International Civil Aviation Organization
North American, Central American and Caribbean Office

DISCUSSION PAPER

ANI/WG/2 — DP/04
03/06/15

Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/2)
Puntarenas, Costa Rica, 1 to 4 June 2015

Agenda Item 4 **Follow-up on the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)**
4.1 Progress reports of the Task Forces and the ANI/WG

PRELIMINARY PROGRESS REPORT OF THE AIDC TASK FORCE

(Presented by AIDC Task Force Rapporteur)

EXECUTIVE SUMMARY	
This working paper presents the activities and progress of the AIDC Task Force during this past year.	
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Security & Facilitation • Economic Development of Air Transport • Environmental Protection
References:	• Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG) Air Traffic Services Inter-facility Data Communication (AIDC) Task Force (AIDC/TF/2) Meeting, Mexico City, Mexico, 27 February 2015, Report • State Letter EMX0268, 18 March 2015, Second NAM/CAR Air Navigation Implementation Working Group (ANI/WG) Air Traffic Services Inter-facility Data Communication Task Force Meeting (AIDC/TF/2)

1. Introduction

1.1 The AIDC Task Force was defined in the ANI/WG/01 Meeting and further updated in the NACC/WG/04 Meeting.

1.2 The last report and agreements made by the AIDC/TF were reported in the AIDC/TF/02 Meeting, which was approved as fast track via ICAO State Letter EMX0268 since 12 April. The final AIDC/TF/02 Report is available on the ICAO NACC Regional Office Website at: http://www.icao.int/NACC/Pages/meetings-2015-aidctf2.aspx. From this meeting several decisions and a conclusion were adopted:

- Decision 2/1 *Update of AIDC Regional Implementation Plan*
- Conclusion 2/2 *AIDC Implementation Checklist*
- Decision 2/3 *Comparison of Existing AIDC ICDS*
- Decision 2/4 *NAM ICD for use as Regional ICD*
- Decision 2/5 *LOA Annex for AIDC implementation using NAM ICD*

2. Progress Report

AIDC Regional Implementation Plan

2.1 The AIDC Regional Plan shows the intended AIDC testing and implementation dates for each State, as well as other useful information (such as system to be used, adjacent FIRs with which implementation will take place, and Point of Contact information). The updated regional implementation plan is presented in this working paper in **Appendix A**. It is very important to keep the information in the regional plan up to date, as it is the guide to plan testing and implementation between FIRs, as well as how to concentrate efforts, assign priorities and identify possible conflicts between systems

Task Force Activities

2.2 Since the last NACC/WG meeting in March last year, the Task Force has carried out six teleconferences, and had meetings in April of last year and at the end of February of this year. In these events there have been several deliverables and results obtained:

- The definition of the terms of reference and action plan for the FPL Monitoring Group, an ad hoc group created to direct and follow up on flight plan error mitigation measures. Also, the approval of a common template for flight plan error collection and reporting. The main conclusions from this ad hoc group are detailed beginning at section 2.10.
- An implementation checklist to serve as guidance for the region as established in AIDC/TF Conclusion 2/2. It is general in nature, and can be customized by each State depending on particular needs. The checklist includes many of the important tasks not to be overlooked during the implementation process. This checklist is presented in **Appendix B.**
- It is important to mention that two AIDC Go Teams missions were carried out during this past year. The experiences were very rich, and were commented at the second meeting of the Task Group. The implementation checklist was a result of the Go Team missions, as also the considerations of all possible scenarios in the analysis of information flow.
- The status of the use of converters, one of the deliverables of the PBN implementation action plans, was reviewed during the meeting in February. The update table is presented in **Appendix C.**

2.3 A follow up to the AIDC/TF/02 decisions is presented below:

Decision AIDC/TF/2/3 - Comparison of Existing AIDC ICDS: to support the answer to GREPECAS Conclusion 17/9 [a group formed by Costa Rica (Fernando Naranjo), United States (Dan Eaves) and COCESNA (Mayda Avila), conduct a draft analysis/comparison of CAR/SAM, NAM and PAN ICD by 12 May 2015, for approval by the ANI/WG/2 Meeting and prepare a report for the ANI/WG/02 Meeting]: Costa Rica had already done a comparison between CAR/SAM, NAM and APAC, which covers most of the differences. An initial discussion indicates that the orientation of the NAM ICD (surveillance environment) is different from the PAN ICD orientation (non-surveillance environment), which does not encourage consolidation. The report is pending, and will be discussed during the ANI/WG/02 meeting.

