



Annual General Meeting 2022

12.00hrs, Saturday 30 April

Popham Airfield



AGENDA

- 1 Apologies for absence
- 2 Welcome and opening remarks: *Tim Burrow*
- 3 Accept the minutes of the 2021 AGM
- 4 Chairman's report: *Tim Burrow*
- 5 Chief Executive's Report: *Rob Hughes*
- 6 Treasurer's Report: *Derek Lamb*
- 7 Members' Questions received in advance
- 8 Results of the Council Elections
- 9 Proposals (detailed in Appendix 2):
 - (1) Approval of accounts 2021-22
 - (2) Re-appoint auditors
 - (3) Membership fee increase
 - (4) Amendment to Articles para 19
 - (5) Amendment to Articles para 20
- 10 Any Other Business
- 11 Date of next AGM

MINUTES OF MEETING

MINUTES OF THE ANNUAL GENERAL MEETING OF THE
BRITISH MICROLIGHT AIRCRAFT ASSOCIATION
HELD AT POPHAM AIRFIELD AT 12:32h ON 30 APRIL 2022



PRESENT

On the platform: *Tim Burrow* (chair of the meeting, 2240), *Richard Bisiker* (8742), *Rob Hughes* (7571), *John Waite* (8424), *Derek Lamb* (11134F), *Rob Grimwood* (6573), *Bill Davis* (557) – plus approximately 60 BMAA members in attendance.

1-3 CHAIRMAN'S OPENING REMARKS APOLOGIES FOR ABSENCE MINUTES OF THE 2021 AGM

Tim Burrow welcomed members to the meeting and read out apologies for absence from *Geoff Weighell* (2638), *Amanda Lord* (1260F) and, *Nushin Elahi* (11134F).

Minutes of the 2021 meeting had been made available online well before the meeting and were taken as read. Proposed *Neil King* (5420), and seconded *Chris Wills* (648) that they be accepted as a true record: passed nem con with one abstention and no one against.

There were no matters arising from the minutes.

4 CHAIRMAN'S REPORT

Tim Burrow drew members' attention to salient points in his section of the BMAA Annual Report (Appendix 1: 4), in particular emphasising – to applause from the audience – *Rob Hughes'* contribution to the association as a volunteer over many years prior to his recent appointment as Chief Executive. He also paid tribute to the Deddington staff who had performed above and beyond the call of duty, not just in the Technical Office whose workload had increased enormously thanks to the advent of 600kg, but also the administrative staff who had taken on some Tech Office duties to relieve the pressure. This too drew applause from members.

He reported that *Amanda Lord*, who had been in charge of promotional work and had played a huge part in organising the promotional trailer, was reluctantly resigning for personal reasons, unfortunately just at the time when the trailer would once again be able to be taken to events around the country. He paid tribute to her efforts: she would be greatly missed. The audience showed its appreciation.

He concluded by thanking the membership as a whole for staying loyal to the association during difficult times, and for the great volunteer effort that had produced, among other things, the revised Wings scheme and the ongoing monitoring of airspace issues. Such commitment, he felt, demonstrated that the BMAA was a true members' association.

5 CHIEF EXECUTIVE'S REPORT

Rob Hughes elucidated various points from his section of the BMAA Annual Report (Appendix 1: 3) and then went on to raise various additional points.

He began by emphasising how his appointment to the job of Chief Executive had opened his eyes to how hard his predecessor *Geoff Weighell* had worked. The award to Geoff of life membership and the BMAA Medal of Honour were richly deserved; he had also been nominated for the RAeC diploma.

Thanks to his efforts, a number of major milestones had been passed during the 15 years of his tenure.

He introduced himself by summarising his career to date. He had a business and languages

degree, spoke several foreign languages, worked in hospitality and construction running his own business and then joined the FAI in 2008, eventually becoming its chief executive. He had been a BMAA council member almost continuously since 2004 and chairman for the best part of seven years. Work on behalf of the association during that time included national and international representation, organising the Flying Show, and organising championships.

The BMAA was part of a big network of flying organisations in the GAA and part of his job was to work with other member associations, to the common good.

The BMAA's job was twofold. The first was to do work delegated to it by the CAA: administration of rules which the association did not make but whose efficient and cost-effective implementation was fundamental to members' continuing ability to fly. Much of the association's income went towards running and staffing the systems needed to achieve this.

The second was the 'fun bit': the activities that made the BMAA a club that members wanted to join and belong to: events, competitions, awards, certificates, promotion, etc.

Initially he had been concentrating on improving communication with members. Despite modest human resources – seven staff and six contractors – the association had been very vigorous and active for a long time, but that fact had not always been made clear to members. To improve matters he had recently created a news email system to complement *MF* and *eMF*; the BMAA was also very busy on social media and YouTube, with five videos available already and five more planned. He urged members to share the good news.

In addition to the trailer the BMAA had a new gazebo and was planning to use one or both at a number of events this year, including Private Flyer at Wycombe and the LAA Rally in September.

An early benefit of the 600kg changes was the ability to increase payload for aircraft that are qualified to carry a parachute but aren't carrying one, via a simple administrative process organised by the Technical Office.

Several aircraft had now been approved under the 600kg rules and a number of others were in the pipeline.

The CAA had initiated a licence review with a view to simplifying the system and had set up a panel of industry experts, including Geoff Weighell, to facilitate this. However, the process was expected to take several years and at this stage the outcome could only be guessed at. The BMAA's viewpoint was that although the present microlight arrangements worked well and were not burdensome, improvements in the recognition of the NPPL (M) as regards contributing to an ICAO licence would be welcome. It would be also be helpful if initial experience on a sub-70 microlight were recognised.

The CAA was also undertaking an airworthiness review under the auspices of A8-26. 'We are quite worried about this', he told the meeting, explaining that the authority wanted to ratchet up airworthiness requirements, in particular introducing Permit Maintenance Release (PMR) for microlights, in an effort to standardise procedures across the aviation industry. The CAA's concern was centred on training machines, and was motivated not by safety issues but by a desire for a watertight legal situation, to protect itself from liability in the event of a court case after an accident. The advent of fast, expensive 600kg machines, and the degree of interest being shown in them from flying schools, had exacerbated the CAA's concerns.

He saw resolution of this challenge as his biggest challenge in the coming year and had already had discussions about it with Mark Shortman of the CAA's policy unit.

He paid tribute to Amanda Lord, who unfortunately was leaving soon, who in addition to the things already mentioned had organised an instructor seminar, had been instrumental in setting up initiatives with Pooleys. 'We owe her a lot', he told the meeting.

