

Minutes of Meeting
VATSIM Executive Committee
6th May 2006 at 1200 UTC

Roll Call:

RD-Oceania – Terry Scanlan (Chairman, minutes)
RD-Europe – Kyprianos Biris
RD-Africa Middle East – Ilan Jonas
RD-North America – Todd Cox
RD-Central America – Jesus Jacir
RD-South America – Jesus Betancourt
RD-Asia – William Woo

Also present:

VP-Regions – Roland Collins
Deputy RD Oceania – John Golin
Deputy RD South America – Rafael Mayer

Meeting commenced at 1210 UTC

Agenda:

1. Matters arising from previous minutes
2. Training Delays
3. Review of ATIS Length Policy
4. Matters affecting Regions
5. Other Business:
 - Oceanic Discussion
 - World Flight 2006

The chairman declared the meeting open at 1210 UTC and extended a welcome to the two Deputy RDs John Golin for Oceania and Rafael Mayer for South America.

The Chairman apologized for the late delivery of the minutes of the previous meeting and explained that the delay was brought about by a computer failure and loss of the TeamSpeak recording.

1. Matters Arising from Previous Minutes

The Chairman detailed a submission from RD-Europe relating to Region Transfer Request Forms (see appendix A), which requires members to ensure that their email address is correct. The form would then have further sub-pages that would relate to whether they are ATC rated or Pilot/OBS. The object of this form is to assist members to find a relevant Division or ARTCC to join. Having Pilot/OBS nominate a Division would

also alleviate the work involved by the EC-Chairman in assigning a DCRM to suspended members that are not attached to any Division.

The Chairman invited discussion on this proposal.

RD-Africa Middle East detailed problems with identifying political and geographical boundaries and gave as an example some former Soviet Republics being under Asia whereas they actually belong to Europe. He also pointed out that the new structure of Africa Middle East could be more Political than Geographical and asked that these issues be addressed in any changes made to Region Transfers.

RD-Oceania said that the recent form sent out by Richard Jenkins would assist in identifying the correct Region/Country

VP-Regions pointed out that previously RD-Africa Middle East had requested that a "reason" for transfer should be included in the transfer request.

RD-Central America suggested that at time of sign up a member should just select Region and Country, but when wishing to transfer must select a Division or FIR.

RD-Europe acknowledged that new members joining sometimes found it difficult to work out where they should be and in the end just filled the form regardless just to get their PID number and to get online and fly. It is when they wish to apply for a Student rating in order to provide ATC services that they remember that they need to fix up their form and attach themselves to a Division etc. RD-Europe also expressed concerns about suggesting major changes to CERT as it would likely meet with resistance from the BOG and not receive approval. RD-Europe then went on to say that since the list of Regions, Divisions and FIRs already exist for ATC, it should be a relatively simple matter for this list to be transferred over to the new Pilot/OBS sign-up

RD-North America agreed with RD-Europe and said that the RDs needed to be able to track the movement of members through the regions but not to make it too complicated.

RD-Europe further explained that the reason why he tabled this proposal was to reduce the workload of the EC Chairman, as almost 80% of members are pilots that are not attached to a Division and that the EC Chairman has to nominate a DCRM for each suspension where the member is not attached to a Division.

RD-North America left the meeting at 1230 UTC. RD-North America appointed RD-Europe as his proxy.

RD-Asia detailed many problems in the Asia region where pilots did not know where to join and that when they wished to obtain a Student Rating they would contact him asking where they should join.

RD-Oceania agreed with RD-Asia in that due to the vast area of the Asia Region with not many active Divisions, it was difficult for members to select a Division.

RD-Africa Middle East suggested that perhaps CERT could have a default Division based on the new member's country that was nominated on the joining form and they would at least have the opportunity of selecting a Division or changing it for another one.

VP-Regions pointed out that there are two issues, one being the sign-up process and the other being the region transfer process. He went on to say that both processes should be the same. A form recently circulated to RDs asked them to complete a list of all the countries, and this list could be used for the sign-up and the transfer process. It would then become an easier for a new member or transferring member to select a Division.

