



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

**Nineteenth Meeting of Directors of Civil Aviation of the Eastern Caribbean
(19th E/CAR DCA)**

Christ Church, Barbados, 6 to 9 December 2004

19th E/CAR DCA-WP/03

22/09/04

Agenda Item 2: Follow-up matters
2.2 28th E/CAR WG Meeting Report

**REVIEW OF THE TWENTY-EIGHTH EASTERN CARIBBEAN WORKING GROUP
MEETING**

(Presented by the Chairman of the E/CAR WG)

SUMMARY
This working paper presents a summary on the discussions held and the Draft Conclusions formulated by the 28 th E/CAR WG Meeting.
References: • Report of the Twenty-Eighth Eastern Caribbean Working Group Meeting (28th E/CAR WG), Old Towne, Montserrat, 26-29 April 2004.

1. Introduction

1.1 The Eastern Caribbean Working Group Meeting (E/CAR WG) held its 28th meeting in Old Towne, Montserrat, from 26 to 29 April 2004, with the participation of Members of twelve States/Territories and two international organizations. As a result of the 28th E/CAR WG Meeting, the Group adopted the report containing the key matters dealt with during its review, as well as the Draft Conclusions presented in the **Appendix** to this paper for approval and/or consideration by the E/CAR States/Territories Directors of Civil Aviation. The Appendix also contains the Draft Decisions of the E/CAR WG for information purposes.

2. Suggested Action

2.1 The Meeting is invited to:

- a) note the information presented in this paper; and
- b) review and approve the Draft Conclusions presented in the Appendix.

APPENDIX
DRAFT CONCLUSIONS AND DECISIONS OF THE 28th E/CAR/WG

FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
GEN	DRAFT CONCLUSION 28/1 ACTION PLANS FOR THE RESOLUTION OF AIR NAVIGATION DEFICIENCIES That the E/CAR State/Territory of Anguilla and Saint Kitts prepare Action Plans for the resolution of the outstanding Deficiencies and submit these to the ICAO NACC Regional Office as soon as possible, and definitely by 31 October 2004 .	Anguilla Saint Kitts and Nevis	No replies were received	Note
AIS	DRAFT CONCLUSION 28/2 ESTABLISHMENT OF AN AIS/MAP AUTOMATED REGIONAL DATABASE SYSTEM That, the Eastern Caribbean States and Territories support the activities and tasks of the E/CAR AIS Committee to review and coordinate requirements so as to develop and present an Action Plan for the Implementation of AIS/MAP Automated Regional Database System to the 19 th E/CAR DCA Meeting.	States/ Territories	The Chairman and the CAAs are expected to inform on this issue.	Approve

FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
AIS	DRAFT CONCLUSION 28/3 FOLLOW-UP TO THE TOTAL IMPLEMENTATION OF WGS-84 That, a) considering that the RNAV, RNP and RVSM are in an advanced phase of implementation, Eastern Caribbean States/Territories are requested to strictly adhere to the accuracy and integrity required in the implementation database on which they are based for their efficient application by: i. carrying out a greater and more effective follow-up towards the total implementation of the WGS-84 System; - ii establishing 30 November 2004 as the deadline for the total implementation of WGS-84 in the E/CAR area, including publication; iii. developing technical assistance agreements to take advantage from the experience obtained by States who have already implemented the system in their territories; iv) standardizing their common geographical coordinates for the points in the boundaries of the FIRs and CTR/TMAs by 30 August 2004. In order to carry out this commitment, the corresponding data will be exchanged electronically; and b) the ICAO NACC Regional Office provide, upon request, coordination, assistance and guidelines to achieve a prompt solution to difficult discrepancies through the E/CAR/AIS/MAP/TF.	States/ Territories	The Chairman and the CAAs are expected to inform on this issue.	Approve
AIS	DRAFT CONCLUSION 28/4 AIS COORDINATION BETWEEN TRINIDAD AND TOBAGO AND VENEZUELA That the ICAO NACC Regional Office make the corresponding arrangements and provide the necessary support to carry out the coordination between Trinidad and Tobago and Venezuela CAAs in AIS matters.	ICAO	ICAO NACC Regional Office sent a letter to Venezuela, through ICAO Lima RO for onward transmission to States in that Region. No reply has been received.	Note
AIS	DRAFT CONCLUSION 28/5 PARTICIPATION OF AIS STAFF IN TECHNICAL VISITS PROGRAMME That, E/CAR States and Territories' Aeronautical Authorities support their AIS staff to have an annual programme of technical visits to other AIS offices in order to be more productive by reporting the progress made as a result of the visit.	States/ Territories		Approve

FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
MET	DRAFT CONCLUSION 28/6 USE OF THE INTERNET TO ACCESS WAFS FORECASTS AND OPMET DATA That, in case an Eastern Caribbean State/Territory does not have a new or updated operational workstation at the time X.25 Protocol is no longer supported on the ISCS, the alternative method of acquisition of WAFS data such as the File Transfer Protocol (FTP) service via Internet, should be considered and evaluated.	States/ Territories	All States in the E/CAR subregion have procured a workstation with the appropriate software (TCP/IP). Completed	Note
ATM	DRAFT CONCLUSION 28/7 RVSM, RNAV AND RNP IMPLEMENTATION IN THE EASTERN CARIBBEAN That Trinidad and Tobago, a) develops an Action Plan, based on the Appendixes B and D (<i>Attachments 1 & 2 to this Appendix</i>) to this part of the Report in coordination with the ICAO NACC Regional Office, to be carried out by the Eastern Caribbean, in order to implement RVSM, RNAV and RNP in the Area; and b) presents the Action Plan in the 19th E/CAR DCA Meeting.	Trinidad and Tobago	A new item is hereby suggested: c) take the suitable measures in order to implement RVSM on 20 January 2005.	Approve
ATM	DRAFT CONCLUSION 28/8 IMPLEMENTATION OF ATS SAFETY MANAGEMENT PROGRAMMES AND MINIMUM SAFETY LEVELS That the E/CAR States/Territories/International Organizations: a) develop an action plan to implement ATS safety management programmes, in coordination with the ICAO NACC Regional Office, through systematic and suitable programmes with the aim of ensuring safety in the provision of ATS within the airspace and aerodromes under their jurisdiction by 31 August 2005; b) establish in those programmes the objectives and minimum acceptable levels; and c) submit to the ICAO NACC Regional Office the ATS safety management programmes applicable to their airspace and aerodromes of jurisdiction.	States/ Territories		Approve

FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
ATM	DRAFT CONCLUSION 28/9 IMPLEMENTATION OF ATS QUALITY ASSURANCE PROGRAMMES FOR EASTERN CARIBBEAN THROUGH THE PARTICIPATION IN THE SPECIAL IMPLEMENTATION PROJECT FOR THE CARIBBEAN REGION That the E/CAR States/Territories/International Organizations: a) take note of the approved Air Traffic Services Quality Assurance Special Implementation Project for the Caribbean Region; b) foster the participation of the E/CAR States/Territories/International Organizations in the QA SIP that will be held in the second semester of 2004; and, c) urge those States/Territories that have not done so, to provide the point of contact information for the QA SIP to the ICAO NACC Office by 31 May 2004.	States/ Territories/ International Organizations	Completed. The CAR ATS QA SIP was carried out in the second half of 2004.	Note
ATM	DRAFT CONCLUSION 28/12 ATM CONTINGENCY PLAN FOR THE EASTERN CARIBBEAN That, a) E/CAR States/Territories/International Organizations who have not yet done so, develop their ATS National Contingency Plans to support Air Traffic Services within their airspace (CTA/UTA/FIR) and aerodromes of jurisdiction; b) Trinidad and Tobago carries out bilateral and multilateral agreements with States/Territories/International Organizations responsible for the adjacent airspace, in coordination with the ICAO NACC Regional Office, to develop an ATM Regional Contingency Plan for Piarco FIR in accordance with the guidelines attached in the Appendix E to this report (<i>Attachment 3 to this Appendix</i>); and c) E/CAR States/Territories/International Organizations submit to the ICAO NACC Regional Office a copy of their ATS Contingency Plan no later than 30 November 2004.	a) States/ Territories/ International Organizations b) Trinidad and Tobago		Approve

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FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
GEN	DRAFT CONCLUSION 28/14 TERMS OF REFERENCE AND WORK PROGRAMME OF THE EASTERN CARIBBEAN WORKING GROUP (E/CAR WG) That, the E/CAR WG adopt the revised Terms of Reference and Work Programme as presented in the Appendix to this part of the Report (<i>Attachment 4 to this Appendix</i>).	E/CAR WG	The E/CAR DCAs commit to active support and cooperation of this task through the maintenance of interregional communication.	Approve

DRAFT DECISIONS

FIELD	DRAFT DECISIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
ATM	DECISION 28/10 STRATEGY FOR OPERATIONAL REQUIREMENTS OF AN ATM AUTOMATED SYSTEM That the E/CAR ATM Committee: a) develops an action plan to establish ATS operational requirements for the integration of automated systems in the E/CAR, through the strategy pointed out in Appendix D to this part of the report; b) presents the action plan in the next 29 E/CAR WG Meeting; and c) coordinates the action plan with the ICAO NACC Regional Office, so as to ensure an harmonious integration of the ATM automated systems in CAR Region to be coherent with the Regional Air Navigation Plan (ANP) for CAR/SAM Regions.	E/CAR ATM Committee	Related to GREPECAS Conclusion 12/31	Note
CNS	DECISION 28/11 ACTION PLAN FOR THE IMPLEMENTATION OF THE D-ATIS AND PDC SERVICES IN INTERNATIONAL AERODROMES OF THE EASTERN CARIBBEAN. That Trinidad and Tobago: a) develops, in coordination with NACC Regional Office, an action plan to implement ATS data link technology with benefits for ATS providers and users in the Eastern Caribbean; and b) presents to the 29th E/CAR WG the Action Plan to implement the D-ATIS and PDC services in the Eastern Caribbean international aerodromes.	Trinidad and Tobago		Note

FIELD	DRAFT DECISIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
CNS	DECISION 28/13 ACTION PLAN FOR RADAR DATA SHARING IN THE E/CAR That: a) the Radar Data Sharing Task Force attend the next GREPECAS CNS Committee Meeting to be held in September 2004; b) Barbados, Antigua and Trinidad and Tobago provide France with the required technical information on their radars; and c) the Radar Data Sharing Task Force present the action plan for radar data sharing in the E/CAR area in the 29 th E/CAR WG.	Radar Data Sharing Task Force, Barbados, Antigua and Trinidad and Tobago		Note

ATTACHMENT 1 TO THE APPENDIX

CAR/SAM RNAV ROUTE PROGRAM - PROGRAMA DE RUTAS RNAV CAR/SAM (Summary - Listado General)								
N° Summary / N° Listado Gral	N°	Trajectory between/ Trayectoria entre		Total weekly operations/ Total operaciones semanal	Distance saved in N.M./ Dist. Ahorro en NM	Operational annual savings / Ahorro operacional anual	Annual fuel savings in us gallons Ahorro anual comb en Galon US	Notes / Notas
1	Antigua	Miami	34	17.5	\$274,174	78,375	78,375	
2	Aruba	San Juan	14	8.3	\$37,684	10,549	10,549	
3	Asuncion	Buenos Aires	42	3.9	\$54,952	14,686	14,686	
4	Balmaceda	Buenos Aires	0	0	\$0	0	0	Route requested for operations from Buenos Aires to Australia/Ruta solicitada para operaciones de Buenos Aires a Australia
5	Barbados	Miami	39	23.7	\$394,608	107,656	107,656	
6	Belize	Miami	16	18.2	\$99,368	27,415	27,415	
7	Bonaire	Guayaquil	7	6	\$34,028	11,297	11,297	
8	Bonaire	Lima	7	50	\$283,567	94,144	94,144	
9	Bonaire	Quito	7	5.7	\$32,327	10,732	10,732	
10	Buenos Aires	Lima	48	7.7	\$164,300	44,271	44,271	
11	Buenos Aires	Santiago	107	3.6	\$163,926	48,205	48,205	Westbound only/En dirección oeste
12	Buenos Aires	Puerto Montt	0	2.4	\$0	0	0	Route requested for operations from Buenos Aires to Australia/Ruta solicitada para operaciones de Buenos Aires a Australia
13	Cancun	Havana	40	29.9	\$355,765	101,538	101,538	
14	Cancun	Houston	112	9	\$351,155	94,958	94,958	
15	Cancun	New York	42	176.8	\$2,899,397	798,946	798,946	
16	Cancun	Panama	10	8.6	\$37,315	8,906	8,906	
17	Cap Haitien	Puerto Plata	0	0	\$0	0	0	Route requested by Cuba and Haiti, unknown traffic/Ruta solicitada por Cuba y Haití, tráfico desconocido
18	Cap Haitien	Santiago de Cuba	0	0	\$0	0	0	Route requested by Cuba and Haiti, unknown traffic/Ruta solicitada por Cuba y Haití, tráfico desconocido
19	Caracas	Havana	0	21.6	\$0	0	0	At this moment there is not traffic, but in near future traffic will increase/Al momento no hay tráfico pero en un futuro próximo el tráfico aumentará