Membership was rising slowly, he reported, and we had attracted a record number of membership sales at the show today. However, permit renewals were continuing to decline, partly because of the interest in SSDR; he hoped the trend would be reversed by the influx of new 600kg designs.

The workload associated with this was huge and he was determined to support the staff's efforts,

remarkably successful to date, to nevertheless keep service levels high.

Amanda's departure was an opportunity to improve Deddington's links with the commercial side of the sport and a full-time post would be created with the specific brief of liaising with clubs, schools, manufacturers, suppliers etc. Although the vast majority of new members came via schools, historically the BMAA had not given schools the degree of support they deserved; this would change.

Rob then took questions from the audience. A member asked if the fall in permit renewals coincided with the rise of SSDR. *Rob Hughes* said he was pretty sure it did, but the association had no records of aircraft after deregulation and had never had records of aircraft build as SSDRs from the start. It was hoped to start a voluntary registration system and to conduct a survey among members to get an idea of the extent of the movement.

David Kavanagh (12076) and Spencer Harvey (5841) wanted to know the BMAA's strategy for attracting younger members. Rob Hughes explained that the strategy was to work with 250-odd instructors who were of necessity advertising their services already. Most members already came this way. Top-down advertising campaigns were tremendously expensive and of questionable value and events like county shows were prohibitively expensive. The bursary scheme had been extremely well supported this year and the association was increasingly making use of social media. Two planes were under construction in the Build a Plane project, and their launch day publicity would be used as an ongoing publicity aid.

Adrian Jones (8536) suggested that members provide joyrides to inspire new members, Rob Hughes agreed that "we are our own best sales force".

Rob Grimwood added that the trailer was a useful aid but the first priority was to get people interested in flying, membership would follow. *Tim Burrow* emphasised that the trailer was available for local events, it was underused at present.

Guy Gratton (6599) commented that the EKub had just flown and that he had been approached to show it to a large audience.

6 TREASURER'S REPORT

Derek Lamb told the meeting that he and *Bill Davis* had arranged a presentation of electric flight, which would follow this meeting. He then summarised the association's financial position, as detailed in the Annual Report (*Appendix 1, p13*), and explained the legal background to the association's affairs and the requirements it had to satisfy. By choice, the BMAA was registered as a not-for-profit company, which he felt was the appropriate status for a members' organisation. The association was basically in good shape and had recorded a surplus for the financial year 20-21; over time the surpluses and deficits should average out.

Later in the meeting members would be asked to vote on a subscription increase which was larger than might have been hoped, but which he believed was necessary to maintain the situation described above.

The BMAA's assets stood at £643,080, surplus for the year was £63,807, helped by a Covid business grant of £25,000 and the fact that expenses had been "lower than we would have liked them to have been". Covid had severely limited promotional opportunities and in addition the association had still not been able to fill the post of Flight Training & Safety Officer. These factors together accounted for most of the surplus. Cash reserves were sufficient to cover the marked seasonal variations, which always produced a peak in August at the end of the financial year and dropped off sharply in winter.

The council needed to consider investment strategy, and in this context *Tim Burrow* added that one consideration was whether it was worth refurbishing Deddington – it was in need of expenditure – or whether the association should sell it and move somewhere else. No decision had been taken. Renting had been rejected.

Looking ahead, the biggest current uncertainty was inflation, both as regards the association's costs and also members' ability to continue funding their flying.

A member asked how low the cash reserves were at the least active part of the year. *Derek Lamb* replied that a typical figure was about £300k, with a low point during Covid of about half that. *Rob Hughes* added that reserves in March had been £340k.

Spencer Harvey asked why the association was “allergic to profit”; *Derek Lamb* pointed out that changing the association’s status would be quite involved and that in any case profits could only be generated by further increases in subscriptions, which members would probably oppose.

7 MEMBERS’ QUESTIONS, INCLUDING THOSE RECEIVED IN ADVANCE

Gwyn Carwardine (353) asked whether following the discussion at the last AGM about the CAA’s enforcement of airspace infringements, what had the BMAA done in the interim other than changing the text of the initial letter sent to pilots alleged to have infringed. *Rob Hughes* explained that Gwyn believed that the CAA had no right to punish people based on the personal data contained in a Mandatory Occurrence Report.

The BMAA had raised this with the CAA’s flight safety standards and justice culture champion, and with the CAA’s principal airspace regulator, discussed it with other GA Alliance CEOs, and we strongly influenced two updates of the relevant CAA document, *CAP1404*. He told the meeting that the work was ongoing.

Gwyn also asked how many emails and letters had been written on the subject by the BMAA – “two” was the answer – what was the CAA response and what further actions were taken by the BMAA.

“The CAA staunchly defended their position”, Rob told the meeting, “both times, and on the second time they referred it to the CAA legal department.” He had taken no further actions because he had twice challenged them with Gwyn’s opinion as to whether or not this is right, and they had twice defended themselves. He didn’t see the point of going back a third time, firstly because they would merely defend themselves again, and secondly because Gwyn had complained himself to the Information Commissioner’s Office, alleging that the use of personal data in that situation is illegal. That decision was awaited. If the decision was in Gwyn’s favour, he could use that decision.

8 RESULTS OF COUNCIL ELECTIONS

Tim Burrow confirmed the results of the council elections, as below, and introduced the two new members, *Mike Morris (2008)* and *Cath Spence (12151)*.

Elected were *Rob Grimwood*, with 245 votes, *Tim Burrow (224)*, *Cath Spence (217)*, *John Waite (213)*, *Bill Davies (200)*, *Mike Morris (190)*, and *Derek Lamb (181)*.

Simon Heyes (12560, 112 votes), and *Hylton Reid (4637, 56 votes)*, were not elected.

The Chairman thanked retiring council member *Richard Bisiker* for his services.

9 PROPOSALS

A series of five proposals, as defined in Appendix 2, were put to the meeting. Results were as follows:

(1) Approval of accounts 2021-22.

Proposed *Spencer Harvey (5841)*, seconded *Jeremy Hucker (0595)*, passed unanimously.

(2) Re-appoint auditors.

Proposed *Rob Grimwood (6573)*, seconded *Richard Spence (11703)*, passed unanimously.

(3) Membership fee increase

Proposed *Tom Dawson (0800)*, seconded *Owain Johns (362)* passed unanimously.

(4) Amendment to Articles para 19

Proposed *Joan Walsh (1265)*, seconded *Cath Spence (1215)*

(5) Amendment to Articles para 20

Proposed *Dave Garrison (0109)*, seconded *Allen Cox (8853)*

10 AOB

Adrian Whitmarsh (649) asked what was the purpose of the GAA sub. He felt the association should subscribe to Airspace4All.

