

# Annual General Meeting of the Light Aircraft Association Limited: 2020

**D**ue to the COVID-19 restrictions the 2020 Annual General Meeting of the Light Aircraft Association Limited will take the form of a ZOOM virtual meeting commencing at 10am on Sunday 18 October 2020.

## Logging into the meeting

The link to the meeting will be <https://bit.ly/31dE3nP> (Zoom meeting ID: 854 0107 1535) with Passcode: 552713. Please commence log in from 0945 to avoid a delayed start.

The programme for the day will be:

## AGM Agenda

- Welcome
- Apologies for Absence. Confirmation of establishment of quorum
- CEO Overview
- Minutes of the previous meeting for approval
- Chairman's Report
- Treasurer's Report and Adoption of 2019 Statutory Accounts
- Re-election of Henson Rees Russell (formerly Phipps Henson McAllister) as Auditors of the Company
- Re-Election of Will Garton-Jones as a director of the Company
- Motion by Tim Hardy to amend Article 8 (Electronic Communication and Use of a Website)
- Motion by Mike Hallam that the LAA pursues a joint BMAA, AOPA (etc) strategy to regain GA access to, or passages through, areas where we have lost airspace, or where an airfield's traffic use no longer justifies retention of its enlarged ATZ
- Close of AGM proceedings.

## Members Forum

- An opportunity for members to discuss issues and ideas with the Board.

## Thanks, and closure of the meeting

## AGM documentation

The Minutes from the 2019 AGM, the Annual Report, the 2019 accounts, the Treasurer's Report, the Chairman's Report as well as the agenda and Motions contained herein, are available on the LAA website ([www.laa.uk.com](http://www.laa.uk.com)).

## Voting

To vote at the AGM you must be a beneficial shareholder of the LAA. Unless you have specifically opted out, you will be a beneficial shareholder by default if you are a current member.

However, because the Articles of Association do not currently allow electronic voting, for this 'virtual' AGM the sole method of voting will be using the Proxy Voting Form which came printed on the reverse of the address sheet with this magazine. It must be completed and sent to LAA HQ in advance of the meeting.

One of this AGM's Motions seeks to change the Articles so that in future electronic voting will be permitted.

## Proxy voting procedure

1. This year due to COVID-19 precluding a face-to-face AGM, we are requesting that all members respond using the proxy voting form, via the chairman of the meeting. To be valid, the proxy **must be received at LAA HQ by Thursday 15 October 2020**.
2. You may only appoint one proxy, this year the Chairman.
3. Only those beneficial shareholders whose names appear on the register at 1400 on 16 October 2020 shall be entitled to vote at the meeting.
4. In the case of joint holdings, the vote of the senior beneficial shareholder who tenders a vote shall be accepted to the exclusion of the vote of the other beneficial shareholder. For this purpose, seniority shall be determined by the order in which names stand in the register of beneficial shareholders.
5. If this form is returned without any indication as to how the Chairman shall vote, he may exercise his discretion as to how he votes, or whether he abstains from voting.
6. The proxy form must be signed and must show a membership number. 'Signed' must mean signed by hand and not signed electronically, bearing in mind that all proxy forms will be checked at the LAA office.
7. We will accept an emailed legible scan of a properly signed and numbered proxy form. However, it has been noticed that scans emailed at low resolution can be almost illegible when they are received in the LAA office, so the wisest course may be to post the paper form.