RD-Oceania agreed that this would be a logical process to follow so that new joining members could attach themselves to a Division or FIR at the time of joining. He went on to say that perhaps a world map could be available and the new joining member would click his geographical area, which would then present with Region/Division/FIR options.

ACTION ITEM: RD-Europe with the assistance of VP-Regions will draft a formal proposal based on RD-Europe's original submission and taking into account comments from this meeting. This document is to be circulated to RDs prior to it being submitted to the BOG.

2. Training Delays

EC-Chairman referred to the recent "Training Delays" form circulated to all RDs and asked VP-Regions to comment on the results of this survey.

VP-Regions drew comparisons between different Divisions where some had a mainly automated process of becoming a Student ATC and others required potential Student ATC to complete a test before being accepted as a candidate for Student ATC. He went on to comment that there were noticeable differences in Division requirements, even within the same Region. He made observation of one situation where Senior Student to Controller varied between 35 – 300 hours

RD-Africa Middle East commented that perhaps the 300 hours could have been an accumulative time that included all the hours to reach a Controller standard. He also went on to explain that due to a lot of areas in his region not having a Division or VATCC, some members had long waiting periods before training could be arranged.

RD-Asia stated that he has the same problem in his region with long waiting periods experienced due to there being no one to train the member for their specific area. He said that this should be taken into account when examining the reports.

RD-Oceania sought clarification if this delay was caused by the member not belonging to a Division or due to their being large time differences, RD-Asia confirmed that both were problems in his Region.

RD-Central America enquired as to whether the results of this survey would result in new policy being written or perhaps a Regional Policy being introduced for training.

VP-Regions said that the BOG would possibly have some comment to make with regard to the large differences between some Divisions, but it is not clear whether the BOG would insist on their being complete uniformity throughout the Regions and Divisions. He went on to comment that in his view there should not be large differences between the Divisions since learning the basic knowledge and skill to be a Controller in South

America or Oceania should not be that much different, or different to anywhere else in the world. VP Regions thought that if there were a justifiable need for variation of requirements between Regions and Divisions then it would make sense that EC write a set of guidelines and set limits for the Regions and Divisions.

RD-Asia raised the issue of a controller in Asia perhaps logging on for 5 hours and not having any traffic, he is not gaining experience with no traffic as compared with say a controller logged for 5 hours in Europe would be exposed to a lot more traffic and hence gain more experience.

VP-Regions said that logged hours were only intended an indication of when a person with a Student rating is likely to be ready for assessment as a Senior Student. The assessment itself should be competency based and not time based. Logged hours are the "key" to sitting the assessment but the student must pass a competency-based test to obtain a higher rating.

RD-Oceania also pointed out that in some cases, due to the member's real life experience either as a pilot or an ATCO, the minimum hours observing can be waived as he already has the skills that he would have gained from watching and listening to other controllers.

RD-South America left the meeting at time 1310 UTC and his proxy was left with RD-Central America.

RD-Asia apologized for not having details for Japan and Korea on his "Training Delays" form but he had not had any response to emails requesting the details but due to language difficulties he has not been able to proceed further with this.

ACTION ITEM: VP-Regions to send the "Training Delays" survey back to RDs for evaluation and further discussion.

3. ATIS Length Policy Review

RD-Oceania introduced this agenda item after requests for a review from staff members at VATPAC. He explained that with the new inbuilt ATIS feature in VRC plus the wide use of ATISMaker, it may have been prudent to set some form of standard that could be used and perhaps this may have necessitated in a review of the policy.

VP-Regions noted a recent thread on the VATSIM forums where there was discussion in relation to bandwidth issues and centered on the validity of a line-based restriction rather than a character-based restriction.

RD-Europe expressed a wish that the ATIS policy remain as it is as it would be very difficult to standardize the ATIS on a Global policy.

The feeling of the meeting was that the ATIS Policy should remain set at four lines and the matter was not discussed further.