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CAR/SAM RNAV ROUTE PROGRAM - PROGRAMA DE RUTAS RNAV CAR/SAM (Summary - Listado General)								
Nº Summary / Nº Listado Gral	Nº	Trajectory between/ Trayectoria entre		Total weekly operations/ Total operaciones semanal	Distance saved in N.M./ Dist. Ahorro en NM	Operational annual savings / Ahorro operacional anual	Annual fuel savings in us gallons Ahorro anual comb en Galon US	Notes / Notas
20	Caracas	Lima	20	24.2	\$137,348	40,684	40,684	
21	Caracas	Mexico	14	81.1	\$402,420	95,439	95,439	
22	Caracas	Miami	112	20.3	\$1,039,353	285,168	285,168	
23	Caracas	San Jose	16	22.7	\$133,512	32,056	32,056	
24	Cucuta VOR	Villavicencio VOR	10	49.2	\$386,157	128,204	128,204	Domestic route in Colombia/Ruta doméstica en Colombia
25	Elorza	San Gabriel	0	19.5	\$0	0	0	Requested by Colombia, unknown traffic/Solicitada por Colombia, tráfico desconocido
26	Great Inagua	Kingston	0	0	\$0	0	0	Traffic unknown, exit route to Europe, requested by Jamaica/Tráfico desconocido, ruta hacia Europa solicitada por Jamaica
27	Great Inagua	Montego Bay	0	0	\$0	0	0	Traffic unknown, exit route to Europe, requested by Jamaica/Tráfico desconocido, ruta hacia Europa solicitada por Jamaica
28	Guadalajara	Houston/Dallas	98	6.4	\$195,318	55,733	55,733	
29	Guatemala	Houston/Dallas	44	36	\$599,856	163,650	163,650	
30	Guatemala	Miami	82	12.3	\$407,571	115,301	115,301	
31	Guayaquil	Lima	42	5.5	\$98,821	26,333	26,333	
32	Guayaquil	San Jose	39	24.2	\$333,505	93,084	93,084	
33	Havana	Panama	48	5.7	\$88,346	24,761	24,761	
34	La Paz	Lima	22	3.4	\$29,605	7,888	7,888	
35	Lima	Houston/Dallas	28	23.7	\$296,978	87,018	87,018	
36	Lima	New York	16	77.3	\$646,759	179,335	179,335	
37	Lima	San Jose	22	34.3	\$248,066	63,430	63,430	Segment route/Segmento ruta Lima-Houston/Dallas
38	Lima	Sao Paulo	30	10.6	\$158,395	42,733	42,733	Continuation of UM415 to be implemented in Jun04/Continuación de UM415 a ser implantada en Jun 04
39	Managua	Miami	62	7.2	\$234,129	67,687	67,687	
40	Merida	Houston	8	46.7	\$158,760	37,685	37,685	
41	Mexico	Houston/Dallas	177	11.7	\$791,931	205,899	205,899	

CAR/SAM RNAV ROUTE PROGRAM - PROGRAMA DE RUTAS RNAV CAR/SAM (Summary - Listado General)								
Nº Summary / Nº Listado Gral	Nº	Trajectory between/ Trayectoria entre		Total weekly operations/ Total operaciones semanal	Distance saved in N.M./ Dist. Ahorro en NM	Operational annual savings / Ahorro operacional anual	Annual fuel savings in us gallons Ahorro anual comb en Galon US	Notes / Notas
42	Mexico	Miami	76	24.4	\$897,641	260,559	260,559	
43	Mexico	Salvador	22	14.3	\$103,421	26,444	26,444	Segment of route Mexico-San Jose/Segmento de ruta México-San José
44	Mexico	San Jose	48	9.7	\$185,841	48,139	48,139	
45	Mexico	San Pedro	7	62.3	\$195,166	57,186	57,186	
46	Montego Bay	Miami	60	0.9	\$24,685	6,736	6,736	
47	Panama	Houston	14	9.7	\$44,040	12,328	12,328	
48	Panama	New York	14	30.1	\$136,660	38,256	38,256	
49	Panama	Port au Prince	4	21.5	\$37,507	8,964	8,964	
50	Port au Prince	Miami	77	4.9	\$177,460	50,431	50,431	
51	Salvador	Houston/Dallas	36	67	\$798,364	215,362	215,362	
52	Salvador	San Francisco	14	42.7	\$211,878	50,249	50,249	
53	Salvador	San Jose	42	7.2	\$107,180	25,419	25,419	Domestic route within Cenamer, segment route Mexico-San Jose/Ruta doméstica dentro de Cenamer, tramo ruta México-San José
54	San Jose	Houston	28	24.7	\$309,509	90,689	90,689	Segment route Lima-Houston/Dallas/Segmento ruta Lima-Houston/Dallas
55	San Jose	New York	24	71.8	\$580,468	151,607	151,607	
56	San Pedro	New Orleans	8	7.5	\$17,027	5,043	5,043	
57	Santa Cruz	Santiago	10	24.6	\$113,108	28,949	28,949	
58	Santiago	Buenos Aires	107	14.2	\$646,599	190,143	190,143	Eastbound only/En dirección este solamente
59	Sao Paulo	Houston\Dallas	28	36.5	\$662,871	187,276	187,276	
60	Sao Paulo	Memphis	14	39	\$517,711	165,223	165,223	
61	Tegucigalpa	Miami	29	21.1	\$246,100	65,765	65,765	
62	Havana	Santo Domingo	4	92.3	\$169,754	\$43,448	\$43,448	
63	Cancun	Miami	42	7.7	\$113,794	32,983	32,983	Southbound operations only, northbound no need improvement/Operaciones en dirección al sur solamente, en dirección al norte no necesitan mejorar

