Nadine and Exco member Louis. There will be a significant website revamp due for release in early January 2025.

Our aim also 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.

Previous Minutes



With this, let us all work together and support the structures that represent recreational aviation to make 2025 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.

Our membership renewal season for 2025 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.

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 2025. An early in the year Strategy Session will be planned again for 2025 to map out the future of our Recreational Aviation Community.

Aero Club Strategy

The Aero Club held a Strategy Review on 22 October 2024 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
- Review Member Communication Strategy

Outcome & Actions of Strategic Review

- Re-established the RA Industry Liaison Forum (ILF) with the CAA at Executive Level to cover all regulatory subjects - Progress - Have held 2 meetings 2024 and 1 in 2025 - effectiveness in question on topics raised not receiving attention - possible way forward on the "Delegation/Designation of Powers" workshop where interaction may gain traction. AeCSA and the Sections (AROs) still maintain that knowledge of RA lies within our industry - and can provide appropriate oversight within the context of approved MOPs - See CAA Interactions slide
- 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
- A website overhaul is in progress, to enable more member interaction, and a more effective communication mechanism being investigated to replace mailchimp (not more than 30% mail delivery rate is noted). A wider social media presence also being developed.



- 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 – 245 ATF renewals were concluded in 2024 via the Aero Assist web-based interface. Planning to work with CAA on further integration



AUTHORITY TO FLY APPLICATIONS: SUMMARY STATS	
Application not ready to process	10
Application form still being completed	10
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	1
Application form submitted by client and Paygate payment done / EFT payment confirmed	1
Corrections submitted by client	0
Ready to send to CAA/inspector	0
To be attended to by CAA/inspector	12
Application form completed by Aero Club	0
Application sent to CAA	4
Verification of application/corrections done	0
Inspector assigned by CAA	8
Aero Club resolved issues reported by inspector	0
Application corrections sent to inspector	0
Awaiting client feedback	0
Completed	780
Issues referred back to client	0
Approved by CAA: ATF issued and sent to client	780

AUTHORITY TO FLY APPLICATIONS: COMPLETED APPLICATIONS					
2024	245				
JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
15	20	22	23	25	22
JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
19	23	12	29	24	11
2023	231				
JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
9	27	29	12	23	32
JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
11	17	18	26	20	7

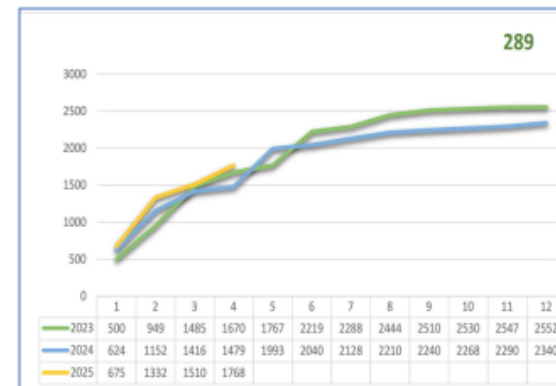


Membership

- Membership has seen a decline since 2021, our budget target of 2500 was missed by 160
- Multi-Section membership is in place
- Good progress has made on 2025 renewal campaign – Budget planned for 2500 members to match 2023

	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	1790	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	1993	2040	2128	2210	2240	2268	2290	2340
2025	675	1332	1510	1768								

Section	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Aero Club	4331	4634	4244	3805	3479	3232	2723	3005	2772	2552	2340	1768
AHASA	12	24	48	39	38	21	20			1		0
ASSA	80	68	64	39	47	46	33	27	39	34	37	48
BAFSA	45	44	43	48	45	48	44	46	43	43	41	40
DAASA	10	11	12	12	21	21						0
EAA	337	448	396	418	377	339	290	308	340	342	282	288
MISASA	1013	1058	967	879	789	676	506	474	425	452	367	298
PASA	622	639	607	606	579	560	440	494	492	437	455	194
SAC	83	88	88	78	74	94	85	99	89	81	76	59
SAGPA	194	220	202	217	197	169	131	138	139	153	125	113
SAHPA	668	636	812	684	657	522	525	619	452	128	161	115
SAMAA	3745	3606	3294	3254	3433	3347	3192	3340	2644	1857	1704	1620
SAPFA	395	458	383	377	312	298	180	249	196	167	159	168
SSSA	480	418	408	439	434	421	394	429	405	396	353	279
RAA								7	6	9	16	15
AerCSA							157	243	292	442	350	223



PREVIOUS MINUTES

Treasurer's Report

This report is a brief summary of the financial performance of the Aero Club for the year ending December 2024 .