Rob Hughes told the meeting that the GAA, despite not being involved in airspace matters, was the most valuable network he had and was worth the subscription which was in the low hundreds pa. The BMAA would probably subscribe in future, although for the moment the organisation had sufficient funds to operate.

Tim Burrow urged members to get involved in airspace matters, in the interests of all.

11 DATE OF NEXT MEETING

Microlight Fly-in & Trade Fair, Popham Airfield, May 2023, precise date to be confirmed.

The chairman closed the meeting at 13.45pm.

Minutes prepared by Norman Burr

APPENDIX 1

ANNUAL REPORT



BMAA Annual Report 2022

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Chief Executive Officer's report

I joined the BMAA staff on 01 October, following the retirement of Geoff Weighell on health grounds. We have recognised and celebrated Geoff's enormous contribution to the BMAA elsewhere, including the award of the BMAA Medal of Honour and Life Membership of our club. I give my personal thanks to Geoff for his dedication and also his co-operation during my time as BMAA Chairman.

01 October was also the day the other staff members returned to office working. As I took over the CEO role, I realised that my many years on Council, including as Chairman, weren't sufficient preparation for what is a particularly complex and busy job. My next thanks, therefore, go to my fellow staff members for their understanding and support as we all adapted to the first new BMAA CEO in over fifteen years.

As you would expect, I have undertaken an audit of all facets of BMAA administration to see if we can improve on the excellent service our staff members provide. I'm both sorry and also delighted to say that there have been no fundamental changes to procedures; it's hard to find fault with well-proven practices and routines that continue to deliver high levels of service.

The Technical Office is manned by Roger Patrick (Chief Technical Officer), Rob Mott (Chief Inspector) and Mark Bailey (Design Approval Engineer). Within weeks of my arrival, CAA conducted their annual audit of our technical departments; an in-depth analysis of our performance as measured against A8-26 and also our internal procedures. I'm pleased to say that, once again, the Technical Office demonstrated very high compliance with only minor issues to address.

On top of this, the Technical Office has quietly navigated their way through a very heavy workload after the introduction of the 600kg weight limit. Both Roger and Rob discuss this topic later in this report but it's very much to their credit that they remained cheerful in the face of a mountain of regulatory and paperwork challenges to bring in new types.

Some of the credit for this success also goes to the members of the Administration Office; Kelly Thacker (Office Manager), Karen Judd (Membership Administrator) and Aaron Bliss (NPPL & LIAC Administrator) are cross-trained to be able to deliver permits, licences and membership services but they have also taken on initial administrative checks of technical submissions so as to lessen the Technical Office's workload. All have approached these tasks with positivity and a pride to make sure the job is done correctly first time, and all while carrying out their regular duties, too.

On the financial front, the headline figures look exceptional – and they are. 2021/22 was a period of very reduced costs plus one-off income amounts and the underlying message (without exceptionals) is break-even. We juggle fees and other costs every year to aim for a small surplus to guarantee the future of our association; 2021/22 produced a much bigger surplus than intended but we have to continue to manage the everyday and ongoing costs of the association so fees are adjusted to ensure break-even (or slight surplus) for future years when we return to normal patterns of income and expenditure.

We are launching several initiatives to encourage new members and to better inform existing ones. These include a whole series of YouTube videos, regular social media content and a new 'marketing'-style email newsletter. We're a really busy organisation and I will be concentrating on making sure we communicate effectively just what is going on.

On the regulatory front, I have been shocked by the overwhelming number of airspace change proposals and other related airspace issues. We rely on a volunteer team to keep abreast of developments as otherwise this one topic would take up most of my time and I thank the BMAA Airspace Team for their continued help. Sadly, this topic will become more

prominent in the future as RPAS (drone) operators make greater claims on the open airspace we fly in.

To counter this, I am heartily encouraged by the bursary opportunities that we can offer, either to young people to learn to fly, to potential flexwing instructors and also (with the thanks of partner organisations) one-off awards to help new pilots to gain their wings.

I also see the relationships between staff, council and regular members, instructors, school owners and many other parties as being very positive. For many years we have promoted the message that we are all the BMAA and together we can protect and promote microlight flying in the UK. This is reflected in the messages we receive and also see on social media. Our members are our strongest sales team; my job is to create the content of the message and to communicate it to you... and then ask you to help spread the word. By harnessing the collective enthusiasm of all of our members, we are able to reach the largest number of new people to our sport.

To conclude my report, I must thank you all for your support as I get up to speed with the wide range of current BMAA activities and then drive our association forward to even greater successes.

Rob Hughes
BMAA Chief Executive Officer

**Tim
Burrow
BMAA
Chairman**

Chairman's Report

The last 12 months has seen many events and news items unfold and, as is usually the case, few of us if any envisaged many of them happening when we started the year. Just as we begin to see some light at the end of the tunnel with Coronavirus, our sport and industry is once again thrown into turbulent times with all that is going on in the world.

I cannot write this report without some acknowledgement of the dreadful events currently being witnessed in Ukraine and the suffering of their people. As participants in our sport, the shock waves of what is happening have possibly been brought to us that bit quicker as a number of our suppliers, manufacturers and agents rely upon the skills and knowledge of Ukraine within their supply chains. All I can ask here is that we each offer our support in whatever way we can to assist these networks to weather this difficult time and help maintain an industry for the people of Ukraine to go back to whenever a resolution can be achieved.

On a slightly lighter note, another significant change that happened in the last year was the appointment of Rob Hughes as our new Chief Executive Officer (also the reason I am now writing my first ever Chairman's Annual Report). We have all celebrated Geoff's contribution to the BMAA and microlighting throughout the year and taken some time to recall the many things he achieved and left for us all to enjoy as his legacy. Thankfully, we do still have the benefit of his wisdom as Geoff contributes regularly on key projects where his knowledge and expertise are unsurpassed. Thank you, Geoff, for your continued support.

Whilst lavishing our praise and thanks to Geoff (rightly so), I feel we slightly overlooked his successor's contribution to our sport which is something I'd like to take a moment now to give thanks for. Rob has been heavily involved in light sport aviation since 2003, volunteering his time and energy to the BMAA, Royal Aeroclub, FAI, CIMA and many other partner organisations.

He first joined BMAA Council in 2005 and has held the position of BMAA chairman for a total of seven years since then. He's played a significant role in the organisation and delivery of events such as The Flying Show, European and World Microlight Championships several times

and served as FAI Jury Member or Jury President at several events including The World Air Games in Dubai.

