



Meeting Title	AOPA Namibia – Annual General Meeting		
Date of Meeting (DD MMM YYYY)	02 <sup>nd</sup> February 2023	Time	16h00
Meeting Chairperson	Riaan Burger	Location	Old Wheeler’s Club /Virtual (Zoom)

**Attendance:** See the full 2 Feb 2023 AOPA Namibia AGM Attendance list prepared by Christian Sell. The Attendance breakdown is as follows:

- 48 in-person attendees
- 23 proxies
- 7 virtual attendees via zoom

Notes, Decisions, Issues
<p><b>1) Opening – Riaan Burger and Pasquale Scaturro</b></p> <p>a) Welcome by Acting President Riaan Burger</p> <p>b) Update on former AOPA Namibia President Mark Dawe, by Pasquale Scaturro</p> <p>c) President Mark Dawe sends his apologies for not being able to attend. Formally resigns as President of AOPA Namibia and from the Board of Directors due to medical reasons.</p> <p>d) The AOPA Namibia membership and board heartily thanks Mark Dawe for his dedicated service to the organization and passion to protect Namibian aviation.</p>
<p><b>2) Previous AOPA Namibia AGM Meeting Minutes – Riaan Burger</b></p> <p>a) Request that any needed edits to the previous AOPA Namibia AGM (held on 9 Oct 2021) meeting minutes should be sent to <a href="mailto:admin@aopa.org.na">admin@aopa.org.na</a>.</p> <p>b) AOPA Namibia still needs to create and put forward an aviation charter for the aviation industry.</p> <p>c) Update on the changes to the AOPA Namibia Constitution from the previous AGM:</p> <p>i) Paragraph 1.3.3 – Replace “The Namibian Time Act, 1994 (Act No. 3 of 1994)” with The Namibian Time Act, 2017</p> <p>ii) Paragraph 8.5 – Replace the first sentence to read “There shall be three categories of Membership, unless otherwise decided by the members at an AGM or Special General meeting, being.....”</p>
<p><b>3) Vote on New AOPA Namibia Constitutional Amendments – Riaan Burger</b></p> <p>a) Deviation from current constitution to hold the next AGM outside of the 15 month requirement due to force majeure. <i>Unanimous agreement from membership in support of holding the AGM on 2 Feb 2023.</i></p> <p>b) Amendment #1: Allow for inactive board members to be removed from the board. <i>Unanimous agreement from membership in support of the amendment.</i></p>

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- c) Amendment #2: replace “Chairman of the Board” with “President” within the AOPA Namibia constitution. *Unanimous agreement from membership in support of the amendment.*
- d) Amendment #3: Add a Vice-President role to the board of directors, who will automatically become President in the case that the current President can not fulfill their tenure of office. *Unanimous agreement from membership in support of the amendment.*
- e) Amendment #4: Change the AGM membership quorum rules from 50% to 25%. After discussion amongst the membership, it was decided that the board should propose a fixed number of members that need to be in attendance at an AGM (either in person, by proxy or virtually) to establish a quorum of members. This fixed number of members to establish an AGM quorum will be proposed and ratified at next AOPA Namibia AGM.

**4) Financials – Riaan Burger**

- a) Current Operating Bank Balance: N\$ 191,915 (as of Jan 31<sup>st</sup>, 2023)
- b) Current Trust Account Balance (for aviation advocacy legal defense): N\$ 201,251 (as of Jan 31<sup>st</sup>, 2023)
- c) All financials are available to members via email or at the AOPA Namibia office at Aviation Centre (at Eros Airport in Windhoek) upon request