The net income decreased in 2022 and in 2023. This trend continued and there was a small deficit in the 2024 year. This is due to declining membership numbers. A positive feature is the income, other than membership increased. This income is interest earned and the income from Airweek and other sources.

Our cash reserves increased slightly strengthening the balance sheet and the balance in the legal fund also increased.

Although expenses are strictly controlled there was an increase in expenses. The increased expenses in 2024 were mainly due to the payment of a stipend to the advocacy officer. The exco believe that this is a necessary function that serves all sections of the Aero Club. We need to increase membership and appeal to all members to actively attempt to recruit new members and to encourage renewal of membership.

The treasurer thanked the exco and the Aero Club staff for their hard work and continued support. See below for more information.



Events - Other

AERO Wonderboom

- Attendance by AeCSA to AERO 2024 at Wonderboom, poorly attended, although good opportunity to network with interests in RA. AeCSA had a large outdoor display area – but not well positioned
- AERO is moving to Lanseria for 2025 – different dynamics, still need to decide on attendance



AeCSA Awards

- AeCSA Awards –held Awards held 16 Nov – fully organised by the AeCSA office (Sandra)
- Large turnout 160 attendees
- Venue changed to more formal gala dinner setting from the 3 previous events held in Aviation themed hangars



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b) 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 of the Aero Club in 2020 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. Although reduced to ad-hoc meetings in 2022, this has been re-established in 2023 and continued in 2024 as bi-monthly. The RA ILF has attendance by Airworthiness, Personnel Licencing, Operations, GA functions within the CAA with the Executive ASO in attendance. Effectiveness of these meetings are difficult to gauge – but there is at least a forum for discussion.

Current Issues being addressed / Topics of interests on Advocacy Matters

- 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.
- Letter received from the CAA in Q1 2025 to establish a workgroup to discuss “Delegation / Designation of DCA’s Powers Workshop” from a proposal by the Minister of Transport. The first meeting is planned for 15 May 2025 – will establish participation and Terms of Reference. We trust that this new initiative will gain the RA sector in getting traction with the impasse on all the regulatory inconsistencies and get real engagement of a Part 149 rewrite.
- Ensuring specified SLA turnaround times for ATF’s & NPLs – new SLA has been proposed and now named SLS (Service Level Standards) – no improvement noted
- Engagement with DFFE on national park overflights with specifics to penalties – height restrictions, also on Barberton Mountains as a Heritage site. The maps that show these areas were not available. Better consultation between the ATS dept at SACAA, Dept of Transport, the DFFE and industry has been promised. The maps are now on the CAA website.
- 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
- Review of Part 66.4 as part of the AP Panel – alignment with AME categories – still has no traction within the CAA
- Part 62 and 96 – Rewrite in progress various AeCSA ARO’s involved – much of the workgroup work is done, however still serious objections on the table mostly related to catering for small operators (and the heavy admin overload requirements) and the inappropriate definition of a parachute as an aircraft. Will be opposed at CARCom.



- New Part 95 Special Air Events – AeCSA will be part of the process to develop this new regulation, first workshop held Q1 of 2025
- Part 47 – Process for aircraft build projects, registration as an aircraft of a build project. The SACAA do not want to register a partially built aircraft before an authority to fly is issued. Banks do not want to give finance and insurers will not insure without a registration number. This proposal has been opposed by industry. A proposal by industry that a temporary registration is allocated is being considered and will be discussed at a workgroup meeting in May.
- Part 43 – 12-year engine overhaul rule. After several meetings, the SACAA agreed to a compromise and the regulation was amended to read that the manufacturer's requirements determine the frequency and extent of engine overhauls. This is applicable to only private use of aircraft.
- Part 61 – Radio Telephony Examiners. The SACAA proposed to change the qualification criteria and allocation of a RTE designation. Industry has constantly opposed this in the workgroup meetings. Agreement reached that there should be different levels of RT proficiency eg: ground AFIS only, controlling etc. Also, that the needs of pilots of parts 62, 68, 69 and 106 should be accommodated. Workgroup to meet again.
- Industry Liaison Forum. An area of concern that was highlighted in the ILF presentations is the increase in general and recreational aviation accidents. This prompted a response from CAASA and the Aero Club to request a meeting to discuss the future of a safety strategy for ga/recreational aviation. A meeting was held with 2 SACAA executives where it was agreed that in future there should be much more industry consultation and involvement in the approach and application of a ga/recreational safety awareness campaign. Future meetings to set goals are planned

