



Network Manager
nominated by
the European Commission



Data link Performance Monitoring

EC DLS Workshop

EUROCONTROL/NM

17 Nov 2017



Changing role for EUROCONTROL / Network Manager

- **The Central Reporting Office (CRO)**

- Performance Monitoring
- Knowledge Management
- Problem Investigation



- **CRO is replaced by the Data link Performance Monitoring Function (DPMF)**

- Focussed on performance monitoring activities

- **EUROCONTROL will continue to work on data link in other areas (Supporting EC, SDM, EASA, SESAR, ICAO, Inter-op testing etc.)**

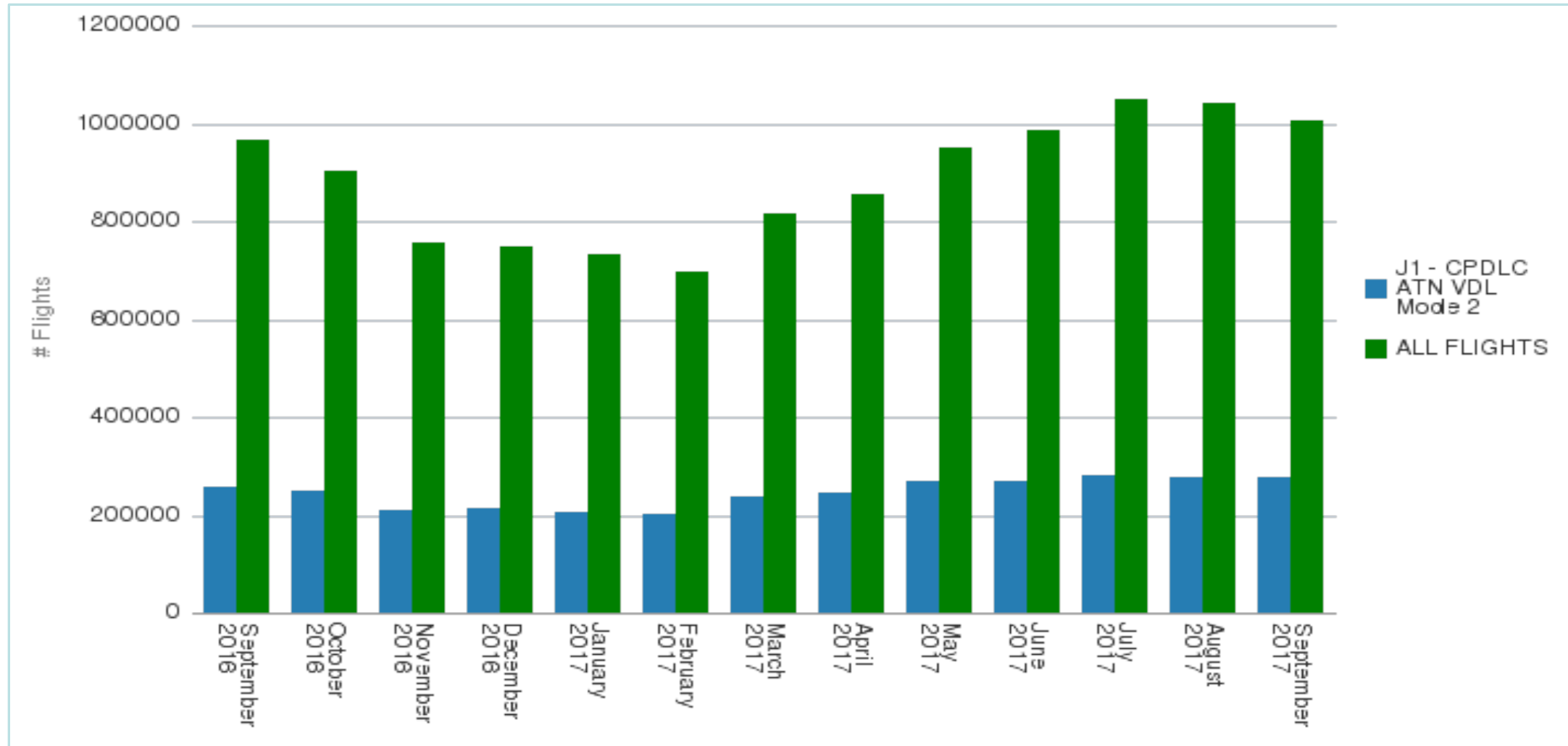


What does the DPMF do?

