

INTERNATIONAL CIVIL AVIATION ORGANIZATION
FOURTH MEETING OF DIRECTORS OF CIVIL AVIATION OF THE
CENTRAL CARIBBEAN

(Grand Cayman, Cayman Islands, 17-20 May 2000)

Agenda Item 9: Rotational scheme of States hosting the C/CAR/DCA and MEVA Meetings

PROPOSAL FOR THE ESTABLISHMENT OF A ROTATIONAL SCHEME FOR HOSTING THE C/CAR/DCA AND MEVA MEETINGS

(Presented by the Secretariat)

Summary

This working paper presents to the Meeting's consideration a proposal for the establishment of a Rotational Scheme for States hosting the C/CAR/DCA and MEVA Meetings.

1. Introduction

1.1 Due to the close coordination of meetings of the MEVA Network and Civil Aviation Directors of the Central Caribbean, they have been carried out in the same week and in the same place, one after the other. Thus, according to the information on files in the ICAO NACC Office, the MEVA/4 Meeting and the First Meeting of Civil Aviation Directors of the Central Caribbean were held on Port of Prince, Haiti from 16 to 20 April 1997; the MEVA/5 Meeting and the Second Meeting of Civil Aviation Directors of the Central Caribbean were celebrated in Santo Domingo, Dominican Republic on 22 to 26 April 1998, and the MEVA/6 Meeting, and the Third Meeting of Civil Aviation Directors of the Central Caribbean were held in Varadero, Cuba from 19 to 23 April 1999. Likewise, the MEVA/7 Meeting and the Fourth Meeting of Civil Aviation Directors of the Central Caribbean are being held in Grand Cayman, Cayman Islands from 15 to 20 May of the current year.

1.2 The coordination with States/Territories for the establishment the site for the hosting of the above mentioned meetings has required a great deal of effort, often at the last minute, by the host State/Territory, specially on receiving approval and the assignment of the financial resources from their respective governments.

1.3 The Eastern Caribbean Directors of Civil Aviation found similar problems in determining the place to host their meetings, therefore the States/Territories of that part of the Caribbean Region adopted a rotational scheme for hosting their meetings which is carried out yearly. This rotational scheme has contributed to the improvement in the planning and coordination of these meetings by each State/Territory, as well as for the ICAO Regional Office.

2. Discussion

2.1 Taking this into account, it is considered that the Meeting analyze the possibility of adopting a rotational scheme for the hosting of the MEVA and C/CAR/DCA meetings by States/Territories.

2.2 The establishment of the rotational scheme should take into account the States/Territories where the meetings have already been carried out, as well as those States/Territories that are able to host the meetings.

2.3 The following is a list of States/Territories considered to form part of the Central Caribbean as determined by ICAO:

States: Bahamas, Cuba, Dominican Republic, Haiti, Jamaica and United States
Territories: Aruba, Netherlands Antilles, Cayman Islands and Turks and Caicos

2.4 The meeting could take into consideration the establishment of a rotational scheme of States/Territories hosting the meetings based on the following table:

No.	HOSTING CITY-STATE/TERRITORY	DATE	DATE
1	Port of Prince, Haiti	April 1997	
2	Santo Domingo, Dominican Republic	April 1998	
3	Varadero, Cuba	April 1999	
4	Grand Cayman, Cayman Islands	May 2000	
5		To be determined	
6		To be determined	
7		To be determined	
8		To be determined	
9		To be determined	
10		To be determined	

2.4 If the meeting agrees to developing a rotational scheme of sites for the meetings, the State/Territory, that is on the list for the next meeting, should confirm or decline its responsibility to the ICAO NACC Office at least six months before the convening of the meeting. This yearly rotational scheme could be reviewed and updated periodically in forthcoming meetings.

3. Suggested actions

3.1 The Meeting is invited to:

- a) take note of the information contained in this working paper; and
- b) analyze the possibility to adopt a rotational scheme for hosting the C/CAR DCA and MEVA Meetings, based on the considerations expressed in para. 2.1 to 2.4.