Other Industry interaction:

- Approved Persons. An initiative to form a representative body for APs has commenced. The purpose is to have a recognised forum that represents the interests of the Aps. Two meetings were held and the process is underway. A further meeting is planned during May. The Aero Club and industry AP representatives are the coordinators of this.
- Third Party Liability Cover for Aero Club Section Events. The insurers refused to renew the 3rd party liability cover for section events for 2025. It appears that general and recreational events are regarded as high risk. Several consultations and in-person meetings were held with 2 brokers. During these meetings detailed explanations were given of what the different AeCSA section events are, how the sections and the AeCSA manage events and that all legal compliance is done. A further in-person meeting is planned. After this meeting, a decision will have to be taken on the AeCSA's approach to the 3rd party liability issue.

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c) Constitution Update

A proposal was tabled at a Council meeting in 2024 regarding the composition of the Board or Executive Committee – with a reminder that for most of 2023 and part of 2024 there was no Vice-Chairman appointed. Nominally the Vice-Chairman would be the natural follow on to the Chair – however not always the case.

It was decided that in order to secure a more robust and secure Board, that the Council would propose a chairman-elect during any given year to ensure continuity and handover is well executed. To this end an update to the constitution is proposed as per the wording in 6.3 (c).

Proposed: Rob Jonkers Secoded: Paul Lastrucci

6 Board of Directors (Executive Officers)

6.1 Composition of the Board of Directors (Executive Committee)

The Board of Directors or otherwise known as the Executive Committee may comprise of:

- a. Chairman
- b. Vice – Chairman
- c. Treasurer
- d. Elected officers
- e. General Manager, if appointed

6.3 Appointment of the Board of Directors (Executive Committee)

- a) The Council will be called to order by the immediate past Chairman within one hour of the closing of the Annual General Meeting.
- b) The Chairman, Vice Chairman, elected officers and Treasurer will be elected by majority vote by the Council annually from amongst the appointed Council Members at the first meeting of the Council following the Annual General Meeting of the Aero Club of South Africa NPC, subject to a maximum continuous term in office of six years. After an initial 3 year term these elected officers will automatically stand down but can offer themselves available for re-election.
- c) At the first Council meeting post the AGM or at the next available Council meeting, the Council to elect a Chairman-Elect who is to be selected from the elected Board, who could be the Vice-Chairman or one of the elected officers. This will allow for future Board succession leadership planning
- d) The Board of Directors may elect and appoint a General Manager, who would fulfil the role of a director, but not subject to the fixed term period stipulations as defined in 5.9. The General Manager needs to be a Member of the Company, either through a Member Association or as an Associate Member.
- e) The Board may appoint further co-opted Directors as it deems appropriate, which Directors may be appointed for a specific purpose or to fulfil a specific task, or for a specific duration. Such Directors need to be Members of the Company, either through a Member Association or as an Associate Member.
- f) Should any Director vacancy occur on the Executive Committee, by resignation or otherwise, a meeting of the Council shall be convened to fill the vacancy.



Opening of 1st Council Meeting

Given there were no new nominations, and only the current Chairman standing down, no breakout room was invoked – as proposed by Johan Boucher with consensus of the membership, thus the election of the Executive Committee was carried out in the AGM open forum. Attendance of the Council amongst the members of the 1st Council meeting were:

Attendance

Rob Jonkers – Chairman
Iaan Myburgh – Treasurer
Walter Doubell – CAO, ASSA
Paul Lastrucci – EAA
Kevin Storie – CAASA
Tarryn Myburgh – SAPFA
Simon Smith – DAASA
Louis Stanford – SAHPA
Warren Eva – SAC
Jacques Swiegers – SAGPA
Sandra Strydom – AeCSA
Salome Maree – AeCSA
Frank Eckard – Awards
John Boucher – MISASA