SCHEDULE FOR THE RNAV ROUTES IMPLEMENTATION PROGRAMME IN THE CAR/SAM REGIONS (Phase II-a)
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EXPLANATION OF THE TABLE

Column 1	Describes the activities to be carried out by the States/Organizations involved
Column 2	Shows the target dates for completion of the activities described in column 1
Column 3	Contains additional information

Activities under the responsibility of the States and International Organizations, which FIR/s are involved		
ACTIVITY	COMPLETION DATE	REMARKS
1	2	3
In accordance with phase 2 implementation priorities	12/06/04	GREPECAS/12 should approve the RNAV list to be implemented in phase 2 of the RNAV Routes Implementation Programme of the CAR/SAM/Regions.
States' preliminary analysis	09/07/04	CAR/SAM States should analyze RNAV Routes proposals under their responsibility and send the results to the ICAO NACC and SAM Offices, keeping in mind the planning principles and issues to be considered in the planning process appearing in this Guidance Material.
CAR/SAM analysis regarding the routes implementation impact in the CAR/SAM RVSM implementation programme.	30/11/04	The CARSAMMA shall evaluate the implementation impact of phase 2 of the CAR/SAM RVSM implementation programme in the CAR/SAM RVSM Implementation Programme Safety Assessment
Agreement on the RNAV routes to be implemented	09/07/04	Route paths, reporting points, agreements, etc., to be defined at the Third Meeting/Workshop of ATM Authorities and Planners.
Review of bilateral/multilateral agreements between service suppliers and/or identification of cases requiring their execution	09/07/04	According to the route paths, reporting points (including the geographical coordinates), agreements, etc., established during the Third Meeting/Workshop of ATM Authorities and Planners.
Verification and approval of geographical coordinates	09/08/04	The geographical coordinates should be established in the course of the meeting. Otherwise, the necessary coordination will be made for that purpose through the respective ICAO NACC and SAM Regional Offices.
Distribution of the proposal for amendment to the ANP CAR/SAM – Basic Vol. by the ICAO NACC and SAM Regional Offices.	10/04	The distribution of the proposal for amendment will enable parties involved expressing their comments or observations.
Remittance of comments or remarks on the proposal for amendment to the ANP CAR/SAM – Basic Vol. to the corresponding ICAO NACC and SAM Regional Offices.	11/04	The timely response to the proposal for amendment will enable a quick processing of the comments or remarks for submission to the ICAO Council and further approval.

Activities under the responsibility of the States and International Organizations, which FIR/s are involved		
ACTIVITY	COMPLETION DATE	REMARKS
1	2	3
Inclusion of agreements and procedures in national operating manuals	03/05	If necessary, States shall include the agreements and procedures in their operating manuals
Publication of AIC and AIP Supplement	03/05	States affected by RNAV routes should publish a common AIC and AIP Supplement with three AIRAC cycles in advance.
Entry into effect of the Implementation	06/05	

CAR/SAM RNAV ROUTE PROGRAM - PROGRAMA DE RUTAS RNAV CAR/SAM (FASE II-a - PHASE II-a)								
N° Summary / N° Listado Gral	N°	Trajectory between/ Trayectoria entre		Total weekly operations/ Total operaciones semanal	Distance saved in N.M./ Dist. Ahorro en NM	Operational annual savings / Ahorro operacional anual	Annual fuel savings in us gallons / Ahorro anual comb en Galon US	Notes / Notas
13	1	Cancun	Havana	40	29.9	\$355,765	101,538	
20	2	Caracas	Lima	20	24.2	\$137,348	40,684	
26	3	Great Inagua	Kingston	0	0	\$0	0	Traffic unknown, exit route to Europe, requested by Jamaica/Tráfico desconocido, ruta hacia Europa, solicitada por Jamaica
27	4	Great Inagua	Montego Bay	0	0	\$0	0	Traffic unknown, exit route to Europe, requested by Jamaica/Tráfico desconocido, ruta hacia Europa, solicitada por Jamaica
32	5	Guayaquil	San Jose	39	24.2	\$333,505	93,084	
38	6	Lima	Sao Paulo	30	10.6	\$158,395	42,733	Continuation of UM415 to be implemented in Jun 04/Continuación de UM415 a ser implantada en Jun 04
43	7	Mexico	Salvador	22	14.3	\$103,421	26,444	Segment of route Mexico-San Jose/Segmento de ruta México-San José
44	8	Mexico	San Jose	48	9.7	\$185,841	48,139	
53	9	Salvador	San Jose	42	7.2	\$107,180	25,419	Domestic route within Cenamer, route segment Mexico-San Jose/Ruta doméstica dentro de Cenamer, tramo ruta México-San José
57	10	Santa Cruz	Santiago	10	24.6	\$113,108	28,949	
58	11	Santiago	Buenos Aires	107	14.2	\$646,599	190,143	Eastbound only/Solamente en dirección este
62	12	Havana	Santo Domingo	4	92.3	\$169,754	\$43,448	