- DMPF role endorsed at NMB18 (April 2017)
- NM started the Monitoring of the Datalink Performances
 - Reinforced the **Radio Frequency Function**
 - Publish Monthly **Performance Reports**
 - Perform Ad-hoc performance analysis
 - **Forecasting** (VDL channel load)
 - Performance Investigations
 - Maintain an **avionics database (white list)**
 - Established the **working arrangements** reporting to the NMB/SSC.
 - First meeting of the Datalink Performance Monitoring hold on 6th September 2017.
 - Risk reported:
 - Non ATC channel load – Chanel forecast (NM is starting studies on forecasting)
 - Need to establish TECH and OPS discussion forum with stakeholders
- Supporting/coordinating with EC, SDM, EASA and EUROCAE



Percentage of flights that are equipped



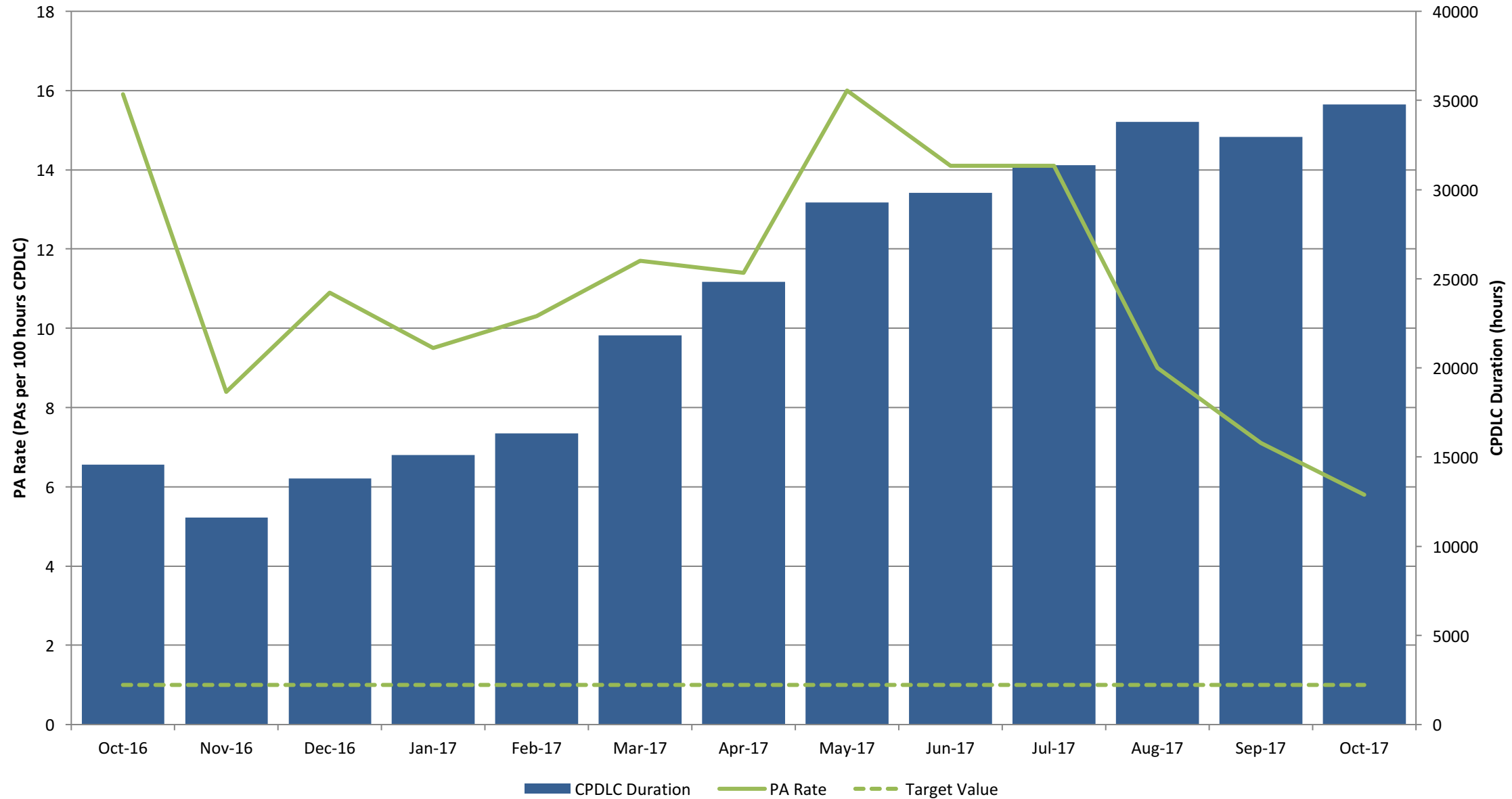


What percentage actually use CPDLC

Centre	%age of flights filing J1	%age of J1 flights with ATN CPDLC session
EDUU	38%	23%
EDYY	33%	28%
EGPX	29%	14%
EGTT	29%	18%
LKAA	34%	15%
LSAG&LSAZ	37%	21%