Decision AIDC/TF/2/4 - NAM ICD for use as Regional ICD: That, in order to use the NAM ICD Document as a Regional NAM/CAR Document]: United States inform the ANI/WG/2 Meeting of the possible changes or inclusions to the NAM ICD for its use in all the NAM/CAR States that apply this ICD/Version E of the NAM ICD is under development, and will include changes that will give the document a more international foundation, according to the representative of United States assigned to this task.

Decision AIDC/TF/2/5 - LOA Annex for AIDC implementation using NAM ICD: That, in order to streamline the AIDC implementation between the ATS units, United States present a proposed template as an Annex to the existing LOA to the ANI/WG/2 Meeting: This decision is valid and pending, and will be further discussed in the next Task Force teleconference.

2.4 Following the NACC/WG Conclusion 4/9 - *Adoption of NAM Interface Control Document (ICD)*, the AIDC TF has assisted the States in using the NAM ICD as the preferred ICD in the CAR Region, but based on the operational needs of each particular ATS unit suggesting in some cases the use of other ICDs like the ASIA/PAC-PAN/ICD.

2.5 Work in progress includes the evaluation of a new version of the NAM ICD, which has been suggested to be modified and given a more regional nature and scope. Also in development is a general testing procedure for the region.

AIDC Implementation Performance Indicator

2.6 The implementation of AIDC in the NAM/CAR region currently meets the target performance goal of 80%. **Appendix D** shows that 81.40% of the FIRs in the NAM/CAR region have implemented AIDC with at least one neighbouring FIR. Most implementations have been in the NAM subregion; therefore, attention should be directed to the CAR region, in order to complete full implementation. For the purposes of encouraging the implementation effort on behalf of the FIRs, a non-official goal has been agreed as follows:

That 80% of the CAR region FIRs implement AIDC with at least one neighbouring FIR by December 2017.

2.7 PIARCO mentioned their experience with a standalone system that can exchange AIDC messages without the need to have a full ATC system. This alternative could help in the implementation of AIDC between FIRs that are not contiguous (FIRs with AIDC implemented that are separated by other FIRs that do not have AIDC implemented), and will be studied and commented for the next teleconference.

Work Programme

2.8 The updated work programme is provided in **Appendix E**. Most of the framework necessary for a homogeneous process is set up.

2.9 Following the above mentioned progress, the following conclusions and decisions are proposed to be adopted by the ANI/WG:

DRAFT CONCLUSION
ANI/WG/02/xx AIDC IMPLEMENTATION CHECKLIST

That, in order to support the implementation of AIDC in the CAR Region, the attached AIDC Implementation checklist (Appendix B refers) be adopted as a guidance for planning and implementing AIDC service.

DRAFT CONCLUSION
ANI/WG/02/xx AIDC IMPLEMENTATION AND MONITORING

That in order to accurately monitor and report the operational benefits and implementation progress as well as to facilitate the harmonious AIDC implementation:

a) ICAO NACC Office to upload the AIDC Regional Implementation Plan into the ANI/WG Webpage;

b) the NAM/CAR States/ Territories to review and inform the AIDC TF and ICAO of any update to the AIDC Regional Implementation Plan by ANI/WG/03 Meeting; and

c) the AIDC TF to track the implementation progress of AIDC as shown in the AIDC Implementation Performance Indicator, including operational benefits information by ANI/WG/03 Meeting.