CAR/SAM RNAV ROUTE PROGRAM - PROGRAMA DE RUTAS RNAV CAR/SAM (FASE II-b / PHASE II-b)								
N° Summary / N° Listado Gral	N°	Trajectory between/ Trayectoria entre		Total weekly operations/ Total operaciones semanal	Distance saved in N.M./ Dist. Ahorro en NM	Operational annual savings / Ahorro operacional anual	Annual fuel savings in us gallons / Ahorro anual comb en Galon US	Notes / Notas
3	2	Asuncion	Buenos Aires	42	3.9	\$54,952	14,686	
4	3	Balmaceda	Buenos Aires	0	0	\$0	0	Route requested for operations from Buenos Aires to Australia/Ruta solicitada para operaciones de Buenos Aires a Australia
7	4	Bonaire	Guayaquil	7	6	\$34,028	11,297	
8	5	Bonaire	Lima	7	50	\$283,567	94,144	
9	6	Bonaire	Quito	7	5.7	\$32,327	10,732	
10	7	Buenos Aires	Lima	48	7.7	\$164,300	44,271	
12	8	Buenos Aires	Puerto Montt	0	2.4	\$0	0	Route requested for operations from Buenos Aires to Australia/Ruta solicitada para operaciones de Buenos Aires a Australia
16	9	Cancun	Panama	10	8.6	\$37,315	8,906	
17	10	Cap Haitien	Puerto Plata	0	0	\$0	0	Route requested by Cuba and Haiti, unknown traffic/Ruta solicitada por Cuba y Haití, tráfico desconocido
18	11	Cap Haitien	Santiago de Cuba	0	0	\$0	0	Route requested by Cuba and Haiti, unknown traffic/Ruta solicitada por Cuba y Haití, tráfico desconocido
19	12	Caracas	Havana	0	21.6	\$0	0	At this moment there is not traffic, but in near future traffic will increase/AI momento no hay tráfico pero muy pronto el tráfico aumentará
21	13	Caracas	Mexico	14	81.1	\$402,420	95,439	
23	14	Caracas	San Jose	16	22.7	\$133,512	32,056	
24	15	Cucuta VOR	Villavicencio VOR	10	49.2	\$386,157	128,204	Domestic route in Colombia/Ruta doméstica en Colombia
25	16	Elorza	San Gabriel	0	19.5	\$0	0	Requested by Colombia, unknown traffic/Solicitada por Colombia, tráfico desconocido

CAR/SAM RNAV ROUTE PROGRAM - PROGRAMA DE RUTAS RNAV CAR/SAM (FASE II-b / PHASE II-b)								
N° Summary / N° Listado Gral	N°	Trajectory between/ Trayectoria entre		Total weekly operations/ Total operaciones semanal	Distance saved in N.M./ Dist. Ahorro en NM	Operational annual savings / Ahorro operacional anual	Annual fuel savings in us gallons / Ahorro anual comb en Galon US	Notes / Notas
33	17	Havana	Panama	48	5.7	\$88,346	24,761	
34	18	La Paz	Lima	22	3.4	\$29,605	7,888	
37	19	Lima	San Jose	22	34.3	\$248,066	63,430	Segment route Lima-Houston/Dallas/Segmento ruta Lima-Houston/Dallas
45	20	Mexico	San Pedro	7	62.3	\$195,166	57,186	
49	21	Panama	Port au Prince	4	21.5	\$37,507	8,964	
11	22	Buenos Aires	Santiago	107	3.6	\$163,926	48,205	Westbound only/En dirección oeste, solamente
31	23	Guayaquil	Lima	42	5.5	\$98,821	26,333	UL 780 segment Guayaquil/Trujillo to Lima/UL 780 segment Guayaquil/Trujillo, then UG436 to Lima/UL 780 Tramo Guayaquil/Trujillo a Lima/UL780 segmento Guayaquil/Trujillo, luego UG436 hasta Lima

CAR/SAM RNAV ROUTES PROGRAM FROM/TO NAM REGION - PROGRAMA DE RUTAS RNAV CAR/SAM DESDE/HACIA REGION NAM								
Nº Summary / Nº Listado Gral	Nº	Trajectory between/ Trayectoria entre		Total weekly operations/ Total operaciones semanal	Distance saved in N.M./ Dist. Ahorro en NM	Operational annual savings / Ahorro operacional anual	Annual fuel savings in us gallons / Ahorro anual comb en Galon US	Notes / Notas
1	1	Antigua	Miami	34	17.5	\$274,174	78,375	
5	2	Barbados	Miami	39	23.7	\$394,608	107,656	
6	3	Belize	Miami	16	18.2	\$99,368	27,415	
14	4	Cancun	Houston	112	9	\$351,155	94,958	
15	5	Cancun	New York	42	176.8	\$2,899,397	798,946	
22	6	Caracas	Miami	112	20.3	\$1,039,353	285,168	IATA requests to be implemented during the year 2004/IATA solicita se implemente durante el año 2004
28	7	Guadalajara	Houston/Dallas	98	6.4	\$195,318	55,733	
29	8	Guatemala	Houston/Dallas	44	36	\$599,856	163,650	
30	9	Guatemala	Miami	82	12.3	\$407,571	115,301	IATA requests to be implemented during the year 2004/IATA solicita se implemente durante el año 2004
35	10	Lima	Houston/Dallas	28	23.7	\$296,978	87,018	
36	11	Lima	New York	16	77.3	\$646,759	179,335	
39	12	Managua	Miami	62	7.2	\$234,129	67,687	
40	13	Merida	Houston	8	46.7	\$158,760	37,685	
41	14	Mexico	Houston/Dallas	177	11.7	\$791,931	205,899	
42	15	Mexico	Miami	76	24.4	\$897,641	260,559	
46	16	Montego Bay	Miami	60	0.9	\$24,685	6,736	
47	17	Panama	Houston	14	9.7	\$44,040	12,328	
48	18	Panama	New York	14	30.1	\$136,660	38,256	
50	19	Port au Prince	Miami	77	4.9	\$177,460	50,431	
51	20	Salvador	Houston/Dallas	36	67	\$798,364	215,362	
52	21	Salvador	San Francisco	14	42.7	\$211,878	50,249	
54	22	San Jose	Houston	28	24.7	\$309,509	90,689	Segment route Lima-Houston/Dallas/Segmento ruta Lima-Houston/Dallas (IATA comment - Comentario de IATA)
55	23	San Jose	New York	24	71.8	\$580,468	151,607	
56	24	San Pedro	New Orleans	8	7.5	\$17,027	5,043	
59	25	Sao Paulo	Houston/Dallas	28	36.5	\$662,871	187,276	
60	26	Sao Paulo	Memphis	14	39	\$517,711	165,223	
61	27	Tegucigalpa	Miami	29	21.1	\$246,100	65,765	

CAR/SAM RNAV ROUTES PROGRAM FROM/TO NAM REGION - PROGRAMA DE RUTAS RNAV CAR/SAM DESDE/HACIA REGION NAM								
N° Summary / N° Listado Gral	N°	Trajectory between/ Trayectoria entre		Total weekly operations/ Total operaciones semanal	Distance saved in N.M./ Dist. Ahorro en NM	Operational annual savings / Ahorro operacional anual	Annual fuel savings in us gallons / Ahorro anual comb en Galon US	Notes / Notas
62	28	Cancun	Miami	42	7.7	\$113,794	32,983	Southbound operations only, northbound no need improvement /Operaciones en dirección norte solamente, no necesitan mejora (IATA comment - Comentario de IATA)