Whilst Rob has had to give up a number of his voluntary roles since becoming CEO, he still maintains his connections with Royal Aeroclub and CIMA, continuing to give some of what little bit of spare time he has left after the weekly demands of his new employer. Thank you, Rob, for such an outstanding contribution over 19 years of voluntary service and utter dedication to our sport.

BMAA Tech Office has seen twelve months of unprecedented demands pushing through the changes from 600kg along with all the usual workload; this was achieved via a tireless effort from the Tech team and the bit that is maybe a little less well known is the efforts of the rest of the office aiding that work flow by diversifying and retraining to take on new tasks and challenges in a bid to relieve tech office strain.

This year of all years, whilst bouncing back from disrupted work patterns between home and office, the staff have all played their part in making what has been for so long a hot topic of conversation into today's reality. We now have a number of new heavier aircraft fully signed off and a portion of our existing fleet taking advantage of the increased type-specific available payload. Excellent work from the whole team; congratulations and thank you.

One thing I have to say I've missed over this last year, though, has been the promotional trailer; with no events and shows to attend, it has had far too long sat in its hanger gathering dust. Hopefully this year the AGM will be the starting point for a series of weekends booked in the diary where the trailer will be working its way around the country going to BMAA events and shows but also being collected by clubs and schools to attend their local shows and exhibition weekends. So, between us, we will introduce our sport to another huge group of people that otherwise wouldn't know just how easily they can take up flying and join us as the enlightened few.

Finally, I would like to thank you the members for your support of the BMAA. I have banged my drum many times over the last five years for people to get involved, help out and give some time or expertise to our association. Not everything that everyone does gets through to a council meeting but watching our social media channels and listening to conversations from peers around us, it's great to see and hear of so many doing something to promote the sport we all love and support the BMAA in its efforts to keep our skies free to use, aircraft safe and fit for flight, and pilots skilled and qualified to safely fly them. Thank you, and I wish each and every one of you a fantastic year's flying.

Thank you

Tim Burrow
BMAA Chairman

**Roger
Patrick
BMAA CTO**

Chief Technical Officer's Report

The BMAA Technical Office has been very busy last year with the introduction of the 600kg microlight definition which has resulted in new and modified designs becoming available to pilots, although recent news events in the Ukraine have put a dampener on this, but hopefully that will resolve itself one way or the other.

The year has seen a mix of remote working and office working based on the various guidelines in force at the time. Currently we are now all back in work and hopefully that will now become the norm going forwards.

600kg Microlights

The year saw a major change in the UK microlight definition allowing aircraft to be approved at up to 600kg with a stall speed of no more than 45knots; this is the first major change in the definition since 1999 and represents a step change in the choices available for pilots. Part of the change was also an increase in the required cockpit load for new designs to try to ensure that the aircraft will have a practical payload.

The change in definition has resulted in the introduction of a number of new types as well as modifications to existing types for UK approval, and also 3 new CAA Approved Companies so far with more applications in the process of CAA approval.

The Technical Office has been the first and currently only organization to approve aircraft to the new definition, and we have approved the following new or modified types:

EuroFox 560kg – Both amateur- and factory-built aircraft, plus upgrades of existing aircraft.

SkyRanger 600 – Rotax 912ULS version only, both factory and amateur built at 600kg.

SportStar SLM – Rotax 912iS version at 600kg.

Exodus Deltajet 500 Stingray – Flex wing with Rotax 912S engine at 499kg.

Existing Skyranger and C42 types have also been approved at 472.5kg up from the previous 450kg limit. Other types are also being worked on and details will be published soon. To date 55 aircraft are now operating at the higher weights with another 40 aircraft having started the upgrade.

I have also been involved in meetings within the CAA to draw up a revised version of BCAR Section S to encompass the new definition. This work has also looked at both the German and Czech airworthiness codes to minimize the differences between each of them to enable swifter UK approval of existing types. Note that the requirement for UK CAA Company Approval is also a requirement for any factory-built types. The results of these meetings should be published shortly for final consultation.

For new manufacturers the CAA carry out the first aircraft approval, prior to allowing the BMAA to conduct the approval of further new types, so currently the CAA are working on the Flight Design CTLS, TL Stream and Aerospool Dynamic WT9 LSM. This then leaves the following new types that the BMAA are currently reviewing for type approval:

TL Sting and Sirius

Aerospool Dynamic WT9 Turbotug LSM.

Projects Major & Minor

The Technical Office has also continued with supporting the current members and manufacturers aircraft and have completed the following in the past year:

45 Major Projects

87 Minor Projects

162 Standard Minor Modifications

The Major projects include a number of completed amateur-built types, and also amateur- built conversions. Also included are a number wing sail repairs to the flex wing fleet caused by either damage or general degradation.

Minor projects have included the Ignitech Ignition modules which are a popular alternative to the standard Rotax units, and to date these have proved reasonably robust.

The majority of the minor and standard minor modifications having been checked and approved by Mark Bailey who is continuing to expand his microlight knowledge.

All in all, a very busy year for the Technical Office and the following year looks to be a continuation of the same which is definitely good news for the sport.

Roger Pattrick
BMAA Chief Technical Officer

Rob Mott
BMAA CI

Chief Inspector Report – Continued Airworthiness

This report will provide a brief overview of what has been implemented over the last twelve months. Secondly, provide insight into future plans regarding the BMAA's continued airworthiness system and strategy.

Guide to Airworthiness (TIL064)

The Guide to Airworthiness is the primary document for all BMAA owners, operators, pilots, providing an overview of responsibilities, descriptions of terms, and advice on various matters. Subjects include; Permit to Fly Certificate and associated conditions, Certificate of Validity, BMAA Airworthiness System, the definition of airworthiness and associated responsibilities of owners/operators/pilot in command. The permit inspection process, inspector scope, inspection validities, defines terms such a Pilot Operating Handbook, Aircraft Maintenance Manual, Illustrated Parts Catalogue, Airworthiness Approval Note, Microlight Airworthiness Approval Note, Aircraft Datasheet, Type Approval Holder, Mandatory Permit Directives, Service Bulletins, Airworthiness Directives, Factory-built & Amateur-built types, Weight & Balance, modifications and repairs, hired aircraft. Details on maintenance; responsibilities, who can and how to record maintenance and release back to service post maintenance. Sign-off requirements for all related airworthiness tasks, description of second inspections and Qualified Persons. The guide ends with some notes on Microlight engines and advice on fuels.



