

Irish Light Aviation Society
11th Annual General Meeting
27th January 2019, The Courtyard Hotel, Leixlip

Minutes of the Meeting

The Meeting was called to order at 12:15 and the Chairman thanked all for travelling to Leixlip. A total of 78 people attended as per records. Apologies were received from Conor Murphy.

1. As there were no objections to the content of the draft minutes of the previous AGM held on 28/1/2018, these were adopted by consent as a true and accurate record of the proceedings. There were no matters arising from the previous AGM that were not on the agenda of the present AGM.
2. **Secretary's Report:** The Hon Secretary reported as follows:

There were 10 Committee meetings between the 2018 AGM and the 2019 AGM, and two formal meetings with the IAA during the year, a Training and Licensing Meeting on 10th April 2018 and the IAA Annual Review of ILAS on 19th September 2018.

It was noted that the current ILAS NMOM was version 2.2, approved on 19/12/17. There had been no update during 2018, but a new version would be required in the near future. There were briefings for ILAS Inspectors at Trim Airfield, on Sunday 20 Jan 2018, and Abbeyshrule Airfield, on Saturday 24 Mar 2018.

In the context of an update on developments relating to GDPR, the Hon Secretary noted that

- Committee documentation (meeting notification, agenda, minutes, tabled documents, inter-meeting Committee communications) is now operated within MyCommittee.com
- All other Society documentation is stored and shared on a Google Drive structure with subfolders for
 - Admin Group (records for Chairman, Secretary, Treasurer, Auditor, Airfield, AGM, NMOM)
 - Permit Group (Individual Aircraft Records, Permit Applications, Type applications)
 - Technical Group (Chief Inspector Records, Inspector Records, Technical Sub-Committee Records, Aircraft Modification Requests, Tool Library, Document Library)
 - Records on links with Other Organisations
- Access to these folders is on a role-specific basis and lapses when a member leaves the relevant role
- ILAS maintains the ilas.ie website currently hosted by www.wildapricot.com

The Hon Secretary reminded members that ILAS holds certain personal information relating to its members in order to conduct the business of the Society on behalf of its members, and to maintain its approval to do so from the IAA. This information includes

- ILAS member name, address, phone(s), email address; subscription status/expiry date of current membership
- Aircraft owned/part-owned or operated by the member
- Outline details of pilot or engineering licences held by the member (type and number)
- And for designated ILAS Inspectors:

- documentary evidence of qualifications held;
- records of all ILAS training received;
- records of the annual review of Inspector authorizations;
- records of competency assessment and any designations given for each ILAS Inspector.

A condition of ILAS membership is that personal data as described above will be provided, processed and stored, and that all ILAS documents and data (inc. all personal data described above) is in principle accessible to the IAA Inspector currently assigned to ILAS. This is for the purposes of the Annual Review by the IAA of ILAS operating procedures, and/or for the Flight Permit airworthiness scheme operated by ILAS under delegated authority from the IAA.

It was also noted that in the case of an accident or incident involving an ILAS oversight aircraft, it may be necessary for personal data relating to the owner(s)/operator(s) of the aircraft to be passed to the AAIU, the IAA, the Gardaí, (or international equivalents) as per Sections 4.A, 6.A of the ILAS NMOM. Members were informed that ILAS intended comply with its legal and regulatory requirements in this regard.

The Hon Secretary informed members that the Chief Inspector had recently attended a two-day course on GDPR partly supported by ILAS, and that the outcome of this would be a number of improvements in the procedures in place for managing GDPR-related responsibilities, including the appointment of a GDPR champion or administrator role to help coordinate this.

3. Treasurer's Report:

The Hon Treasurer presented the year-end accounts for 2018 and was pleased to report that overall the Society's financial position is healthy with a continuation of the same favourable trend as recorded in the previous year. He confirmed that all financial transactions for the year ending 31/12/2018 were closed & balanced on 12/01/2019 to ensure accurate separation between 2018 and 2019 activity. The Treasurer brought the meeting through the 2018 accounts, which were available to members via the website before the meeting, on screen at the meeting, and in circulated hardcopies at the meeting.

The closing 'current account' balance with Ulster Bank at year end was €18,249.53, with no adjustments necessary due to a clean cut-off being achieved. The opening balance in January 2018 was €17,184.08, representing a net increase in funds of €1,065.45 during 2018, which reconciles with the budget surplus identified.