ATTACHMENT 2 TO THE APPENDIX

STRATEGY FOR AN OPERATIONAL INTEGRATION OF THE ATS AUTOMATED SYSTEMS OF THE CAR/SAM REGIONS

Objective: Through a committed participation of the States, users and ATS providers of the CAR/SAM Regions,

- 1) to cooperate jointly in the implementation/integration of technologies for ATM automation, in accordance with ICAO guidelines, considering the best regional and global alternatives;
- 2) develop a well-balanced strategy for the operational implementation/integration among ATS automated systems with a safe, gradual, harmonious, evolutionary and interoperable vision that facilitates the information exchange and the collaborative decision-making of all the components of the ATM system for a transparent, flexible, optimum and dynamic management of airspace and international aerodromes, and at the same time that it increases the required safety levels.
- 3) take into account an electronic and network environment, considering the use of ground and spatial-based segments for the ATS information interactive process, under integrity, quality and real-time criteria.

FRAMEWORK

- a) identify homogeneous areas on the basis of traffic flows operating in the different airspace and international aerodromes;
- b) carry out a study on the operational environment scenarios of the air traffic services currently provided and those that are planned;
- c) determine the scope, architecture design, characteristics and attributes of the operational requirements for the short-term integration of the current automated systems of the ATS units depending on the current provided service levels, as well as other operational requirements that respond to future expectations of the components of the ATM system, considering:
 - i) arrange the requirements in logical sequence through the following stages;

Phase	Function
Phase I	- Flight Data Processing System (FDPS)
Phase II	- ATS Radar Data Processing System (RDPS/, ADS); mono-radar; multi-radar/multi-tracking; radar data sharing.
Phase III	- Automated digital communications (Automated traffic hand off, AIDC/ CPDLC, etc).
Phase IV	- Implementation of CDM aspects (Collaborative Decision Making) for other ATM requirements (AOM [Airspace Organization and Management], CM [conflict management], DCB [Demand/Capacity Balancing], AO [Aerodrome Operation], TS [Traffic Synchronization], AUO [Airspace User Operation], ASDM [ATM Service Demand Management], AIS, MET, statistics, etc)

NOTE: SAR should be considered in all the stages of the lower airspace.

ii) identify the ATS functions required in the airspace and international aerodromes as follows:

ATS Operational functions required in the automated systems (ATC, FIS, SAR)							
APPLICABLE ATS FUNCTIONS	ATS Airspace						
	A	B	C	D	E	F	G
Identification							
Separation							
Navigation guide							
Surveillance							
Transfer							
Coordination							
Information of flight plans in real time							
Visualization of the geographical position of the aircraft (longitude, latitude, history)							
Statistical data of flight plans (past and forecasted information).							
Radar data processing system (RDPS)							
Flight data processing system (FDPS)							
ATS inter-facility data communications (AIDC)							
Controller-pilot data link communications (CPDLC)							
Flight profile information (altitude, vertical speed, offset speed, predictive vector, turn angle, etc.)							
Automatic alerts (STCA, MSAW, DIAW, emergency, communication failure, unlawful interference, etc.)							
AIS Interface							

ATS Operational functions required in the automated systems (ATC, FIS, SAR)							
APPLICABLE ATS FUNCTIONS	ATS Airspace						
	A	B	C	D	E	F	G
Meteorological information							

- iii) define the incoming and outgoing data, and functional interfaces data applicable to functions and sub-functions of the service;
 - iv) define from the highest to lowest level the functional decompositions for all the ATM components;
 - v) successively determine the different operational applications from the functional level or lowest interface to the upper interface;
 - vi) define the current and future operational applications needs;
 - vii) determine the short-term operational requirements; and
 - viii) determine the future operational requirements.
- d) determine the existing facilities and technological equipments in the CAR/SAM Regions, as well as the inter-operability technical requirements, data bases, equipped aircraft, software tools, etc., required for the implementation/integration of automated systems;
- e) develop a cost-benefit analysis for the implementation/integration of ATM automated systems;
- f) establish bilateral and multilateral agreements as appropriate, among States/Territories/International Organizations of adjacent airspace and regions for trials and the operational implementation/integration of ATS automated systems;
- g) develop standards, procedures and guidance material (among which the Interphase Control Document (ICD) for data communications and the common coordination among ATM centres, document based on SARPs) required for the functional operation of ATS automated systems, including the critical contingency cases, so that it may be helpful for users;
- h) take the necessary measures for human resources training on a national and regional basis and allowing the facilitation of the implementation/integration of ATS automated systems;
- i) identify other potential benefits for the ATM community that may be obtained in the long-term; and
- j) assess and document all the available information in order to establish an action plan for the regional implementation/integration of ATS automated systems on 31 March 2008.

ATTACHMENT 3 TO THE APPENDIX
ATM REGIONAL CONTINGENCY PLAN
FOR CTA/UTA/FIR

OBJECTIVE: This contingency plan contains arrangements to ensure the continued safety of air navigation in the event of partially or total disruption of air traffic services (ATS) and is related to ICAO Annex 11- *Air Traffic Services* Chapter 2, paragraph 2.2.8. The contingency plan should be designed to provide alternative routes, using existing airways in most cases, which will allow aircraft operators to fly through or avoid airspace within the (XXX) CTA/UTA/FIR.

AIR TRAFFIC MANAGEMENT

ATS Responsibilities

Tactical ATC considerations during periods of over-loading may require re-assignment of routes or portions thereof.

Alternative routes should be designed to maximize the use of existing ATS route structures and communication, navigation and surveillance services.