*David Mole, LAA Company Secretary*

## RE-ELECTION OF LAA DIRECTOR



### Mr Will Garton-Jones. Membership No. 041479

Will is an experienced business executive in the UK and African tourism and global IT services markets covering all aspects of outsourcing, systems integration and consultancy. He is fascinated by the ability of technology to deliver innovative and far reaching change to society everywhere. His current areas of interest and knowledge are:

- Transformation of the UK Rail industry through technology innovation
- Cost effective marketing of distributed tourist infrastructure
- Gyroplanes and their uses
- Global payments and financial inclusion

He trained as a mechanical engineer and has had a longstanding interest in aircraft and flying, starting with aeromodelling before moving onto microlights and gyroplanes. In recent years his focus has been largely on gyroplanes. He also has 32 years of experience in the UK self-catering market, 25 years of experience in the IT services, outsourcing and business consulting markets, 22 years of experience in the African hotels market and 10 years as a Commissioned Officer (CO) in the British Army. He has an excellent understanding of business issues, technology and commercial disciplines and was trained as a consultant in accountancy by Price Waterhouse and KMPG.

Will has served as the Association Treasurer for the past three years.

**Proposed by:** David Mole, Membership No. 037969

**Seconded by:** Steven Slater, Membership No. 034052

### NOTICE OF MOTION 1

1. That Article 8 be amended to read as follows:

#### “ELECTRONIC COMMUNICATION AND USE OF A WEBSITE

8. (a) Subject to the provisions in the Companies Act 2006, the Company may hold a meeting, conduct a vote, supply a document or transmit information to its members by electronic means and by making it available on its website

(b) A person in communication by electronic means with the chairman and with all other parties to a General or Board meeting shall be regarded for all purposes as personally attending such a meeting so long as at such meeting he / she has the ability to communicate interactively and simultaneously with all other parties attending the meeting including all persons attending by electronic means provided that a break or disruption in

communication with an attendee shall not invalidate the proceedings of the meeting .

(c) A meeting at which one or more members attend by electronic means is deemed to be held at the place at which the Chairman of the meeting is physically present.”

2. That the following passages be deleted:

i. In Article 18, the words “the meeting shall be adjourned for twenty minutes”

ii. In Article 25, paragraphs (c) and (d),

And the paragraphs of Article 25 be renumbered accordingly.

### Reasons

The Covid crisis has made it clear that the proper conduct of company business requires the ability to make comprehensive and flexible use of electronic means and, in particular, to make it clear that those ‘present’ electronically are to be treated as if present physically for the purpose of the Articles. The amendment simply applies the provisions already adopted for Board meetings to all meetings and it removes a provision that would cause unnecessary delay.

The Board supports this proposal.

**Proposed by:** Tim Hardy, Chairman. Membership No. 029407

**Seconded by:** David Mole, Company Secretary and Vice Chairman. Membership No. 037969

### NOTICE OF MOTION 2

I move that the LAA pursues a joint BMAA, AOPA (etc.) strategy to regain GA access to, or passages through, areas where we have lost airspace, or where an Airfield’s traffic use no longer justifies retention of its enlarged ATZ.

### Background

One year ago, on 10 September, I wrote to the LAA concerning the progressive strangulation of airspace access to our kind of flying, specifically our loss of any feasible north/south route past Farnborough, and a free route between Heathrow and Farnborough at the hitherto gap by Bagshot.

Steve Slater kindly replied indicating he would try to introduce the subject at meetings he’s privy to, and limited correspondence between us followed.

Since then we learn that Brize Norton/Oxford airspace is likely to join up to form another country wide virtually no-go ATZ.

Similarly reduced free airspace access for Norwich and Southend has closely restricted where we can fly.

Once granted, such a zone appears to become permanent and apparently our CAA has no mechanism to rescind or modify things – even if in practice the actual traffic doesn’t warrant it. They are also reluctant or even appear ignorant of our desire to pursue the Corridor method as precedent for partially rectifying matters by actively taking GA flying needs into account.

In these circumstances I urge the LAA to actively pursue a strategy – if necessary jointly with other flying organisations – to find a way to roll back some of the effects of loss of GA access which has been the result of an absolute failure to consider our needs when granting exclusive controlled airspace to vested interests.

**Proposed by:** Mike Hallam, Membership No. 002398

**Seconded by:** Stephen Slater, Membership No. 034052. ■