The guide is generally the single most important document for all owners and operators to be familiar with. We have tried our best to make it easy to read and understand, making requirements clear and concise

600kg Differences Training (TIL078)

The term Differences Training is used within the Air Navigation Order (ANO) to describe circumstances when training is REQUIRED BY LAW to be taken by an already licensed pilot when they choose to fly an aircraft with certain equipment or characteristics that the pilot has had no previous experience of. For example, a microlight pilot who has only been trained and flown in weightshift controlled aircraft MUST undertake differences training in an aircraft with three-axis controls if wanting to fly that type of aircraft. It is pretty easy to see that such training is a sensible course of action if the pilot is to reduce the chances of an accident that might occur if they chose just to "hop in, and give it a go!".

So, this TIL covers all Microlights from the lightest to the heaviest and everything in between. In summation, the list of required training includes:

- Operation from water
- Control types (Flexwing and Fixed wing)
- Nosewheel & Tailwheel
- 475-600kg MTOW (Light Sport Microlights)
- Multi engine
- Electric Engine/Motor
- Supercharger or Turbo-charger
- Variable Pitch Propeller (VPP)
- Electronic Flight Information Systems (EFIS)
- Autopilot System
- Faster than 140kts (cruise)
- Retractable Undercarriage

Although the stipulates cases specified within law mandate training, pilots should always consider taking training whenever they choose to fly an aircraft with different characteristics, systems, controls, or equipment. A vast majority of mishaps result from incorrect pilot reactions or input that could have been avoided if specific training had been taken. Each pilot should use common sense; BMAA highly recommends to always undertake training, even if it is not legally required.

TIL600 – LIGHT SPORT MICROLIGHTS

This leaflet explains the recent extension of the Microlight definition. The UK CAA took the option of opting out of EASA regulation, creating a new opportunity for manufacturers to build aircraft under national rules for a Permit to Fly that would otherwise have been under EASA regulation and required to hold a Certificate of Airworthiness. Subsequently, a new UK Microlight definition was brought into UK law via the UK Air Navigation Order on the 19th of August, 2021.

The document outlines:

- Clarifies what has NOT changed (i.e., the old definition remains & SSDR has not changed).
- What has changed (i.e., the new definition, reintroduction of regulated single seaters, plus two seaters @ 600kg/650kg & 45kts stall speed).
- Introducing new differences training requirements.
- Link to ANO update.

After the introduction, it then lists and details the new aircraft approvals that BMAA has implemented since the 19th of August 2021. A brief list is below:

- SkyRanger 472.5kg (without BRS) am-build & factory-build.
- SkyRanger 600kg (with or without BRS) factory-build only (*at time of writing*).
- EuroFOX 560kg (with or without BRS) am-build & factory-build.
- Ikarus C42 Alpha, Bravo & Charlie 472.5kg (without BRS) factory-build.
- SportSTAR 600kg (with or without BRS) factory-build.
- Exodus Deltajet 500 Stringray 499kg (without BRS) factory-build.



The TIL explains for each type the initial process in order to upgrade your aircraft and provides advice on other subjects such as insurance requirements (aircraft over 500kg MTOW will, by law, require increased levels of third-party cover).

Please note that TIL600 is a living document and is being regularly updated.

Notices, Alerts & Information Dissemination

2021/2022 has been relatively quiet regarding alert notices, defect alerts and Mandatory Permit Directives (MPDs). The BMAA website (www.bmaa.org) acts as a notice board for such publications for the benefit of all. BMAA strives to send notifications directly to all active members (GDPR opted-in) and the inspectorate.

Aircraft Surveys

In 2021 BMAA ramped survey locations considerably. These included; Kemble, Lee-on-Solent, Darley Moor, Blackpool, Tarn Farm, Little Snoring, Henstridge, Firs Farm, Deanland, Fowlmere & Clench Common. No less than 40 airframes have been reviewed. I am pleased to report that high standards were observed in a vast majority of cases, with only the odd aircraft requiring attention.

This oversight will continue for 2022/2023 with an overarching plan for BMAA to visit all flight schools over the next five years. Whilst visiting flight schools, we will also sample privately owned aircraft. This critical task is mandated as part of our CAA approval and is therefore not optional. If your aircraft is randomly selected, please comply with our requests to perform a basic review. Finally, CAA also performs this oversight independently of the BMAA.

BMAA Permit to Fly Certificates

Would you believe it is now three years since the BMAA realised aviation history last May (2019), becoming the first organisation ever (outside of the CAA) to issue National Permit to Fly Certificates and National Private Pilot Licences (Microlight). These are real milestones to celebrate for the organisation and all of its members who helped make it happen. From June 2019 to March 2022, BMAA Tech Office has issued 119 brand new BMAA Permit to Fly Certificates. March 2022 broke all records with 8 certificates being issued, hopefully a sign of things to come.

BMAA has a new area on the website dedicated to highlighting all the new aircraft that enter service each year: <https://www.bmaa.org/information-library/new-aircraft>

Inspector Seminars

Given the remote working challenge, BMAA has had to switch to an online format for delivering Inspector Seminars. Using ZOOM BMAA has provided the following online talks, called Zoominars:

- BMAA Inspector Zoominar – Weight & Balance – DEC 2021
- BMAA Inspector Zoominar – GDPR – APR 2022

Feedback from the BMAA inspectorate has been very positive; we continue to use this format in the future, although it won't replace physical seminars.

The BMAA inspectorate is the unsung hero of our members' organisation and sport; without them, the BMAA could simply not function. Inspecting an aircraft is a difficult task. As an aircraft owner myself, I implore you to do your part, making the task more manageable. Prepare your aircraft and documentation before the inspection, listen carefully to their advice and act on it. Their wise words come from many years of hard-earned experience.

The BMAA Tech Office and staff are incredibly grateful to our inspectors. We thank them for their hard work and commitment, particularly notable due to the challenging circumstances.

WINGS – Relaunch

Lastly, but certainly by no means least, is the relaunch of the BMAA WINGS SCHEME. A dedicated group of volunteers, led by the very capable Cath Spence, have spent tireless hours improving the scheme from tip to tail, from undertaking an award level to making an application and expanding the number of courses available. As a member, you can read all about the developments in the MAY edition of Microlight Flying and also check out www.bmaa.org/wings for all the latest info.

Rob Mott
BMAA Chief Inspector

Kelly Thacker Office Manager

Report from the Administration Team

From March 2021 until October 2021 the admin team were still predominantly working from home with one member of the team in the office full time and the other two members only attending the office once a week when required.

From October 1st we all went back to the office full time. However, in December we went back to working from home until the end of January 2022. From February we are now all back in the office.