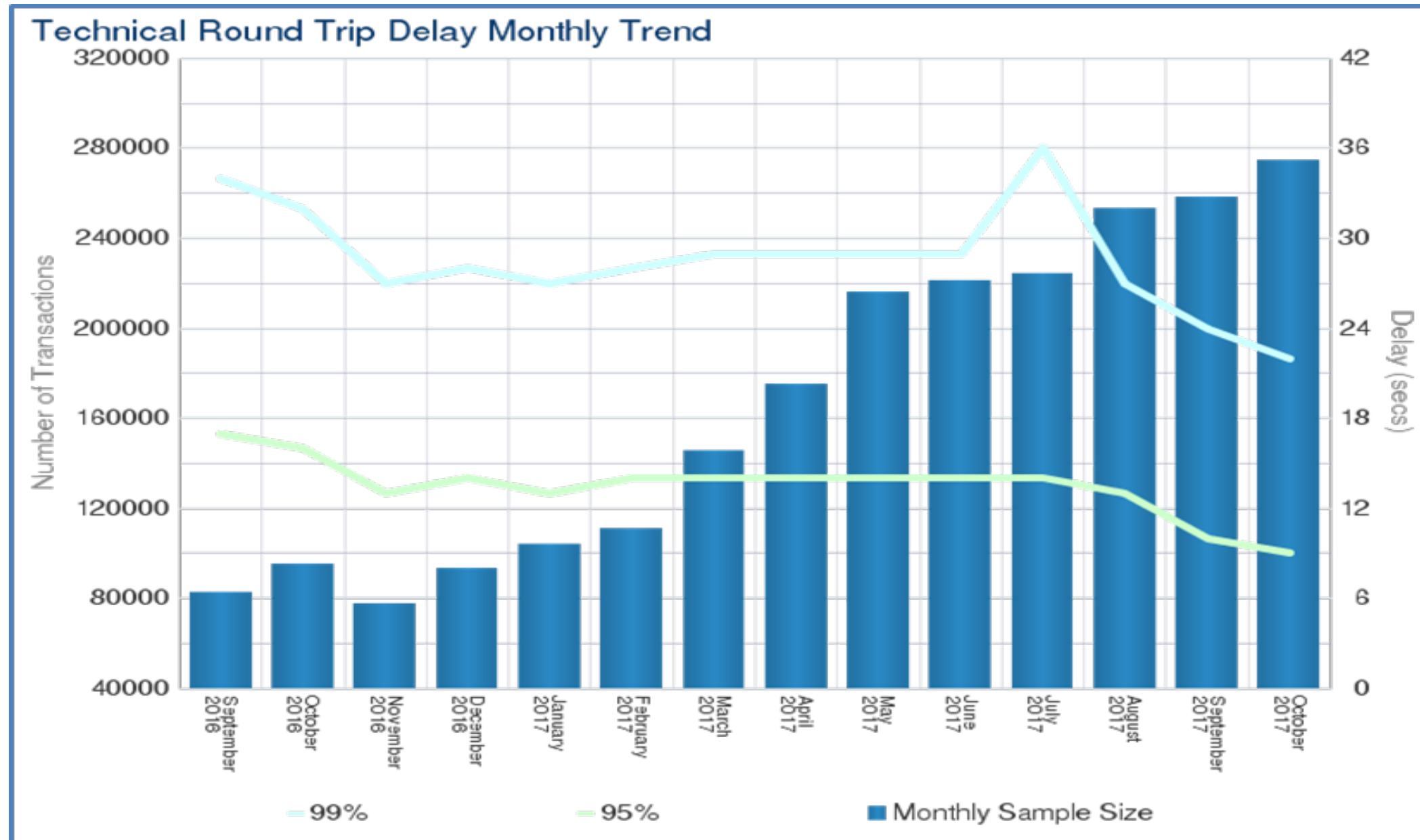


Current Performance... PA Rate is falling (5.8 in Oct)