DRAFT CONCLUSION
ANI/WG/02/xx AIDC IMPLEMENTATION AND MONITORING

That in order to promote the planning of successful AIDC implementation that the CAR States/Territories update the status of their FPL System (Appendix C) and the dis-use of converters by ANI/WG/03 Meeting

FPL Monitoring Group

2.10 The FPL Monitoring group carried out nine teleconferences, two rounds of flight plan error data collection, and a meeting at the end of February this year. A list of suggested actions for the mitigation of flight plan errors was drafted and approved, and later reviewed and modified. Also, a series of aids was also approved, such as contact lists for feedback to the operators and ATS units for the purpose of correcting errors detected, and an FPL Guidance document to contribute to the uniformity of procedures in the filing of flight plans. From the analysis of the second phase of data collection, the following behavior was observed:

a. Duplication remains as the most frequent error, followed by inconsistent ATS route, missing flight plans, other, and incorrect ICAO format, in that order, among others.
b. There was no visible trend indicating increase or decrease in the rate of errors.
c. The differences in percentage of each error between the first and second phases of data collection, although appreciable in some cases, must be pondered in the light of the variations of the methods, tools and experience used in each phase.

2.11 From these observations, the following conclusions were reached:

a. The actions taken up to date have not been as effective as expected, due to the difficulty in their application by the FIRs (lack of personnel that can be dedicated to this activity being one of the main reasons).
b. Feedback to the operators remains an important factor in reducing errors in flight plans.
c. The sheer number of errors of all types makes the task of mitigating and reporting a difficult one for the FIRs (the first round collected over 44,000 errors, and the second well over 20,000).

2.12 In order to begin having positive results in the reduction of errors and, consequentially, a significant positive impact on safety, the following actions were discussed and proposed during the last group teleconference and the ANI/WG/2 meeting:

a. Change the focus of mitigation, monitoring and reporting from encompassing all errors at the same time to concentrating on one error at a time. To do this, an updated action plan is described as follows:
   i. The group will consider one error at a time. The first error to be taken into account will be duplication, being the most frequent error.
   ii. The group will adopt a limited number of measures (two to four) to implement during a defined period of time. These measures will be taken from the suggested actions, although any additional measure can be added, and will be the actions considered to have the most positive impact in mitigation.
   iii. Data collection and analysis will circumscribe to the error being treated.
   iv. Once there is evidence that the error has been reduced to an agreed level, the next error will be considered, and the cycle repeats.
b. The most frequent errors identified from the analysis of the second phase of data collection will be extracted, and feedback given to the operators via IATA to correct these already detected situations.
c. Follow up on actions will be done by means of teleconferences, where difficulties and suggestions for improvement can be considered.

2.13 Another task that was approved during the meeting in February was a safety assessment that would determine the impact of flight plan errors in operational safety. An ad hoc group was formed to perform this assessment, and the results will be discussed at the next group teleconference on June 16th.

3. Suggested Actions

3.1 The meeting is invited to:

a) take note of the activities and performance of the Task Force;

b) review and approve the draft decisions and conclusions detailed in paragraph 2.8 concerning the updated work programme, implementation checklist for approval, etc.; and

c) agree on any other action as deemed necessary.