Although it has been a year of changes with working environments the admin team have worked extremely well and service levels for our members has remained high.

Membership

The current membership stands at 3891 including family members. We have had 405 new members join since 1st April 2021.

The Pooleys Starter Kit is now live and there is a link set up on the BMAA shop to take you through to the items on Pooleys website. They have advised us they have sold 5 packs to various schools and we will be waiting for the membership application forms to be sent to us. The recipient will receive either a 12-month student/young person membership or a 6-month full membership included in the price of the kit.

We looked at a new membership card that included discounts at various shopping outlets. However, it was decided that the cost would be too high and we would have to increase the membership by around £5 annually to cover this. This would have also had to have been mandatory for all members to make this viable.

We now have 187 members on monthly direct debit.

Licensing, Instructor and Examiner

There were 194 NPPL applications in total processed from April 2021 until 29th March 2022.

BMAA members compared to non-members at time of licence application currently stands at 71% members and 29% non-members.

An Instructor Seminar was held on 8th March 2022. The turnout was fantastic; we had 100 attendees and a full programme of speakers throughout the day. We also held an evening meal the night before the seminar for any instructors who wished to attend and we had almost 50% of instructors join us for dinner. We have received very positive feedback from instructors and also some good ideas for the seminar in 2023.

Permits

Permits has been busy since April 2021, only slowing for the weather as we moved into winter of 2021. We have seen an uptake in revalidation paperwork since the middle of March 2022 as we are now approaching the flying season.

Most permit renewals are turned around in 24 hours unless there are any queries on the application.

Since April 2021 the admin team has processed 1577 permit revalidations for our members.

Events

We are attending the following event in 2022 that the admin office organises:

30th April – 1st May – Microlight Trade Show at Popham Airfield. We are also holding our AGM at the event on Saturday 30th April. This year we will have 2 stands at the event; one on the flightline which will have the trailer/simulator and one stand in the marquee where we will have our new gazebo and see the merchandise.

We also hope to attend the LAA Rally. This is normally held at the end of August/beginning of September. We are yet to receive any updates about this year's event.

Other Admin News

Wings badges are still being awarded. Since April 2021 we have awarded the following:

- 17 - Bronze
- 11 – Silver
- 3 – Gold
- 19 – Strip Skills certificates

The C/O address member benefit is still proving popular and we now have 30 members paying to use the BMAA address on G-INFO.

Our Facebook group now has 1097 members.

Kelly Thacker (KT) is attending HR webinars through Peninsula HR and is finding them very informative

KT has been working with the Technical Office to share the administration tasks that arise from a modification application on an aircraft. All modifications on Skyrangers, C42 and Eurofox that are referencing the weight increase to a higher MTOW are first checked by the admin office before they are sent to Tech Office for processing. Admin office checks ownership details of aircraft, BMAA membership status of owner, Inspector credentials and payment received.

In October we had a visit from Peninsula who carried out our Health and Safety Audit. This was the first audit in 6 years; it was very successful and Peninsula are happy with our Health and Safety policies and procedures. There were 12 small action points for KT to update and implement that arose from the audit and these have been completed including an updated Employee Safety Handbook.

A new team calendar has been implemented in the office to show staff holidays and meetings. KT updates all holidays onto the team calendar when required. It is a great way to see at a glance where team members are and if they are available.

KT has been making changes to the BMAA website including embedding videos. KT will continue to add changes and tweaks when required.

We now own a branded Gazebo for events to go with the trailer and will be used for the first time at Popham.

We also now have a new contactless card machine to take with us to events. This has been used at the Instructor Seminar at the beginning of March 2022 and worked really well.

Young Person Bursary awards were allocated to 3 people in 2021. One of the successful students has now completed his training and has received his licence.

Kelly Thacker
BMAA Office Manager

**Geoff Hill
Editor**

Microlight Flying annual report 2021

Editorial

The annual members' survey continues to say that MF is felt to be the most tangible benefit of membership, and rates all sections of the magazine highly.

We've had several relevant changes of people during the year.

At the top, I was sorry to see Geoff Weighell forced to retire as Chief Executive, but delighted to see Rob Hughes as his replacement.

Rob's always been a keen and welcome supporter of MF, and he's continued that support in his new role as CEO.

Derek Lamb, who remains our representative on the council, continues to be incredibly supportive and positive, calls every month to check in on how things are going, and checks before council meetings if there's anything I'd like discussed.

As Norman has put it, he very successfully treads the fine line between being supportive, yet trusting us enough to stay at arm's length from the day-to-day operation.

The support of Rob and Derek means a lot to me and the rest of the MF team.

On that team, as always, Norman as Deputy Editor and Head of Pedantry is an invaluable source of information and wisdom based on his 40 years of involvement with Flightline and MF.

A major change was the resignation of Ian Norris as Production Editor. As I've said in previous reports, Ian consistently went above and beyond the call of duty for eMF and MF, but when I realised he was working seven days a week and sending MF for proofing at 1am, that couldn't last, so for the sake of his wellbeing, I'm not surprised he quit, and wish him all the best in his new life as a chef.

He was replaced by Andrew Leatherbarrow, who has a great eye for design, and after a few inevitable minor teething problems with the transition, is settling in nicely and is a pleasure to work with.

On the reporting staff, after Merv Middleton gave up flying and left the year before, Paul Kiddell then followed suit for the opposite reason, to fly more.

To paraphrase Oscar Wilde, losing one reporter was unfortunate, so two could have been a disaster, but new arrival Brendan Digney hit the ground running with so many good ideas for stories that I could have filled MF with his pieces alone, and had to freeze the budget at one point for a few months for fear of breaking the bank.

Thankfully, there were enough good unpaid contributions for content not to suffer.

Our other new reporter, Cath Spence, although not as prolific as Brendan so far (but then, no one is apart from Barbara Cartland), has produced some excellent pieces. It's also great news to have a female member of staff in what's still a male-dominated environment.

As our tech reporter, Steve Uzochukwu continues to impress with his erudition, depth of knowledge and ability to explain complex technical details so simply that even I can understand them.

Pagination

As those of you with long memories will know, MF was reduced from 52 pages to 48 in 2013 because of a drop in advertising revenue.

With the appointment of Mike Morris as our advertising manager at the start of 2020, we were able to return to 52 pages, and where needed, with the welcome approval of Rob and Derek, on occasion to 56.

As a result, the pages look more open and spacious, with photos and headlines having some room to breathe, and with the photo comp increased from two pages to four, more readers getting to see their pics in print.