4. Matters Affecting Regions

EC-Chairman invited RDs to discuss any matters that may be affecting their Regions. He went on to say that he was still waiting on several Region Reports to be filed so that these could be attached to the minutes.

RD-Oceania commented on the EUROPE report noting that within the Europe Region there were some changes happening that will reduce delays in training etc

RD-Europe agreed and said that some major changes were taking place with new appointments to training staff and a new website being created. Details of changes to the delays were detailed in the "Training Delays" form submitted. He went on to say that there are some new VACCS opening up and that the three Division Directors are all doing a good job.

RD-Oceania advised that there were no issues affecting his region.

RD-Europe raised the issue of the recent survey of Division policy for Special Operations and said that he had had many comments about this survey. Some Divisions agreed to amend their policy but others objected strongly to any interference from VP-Special Operations. These Divisions were of the impression that it would be a Regional matter as to how the Special Operations would be conducted within their region. It was generally agreed within EUROPE Region that there was not a major problem with the policy but there may be some local issues that arise from time to time.

VP-Regions explained that the survey was conducted by VP-Special Operation to see if Divisions were in fact conforming to the VATSIM Policy on Special Operations. It was found that some Divisions were not fully complying with VATSIM Policy and in these cases the Divisions were asked to change their policy in order to conform. The purpose of the survey was to see uniformity of the Special Operations guidelines.

5. Other Business

EC-Chairman invited discussion on any other business.

Oceanic

RD-Oceania gave a brief update on negotiations between VATPAC and VATUSA in formulating policy and SOP for OCEANIC control within the Pacific Region. He went on to advise that these negotiations were nearing completion.

EC-Chairman advised that the RD-North America wished to raise some matters relating to Oceanic areas but had to leave the meeting early. This matter will be deferred to an email discussion or tabled at the next meeting.

LOA between Asia and Europe

RD-Asia enquired with RD-Europe if any progress had been made in getting an LOA between the two regions that would clarify the administrative control of some countries that were on the border between the two Regions.

VP-Regions advised that he had assisted William Woo (Asia) and Roman Torporkov (VATRUS) in this matter. The geographic details and naming convention has been finalized, but the parties had not proceeded further on writing the LOA. VP-Regions went on to offer his assistance in getting this LOA finalized.

Next Joint EC and BOG Meeting

VP-Regions discussed possible dates for a joint EC and BOG meeting. Various dates were discussed and VP-Regions suggested May 21st, and commented that he realized that it was at only 2-weeks notice.

World Flight 2006

RD-Oceania advised that WF2006 would be run in early November 2006 and would be seeking assistance from all RDs to obtain "Temporary Visiting Controller Status" for ATC participants for the duration of the flight.

New VACCS

RD-Africa Middle East advised that his Region Report would be delayed due to staff being away. He advised the addition of two new vACCS being Lebanon and Morocco.

There was no further business and the meeting closed at 1345 UTC

APPENDIX A

Submission by VATEUR in relation to Region Transfer.

Member goes in Cert server and clicks on the Region Transfer Request:
VATSIM->Account changes->Change Region
<http://cert.vatsim.net/vatsimnet/regch.php>

This initial page I propose to be updated to warn the member to make sure he/she has an active email address in the database since the process may require communications in this email by the Region staff. A link to email update page should also be put there.

Then I propose for us to have other sub pages depending on the member being ATC rated or not. If Pilot/OBS rated I still recommend having him/her select a receiving Division (at least) so as to have a DCRM assigned in the future and not the EC Chairman processing non-Division specific suspensions. For pilots I propose not to be compulsory but advisory (to select Division & vACC/ARTCC).

If rating is > than Pilot/OBS (ATC rated) then I propose that the member should (obligatory) be guided to another page where he/she gets to choose the receiving Division & vACC/FIR within this Division. The drop down list is already available in cert server. All that needs be done is for Divisions to be available below their preselected Region and vACC's/FIR's below their preselected Divisions (i.e. no invalid Region/Division/ARTCC combination possible). There should be a text message explaining there why we need more specific destination details and that this chosen Division/vACC/ARTCC/FIR will be in charge of "receiving" them as ATC in the Region

and monitoring their ATC status from now on. I ideally web links for Regions & Divisions could be provided in a request filed confirmation (last) page.