Apologies

Alec Groenewald – SAMAA
Brian Wilford – SSSA
Richard Bovell – BAFSA
Bob Skinner – SAMAA
Rikus Erasmus (ASSA)
Henk van Wyk – PASA
Goitso Diale – RAA

6) Election of New Executive Committee

a) Nominations received for consideration

Current Incumbents

– Rob Jonkers	– Chairman	– elected 2019 (6 Years)
– Iaan Myburgh	– Hon Treasurer	– elected 2023 (2 Years)
– Walter Doubell	– CAO	– appointed 2023
– Goitso Diale	– Exco Member	– elected 2023 (2 Years)
– Louis Stanford	– Exco Member	– co-opted 2023
– Nadine Brooker	– Exco Member	– co-opted 2024

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In terms of the constitution, see point below, Rob Jonkers will be required to stand down, the remainder 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 2025/6:

Chairman – Goitso Diale – Proposed by Kev Storie, Seconded by Louis Stanford
Vice Chairman – Vacant
Hon Treasurer – Iaan Myburgh
CAO – Walter Doubell – As appointed
Exco Member – Louis Stanford
Exco Member – Nadine Brooker

The Council thanked Rob Jonkers for the 9 years of serving on Council. The Exco going forward will review and plan the portfolios

The 1st Council Meeting was closed.

7) Notification of Exco and Closure of the 84th Annual General meeting

The AGM was reconvened, with Mr Rob Jonkers announcing to the 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.

2a - Corrections, Proposer, Seconder



Proposer:

Seconder:

2b - Matters Arising

No matters arising from the 2025 minutes



3 – Chairman's Report



Aero Club of South Africa – Chairman's Report – 2026 Annual General Meeting

The 2025 year and the first quarter of 2026 have been busy and it was a challenging period for the Aero Club with global and national factors that continue to influence general and recreational activities in South Africa.

A more or less stable exchange rate and an oil price of \$60 during late 2025 and in early 2026 augured well for a general improvement and the possibility of a positive outlook for 2026. This all came to an end with the US / Iran war at the end of February. We are now faced with oil hovering at over \$100 and the strong possibility of paying more than R 35 for a litre of avgas, with no idea where the price will be in the future.

On the local front the year started well with an agreement being reached between industry representatives and the SACAA on the 12-year engine overhaul matter. After a few marathon meetings and many consultations, an engine condition monitoring program was agreed upon. This program was accepted by the CAA's CARCom and is now formally an appendix to Part 43 of the technical standards. However, this still has to be formally promulgated and, at this stage, we do not know when there will relief for the owners of aircraft that have an engine older than 12 years. An application for an interim exemption was refused by the CAA.

The Aero Club continues to be an active member of the FAI. Rob Jonkers and I had a meeting with Greg Principato, the president of the FAI. I was also invited to the quarterly meeting of the board of the FAI. Both these meetings were virtual. From these meetings it is evident that, globally, as in South Africa, recreational and sport aviation is facing the challenges of increased costs, and an aging and declining membership. There is also a global tendency for regulators to apply ICAO standards to aspects of recreational aviation. The FAI and the Aero Club of South Africa have a good long-standing relationship.

The Aero Club was invited to the annual general meeting of SASCO. I attended online. This is a relationship that needs to be improved in the future.

The yearly Aero Club awards dinner was held in November 2025. It was a well-organised event that was well attended by guests and members. The awards that were presented are a showcase of our member's dedicated participation in recreational aviation. Awards were presented for: lifetime achievements and service to the Aero Club, special contributions were recognised, FAI records and participation in international events and gold and silver wings for many years of service. The broad spectrum of all recreational aviation disciplines was recognised.

On the Wednesday before Airweek no one would have thought that Airweek was going to happen. The weather with rain, low cloud and wind had set in. Notwithstanding this, many members left the plane in the hangar and drove to Middelburg. The weather cleared a bit on Friday afternoon and Saturday was better. Although some had understandably not arrived, Airweek 2026 was a resounding success. A concise summary of this year's Airweek will be that it was a prime example of a group of dedicated people getting together to share a common interest at a very well organised event. The planning committee has already held a debrief meeting and planning for 2027 will start soon. Thank you to the Aero Club members and Middelburg Aviation Club for the organisation and all who attended and to those who could not attend.