A system of budget control was introduced during 2018 to better manage the Society's finances, thus providing guidance and monitoring of income and expenditure which was continuously tracked throughout the year and reviewed monthly by the Committee. When compared to Budget 2018, the total income was €20,171 (92% of annual budget) relative to a total expenditure of €19,106 (87% of annual budget), yielding a net surplus of €1,065 as at 12/01/2019, which equates to the growth in our bank balance as reported above.

On the ILAS Accounts & Financial Statement for 2018, the Treasurer explained the background to the drop in Income, the increase in cash-in-hand, the various items of expenditure, etc.

As there were no questions raised or requests for clarification, the Treasurer moved to a proposal to the meeting for a change in the membership annual subscription. The Treasurer noted that it is a significant task and burden on the Committee to collect the annual subscription, and particularly to monitor the lapse in membership stipulated by the Society Constitution if the subscription remains

unpaid after 60 days from the AGM, as this has significant implications for the operation of the Flight Permit Scheme and the operation of ILAS oversight of aircraft within it's remit.

The Treasurer noted that the annual Membership Subscription had remained unchanged for ten years, which was in keeping with one of the Society's key objectives to maintain affordable flying. He indicated that the proposal coming from the outgoing Committee is that the annual subscription would in principle change from €40 to €50, **but**, that members who pay before the end of March (60 days from the AGM) would get a discount of €10, bringing the cost to them back to €40. In this way, members would be incentivised to pay within the stipulated 60 day period.

It was suggested from the floor that the discount would instead last for 30 days, but this did not get any significant support. It was also suggested from the floor that a 25% increase was too draconian, but this also did not get any significant support. A member from the floor indicated that the subscription was a small amount to pay and that members maintaining an aircraft under permit should take care to follow the requirement to keep their membership current.

The motion was proposed by Chair and seconded by the Treasurer. There were two votes against, but the vast majority of the members present voted in favour.

The Hon Treasurer thanked Maureen Coughlin for her work in presenting the accounts in the professional manner displayed. The Chairman echoed the above thanks, as well as expressing gratitude to the Treasurer for managing the role during the year. The Chair put the Treasurer's report to the floor and it was adopted by consent.

4. Permit Secretary's Report:

The Permit Secretary noted that there were currently 76 aircraft in permit and 67 aircraft out of permit, with a further three permits due to be issued in the following 10 days.

The Permit Secretary asked the when members are filling out the Permit Application Workpack, they would note that a signature on Schedule D, Page 9, **is required at all times** – not just if the member is intending to sell the aircraft.

He also noted that there are in place reciprocal recognition rights with both the UK and France, but that the **maximum number of days per trip (into a single country) is 28** days (refer to AN A.19). Outside this maximum number, the permit is not recognised in the partner country and the aircraft insurance may not be valid. The Hon Secretary reminded members that if through circumstances arising a permit expires while the aircraft is abroad, the reciprocal recognition does not extend to processes such as test flying that may be required to have the permit reissued. Thus the only option may be to ship the aircraft home by surface. Members were reminded that the permit may be renewed three months in advance of expiry without penalty, and this facility could be availed of to avoid the above issue.

In response to a question from the floor, the Permit Secretary indicated that a G-registered aircraft based here would also have an invalid UK permit after 28 days. The Treasurer indicated that if in doubt, the owners should contact the IAA, which may recognise the UK permit for the remainder of its validity, on the assumption that it would be registered here for subsequent permits.

5. Chairman's Report:

The Chairman reminded members that this is the 10th Chairman's report to be delivered to an ILAS AGM, because just 2 days before the AGM, ILAS marked its 10th Birthday. The two AGMs that dissolved CAACI and SAAC, and the subsequent AGM at which ILAS was formed, all happened at Juggy's Well on 25th January 2009. So ILAS has been in existence as a unified organisation for ten years and is just embarking on its second decade, hopefully characterised by strength and stability. The Society's primary focus at all times is the continued authorisation of our permit system by the IAA. The annual review went smoothly this year, with just one finding which related to the design of one form within the NMOM document. This was fixed and the review closed off.

The Chairman noted that Ken Townsend is standing down as the ILAS internal auditor this year, and proposed a vote of thanks to Ken for conducting the internal audits over the first decade of ILAS' existence. A replacement Internal Auditor with considerable relevant experience has been identified and will be nominated by the Committee in due course.

In February 2018, the Committee decided to support John Todd taking over Dave Ryan's Littlewing gyro project on a personal basis as it believed that this would give the best chance of it being finished. As a single seater, the Littlewing is not suitable to join the Condor as an ILAS training aircraft, so we are gratified that John took a personal interest in it and bought the project from Dave's estate. We look forward to seeing the finished aircraft fly in the not-too-distant future.