APPENDIX B – REGION REPORTS

OCEANIA:

OCEANIA REGION REPORT – 31st MARCH 2006

OCEANIA saw an increase of 8.5% in membership over the last quarter with membership for the Region standing at 3153, up 239 members from the previous quarter.

The VATPAC Division added a further 57 members to its ranks and a breakdown of ratings is detailed below.

ATC ratings;	
S1 Student	108
S2 Snr Student	70
C1 Controller	30
C2 Snr Controller	8
Instructor	3
Snr. Instructor	3
Supervisors	6

VATPAC Division Report – 30th March 2006

VATPAC has continued work on a number of reforms across the areas of Operations, Training, and IT Services during the second quarter of 2006.

Operations

- ⇒ Recruitment is currently in progress for a succeeding Director of Operations.
- ⇒ The VATUSA/VATPAC Oceanic Agreement has been ratified and signed with new work continuing in relation to website content.

Training

- ⇒ ATC training strategies are currently being reviewed to ensure that content remains relevant, interesting and challenging whilst ensuring the barriers, restrictions and delays are kept to a minimum.

Information Technology

- ⇒ Preparations for all new website have continued with phase one now complete. All content is now currently under review.
- ⇒ BOM-briefing based weather feed patched into VATSIM weather to provide more detailed and up to date METARs for Australia.

Negotiations are still underway with VATUSA to finalize the OCEANIC Partnership and it is expected that these will conclude in the very near future.

EUROPE:

VATSIM Europe Region Report – May 2006

www.vateur.org

Kyprianos Biris VATEUR1
Chris Dobison VATEUR2

VATEUD – Europe Division Report 05/2006:

www.vateud.org

1) New vACC's in VATEUD

VATEUD is happy to announce that since the last report, Lithuania vACC has become an official VATEUD vACC www.lv-vacc.org. In addition, new unofficial vACC's are in the process of establishing themselves in Romania and Latvia. Our efforts to encourage ATC in currently unsupported areas like Bosnia-Herzegovina or FYROM (Former Yugoslavian Republic of Macedonia) continue.

2) VATEUD Staff Changes

The reorganisation of the VATEUD Training Department www.vateud-td.org is complete with Peter I. Nielsen now serving as the Director (VATEUD2), and Nicklas Jansson as his assistant (VATEUD3). In addition, Jan Kristiansen joined the VATEUD staff as the new membership assistant (VATEUD5), while Dustin Watts fills the newly-created DCRM assistant (VATEUD10).

3) vACC Staff Changes

=> Mike Sweeney took over EUC vACC www.euc-vacc.org

=> Tomas Johansson is the director for Scandinavia vACC www.vaccsca.org

4) Changes in training regulations

With the new training department leadership in place, VATEUD faces massive changes in it's training regulations. vACC director have already agreed to cut down the waiting times between rating upgrades by an average 20%-30% in time. In addition, we are currently discussing a new definition for the INS and INS+ rating, basically making this rating a pure function indicator for members engaged in training and/or examining. The revision process for Eurotest continues, as several vACC's now have vACC-specific question sets added to the database. <http://eurotest.gotdns.com/>

5) Web Presence

The transfer to our new web sponsor is complete, we now have our pages hosted by www.thecenter.at . Mail services are also now running there with a full-featured POP3 account available to us. A teamspeak server usable for VATEUD purposes is currently being installed.

6) New Voice Servers

Several voice servers in VATEUD have been equipped with the new voice server technology by VATSIM. These are namely (URL, IP, Operator, eMail address) :

voice.vatsim.fi 217.30.182.110 Lasse Hero lasse@vacc.fi	voice2.vacc-sag.org 212.112.235.15 Kai Klingenberg sag16@vacc-sag.org	voice5.vacc-sag.org 217.172.188.198 Christoph Winkler sag8@vacc-sag.org
rw.vacc-cz.org 194.213.194.20 Operator: Michal Ruda michal.ruda@vacc-cz.org	rw.euroutepro.com 82.103.129.175 Michal Rok mrok@mrok.com	

7) Oceanic FIR

Unfortunately the formation of a new NACO FIR to cover the North Atlantic has not made further progress, as VATUSA has some objections to the common proposal. At the moment, the process is stalled.