In the event that ATS cannot be provided within the (XXX) CTA/UTA/FIR, the Civil Aviation Authority shall publish the corresponding NOTAM indicating the following:

- a) Time and date of the beginning of the contingency measures;
- b) Airspace available for landing and overflying traffic and airspace to be avoided;
- c) Details of the facilities and services available or not available and any limits on ATS provision (e.g., ACC, APP, TWR and FIS), including an expected date of restoration of services if available;
- d) Information on the provisions made for alternative services;
- e) ATS contingency routes;
- f) Procedures to be followed by neighbouring ATS units;
- g) Procedures to be followed by pilots; and
- h) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

In the event that the CAA is unable to issue the NOTAM, the (alternate) CTA/UTA/FIR will take action to issue the NOTAM of closure airspace upon notification by corresponding CAA or the ICAO NACC Regional Office.

Separation

Separation criteria will be applied in accordance with the *Procedures for Air Navigation Services-Air Traffic Management* (PANS-ATM, Doc 4444) and the Regional Supplementary Procedures Doc. 7030).

Level Restrictions

Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

Other measures

Other measures related to the closure of airspace and the implementation of the contingency scheme with the (XXX) CTA/UTA/FIR may be taken as follows:

- a) Suspension of all VFR operations;
- b) Delay or suspension of general aviation IFR operations; and,
- c) Delay or suspension of commercial IFR operations.

TRANSITION TO CONTINGENCY SCHEME

During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in the contingency scheme as well as what may be promulgated by a State via NOTAM or AIP.

In the event of airspace closure that has not been promulgated, ATC should, if possible, broadcast to all aircraft in their airspace, what airspace is being closed and to stand by for further instructions.

ATS providers should recognize that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routings. ATC should be alert to respond to any request by aircraft and react commensurate with safety.

TRANSFER OF CONTROL AND COORDINATION

The transfer of control and communication should be at the common FIR boundary between ATS units unless there is mutual agreement between adjacent ATS units. ATS providers should also review current coordination requirements in light of contingency operations or short notice of airspace closure.

PILOTS AND OPERATOR PROCEDURES

Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 to the Chicago Convention, paragraph 3.8 and Appendix 2, Sections 2 and 3.

Pilots need continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

If an aircraft is intercepted by another aircraft, the pilot shall immediately:

- a) Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures;
- b) Notify, if possible, the appropriate ATS unit;
- c) Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5 MHz and 243 MHz if equipped; and
- d) Set transponder to code 7700, unless otherwise instructed by the appropriate ATS unit.

If any instructions received by radio from any source conflict with those given by the intercepting aircraft, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

OVERFLIGHT APPROVAL

Aircraft operators should obtain overflight approval from States for flights operating through their jurisdiction of airspace, where required. In a contingency situation, flights may be rerouted at short notice and it may not be possible for operators to give the required advanced notice in a timely manner to obtain approval. States responsible for the airspace in which contingency routes are established should consider making special arrangements to expedite flight approvals in these contingency situations.

CONTINGENCY UNIT

The ATM national contingency unit assigned the responsibility of monitoring developments that may dictate the enforcement of the contingency plan and coordination of contingency arrangements is:

Name of Agency:

Contact Person:

Telephone:

Fax:

Email:

The National Contingency Unit will liaise through the ICAO NACC Regional Office.

The ICAO NACC Office will:

- a) closely monitor the situation and coordinate with all affected States and the IATA Regional Office, so as to ensure air navigation services are provided to international aircraft operations in the CAR Region;
- b) take note of any incidents reported and take appropriate action;

- c) provide assistance as required on any issue with the Civil Aviation Administrations involved in the contingency plan; and
- d) keep the President of the Council of ICAO, the Secretary General, C/RAO, D/ANB and C/ATM continuously informed on developments, including activation of the contingency plan.

REROUTING SCHEME

In the event of closure the (XXX) CTA/UTA/FIR, aircraft operators should file their flight plans using the alternative contingency routes listed in the scheme below in order to ensure avoidance that airspace (CTA/UTA/FIR).

Present ATS ROUTE	CONTINGENCY ROUTINGS	FIRs INVOLVED
In lieu of:	(ATS unit) provides ATC on the following routings: CR1: CR2: CR3:	XXX: In coordination with XXX
In lieu of:	(ATS unit) provides ATC on the following routing: CR4:	XXX: In coordination with XXX

All aircraft should establish and maintain contact on published VHF or HF frequencies with the (XXX) ATS unit (APP/ACC/FIC) responsible for the airspace being traversed.

List of points of contact of all concerned States, IATA and ICAO NACC Office.

State /International Organization	Point of contact	Telephone/Fax	E-mail
		Tel. Fax.	
		Tel. Fax.	
		Tel. Fax.	
IATA		Tel. Fax:	
ICAO	Raymond Ybarra Victor Hernandez	Tel.: (5255) 5250 3211 Fax: (5255) 5203 2757 AFTN: MMMIXOX	rybarra@mexico.icao.int vhernandez@mexico.icao.int icao_nacc@mexico.icao.int

ATTACHMENT 4 TO THE APPENDIX

REVISED
EASTERN CARIBBEAN ~~INFORMAL~~ WORKING GROUP (E/CAR IWG)
TERMS OF REFERENCE AND WORK PROGRAMME

1. Terms of reference

- a) The ~~Informal~~ E/CAR Working Group was established for the purpose of examining problems affecting airspace organization and utilization in the Eastern Caribbean area for States and Territories in the PIARCO and San Juan FIRs.
- b) Its terms of reference were expanded at the 18th E/CAR ~~I~~WG Meeting (Saint Lucia, October 1994) to include the examination on a continual basis of problems affecting all fields of Air Navigation in the Eastern Caribbean area.

2. Work Programme

TASK NUMBER	FIELD	TASK DESCRIPTION	Priority	Date	
				Start	End
1	AIS	Coordinate common WGS -84 points information with neighbouring States for the full implementation of WGS-84 in the E/CAR area. (1)	A		Dec. 2003 2004
2	AIS	Implement the AIS/MAP Automation -System and the AIS/MAP Quality Assurance Programme for the E/CAR area. (1)	A		May 2004 June 2005
3	AIS	Identify, study and take actions to resolve deficiencies in all AIS/MAP facilities in the E/CAR area. (1)	A		On-going
4	AIS	Establish procedures to access on line AIS information in accordance with ICAO guidelines	B	2004	Dec. 2006
5	AIS	Analyse the requirements for world aeronautical charts and, if applicable, prepare a proposal of their production for the E/CAR Region	B	2004	Dec. 2006
46	ATM	Develop an E/CAR Contingency Plan to support the ICAO Regional Contingency Plan. (2)	A		May-Dec. 2004
57	ATM	Develop an implementation strategy for GNSS procedures in the E/CAR area. (2)	A		On-going May 2004
68	ATM	Identify, study and make recommendations to resolve deficiencies in all ATS facilities in the E/CAR area. (2)	A		On-going
79	ATM	Review and make recommendations to enhance the airspace configuration, ATC procedures and ATS route network in the E/CAR area. (2)	A		On-going
810	ATM	Develop and implement a RNAV Routes Regional Plan compatible with the CAR/SAM RNAV Programme, analysing the impact on the airspace provision of Air Traffic Services and establishing the relevant coordination to enable the integrated, harmonious and timely implementation. (2)	B		May 2004 2005

