

**2020 Annual General Meeting of the Light Aircraft Association Ltd
LAA Offices, Turweston Aerodrome**

Sunday 18th of October 2020.

MINUTES

Tim Hardy, LAA Chairman, opened the AGM at 10.00.

Apologies for absence were received from Mike Mold, Tom Geake and John Mangan.

Tim Hardy explained that Covid19 made this years AGM unusually difficult. He and Steve Slater, CEO, were physically present (and socially distanced) in Steve's office at LAA HQ, Turweston. There were 58 members at that moment attending electronically. He welcomed everyone to the AGM. However the articles, as currently worded, demanded a quorum of those physically present. That requirement could not be satisfied but the articles permitted the Chairman to continue the meeting, in his discretion, after a 20 minute adjournment. Therefore he immediately adjourned the AGM for 20 minutes.

During the adjournment Steve gave a short overview of the LAA's year, supported by slides. On behalf of the LAA, he congratulated Keith Vinning, of Pilotaware and Tim Dawson, of Skydemon, on being honoured with their OBEs. He presented a tentative calendar for 2021, stressing that it would be the LAA's 75th anniversary. The possibility of taking YES in house was briefly discussed, in answer to a question, and it was suggested that a written proposal to that effect be submitted to the LAA.

At 10.26 Tim Hardy declared that the AGM would continue.

Tim Hardy said that it had been a dreadful year for the LAA. It had not been easy to run the Association. Nonetheless, the LAA team had worked together flexibly and imaginatively to keep us all flying as much as possible and they deserved the congratulations and thanks of all of us for managing to pull through.

Approval of the Minutes of the 2019 AGM was proposed by David Mole, the Company Secretary, and seconded by Steve Slater. The motion was carried by 220 votes.

The Treasurer, Will Garton-Jones, presented his report and proposed the adoption of the 2019 Accounts, which Steve Slater seconded. A question was asked about the level of banking fees. Will and Steve explained that this was the consequence of the method of collecting subscriptions which tots up fees quickly. Moving to direct debit would reduce fees substantially. The motion was carried by 221 votes.

The Treasurer proposed the re-election of Phipps Henson McAllister as auditors, seconded by Steve Slater, carried by 218 votes.

The re-election of Will Garton-Jones as a Director was proposed by David Mole, seconded by Steve Slater and he was deemed elected unopposed (in accordance with Art. 23c)

Motion 1: Changes to Article 8 were proposed by Tim Hardy, seconded by David Mole. Tim explained that the changes were proposed in order to allow LAA general meetings to be conducted electronically, if necessary, and to treat members present electronically as if they were physically present. It would not be the Board's preference to do so but the option needed to be there. David Mole observed that the changes simply applied to general meetings the rules that already applied to Board meetings.

The motion was carried by 227 votes to 2.

Motion 2: Mike Hallam proposed, seconded by Steve Slater, that the LAA pursue a joint strategy with other organisations to regain access for light aircraft to or through airspace recently denied or severely restricted, or where reduced traffic no longer justifies its retention. Mike instanced several places, particularly (but not exclusively) round the London CTA, where airfields had been granted rights to control areas of airspace which were extensive and confusing and which effectively closed the only practical routes available to light aircraft. Worse, there were several instances where airspace restrictions have been approved by the CAA on the basis of traffic forecasts that have fallen far short of reality, yet the restrictions remain. Steve said he was glad to second the motion. There was a lot of work underway to address these problems. Tim Hardy said most members would have stories of access problems but the case for general aviation had to be made in a professional and organised way. The GAA has been representing users to try and make life as easy and possible. There were several challenges, electronic conspicuity was one, one emerging was the requirement of drones for airspace. GA users need to keep together. The points we wish to make must be supported by data and experience. If we find being refused service important, it should be documented carefully and reported.

There were several contributions from members on the topic and general agreement that discussion and analysis of the problem was very important.

The motion was carried by 230 votes to 3.

There being no other official business, the Chairman closed the AGM at 11am.

Members Forum

Wide-ranging discussion which included.

- Reduction of banking costs, via use of Direct Debits and Go-Cardless activities. SS confirmed this is already in hand and, in addition to cost-savings, the newer technologies are now being mandated in order to meet new banking security legislation.
- Future AGM access electronically. As demonstrated by the 2021 meeting, we are committed to enabling both face-to-face meeting and electronic meeting to allow members from further afield to be able to join too, maximising participation.

- Airspace. “Can we make the case that modern airlines can climb more quickly therefore don’t need such large areas of controlled airspace”. SS said that the point has been made, and many areas are based on old obsolete airspace practices, but some have advised that a large twin jet airline on one engine has a poorer climb out performance than many older multi-engine types. TH added that a large airspace modernisation programme going on, based on providing airspace around modern aircraft performance. The LAA is contribution to that.
- Discussion on Engineering response times. SS commented that current review is aimed at improving services. Setting service level commitments.
- Effectiveness of All Party Parliamentary Working Group. SS explained that it has inevitably been affected by Covid. However the two previous chairs of the APPG have now moved into Cabinet as Transport Secretary and Aviation Minister, so we have a powerful voice. Also discussed clash in government policy between DHLG housing prioritisation versus DfT recognition of need for a network of GA airfields. LAA is working hard with APPG and GAAC to support airfields. Also discussion on civilian use of military airfields.
- Electronic magazine? Some cost saving, versus importance of the monthly ‘hand-shake’ with members from print magazine?
- Young People’s Aviation Art progress during Covid, with online “Art at Home” competitions replacing events at Air Shows.
- Discussions on use of Zoom meetings for Strut evenings and Virtual Pub Nights. Hopefully air show and other ‘face-to-face’ activities will resume in 2021.

Discussions closed at 11.30am.