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NAM/CAR AIDC REGIONAL IMPLEMENTATION PLAN

Update: 24 May 2015

State	1 FDP capability / Implementation date / manufacturer/model	2 Adjacent FIR	3 Testing and Implementation Date for Adjacent FIR	4 Point(s) of Contact	5 Bilateral Agreement or ICD	6 Circuit/Bandwidth used	7 Comments
Cuba	yes - Oracle Version 9 modified by LITA-CUBA	FIR Miami	Operational, December 15, 2011	Manuel Castillo Velasco, Operation Management Havana ACC (537)-649-7281, email: mcastillo@aeronav.ecasa.avianet.cu	NAM-ICD Version D	19200 BPS	Cuba has received many mistakes from the users in the FPL, in almost all fields. We have detected changes in the FPL forwarded by ACC´s or ANSP offices related to FPL´s presented by operators
		FIR Merida	Operational, March 9, 2012				
		FIR Kingston	TBD				
		FIR CENAMER	March/April 2015				
		FIR Haiti	TBD				
Dominican Republic	Yes TopSky-ATC, Thales ATM	KZMA/Miami ARTCC	Q4 2015	Julio Cesar Mejia A. Enc. ATM, jmejia@idac.gov.do, 809 274-4322. Ext. 2103 + Fernando Casso, fernando.casso@idac.gov.do	NAM-ICD Versión D	AMHS: 64 Kbps	
		Curacao	TBD		NAM-ICD Versión D	TBD	
Mexico	Yes- FDP=Topsky, Producer= THALES ATM, INFO= Four Control Centres, all Mexico covered	Central America (COCESNA/CENAMER)	may-15	Ing. Jose de Jesus Jimenez Director de Sistemas Digitales SENEAM/SCT/MÉXICO disda@sct.gob.mx 55 57 86 55 32	NAM-ICD Versión D	19200 bps	Mexico already counts with the implementation of CPL/LAM information exchange between: MZT ≤≥ LAX, MZT ≤ ≥ ABQ, MTY ≤ ≥ABQ, MTY ≤ ≥HOU, MID ≤ ≥ HOU, MID ≤≥ HAB
United States	Yes - The domestic FDP is integrated into the Host Automation / En Route Automation Modernization (ERAM) systems. Lockheed-Martin (LMCO) is the prime contractor for the Host/ERAM system.	Seattle ARTCC-Vancouver ACC	Operational	Dan Eaves, Federal Aviation Administration Air Traffic Control Specialist, Dan.Eaves@FAA.gov, 202-385-8492	NAM-ICD Versión D	US- Mexico: NADIN/AFTN 64 kbps X.25 US- Cuba : MEVA II 19.2 kbps connection to NADIN	
		Salt Lake ARTCC-Edmonton ACC/Winnipeg ACC;	Operational				
		Minneapolis ARTCC-Winnipeg ACC/Toronto ACC;	Operational				

1. **Does your current Flight Data Processing System (FDP) have the capacity to process CPL-LAM messages? (Y/N) If not, when will your FDP have this capacity? Indicate date If yes, please indicate FDP model, manufacturer and any relevant equipment information to identify the system.**
2. **Indicate with what adjacent FIR/ATS Unit is the CPL-LAM implementation required**
3. **Please indicate intended date for CPL-LAM testing and implementation**
4. **Please provide Point of Contact for further CPL-LAM coordination (name, title, e-mail, phone number)**
5. **If CPL-LAM has been implemented, please provide bilateral agreement(s) for its operation, if applicable (for example ICD document)**
6. **CPL-LAM messages are transmitted through AFTN circuits, what is the current AFTN circuit speed and, if any, upgrade for CPL-LAM implementation**
7. **Provide comment or concerns for CPL-LAM implementation**

State	1 FDP capability / Implementation date / manufacturer/model	2 Adjacent FIR	3 Testing and Implementation Date for Adjacent FIR	4 Point(s) of Contact	5 Bilateral Agreement or ICD	6 Circuit/Bandwidth used	7 Comments
	The flight data function of the San Juan Combined Center / Radar Approach Control (CERAP) is integrated into the Miami Air Route Traffic Control Center (ARTCC) Host/ERAM. Ocean21 provides its own FDP processing in the oceanic environment. LMCO is also the contractor for Ocean21.	Cleveland ARTCC-Toronto	Operational				
		Los Angeles ARTCC-Mazatlan ACC	Operational				
		Miami ARTCC – Havana ACC.ACC	Operational				
		Boston ARTCC-Montreal ACC/Moncton ACC.	Operational				
		Houston ARTCC-Merida ACC/Monterrey ACC;	Operational				
		Albuquerque ARTCC-Monterrey	Operational				
		. Class I Miami ARTCC - Havana ACC	Operational				
		Miami ARTCC – Havana ACC (Class II)	Q4 2015				
		Oakland - Mazatlán	March 2015		PAN ICD V.1		
		Vancouver - Oakland	April 2015		NAM-ICD Versión D		
		Miami - Nassau	TBD		NAM-ICD Versión D		
		San Juan – Santo Domingo	Q4 2015		NAM-ICD Versión D		
		Miami - Santo Domingo	Q4 2015		NAM-ICD Versión D		
COCESNA (CENAMER)	INDRA Aircon 2100 Renovado	Havana	Operational	Roger Perez (roger.perez@cocesna.org) Mayda Avila (mayda.avila@cocesna.org)	NAM-ICD Version D	N/A (the current AFTN circuit speed is 1.2 kbps internally and 9.6 kbps the internationals)	.
		Panama	TBD(PAC)		PAC ICD		
		Guatemala	Q4 2015 (NAM)		NAM-ICD Version D		