03.05.2006

Martin Georg/VATEUD1

vateud1@vateud.org

VATUK – United Kingdom Division

www.vatsim-uk.org

Division Report 060506

1) Changes to UK Staff

March 31st saw Lee Redmayne stand down as VATUK1. Lee has probably been the longest serving UK1 since VATSIM started. His time and effort to the UK division is very much appreciated. Lee remains involved with the UK staff as Server Administrator for the UK1 server. Neil Dewson-Smyth took the role of UK1 as of April 1st.

2) New UK website

The UK division is on the verge of releasing a new website. Details will be passed to the UK membership via the UK and .net forums upon its release.

3) UK RTS System

The new RTS (Regional Training Scheme) System has been a great success. All bookings, examinations (written & practical), mentoring, member management, progress reports on students and much more can all be conducted within the system and is greatly assisting the effective management of mentoring and examinations.

4) Military Operations

Military Operations within the UK are starting to take shape. The MIL section has been neglected over the years. Under the hand of our Military Ops Director Gordon Pownall a lot of training material has been collated. This info is now becoming available to the membership and will assist in increasing MIL pilots and MIL ATC through our structured validation program. The first MIL event has taken place and was well received if low in numbers. It is hoped as awareness is raised that greater numbers will become involved.

5) C3 Controller numbers

C3 controller numbers in the UK are quite low. We are currently looking at ways to address this to ensure more high-level cover and that of the London TMA.

Neil Dewson-Smyth
VATUK1
060506

Neil Dewson-Smyth VATUK1
director@vatsim-uk.org

VATRUS Russia Division

www.vatrus.net.ru

VATRUS Training Department has established a new staff member Instructor Konstantin Shalashnikov, CID 888811, VATRUS8, Training Department ATC Faculty Chief
<http://vatrus.net.ru/staff/index.xhtml>

Virtual Airlines development in Russian Division is also in progress.

There is a list of new registered VA's:

Aeroflot VA <http://www.va-aeroflot.ru/>

Pulkovo VA <http://ulli.spb.ru/>

S7 Virtual <http://s7.unnt.ru/>

Samara VA <http://www.va-samara.com/>

Rjevka VA Club http://www.ulll.nm.ru/vak_rzhevka.html

Our booking system now accepts flight declarations and FPL flight releases from VA's local booking subsystems. Now pilots can send FPL from VA site just in one click.

Pilots Eurobook integration is also in development.

<http://vatrus.net.ru/booking/fplist.xhtml>

Yuri Trunov
VATRUS1
airman@ongp.ru

CENTRAL AMERICA:

VATCAMC REGION REPORT — MARCH 2006

Membership

The VATCAMC Region continues to grow in numbers with an additional 157 new members that joined between December 31st 2005 and March 31st 2006, which represents an 8% increase. By March 31st 2006 the region had 2032 members, 385 attached to VATCAR, 338 attached to VATMEX, 7 attached to VATCA and 1302 unassigned. The low number of members attached to VATCA is due to the recent inclusion of that Division in the VATSIM Database.

The following member distribution by rating existed on March 31, 2006.

Rating	3/31/2006	% of Total	% Change From Q4 2006
Pilot/OBS	1809	96.48%	9%
Student	95	5.07%	-3%
Sr. Student	50	2.67%	25%
Controller	41	2.19%	-7%
Sr. Controller	17	0.91%	42%
Instructor	9	0.48%	0%
Sr. Instructor	7	0.37%	17%
Supervisor	3	0.16%	0%
ATC	222	11.84%	5%

To reduce the number of unassigned members in the Region a NOTAM should be sent to all the Region members inviting them to select a division. This NOTAM would also help to normalize the number of members attached to VATCA.