Participation in advocacy related matters has increased. During 2025 there were 93 meetings and since January 2026 there have been 31 meetings. This ever-increasing participation in advocacy comes with a mixture of success and frustration.

The 12-year engine issue has been mentioned. In addition, the amendments to Part 96 – commercial use of non-type certified aircraft – has finally been sent for promulgation. This amendment was debated over a number of years and, although not all our suggestions are in the amendment, the final accepted amendment is much better suited to the NTCA commercial operator than the initial submission of the CAA. The CAA accepted our proposal on the increase of certain fees relating to recreational aviation.

A cause of frustration is the slow progress seen in rewriting Part 149. We have seen some movement with a newly established workgroup that should commence its actual work in the near future. The future functioning of AROs is dependent on the outcome of the proposed amendments to Part 149.

During 2023 the use of air traffic controllers at special air events was curtailed by changes to the regulations. A new process has been negotiated and ATNS have submitted a document to the CAA which should formalise the activities of ATCs at recreational aviation special air events.

The overflight of protected areas such as national and other parks is an ongoing issue. Recently we have been alerted to a heavy-handed approach by certain Provincial Nature Conservation Authorities that appear to have made rules regarding the overflight of protected areas without the prior participation of the Department of Forestry Fisheries and the Environment, ATNS and of course industry. We have commenced engagement on this.

The above illustrates that the engagement of the Aero Club in advocacy matters, although it consumes time and effort, is necessary and that there has been some success in advancing the interests of our members.



Internally the Aero Club has also faced changes. The former elected chairman, Goitse Daile, resigned in October 2025. With no new additions to the exco, the workload of the normal day-to-day management of the Aero Club left little time for the exco to initiate strategic plans that had been proposed. The main strategic plans are: the development of a new membership model for the Aero Club, the formalisation and implementation of a protection of information policy, the development of a drive to retain and attract new members.

The Aero Club has weathered tough times in the past. This was due to the effort and support of the members. We thank all who have been and are involved in an active role. But we need more members to be involved. We have many experienced members with a massive pool of recreational aviation knowledge. Please volunteer your expertise.

Our membership numbers have been in decline since 2021. As mentioned, this is a global occurrence with many causes. We need to rethink a strategy to retain and attract members.

Our staff are active in following up on renewals.



	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	1993	2040	2128	2210	2240	2268	2290	2340
2025	675	1332	1510	1768	1992	2048	2113	2077	2125	2196	2133	2200

Section	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Aero Club	4634	4244	3805	3479	5691	2723	3009	2772	2552	2340	2200
AHASA	24	48	39	38	38	21	20		1		0
ASSA	68	64	39	47	46	33	27	39	34	37	53
BAFSA	44	43	48	45	48	44	46	43	43	41	44
DAASA	11	12	12	21	21						0
EAA 322											
EAA 973											
EAA 1502											
EAA	448	396	418	377	339	293	308	340	342	282	311
MISASA	1058	967	879	789	676	506	474	425	452	367	337
PASA	639	607	606	579	560	440	494	492	437	455	408
SAC	88	88	78	74	94	85	99	89	81	76	59
SAGPA	220	202	217	197	169	131	138	139	153	125	126
SAHPA	636	812	684	657	522	525	619	452	128	161	133
SAMAA	3606	3294	3254	3433	3347	3192	3340	2644	1857	1704	1573
SAPFA	458	383	377	312	298	180	249	196	167	159	186
SSSA	418	408	439	434	421	394	429	405	396	353	323
RAA							7	6	9	16	8
AeCSA						157	243	292	442	350	325

AUTHORITY TO FLY APPLICATIONS: SUMMARY STATS

Application not ready to process		4	
Application form still being completed		4	
Application form submitted by client, awaiting payment		0	
Application form submitted by client and EFT payment done, awaiting confirmation		0	
<hr/>			
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	
<hr/>			
Ready to send to CAA/inspector	0	To be attended to by CAA/inspector	16
Application form completed by Aero Club	0	Application sent to CAA	6
Verification of application/corrections done	0	Inspector assigned by CAA	10
Aero Club resolved issues reported by inspector	0	Application corrections sent to inspector	0
<hr/>			
Awaiting client feedback	0	Completed	991
Issues referred back to client	0	Approved by CAA: ATF issued and sent to client	991

One of our member services is the Aero Assist facility whereby we assist with the renewal of authorities to fly. There was a slight decline in the number of ATF renewals from 224 in 2024 to 217 in 2025. This was due to the 12-year engine rule. This service assists our members, making it a lot easier to do ATF renewals.