**5) CEO Annual Report – Christian Sell**

- a) Christian Sell is formally stepping down as AOPA Namibia’s CEO today (2 Feb 2023) due to work commitments abroad.
- b) AOPA Namibia is now recognized as the Aviation Industry advocacy body across government, the defense ministry, the NCAA, etc.
- c) CARTAP Committee most active due to Part 139 overregulation threats by the NCAA
- d) Explanation of all the other AOPA Namibia committees and what work they’ve achieved throughout 2022:
  - i) State Safety Programme Steering Committee of the NCAA
  - ii) The Civil Aviation Regulations Technical Advisory Panel (CARTAP)
  - iii) Global Reporting Formation (GRF) National Committee of the NCAA
  - iv) Project Steering Committee of the NAC “Aviation and Connectivity Forum”
  - v) Hosea Kutako Airport Runway Safety Committee
  - vi) Eros Airport Security Committee
  - vii) Eros Airport Safety Committee

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- viii) Eros Airport Facilitation Committee
- e) General Aviation Industry Recovery Report:
  - i) Post Covid data showing data on GA general movements
  - ii) Namibian GA was prepared for ramp up post-covid... nearing pre-covid movement levels
  - iii) Movements for the Hosea Kutako and Windhoek Eros airports have more-or-less recovered, but Walvis Bay airport is still struggling to recover.
- f) Noteworthy AOPA Namibia Achievements:
  - i) Promulgation of Part 139 drafted in 2018 postponed until 31st March 2023
  - ii) Part 187 - agreed on the revised fees and postponing these charges until the aviation industry has significantly recovered from the pandemic
  - iii) Assisted MICAN to amend their SOP's
  - iv) Assisted Lisama with the renewal of the ARO certificate
  - v) Assisted SSN with overflight and landing clearances and the submission of a working paper to the National Airspace Committee for additional airspace.
  - vi) Acted as "arbitrator" between the NCAA and various aircraft operators with the renewal of their AOC, AMO certificates, ATO certificate and licensing issues.
  - vii) Significant public and stakeholder awareness raised about the challenges of aviation sector, in particular over-regulation by the NCAA.
- g) Noteworthy AOPA Namibia Events and Event Participated in or Preparing for:
  - i) 27th April 2022 - ANS Hangar Talk at Old Wheelers Club
  - ii) 10th July 2022 – Uis fly-in
  - iii) 09th October 2022 – Lake Oanob fly-in
  - iv) 16th – 19th November 2022 - Namibia Aviation and Connectivity Forum
  - v) 29th Dec 2022 – Aviators’ Gathering at Henties Bay
  - vi) 04th – 08th May 2023 – NAC fly-away (Aircraft operators from South Africa on a flying safari to Namibia)

**6) AOPA Namibia Challenges – Riaan Burger**

- a) More regulations DO NOT = safer skies. Appropriate regulations = safer skies.
  - i) Namibia SHOULD NOT be following ICAO recommendations like they are mandates without questioning whether those recommendations make sense for Namibian aviation and aviation safety.

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- ii) AOPA Namibia wants to work *with* the NCAA to help them bridge their knowledge, expertise, experience and qualification gaps currently causing detrimental harm to the Namibian aviation industry.
  - iii) The poor service being provided by the NCAA — at the same time they are proposing hundreds of new fees and massive increases on the existing — is becoming extremely onerous to Namibian aviation.
  - iv) The NCAA views itself solely as a regulator instead of a public service provider. This creates a culture of overregulation, unqualified people, and poor to no service at the NCAA.
- b) New Part 139 Regulatory Challenges
- i) The passage of new Part 139 regulations as currently proposed by the NCAA will cause massive economic harm and undue hardship to Namibian aviation.
  - ii) There is no distinction between international and SADC regional scheduled flights by the NCAA in its categorization of aerodromes. This means Cat B aerodromes cannot accept international scheduled flights from the SADC region.
  - iii) Proposed Cat D aerodrome regulations are the biggest threat to Namibian General as the NCAA wants to “permit” *ALL* airstrips in the country. There is very little time left to resolve this Part 139 issue before the proposed new regulations get promulgated.
- c) Onerous Aircrew Licensing Challenges:
- i) The requirements for foreign license holders to get licensed and legal in Namibia are becoming extremely onerous.
  - ii) It’s also becoming terribly onerous and lengthy for new pilots to get licensed. There will be no future aviation industry without new pilots, and the NCAA is making the pilot training process completely inaccessible.
- d) Part 187 Fee Increases and New Fees Challenges:
- i) The NCAA is proposing to increase all 287 existing fees by either 30% or 50%.
  - ii) The NCAA is proposing to add 221 new fees, at great cost.
  - iii) The NCAA is developing a new strategic business plan and these onerous new fees appear to be how the NCAA aims to fund it.
- e) Approval of Aircraft Operations Challenges:
- i) Lack of timely approvals are holding up important economic drivers for the aviation industry.