Regional Staff

Two candidates are being evaluated for the position of Deputy Regional Director and one should be appointed in the next quarter.

Regional Website

The regional website is under construction and should be deployed in the next quarter.

Regional Conflict Resolution Panel

Six candidates are being evaluated for the Regional Conflict Resolution Panel and 3 of them should be appointed in the next quarter.

SOUTH AMERICA

Brazil

VATSIM BRAZIL – REPORT OF ACTIVITIES

1th Trimester of 2006

1. Traffic Evolution

The year started showing good traffic in Brazil. The traffic continued its recovery and reached similar number from late 2004 when VATSIM used to be major network in Brazil. The traffic in March was a little bit greater than this one showed in the graphic because of a data server problem in last weekend of the month.

2. ATC Coverage Evolution

Increasing ATC coverage is a priority in 2006. January was an excellent month due to vacations – as every year – but ATC Coverage dropped substantially in February. In the middle of February when it became clear to VATSIM Brazil that something was wrong about that matter it was started a program do identify the problem and search for solutions. So during the Carnival holydays we started developing a new controller training system that was delivered as soon as March started. Results immediately appeared and ATC Coverage in March increased to a number never reached in March of any year. The new training system and its methods are be exposed below.

3. Training Department

3.1. Implementation of New Methods

The Training Department was responsible for the development of a whole new training system. In late February the work was initiated to increase the number of active controllers, to make the rating upgrades process more efficient and to increase the overall quality of the environment providing both pilots and controllers better material and more support.

The project was delivered during the first week of March. A new website was created and manuals were revised. Then a selective process for Instructor position took place and 4 new Instructors became part of the team. They were presented to a new career plan that asks each INS to maintain at least two training sessions per week. The new career plan institutes other goals for INS in addition to the minimum on-line time.

After these 2 major steps in the Department, VATSIM BRAZIL decided to run a great risk to increase the number of active controllers. The test for Student rating was eliminated. The new controllers now request their new rating, receive some special and very specific material and have their rating upgraded. To be able to receive the rating using this method the new controller must have a minimum of flying and observing experience. Some ATC positions are now restricted to Student Senior rating in order do avoid problems with new controllers. When the new controller request the STU rating he is presented to an Agreement Term that must be agreed and disposes about all theses rules presented above and about the penalties for those who do not comply with the rules.

After 30 days from the release the results are considered excellent. The ATC coverage increased, a good number of the new members became controllers in March and the number of on-line problem reports did not increase.

3.2. ACSim

As soon as ACSim was launched VATSIM BRAZIL started testing it and analyzing what can be done with it and how to include the program in the Training methods. It was not defined yet how exactly it will be used but the expectations are the best possible and VATSIM BRAZIL believes ACSim is certainly a great step forward to VATSIM.

4. Events

In the first trimester of 2006 the only major event was realized in Curitiba FIR. The event was a successful one as it had a massive participation of Brazilian controllers what attracted a lot of pilots.

5. UNICOM frequency

After a lot of discussion within the Staff our members were invited to participate of a 10-day pool to define the UNICOM frequency for Brazil. In real Brazilian airspace the UNICOM frequency is 123.45MHz. Members were invited to vote between 123.45 and 122.80. The idea was raised based on public suggestions about the possibility of using 122.80 to have a policy similar to the great part of the divisions worldwide.

The pool appointed 123.45Mhz as the Brazilian UNICOM frequency and a webpage will be ready until the end of April regulating it in Portuguese and English.

6. Material for Non-Brazilian Pilots

Together with UNICOM frequency matter VATSIM BRAZIL decided to provide non-Brazilian pilots with information about its policy and operational details like common procedures, tips and links to important material. The project is divided in two parts: a quick guide for non-Brazilian pilots and the translation of VATSIM BRAZIL.