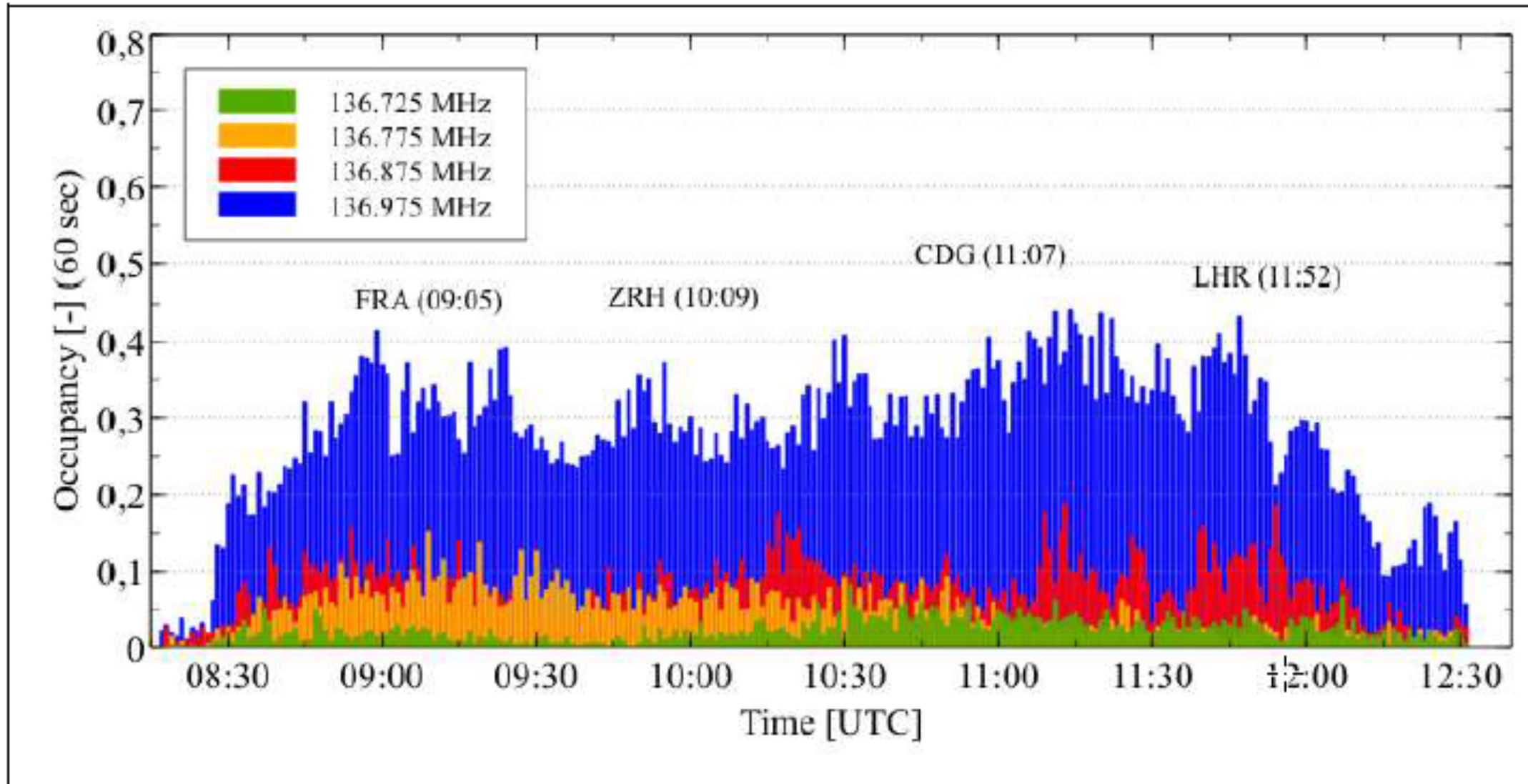


Current performance... Technical Round trip Delays falling





Channel usage on latest monitoring flight





- Performance is improving:
 - Usage is increasing while PA rate and technical delays are reducing (historically low).
 - Thanks to multi-frequency deployment and increasing number of aircraft on the white list
 - Performance not yet at the targeted level
- NM needs more data
 - From the CSPs (VGS logs for independent network statistics).
 - From ANSPs for the application level exchanges.
- Main risks identified by NM
 - Increases in capacity may be consumed by increasing demand (the CSC is still congested)
 - There is increasing demand for non-ATS data increasing with new aircraft/engine monitoring requirements
 - Implementation delays (both airborne and ground infrastructure) are impacting the network performances.
 - There is a need to forecast the future capacity demand (NM will address it).

Questions?