I want to thank the Council for their support and assistance. And a special word of thanks to the exco and our Aero Club staff. Council, exco and our staff stood together during a difficult year and yet managed to achieve success in serving the members. We look forward to an even better 2027.

Regards
Walter Doubell, Acting Chairman

AUTHORITY TO FLY APPLICATIONS: COMPLETED APPLICATIONS

2026 **66**

JANUARY 8	FEBRUARY 15	MARCH 21	APRIL 22	MAY	JUNE
JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER

2025 **217**

JANUARY 14	FEBRUARY 19	MARCH 17	APRIL 16	MAY 18	JUNE 27
JULY 21	AUGUST 9	SEPTEMBER 12	OCTOBER 27	NOVEMBER 22	DECEMBER 15

4 Treasurer's Report

Financial status of The Aero Club of South Africa NPC

Iaan Myburgh



Financials



Subscription Fees



Appointment of
Auditors



TREASURER'S REPORT – year ending December 2025

Income

Revenue increase by 20,44%. However it must be noted that this is due to our auditors advising that the legal fund contribution needs to be accounted for differently. On a like for like comparison, excluding the legal fund contribution the revenue increase would be 2,7%. The 2025 membership fee was R 650 of which R 100 was contributed to the legal fund. Other income increased by 25,3%. The increase is attributed to Airweek and Award function income and utilization of the premises and Centenary Fund.

Expenses

Total expenses increased by 7.7% which is considerably less than the increase for the 2023/2024 years. However this is more than CPI. The main contributors to the increased expenses were computer expenses for the change to a new email service and for the One Drive system for electronic data storage. Another expense item was the contribution to the legal costs of the 12-year engine court action.

The challenges of the past few years continued into 2025. Through our budgeting process, it is clear that the Aero Club's finances will remain under strain unless we generate more income. This can only come from increased membership and participation from the sections. A new membership model is being investigated to streamline the membership process and value add from the Aero Club and its sections. For now the cash position remains healthy.

I want to thank the exco members and the office staff for their support and hard work. I am excited about the new initiatives the exco are working on to increase awareness and add value to our members. We will continue to manage the finances responsibly

Iaan Myburgh, Treasurer, Aero Club of SA

4 b) Appointment of Auditors



Marais & Alcock

213 Rondebult Road
Farrar Park
Boksburg

011 896 5112

5 – General



a. CAA Interactions

During the past year there were many meetings with the SACAA. Progress was made and, although debate was sometimes robust and tiring, agreement on most aspects of the proposed amendments to the CARS and CATS was reached. The big issue that consumed much time and energy was the 12-year engine matter. After marathon meetings and many other engagements in January a Condition Monitoring Program was agreed to resulting in an annexure to Part 43 being submitted to the CARCom for approval. The Annex 3 to Part 43 was approved and is currently in the process of being sent to the minister of transport for signature and promulgation.

Other advocacy interactions: Part 96 (commercial operation of NTCA) was agreed to and is in process of being sent for promulgation, amendments to Parts 44, 61 and 95 are being worked on. Another issue that took a lot of time was the proposal from industry to amend Part 149 and relook at the designation of AROs to have more authority. This was refused by the CAA. A new workgroup has been established. The task will be to rewrite Part 149.

Some other matters that are still in process and need to be agreed on are: the rules on the overflight of protected areas, certain proposed medical examination amendments, fees for Part 106 and third-party liability insurance limits.

We continue with our endeavour to protect our member's rights and interests with the advocacy initiative.

6 - Opening of 1st Council Meeting for 2026/7 Year



Members of the Aero Club of South Africa to remain seated while the members of the Aero Club of South Africa Council leave the room for the 1st Council meeting to commence and the election of the Executive Committee to take place.