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State	1 FDP capability / Implementation date / manufacturer/model	2 Adjacent FIR	3 Testing and Implementation Date for Adjacent FIR	4 Point(s) of Contact	5 Bilateral Agreement or ICD	6 Circuit/Bandwidth used	7 Comments
		El Salvador	October 2015(PAC)		PAC ICD		
		Nicaragua	September 2015(pac)		PAC ICD		
		Merida	In test		NAM-ICD Version D		
		Kingston	TBD(?)				
		Bogota	TBD(PAC)		PAC ICD		
		Guayaquil	TBD(PAC)		PAC ICD		
Nassau	Indra Aircon 2100 - TBD	Miami	TBD		NAM-ICD Version D		
Port-au-Prince	TBD				NAM-ICD Version D		
PIARCO	SELEX ATM System	SAL ACC	TBD	TBD	NAM-ICD Version D		
		NEW YORK ACC	TBD		PAN ICD		
		French Guyanne,	TBD		???		
		Maiquetia,	TBD				
		San Juan (Miami)	TBD		NAM-ICD Version D		
Curacao		Maiquetia ACC		Jacques Lasten, ATS Manager, DC-ANSP, j.lasten@dc-ansp.org			
		Kingston ACC			NAM-ICD Version D		
Costa Rica	No - FDP Server must upgrade – Q1 2018	FIR CENAMER	TBD	Warren Quirós navegacionaerea.cns@dgac.go.cr +50622314924 Fernando Naranjo Elizondo fer_nar_eli@hotmail.com	NAM-ICD Version D	1200 bps	AIDC may be implemented until the upgrade of el Coco Center

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APPENDIX B
AIDC IMPLEMENTATION CHECKLIST

ICD NAM Implementation				
	• Duplicate/Errored Flight Plans EFFORT			
	• General Planning issues			
		• Construct Overview Briefing Strategy		
		• Identify Operational Impacts/Changes		
		• Definition of Internal Coordination Requirements		
		• Identify facility (ies) Areas/Sectors Involved		
		• Identify/assess known issues (ex. MEVA, etc.)		
		• Construct Requirement Matrix (resources, staff, etc.)		
		• Construct Fallback /Recovery Plan		
		• Interfacing facility impacts		
		• Risk assessment		
		• Identify System Metrics (Performance)- track progress		
		• Define project milestones (scope- gradual implementation)		
		• Identify key personnel for Site Implementation. ATC, Automation, Data Spec, Labor Relations, Service POCs		
		• Identify Existing /Required Telecommunications		
		• Identify limitations/impacts of other projects or Implementations		
		• Coordinate project /facility / interfacility POC list/contact numbers		
		• Review/coordinate site unique Implementation documents		
		• Review LOAs existing/changes Advantages of Automation Appendix		
		• Develop a procedure to capture/document problems or lessons learned Non-Ops/Automation Ops		
		• PreCoordinate Test Support Needed: Site Automation - Comm POCs		
	• SOFTWARE/HARDWARE ADAPTATION			
		• Airspace/Routes/Fixes/ coordination points/ Special Use		
		• message class/ type is used/times/errors/triggers, etc.		
		• Systems Field differences between sites - What is an error to each type message - Common errors from lessons learned, how does system react to those issues		
		• Identify any System Configurations and/ or Settings needed to enable/disable processing		
		• Dedicated Test Bed		
	• TESTING – Three Phases Non-Operational Offline Non-Operational Operational			
		• Non Operational Testing – Offline Configurations which need testing: Test Facility A to Test Facility B Test Facility A to Test Facility C		
			• Define Non-Ops Offline Testing Capability Testing with FAA Technical Center - Can test configuration be isolated from operational system? - Can telecommunications test line and operational line be shared without impact - Use of Test AFTN addresses	
			• Test Prep Adaptation parameters: Time /distance/display/etc Prepare Test procedures Construct test scenarios that duplicate actual traffic Determine/use system ability to capture test results Identify Test Coordinator & personnel (Cadre if needed)	
			• Setup Test Specifics Facility Scheduling Start time Duration CPL scenario	