Our ambition was to have at least one event of some kind organized for each month of the year. Counting 'fixed' events like the Awards event in December and the AGM in January as well as the three fly-ins at ILAS field, there remain 7 months in which we should be organizing 7 events. Michael Ryan joined the committee in April specifically to tackle this portfolio. However, 2018 proved a difficult start to this policy. In early March, with deep irony, our Aviation Weather presentation by Met Eireann, planned for the Aviation Museum in Shannon, had to be cancelled because it coincided with the 'Beast from the East'. In May, our speaker on the subject of "EASA and their new Basic Regulation" had to be cancelled when Julian Scarfe of European Air Sports had his aircraft go u/s on the morning he was due to fly over to give the talk. We did have a successful event in March as the inaugural "Dave Ryan Memorial Lecture". Fittingly, Leo Murray of AAIU delivered it on the subject of "permit aviation safety". We managed to have a successful (and hopefully enjoyable) annual Fly-in and Rally in mid-summer, but both spring and autumn fly-ins had to be cancelled after a number of frustrating weather-related postponements. In the past, ILAS has cooperated with and supported the Craughwell fly-in, which is organized by a group of our members and is very popular. We are keen to do more of this in the future where our support can add to the success of such events.

There was a very worthy group of ILAS Awards winners again this year. Both Gerry Humphreys and Andrew Butler deservedly got their names on the Airmanship and Touring trophies respectively for the second time. They were joined by Bertie Taggart for his stunning work on EI-GHI. Sadly, however, for the second year running, there was no Homebuilt nominee. While there are a number of excellent projects underway, this is an issue of concern. We are seeing increasing numbers of homebuilt planes being brought in as used aircraft from abroad and one has to wonder is the prospect of homebuilding, whether from a kit or from plans, just too daunting or too costly now. And if it is, then what is the way forward for this aspect of the Society's interest? The Awards dinner itself went off very well with the usual good turn-out. This year's event was honoured by the presence of guest speaker, Roger Hopkinson MBE, who is the Vice Chairman of the Royal Aeronautical Society of Great Britain and a former President of the LAA and of EFLEVA.

Despite the recalcitrant weather, ILAS field continues to get better every year. The drainage works and the clearance of scrub were very successful and as a result the strip is now flyable throughout a good long season. Further drainage improvements to the turning circle areas were carried out this year and the deep drain at the 18 approach end was culverted, making it much safer. However, our clubhouse is in a poor state and we have been looking out for a 'jack-leg' cabin to replace it. This is likely to be a significant outgoing from the Society in 2019, although we should have the financial reserves to absorb it.

The Rollason Condor, EI-BDX, the ownership of which is vested in the BDX trust on the Society's behalf, had a full operational year. It has begun to be used for its intended purpose of *ab initio* training and top-up training at low cost for ILAS members (including for example the Chairman using in pursuit of a tailwheel endorsement). Recently, the Committee introduced a discount scheme whereby PPLs could take a refresher course of training tailored to their skills and needs in an effort to improve the utilization of the aircraft. Otherwise, the ambitiously low price cannot be maintained.

This year, we added a digital borescope and an engine test kit comprising of compression tester, magneto synchronizer, engine timer and high voltage cable tester to our Tool Library, and these items were on display at the AGM. These items are all aimed at increasing aircraft safety as well as ensuring the health and longevity of our engines, and all members are encouraged to avail of them as much as possible. There is no charge for this – it is part of the benefits of ILAS membership.

ILAS was represented at the EFLEVA Technical and Business Conference this year by the Chairman. There has been a big shake-up in the leadership this year, with the replacement of Roger Hopkinson as President by Dominique Simon of France, and the retirement of Kjell Frentzen from the "Knowledgebase" commission and Nigel Stevens from the "Advocacy" commission. EFLEVA and EAS will become much more important in the coming years as the Implementing Rules and Delegated Acts of the new Basic Regulation begin to be developed and rolled out. Michael Bergin remains as our representative on the Advocacy commission of EFLEVA, as well as representing us on the Board of GASCI.

Among the Delegated Acts is the option under the new Basic Regulation for National Aviation Authorities to 'opt-out' of the restriction on microlights to 450kg and instead regulate nationally for a new class of factory-built 'light aircraft' up to 600kgs. We have engaged with the IAA on this subject, encouraging them to avail of this opt-out and also staking our claim to expand the scope of our permit system to cover such aircraft. They have acknowledged our application, but said they would not decide on the opt-out until Brexit has been settled. One key problem is that only states that opt-out on the exact same basis can enter bilateral agreements for the reciprocal overflight and movement of such aircraft.