As Derek said, the mag also feels more substantial, even better value for members, and a message to all and sundry that the BMAA is thriving, particularly with the advent of light sport microlights making the association a broad church, from sub-70kg flexwings to luxurious hotships.

Finance

The annual £4,400 expenses allowance was increased to £4,528 per annum from January 2022, up 2.9% in line with inflation, and is to go up in line with inflation every September.

As ever, in spite of an overspend in the first half of the BMAA financial year from September to August, I expect spending to come in under that, although Derek, typically, has said after conferring with Rob that if I ever feel budget restraints are hurting mag content, to let them know.

Other rates remain at £120 per 1000 words plus expenses, and flight tests at £230 plus expenses, as they've been since 2020.

And finally...

On a personal level, I was officially chuffed to be nominated by the BMAA for the Royal Aero Club's Nexus Aviation Journalist of the Year award, and even more chuffed to be awarded the Chairman's Trophy in the annual BMAA Awards. Many thanks!

Geoff Hill
Microlight Flying Editor

Derek Lamb
BMAA
Treasurer

BMAA Financial Report 2020/2021

Profit and Loss Account (draft for approval overleaf)

Although not as turbulent a financial year as 2019/20, the 2020/2021 year continued to be significantly influenced by the continuing effects of Covid. As a not-for-profit company the BMAA generally budgets for a small surplus to ensure it maintains its going concern

requirements. It was anticipated there would not be a significant increase in income as flying resumed so the budget was based on ensuring costs were contained to match the expected income. I am pleased to be able to report that these objectives were met and the attached financial reports show a surplus of £63,807 on turnover of £683,413.

There were a number of factors contributing to the surplus. Chief amongst them was the receipt of a business grant from the Cherwell District Council that had been applied for in the previous year and had been received after the year end. The two primary sources of income for the BMAA are Membership fees and Airworthiness fees. Membership held up well and Airworthiness showed a good recovery demonstrating that microlighting was getting back to levels seen pre-Covid. Microlight Flying advertising volume and gross income improved significantly, but net income has yet to reach levels seen in 2010-2018. Cost of sales showed little change other than a pro-rata increase in advertising commission. Administrative costs were contained at £440,169 with the major portion going to employment costs. Items such as Insurance rose despite efforts to minimise the increase.

The net effect was that income was a little higher than predicted while costs were held down. This, plus the business grant of £25,000, meant that the surplus was higher than anticipated. It does however overlook the fact that expenditure was not made on important items like a Flight Safety and Training Officer (position still vacant despite advertising) £15,000, limited promotions staff input and no events using the trailer £15,000, no in-person council meetings £3,000 and limited property maintenance and repair £5,000. This is not sustainable over time. Once factors such as these are taken into account the accounts show that breakeven has barely been achieved.

Balance Sheet (draft for approval overleaf)

While the Profit and Loss account shows income and expenditure over the full year, the Balance Sheet shows a snapshot of the financial state of the company at year end in terms of its assets and liabilities. This is the statement that is required to be submitted to Companies House for small companies such as the BMAA.

It shows that the company is in a sound financial state with a high level of liquidity due to the Cash at bank. This rose to £425,057 primarily due to the surplus for the year. A point that needs to be made here is that the year end of August is the high point of the cash balance as the end of summer flying nears. It drops significantly at the end of winter when flying is at its lowest ebb. The BMAA income is cyclical and varies over the year. That means that a higher level of reserves is prudent. The Balance Sheet shows that Capital and reserves have risen from £563,312 in 2020 to £627,119 in 2021.

Summary and Outlook

The BMAA is in a good financial position currently and it is expected it will be able to fund the requirements for additional expenditure for items detailed above. This is heavily dependent on the effects of inflation though, and whether income matches the expense increases that are already evident.

Derek Lamb
BMAA Treasurer

Draft Financial Statements at 24 November 2021 at 10:53:32

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31 AUGUST 2021

	2021 £	2020 £
Turnover	683,413	701,303
Cost of sales	(199,687)	(212,334)
	<u>483,726</u>	<u>488,969</u>
Gross profit		
Administrative expenses	(440,169)	(414,921)
Other operating income	25,000	16,858
	<u>68,557</u>	<u>90,906</u>
Profit before taxation		
Tax on profit	(4,750)	-
	<u>63,807</u>	<u>90,906</u>
Profit for the financial year	<u><u>63,807</u></u>	<u><u>90,906</u></u>

Draft Financial Statements at 24 November 2021 at 11:07:39

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
BALANCE SHEET
AS AT 31 AUGUST 2021

	Notes	2021 £	£	2020 £	£
Fixed assets					
Tangible assets	3		190,601		197,879
Current assets					
Stocks		61,027		60,536	
Debtors	4	29,701		27,647	
Cash at bank and in hand		425,057		356,913	
		515,785		445,096	
Creditors: amounts falling due within one year	5	(65,454)		(57,663)	
Net current assets			450,331		387,433
Total assets less current liabilities			640,932		585,312
Provisions for liabilities	8		(13,813)		(22,000)
Net assets			627,119		563,312
Capital and reserves					
Profit and loss reserves			627,119		563,312

These financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies' regime of Companies Act 2006.

The financial statements were approved by the board of directors and authorised for issue on and are signed on its behalf by:

.....
Mr D Lamb
Treasurer

Company Registration No. 01678351

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
DETAILED TRADING AND PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31 AUGUST 2021

	2019-20		2020-21
	£	£	£
Turnover			
Membership fees		284,276	299,051
Magazine advertising sales		22,096	39,865
PR, marketing and sales		6,530	8,683
Build a plane project income		28,334	-
Airworthiness document fees		281,499	297,934
Inspector fees		5,608	6,078
LIAC NPPL (CAA)		20,777	25,505
Examiner fees		1,736	2,599
Instructor fees		1,495	3,878
Seminar fees		21	4,815
Competitions and sponsorships		-	-
Legacy donation		48,931	-
		701,303	683,413
Cost of sales			
Airworthiness and technical	11,992		8,032
Build a plane project costs	27,420		-
Safety costs	796		755
Panel expenses	1,026		-
Magazine and newsletter costs	118,277		123,544
Postage and stationery	6,308		5,737
Club commissions	740		670
PR, marketing, ad commission and sales	23,367		41,757
Civil Aviation Authority	13,612		14,017
Competitions and events	4,517		270
Test pilot insurance	4,279		4,905
		(212,334)	(199,687)

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
DETAILED TRADING AND PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31 AUGUST 2021