			exchange/review Confirm Implementation POCs
			• Conduct Non-Ops Offline Testing (Document Test Results Data Reduction Data Analysis Test Review)
		• Non Operational Testing	
			• Test Prep Adaptation parameters: Time /distance/display/etc Prepare Test procedures Construct test scenarios that duplicate actual traffic Determine/use system ability to capture test results Identify Test Coordinator & personnel (Cadre if needed)
			• Setup Test Specifics Facility Scheduling Start time Duration CPL scenario exchange/review Confirm Implementation POCs
			• Conduct Non-Ops Testing (Document Test Results Data Reduction Data Analysis Test Review)
		• OPERATIONAL/LIVE - TESTING	
			• Test Prep Tailor Ops Test Plan for Facility Identify Test Coordinator & personnel (Cadre), Coordinate test effort (Pre-test Meeting) Subject Matter Experts Site XXX Site YYY Support including Comm Tailor test procedure to capture problems and lessons
			• Setup Test Specifics Start time/Stop Time Duration Review test procedures Verify Contacts Identify Sectors/Personnel Document test results -
			• Pre-Test Meeting Coordinate test
			• Conduct Non Ops/Ops Test Conduct Test Familiarization Conduct external & internal coordination (Document Test Results Data Reduction Data Analysis Operations Analysis)
	• Final Operational Implementation		
TRAINING			
	• Initial Facility Tech Ops Familiarization		
	• Develop Site Unique Ops Familiarization		
	• Update of Training courses/plan		
		• Complete Interface specific Training Identify any Needed Training Updates	
	• Complete training course refresher if necessary		
Initial Performance Monitoring			

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APPENDIX C
FPL2012 POST IMPLEMENTATION CHECKLIST AND FOLLOW-UP TO FPL2012 FULL COMPLIANCE ACTIVITIES

State	Solution	
	AFTN Terminal – FPL	ATC Automated System – FDP
Anguilla	Implemented	Manual
Antigua and Barbuda	Implemented	Manual
Aruba	Implemented	Implemented
Bahamas	Implemented	Implemented
Barbados	Implemented	Implemented
Belize	Implemented	Full upgrade planned (converter in use)
Bermuda	Implemented	Manual
British Virgin Islands	Implemented	Manual
Canada	Implemented	Implemented
Cayman Islands	Implemented	Implemented
Costa Rica	Implemented	Full upgrade planned (converter in use)
Cuba	Implemented	Implemented
Curacao	Implemented	Implemented
Dominica	Implemented	Manual
Dominican Republic	Implemented	Implemented
El Salvador	Implemented	Implemented
Grenada	Implemented	Implemented
Guatemala	Implemented	Full upgrade planned (converter in use)
French Antilles	Implemented	Implemented
Haiti	Manual	Manual
Honduras	Implemented	Implemented
Jamaica	Implemented	Full upgrade planned (converter in use)
Mexico	Implemented	Implemented
Montserrat	Implemented	Manual
Netherlands (BES Islands)	Manual	Manual
Nicaragua	Implemented	Implemented
Saint Kitts and Nevis	Implemented	Manual
Saint Lucia	Implemented	Manual
Saint Vincent and the Grenadines	Implemented	Manual
Sint Maarten	Implemented	Implemented
Trinidad and Tobago	Implemented	Implemented
Turks and Caicos Islands	Implemented	Implemented
United States	Implemented	Implemented
COCESNA	Implemented	Full upgrade planned (2014). Currently converter is use