Our relationship with the IAA remains close and supportive. For instance, they held an 'away day' for the staff of the Safety Regulation Division at Weston in which we participated with a number of our aircraft present. Along with other branches of GA, we got a chance to explain to a large group of IAA staff about our aircraft and how our system works. We also held a meeting with them in April specifically on licensing and training issues, and we have consulted with them for guidance on policy issues that arose during the year.

The Chairman noted the licensing of Shay Brennan as a gyro instructor, which allows us to have flight training here in Ireland for the gyro aircraft that we represent. This took a lot of effort over several years and finally came to pass this year. He also noted the publication of AN P.26, which sets up a National LAPL or an NPPL(a) in both restricted and unrestricted (ICAO compliant) forms, along with the

relevant instructor ratings. Again, this was something we had pushed for over a long period. Ongoing issues to which the Society will need to give its attention are the 600kg opt-out already mentioned, as well as the on-going danger that EASA may prohibit the use of their regulations in respect of non-EASA or Annex 1 aircraft, including the prohibiting recognition of Annex 1 flight time for revalidation of EASA licenses.

John O'Toole took up his position as the new Chief Inspector during the year, replacing John Kent who wished to step down from the role due to work commitments. The meeting supported a vote of thanks to John Kent for his work as Chief Inspector over a number of years. John O'Toole has reorganized the Technical Sub-Committee and is working on recruiting new Inspectors, and processing requests for minor modification approvals and new type approvals.

There was a slight decrease in membership numbers from 2017, which may be a result of the loss of dormant members arising from the introduction of the new website-based membership management system. On the other hand, the new system has been a great success, and as of the morning of the AGM, 160 members had used it to renew their memberships, compared to 31 at the 2018 AGM. 28 members have now chosen to pay by auto-renewal. An intermittent Paypal problem that meant a small number of payments were apparently going astray has been solved. However, as Paypal is a difficult system to navigate for members who do not have a Paypal account, the Committee has decided to switch to Stripe after the 'subscription season' ends, which is 60 days from the AGM and the date all unpaid memberships lapse. The earlier proposal adopted at this AGM should help further in encouraging the timely payment of subscriptions.

The chairman noted that during the year the GDPR regulations came into force. We believe that ILAS is close to achieving full compliance with these regulations, which are complex even for small organisations. A policy has been drafted by the Chief Inspector in consultation with the Hon Secretary and it will be brought to the next Committee meeting for approval and implementation.

Finally, the Chairman indicated that having served 8 years on the Committee, including two years as Chairman, and that due to lack of time to complete his own RV-9 homebuilt project, he wished to step down as Chairman at this meeting and not allow his name to go forward as a member of the committee. He indicated that he believed that ILAS is a strong organisation and there is a lot of talent that only needs to be given the space to step forward. In light of his decision, he thanked several people for the fellowship and cooperation they have shown to him:

- The members of the committee and in particular the officers;
- ILAS contacts in IAA management including our inspectors over the past two years: John Sullivan and Tony Kelly;
- The ILAS Internal Auditor Ken Townsend

The Chairman's report was adopted by consent.

ILAS Member and Inspector Ken Reynolds proposed a five minute recess to the proceedings in light of the Chairman's intentions. This was agreed. After a short period, the meeting resumed to consider the remaining items on the agenda.

6. Regulatory Update

The Treasurer undertook to speak on this subject and indicated that there was a meeting with the IAA in April 2018 in licencing issues. The main agenda items included:

- (1) Internal EASA discussion on the threat to the use of EASA Part-FCL licences for Annex I (previously Annex II) permit aircraft, including the non-recognising of permit aircraft hours for maintenance and revalidation of EASA licences, the exemption granted under AN P.24. (We are happy with this as long as it stays in place).
- (2) The authorisation of Gyro CFI / Examiner (Tony Melody) to oversee the authorization of an Irish Gyro Flight Instructor
- (3) The derogation to allow RTFs continue operations pending the issuing of EASA Part-FCL DTO status.
- (4) The application process to authorise permit aircraft for issue, revalidation, renewal of EASA licenses & ratings. EASA is working to draw up a list of types, which we believe is not yet completed, and they had difficulties with the use of amateur-built aircraft for general-purpose training on the basis that they weren't built to an international standard. We believe that the IAA have already started to compile their own list of suitable aircraft from the register. We would certainly like that amateur-built aircraft would be usable for type familiarisation for new owners or groups of owners, whatever about general purpose training.
- (5) The status of progress towards a National PPL and national LAPL. This has been approved, but we haven't heard that it has been rolled out anywhere. (A national LAPL would allow operation with a lower standard of medical than the ICAO Class 2 medical). There's also a provision for a national flight instructor rating with restricted privileges, which is very urgent at this stage.
- (6) The future for the training and maintaining of flight instructors for recreational flying, including refresher training. The ILAS representatives agreed to a request to participate in a flight instructor refresher training weekend.
- (7) A review of the January 2018 meeting on the EASA Basic Regulation revision

The Committee has requested a follow up meeting on progress to date and to seek clarification on outstanding and ongoing matters, but it was not possible to get a date before the 2019 AGM.

The Treasurer mentioned AN P.25, which relates to the bilateral negotiations between EASA and the FAA (and possibly the CAA post Brexit) where holders of FAA licences are on a temporary extension allowing them to be recognised by EASA. The current extension expires in April this year, so FAA licence holders should monitor developments in this space.

Status of pending amendments to the Basic Regulation: The Treasurer indicated that the practice and tradition is that if one holds a superior licence, assuming the relevant skills/ratings etc, then one automatically qualifies for a lower level licence. However, for technical legal drafting reasons, there isn't an automatic entitlement for PPL holders to get a LAPL licence. The IAA have been trying to have this corrected, but without success so far.

The Treasurer congratulated Shay Brennan on completing the Gyro Flight Instructor rating in an initiative spearheaded by Mike Concannon, acknowledged inputs of Tony Melody and Leigh Allison, and expressed the Society's appreciation to Bob Linehan for his support and assistance. He noted that the Gyro Flight Training Manual was near to finalisation, but what the requirement for PPL Theoretical Knowledge for Gyros was still a work-in-progress.

The Treasurer indicated that the new category of factory-built aircraft in the range 450kg-600kg is intended to be a completely new category and not an extension of the microlight category. Individual authorities can opt-out of EASA control for this category in order to control it at national level. This is an opportunity for ILAS members to introduce new factory-build LSA-type aircraft in this category that

would naturally fit into our scope. As indicated by the Chairman, the outcome of this will apparently need to wait until after Brexit.

7. Election of Officers and Committee for 2018

The Honorary Auditor, Ken Townsend, took the chair of the meeting as Returning Officer to conduct the election. The following are the results of the election:

Role	Name(s)	Proposed	Seconded	Result
Chairman	Noel Maher	Kieran Dardis	Joe Bolger	Elected
Honorary Secretary	Noel Murphy	John Kent	Aidan Power	Elected
Honorary Treasurer	JP Smith	John O'Toole	David Bruton	Elected
Permit Secretary	Charles O'Shea	Ken Reynolds	Loman O'Byrne	Elected
Committee member	Michael Bergin	Seamus Coughlan	John Molloy	Elected
Committee member	Tadhg Firman	Noel Murphy	Ken Reynolds	Elected
Committee member	Michael Ryan	Aidan Power	John Cronin	Elected
Committee member	Philip McCabe	Ken Reynolds	Paddy Flanagan	Elected
Committee member	Shay Brennan	Philip McCabe	Neil Van Lonkhuyzen	Elected
Committee member	Peter McKenna	John Molloy	Seamus Coughlan	Elected
Committee member	Peter Tawse	Michael Ryan	John Kent	Elected

It was noted that under the current Constitution the Committee appoints the Internal Auditor (who is not on the Committee for reasons of independence), the Airfield Coordinator and the Chief Inspector. These should be appointed at the first meeting of the new Committee if possible.

With the election completed, the new Chairman took the Chair and thanked the meeting for its confidence in him, indicating that he hoped that the Society would have a longer term successor in place for the role at the next AGM - that new blood is very important. He asked Loman O'Byrne to consider himself as a candidate as one of the co-options to the Committee because of his skills and experience.

8. Any Other Business:

Loman O'Byrne noted the passing of honorary member Eamon Fitzgerald during the year.

There was a vote of thanks from the floor to the Chairman and the Committee members for their work during the year.

The chairman thanked everyone present for taking the time to travel to the AGM, indicating that it was reassuring that there was such a good turnout and wished them a safe journey home.

As there was no other business, the Chairman closed the meeting at 14:12.