	2019-20	2020-21
	£	£
Administrative expenses		
Wages and salaries	245,982	272,446
Social security costs	20,670	23,353
Staff recruitment costs	183	1,344
Staff training	1,955	-
Staff pension costs defined contribution	10,394	11,511
Repairs and renewals	818	55
Rates	10,297	10,715
Property repairs and maintenance	1,828	220
Other insurance	44,046	49,697
Trailer storage costs	1,500	1,500
Hire of equipment	5,320	5,490
Computer costs	19,050	15,658
Office and travel expenses	12,173	4,955
Subscriptions	5,932	6,428
Legal and professional fees	1,167	1,197
Consultancy fees	5,658	5,131
Audit fees	3,709	3,939
Charitable donations	2,283	2,317
Bank charges	10,090	11,769
Telephone	3,495	3,612
Depreciation	9,194	9,002
Profit or loss on sale of tangible assets	(823)	-
	414,921	440,169
Summary		
Gross profit	488,969	483,726
Other operating income		
Government grants receivable and released	16,858	25,000
Administrative expenses	(414,921)	(440,169)
Operating profit/(loss)	90,906	63,807

Company Structure (as at 01/04/2022):

BMAA Ltd
The Bullring
Deddington
Banbury
Oxfordshire
OX15 0TT
Company No: 01678351

Executive Director:

Rob Hughes Chief Executive Officer

Non-Executive Directors:

Tim Burrow Chairman
Richard Bisiker
Bill Davis
Rob Grimwood
Derek Lamb Treasurer
Eddie McCallum
John Waite

Company Secretary

Rob Hughes

Employed Staff

Chief Executive Officer	Rob Hughes
Chief Technical Officer	Roger Pattrick
Chief Inspector	Robert Mott
Office Manager	Kelly Thacker
NPPL Administrator	Aaron Bliss
Membership Secretary	Karen Judd
Design Approval Engineer	Mark Bailey

Contract assistance

Bookkeeper	Angie Parry
Flight Training & Safety Officer	<i>vacant</i>
Marketing & Promotions	Amanda Lord

Editorial

Editor MF and eMF	Geoff Hill
Assistant Editor	Norman Burr

APPENDIX 2

AGM PROPOSALS



BMAA AGM 2022 Proposals

BMAA AGM 2022 Proposal 1 – Approval of Accounts 2021/22

To approve the accounts as presented for financial year 2021/22.

The full audited accounts are available from the BMAA and show a surplus for the 2020/21 year. However, if extraordinary items are taken into account the underlying figures are very close to breakeven. These items include restricted spending on contracted out work including flight training and safety reviews, promotions and building maintenance. A late-paid Covid business grant shown as income helped restore reserves.

BMAA AGM 2022 Proposal 2 – Re-appoint Auditors

To approve Ellacotts LLP, 23 West Bar Street, Banbury, OX16 9SA as the Auditors for financial year 2022/23.

Ellacotts, the BMAA auditors of recent years, have notified the CEO of a substantial increase in fees after having limited them in recent years. If Ellacotts restrict their work to preparing the accounts but not auditing them there is a small decrease in costs. The BMAA is not required by law to be audited, but has done so in the past. A survey of other accountants shows the costs proposed by Ellacotts are market related. It is proposed that Ellacotts are appointed again this year to allow a full investigation of the alternatives to be done.

BMAA AGM 2022 Proposal 3 - Membership fee increase

To increase the regular membership fee by £5; other membership categories to be increased at the same rate.

Membership fee increase: Expense items continue to be negotiated and checked against market rates but are showing substantial increases. In previous years when the membership fee increases were held well below inflation the Association accrued losses that were difficult to recover. The proposed increase of £5 per annum for a standard membership fee is higher than Council would wish, but is rounded down from the latest inflation indices. It represents an increase of just over 40p per month. Council believes it to necessary to achieve the objective of break-even for the next financial year.

BMAA AGM 2022 Proposal 4 – Amendment to Articles para 19

Text to be deleted is ~~struck through~~. Text to be added is in red.

To accommodate the inclusion of the Chief Executive Officer as a non-elected Executive Director. To expand the number of council members from 8 to 8 + CEO.

APPOINTMENT OF DIRECTORS AND OTHER OFFICE HOLDERS

19. Methods of appointing directors

19.1 The number of directors shall be not less than ~~four (4)~~ **five (5)** and shall be subject to a maximum of ~~eight (8)~~ **nine (9)**.

19.2 The members of the Board shall be:

19.2.1 the Chief Executive Officer (non-elected Executive Director)

19.2.2 the Chair;

19.2.3 the Vice-Chair;

19.2.4 the Treasurer;

19.2.5 up to five (5) (or such lower number as the Board shall from time to time decide) Elected Directors; and

19.2.6 other persons (if any) as the Board may from time to time in its sole discretion co-opt to the Board until the next annual general meeting, provided that the total number of directors at any one time shall not exceed the maximum number (if any) fixed by these Articles, and that the number of co-opted members shall not exceed 50% of the total number of Board members at the time of co-option. Co-opted directors shall be entitled to vote at meetings of the Board and may be co-opted beyond their initial term with the approval of the Voting Members in a general meeting.

19.3 The Board may at its discretion award honoraria to such persons as it thinks fit [provided that the honoraria shall not to any extent be determined by or conditional upon the profits or losses derived from some or all of the activities of the Company or by reference to the level of the Company's gross income from some or all of its activities].

19.4 All acts carried out in good faith at any meeting of the Board or of any subcommittee, or by any person acting as a director, shall, notwithstanding it be afterwards discovered that there was some defect in the appointment or continuance in office of any such person be as valid as if every such person had been duly appointed or had duly continued in office.

BMAA AGM 2022 Proposal 5 – Amendment to Articles Para 4

Text to be deleted is ~~struck through~~. Text to be added is in **red**.

To remove term limits and to create a rotation plan to ensure continuity of knowledge/experience within non-executive Directors.

APPOINTMENT OF DIRECTORS AND OTHER OFFICE HOLDERS

20. Elected Directors

20.1 Each Elected Director shall serve from the annual general meeting at which they are elected until the annual general meeting in the third year after their election.

20.2 An Elected Director shall be eligible for re-election for a further term from the annual general meeting at the end of ~~his first term until the annual general meeting in the third year after his second election~~ **their term**.

~~20.3 An Elected Director who has served two consecutive terms, or who has resigned as a Director at any time, may not stand for re-election at the next election cycle.~~

20.3 If there are more than three positions for election in any year then the Board may at its discretion extend the term of current directors by one year to cover the excess above three.

20.4 The election for the office of Elected Directors shall be conducted in accordance with Article 27.