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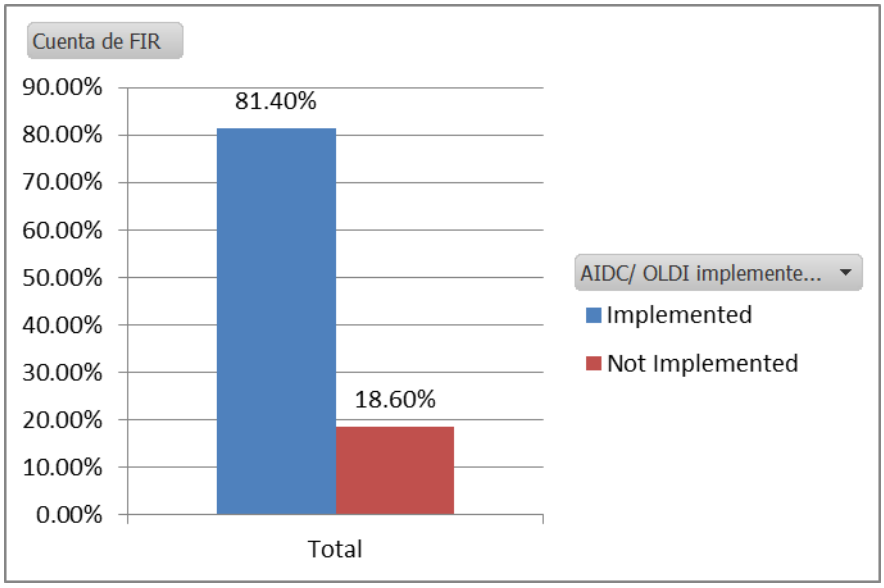
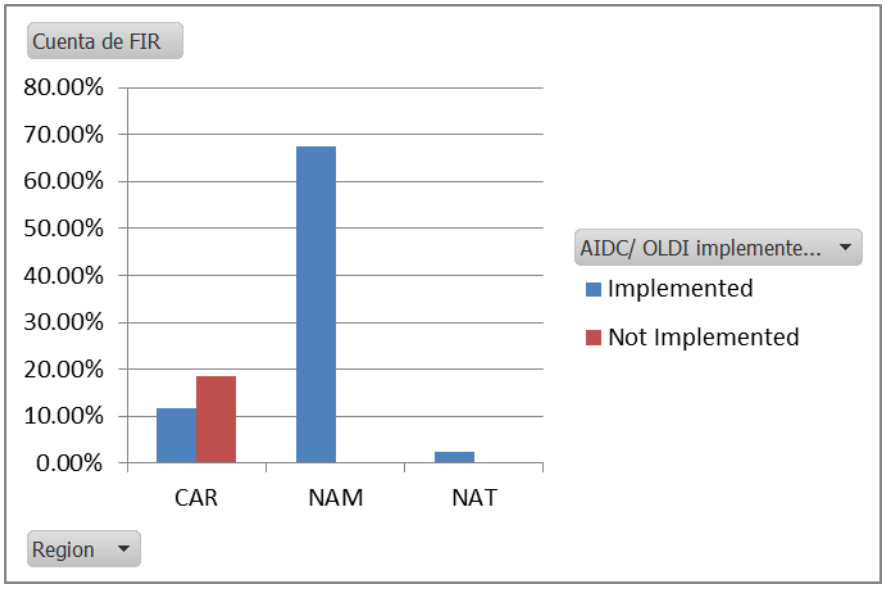
APPENDIX D
AIDC IMPLEMENTATION PERFORMANCE INDICATOR

Graph 1: Implementation percentage, total



Graph 2: Implementation percentage, by region



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APPENDIX E
AIDC TASK FORCE WORK PROGRAMME