7. Other issues

One great problem that VATSIM BRAZIL identified is related the e-mail validation in the signup process to VATSIM network. A great number of users are not receiving the notification of signup completion with details about PID and password. Some of these users have good knowledge about this kind of process what eliminates the chance of problem to be caused by anti-spam systems for example. VATSIM BRAZIL would like to report this to the responsible department of VATSIM to take the necessary actions to discover what is happening.

VATSAM:

VATSAM Activity Report

Period:

01/01/2006 – 01/04/2006

Contents:

1. Introduction.
2. Changes in the Division.
 - a. Website.
 - b. Internal Conflicts.
3. Projects.
 - a. Pilot Training Center (See attached document #1).
 - b. Controller's Training Center.
4. Current Resources.
5. Events.
6. Flight activity per country
7. VATSAM Board of Directors.

1. Introduction

In this trimester, VATSAM has experienced complex changes, both in its training processes as in its internal structure. We estimate that by the end of March we will be done with this transition, as it involves a great number of people.

2. Changes in the Division

2. a. Web Site

VATSAM's website concluded its first stage. However, based on this schema will new changes in administration and training processes take place.

2. b. Internal Conflicts

There are currently problems with Bolivia's ACC director, Roberto Stopnicki, who does not agree with the training process being introduced at VATSAM. However, we hope that Roberto accepts it if we undertake certain modifications in the system

3. Projects

Since VATSAM's new management took control, several projects have been proposed to induce the division's activity. It is important to take into consideration that this administration has executed these projects. The projects mentioned are the ones currently taking place.

3. a. Pilot Training Center.

Currently at a slower pace as we are focusing more on the Controller Training Center.

3. b. Controller Training Center.

A reform to the system is currently taking place, in order for a more selective controller process so as to avoid that these obtain training and apply it in other networks. A personalized training can also be performed using this method.

4. Current Resources.

In dialogs with VATSA's directives, the need to implement a NOTAM system for division directors CAME into consideration. We hope this solution takes place in the Executive Comité.

5. Events

Several events have taken place within the division since Basilio Chami took the position of Event Director. These are the events that took place in the trimester:

- Colombia, Venezuela and Curazao gateway of South America
 - Colombia, Curazao y Venezuela.
 - DATE: November 27th, 2005.
- From El Dorado To Lima 22/01/2006
 - Colombia & Peru
 - DATE: January 22nd, 2006.
- El Dorado - Las Americas Fly In
 - Republica Dominicana, Curazao y Colombia
 - DATE: March 26th 2006.
- MONTEVIDEO A LA VISTA-MONTEVIDEO IN SIGHT FLY IN!!
 - Uruguay.
 - DATE: April 2 2006.
- REAL MAIQUETIA 2006
 - Venezuela.
 - DATE: 22 de Abril de 2006.
- Holy Easter Day in Caribbean
 - Venezuela, Colombia, Panamá, Santo Domingo, Curazao, Jamaica, Piarco, San Juan
 - DATE: 16 de Abril de 2006.

6. Flight Activity Per Country

	<u>Local flights</u>	<u>Inbound flights</u>	<u>Outbound flight</u>	<u>Total flights</u>
Argentina	2,473	1,259	1,302	5,034
Bolivia	942	301	303	1,546
Brazil	12,720	1,129	1,134	14,983

Chile	3,223	953	999	5,175
Colombia	4,441	1,012	1,051	6,504
Ecuador	163	430	391	984
British Guyana	2	31	22	55
French Guyana	1	19	23	43
Paraguay	3	46	61	110
Peru	2,513	740	777	4,030
Suriname	1	31	19	51
Uruguay	191	609	608	1,408
Venezuela	3,334	819	1,025	5,178

7. VATSAM Board of Directors

The VATSAM meeting established a new Events Director that has resulted in complete success at the divisional level. The Board of Directors resulted in the following:

- Division Director – Juan Ricardo Martín, Senior Controller.
- Division Vice-Director/DCRM – Eugenio Grigorjev, Supervisor.
- Division Training Director – Carlos Cárdenas, Supervisor.
- Events Director – Basilio Chamí, Instructor.

The roles and functions of each member are defined in the VATSAM CUR.