TASK NUMBER	FIELD	TASK DESCRIPTION	Priority	Date	
				Start	End
911	ATM	Develop and implement a Human Resources Training Plan considering the requirements for the next five years, in accordance with RVSM Implementation and the Guidance Manual for the Training of Human Resources on CNS/ATM Systems. (2)	B		July 2004 May 2005
12	ATM	Develop operational strategy for the integration of ATS automated systems in applications of the CNS/ATM Implementation Plan in the Piarco FIR (2)	B		May 2005
13	ATM	Prepare a proposal to establish a common transition altitude in the TMAs of the Piarco FIR	A	2004	Dec. 2005
14	CNS	Implementation of a Frame Relay network to support a number of services including protocols X.25 and TCP/IP (4)	A		Nov. 2004
10	ATM	Support the development, acquisition and installation of the automation systems necessary to implement future ATM/CNS enhancements. (2)	B		On-going
11	CNS	Develop and recommend improvements to the performance in the implementation and maintenance of the new aeronautical communications network in the E/CAR area (4).	A		June 2004
1215	CNS	Develop and make recommendations on the eEstablishment of a common seamless ATS surveillance image system in the E/CAR region-area through radar data sharing. (3)	A		May 2006
1316	CNS	Conduct a study on GNSS augmentation system in the E/CAR area. (4)	B		On-going May 2004
1417	CNS/ATM	Develop and maintain up-to-date a CNS/ATM Transition-Implementation Plan for the E/CAR area. (5)	B		On-going
18	MET	Establish quality control mechanisms for OPMET exchange messages.	B	2004	On-going

Notes:

- (1) denotes tasks assigned to the AIS Committee
(Rapporteur: Barbados - ~~Hugh Brathwaite~~ to be appointed)
- (2) denotes tasks assigned to the ATM Committee
(Coordinator: Trinidad and Tobago - ~~to be appointed~~ Trevor Dowrich)
- (3) denotes tasks assigned to the Radar Data Sharing Task Force
(Rapporteur: France - Roger Prudent)
- (4) denotes tasks assigned to IACL
- (5) denotes tasks assigned to the E/CAR Regional CNS/ATM Committee
(Coordinator: IACL).

3. Priority

- ~~A High priority tasks, on which work should be speeded up.~~
- ~~A High priority tasks, Tasks on which work should be speeded up.~~
- ~~B Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority A tasks.~~
- ~~B Medium priority tasks, Tasks on which work should commence be undertaken as soon as possible, but without detriment to priority A tasks.~~
- ~~C Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority A and B tasks.~~
- ~~C Low priority Tasks on which work should be undertaken as time and resources permit, but without detriment to Priority A and B tasks.~~

4.3. Composition

Anguilla, Antigua and Barbuda, Aruba, Barbados, British Virgin Islands, Dominica, France, Grenada, Guyana, Montserrat, Netherlands Antilles, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Suriname, Trinidad and Tobago, United Kingdom, United States, Venezuela, ACI, IACL, IATA, IFALPA, IFATCA, and OECS.

5.4. Working Methods

- a) the E/CAR ~~I~~WG has established a standing Chairperson for its meetings with a term of 3 years on a rotational basis to lead the E/CAR ~~I~~WG meetings providing continuity to its work and establishing a communication link between the ICAO NACC Regional Office and the members of the E/CAR ~~I~~WG in between meetings;
- b) the host State or Territory of the E/CAR ~~I~~WG Meetings will serve as Vice-Chairperson of the Meeting;
- c) nomination for the position of Rapporteur of Committees and/or Task Forces may be presented by any State or Territory which is a member of the E/CAR ~~I~~WG;
- d) the Committees and Task Forces should co-ordinate and advance their works between meetings as follows;
 - conduct work via written correspondence, i.e. e-mail, fax, etc.
 - conduct work via phone and teleconference calls;
 - hold meetings when necessary;
- e) when required, the Secretariat, in consultation with the Chairperson, should establish the first day of the E/CAR ~~I~~WG Meeting as a Committee/Task Force meeting day for these groups to advance their work; and
- f) classification/definitions to record recommendations in the meeting reports:

DECISIONS
CONCLUSIONS

Internal actions of the E/CAR ~~I~~WG
Actions requiring communications to States and Territories and/or endorsement by the E/CAR DCAs Meeting.

6.5. Meeting Sites

- a) the following meeting host rotation programme has been adopted for the E/CAR Informal Working Group Meetings;
- b) any other States and International Organizations normally invited to participate in the E/CAR ~~Informal~~ Working Group meetings may at any time offer to host a meeting;
- c) should a State or Group of Territories be unable to host a particular Working Group meeting as per the programme, it may exchange positions with another State or Group of Territories through bilateral discussions and the ICAO Regional Office should be informed of the change at the latest six months before the convening of the meeting;
- d) should a State or Group of Territories be unable to host a particular Working Group meeting as per the programme and not have exchanged positions in the programme with another State or Territory, the ICAO Regional Office should be advised at least six months before the convening of the meeting, where upon the next State on the list should take on the responsibility of hosting the meeting; and
- e) Meeting Host Rotation Programme:

YEAR	STATES OR GROUP OF TERRITORIES
2004	UK Overseas Territories (Anguilla, British Virgin Islands, Montserrat)
2005	Saint Vincent and the Grenadines
2006	Saint Lucia
2007	Trinidad and Tobago
2008	Antigua and Barbuda
2009	Netherlands Antilles
2010	Barbados
2011	French Antilles
2012	United States
2013	Saint Kitts and Nevis

- END -