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- ii) Example: the large NAC Fly-Away trip (attempting to bring *dozens* of visiting aircraft and pilots from South Africa to tour Namibia), is struggling to get approval from the NCAA.
- f) NAC Challenges:
  - i) Key airports not allowed international scheduled operations
  - ii) Cannot have key airports closed after hours and on the weekend
- g) Membership Challenges:
  - i) AOPA Namibia needs hire full-time admins to maximize its effectiveness
  - ii) Membership efforts are much improved since Covid, but still have a long way to go.
  - iii) Current members should be doing their part to actively recruit new members to join AOPA Namibia.
- h) Operational Effectiveness – *Matt Totten Jr*:
  - i) New AOPA Namibia Website built and can accept online membership payments
  - ii) All previous membership databases combined and uploaded to Mailchimp for more easy and professional member communication.
  - iii) All members now being managed on the Join It membership tool for more efficient membership administration.
  - iv) All accounting up-to-date and being managed on the organization’s QuickBooks account.
  - v) Admin Processes - Not perfect, but greatly improving. Hiring a full-time admin will be key to the organization’s future.
  - vi) There have been some internal AOPA Namibia conflicts in the past due to conflicting membership agendas, but all members need to work together going forward to help each other *because* our organization and overall membership is so small.
- i) Summary & Key Points:
  - i) AOPA Namibia is now recognized as the aviation industry representative body. It’s critical for the vibrant future of Namibian aviation to build on this position.
  - ii) AOPA Namibia needs to fight over regulation at all costs.
  - iii) We need our allies in other industries, the public and in government to help us.
  - iv) We need to build a wider understanding around why aviation is so critical to economic and social health of Namibia.
  - v) AOPA Namibia needs to step up when it comes to flight safety.

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- vi) AOPA Namibia needs to hire a full-time admin staff.
- vii) Namibia is a small country and we need to collaborate if we want to fight all our challenges and succeed.

**7) New Board of Directors Election – AOPA Namibia Membership**

- a) The nominated list of new board members was elected unanimously by the membership. The new board of directors includes the following members:
  - i) Riaan Burger
  - ii) Christian “Jochie” Sell
  - iii) Tom Newton
  - iv) Claude Bosch
  - v) Juline Boois
  - vi) Norman Green
  - vii) Matt Totten Jr
- b) The new AOPA Namibia President, Vice-President and CEO will be appointed by the new board of directors at the next board of directors meeting to be held on 9 February, 2023.

**8) Final Remarks – Pasquale Scaturro**

**9) Member Question & Answer Session – AOPA Namibia Membership**

- a) AOPA Namibia should host an informal hangar evening at Old Wheeler’s Club every Friday, just like the old Eros Aeroclub used to do, to facilitate a tighter pilot community.
- b) The current fees shown on the Draft Part 187 document by the NCAA are not even the current fees being charged, so the actual fee increase is even larger than what’s being proposed. This means the fees being charged and proposed are not even legitimately published.
- c) AOPA needs to object to the Part 187 proposal on behalf of the aviation industry.
- d) The informal industry feedback period for Draft Part 187 regulations ends on 23 Feb 2023.

**10) NAC Fly Away Event Presentation – Special Guest: JP Fourie**

**11) Meeting adjourned for Member Social – AOPA Namibia Membership**

Prepared by: Matt Totten Jr

Approved by: Riaan Burger

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