Description	Start	Finish	Status	Deliverable	Responible
1. AIDC Trials and Implementation	**28/10/2013**	**09/06/2014**			
1.1 Update Regional Plan	28/10/2013	15/05/2014	Ongoing	Updated Regional Plan	Rapporteur
1.2 Determine reference ICD	**28/10/2013**	**15/05/2014**			
1.2.1 Evaluate potential ICDs to adopt	28/10/2013	20/11/2013	Completed	Evaluation of ICDs	Cuba;United States
1.2.2 Draft Final recommendations for adoption of ICD Doc	21/11/2013	17/02/2014	Completed	Draft document of recommendation of adoption of ICD	Task Force
1.2.3 Approve reference ICD document	18/02/2014	18/02/2014	Completed	Approved reference ICD document	Task Force
1.2.4 Draft recommendations for modifications of reference ICD	18/02/2014	31/03/2014	Completed	Draft document of recommendations for modification of ICD	COCESNA;Dominican Republic;United States
1.2.5 Distribute recommendations	01/04/2014	01/04/2014	Completed		Rapporteur
1.2.6 Approve recommendations for modifications of ICD document	25/04/2014	25/04/2014	Completed	Approved recommendations for modifications (no modification submitted)	Task Force
1.2.7 Submit modification of ICD	28/04/2014	15/05/2014	Completed	Modification request (no modificatios submitted)	Task Force
1.3 Maintain and update ICD					
1.3.1 Create a template for the annexes to the LOAs with the details of the parameters and agreements pertaining the procedures under NAM ICD	01/03/2015	01/04/2015	Valid	Annex Template	United States
1.3.2 Include wording or mechanisms to give regional scope to the NAM ICD document	01/03/2015	01/04/2015	Valid	Updated NAM ICD	United States
1.4 Create testing and implementation procedures	**17/12/2013**	**06/06/2014**			
1.4.1 Suggest and comment recommendations for trials/implementation of AIDC	17/12/2013	17/02/2014	Completed	Collection of recommendations	Task Force
1.4.2 Draft implementation procedures	18/02/2014	23/05/2014	Completed	Draft document for testing and implementation procedures	Ad hoc Group
1.4.3 Distribute draft for comments	26/05/2014	26/05/2014	Completed		Rapporteur
1.4.4 Approve implementation procedures	27/05/2014	06/06/2014	Completed	Approved testing and implementation procedures	Task Force
1.5 Create test procedure guideline					
1.5.1 Draft a testing guideline	01/03/2015	27/03/2015	Valid	Draft test procedure guideline	COCESNA
1.5.2 Distribute draft for comments	27/03/2015	30/03/2015	Valid	-	Task Force Rapporteur
1.5.3 Submit comments to the testing guideline	30/03/2015	10/04/2015	Valid	Comments to the testing guideline	Task Force
1.5.4 Approve the testing guideline.	13/04/2015	15/04/2015	Valid	Approved testing guideline	Task Force

Description	Start	Finish	Status	Deliverable	Responible
1.6 Follow up on testing and implementation	**09/06/2014**	**09/06/2014**	**Ongoing**	**Test and implementation results documentation for each implementation.**	**Task Force**
2. Mitigation of FPL issues	**28/10/2013**	**28/04/2014**			
2.1 Formation of FPL monitoring group	**21/03/2014**	**25/04/2014**	**100%**		
2.1.1 Create initial membership list	21/03/2014	21/03/2014	Completed	Initial membership list	
2.1.2 Draft terms of reference	24/03/2014	11/04/2014	Completed	Draft document of terms of reference	Rapporteur
2.1.3 Distribute terms of reference	14/04/2014	14/04/2014	Completed		Rapporteur
2.1.4 Approve terms of reference	25/04/2014	25/04/2014	Completed	Approved terms of reference	Task Force
2.2 Create mitigation action plan	**28/10/2013**	**28/04/2014**			
2.2.1 Recollect results and lessons learned from FPL solutions carried out in E/CAR, CA and USA-Cuba	28/10/2013	23/01/2014	Completed	Collection of results and lessons learned	Ad hoc Group
2.2.2 Report evaluation and comments of statistics recollected	24/01/2014	18/02/2014	Completed	Evaluation document	Ad hoc Group
2.2.3 Draft action plan for mitigation/solution of issues	19/02/2014	11/04/2014	Completed	Draft document of action plan	Ad hoc Group
2.2.4 Distribute action plan	14/04/2014	14/04/2014	Completed		Rapporteur
2.2.5 Approve action plan	25/04/2014	25/04/2014	Completed	Approved action plan	Task Force
2.2.6 Follow up on action plan	28/04/2014	28/04/2014	Ongoing	Plan execution results documentation	FPL Monitoring Group

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