This will be done by MS Teams Breakaway Rooms





Opening of 1st Council meeting for the 2026 / 2027 Year

7 - Election of New Executive Committee



a) Current Board Incumbents

- | | | |
|------------------|-------------------|--------------------------|
| – Iaan Myburgh | – Hon Treasurer | – elected 2023 (3 Years) |
| – Walter Doubell | – Acting Chairman | – appointed 2023 |
| – Louis Stanford | – Exco Member | – co-opted 2023 |

b) Nominations received for Consideration

- Marie Reddy – council member

c) Appointment of Office Bearers

- Nominations of Chairman, Vice Chairman, Treasurer, Elected Officers
- Election of Chairman, Vice Chairman, Treasurer, Elected Officers

6.3 Appointment of the Board of Directors (Executive Committee)

- The Council will be called to order by the immediate past Chairman within one hour of the closing of the Annual General Meeting.
- The Chairman, Vice Chairman, elected officers and Treasurer will be elected by majority vote by the Council annually from amongst the appointed Council Members at the first meeting of the Council following the Annual General Meeting of the Aero Club of South Africa NPC, subject to a maximum continuous term in office of six years. After an initial 3 year term these elected officers will automatically stand down but can offer themselves available for re-election.
- The Board of Directors may elect and appoint a General Manager, who would fulfil the role of a director, but not subject to the fixed term period stipulations as defined in 5.9. The General Manager needs to be a Member of the Company, either through a Member Association or as an Associate Member.
- The Board may appoint further co-opted Directors as it deems appropriate, which Directors may be appointed for a specific purpose or to fulfil a specific task, or for a specific duration. Such Directors need to be Members of the Company, either through a Member Association or as an Associate Member.
- Should any Director vacancy occur on the Executive Committee, by resignation or otherwise, a meeting of the Council shall be convened to fill the vacancy.
- Should the General Manager position become vacant, by resignation or otherwise, the Executive Committee shall be responsible for filling the vacancy, if deemed necessary by the Exco to fill the vacancy
- If no nominations are received for any Exco Board Director position, that position may remain vacant or the Exco may act in terms of 6.3 (d) and/or 6.3 (e) above until a suitable candidate is nominated for the vacant Exco position.



In terms of paragraph 6.3 of the Constitution of the Aero Club of South Africa NPC, a Council meeting is to be held immediately after the Annual General Meeting. The purpose of this meeting is to elect the Exco Officials for the next year.

The required quorum was present and the meeting was duly constituted.

1.0 Attendance and Apologies

1.1 Attendance

Sandra Strydom – Aero Club
Marie Reddy – EAA
Tarryn Myburgh – SAPFA
Iaan Myburgh – Treasurer and proxy for BAFSA
Walter Doubell – Acting Chairperson
Malan Moolman – SAMAA
Kev Storie – CAASA
Paul Lastrucci – EAA Chairman
Louis Stanford – SAHPA Chairman
Bob Skinner – FAI representative
John Boucher – MISASA Chairman
Jaques Swiegers – SAGPA Chairman
Cliff Lotter – SAC proxy held from SAC Chairman
Henk van Wyk – PASA Chairman
Jacques Swiegers – SAGPA Chairman
Keith Fryer – ASSA Chairman

1.2 Apologies

Richard Bovell – BAFSA Chairman – Proxy to Iaan Myburgh

2.0 Confirmation of previous minutes

The minutes of the Council meeting of 7 May 2025 were approved at the AGM on 6 May 2026.

3.0 Matters arising from previous minutes and adoption of Agenda

3.1 None

3.2 Approval of Agenda

Approved as per 4 and 5 below

4.0 Nominations Received for Exco Positions

4.1 The only nomination received was for Marie Reddy as exco member. The nomination was from Walter Doubell, seconded by John Boucher.

4.2 Walter Doubell and Iaan Myburgh are available for re-election.

5.0 Election of Exco Members

Due to there not being any further nominations and no objections to the nominations or the re-election of Iaan Myburgh and Walter Doubell, the Council of the Aero Club elected the following members as the Exco of the Aero Club:

Chairperson: Walter Doubell

Vice-Chairperson: Marie Reddy

Treasurer: Iaan Myburgh

8 - Notification of Exco & Closure of the 85th AGM



Chairman – Walter Doubell

Vice Chairman – Marie Reddy

Treasurer – Iaan Myburgh

Exco Members – Vacant

The meeting adjourned