

# CNS MONITORING EXPECTATIONS

NETWORK MANAGER USER FORUM  
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**AIRFRANCE** 

# COM : HARMONIZE USE - PREPARE FUTURE

“ Datalink is very appreciated by pilots when available “

## Capability monitoring: Harmonize CPDLC use

- Capability/equipage not a subject anymore
  - ❑ Better to monitor CPDLC use (pilots / controllers)
- Aircraft equipage completed – Ground soon
- Accelerate ATC harmonization to increase CPDLC use

## Performance monitoring: Live with VDL and prepare future

- Very satisfied with work performed by DPMF & DSG
- Best achievable performance probably reached with current techno

## Short/medium term : live with VDL and re-assess possible benefits

- ❑ DSG Tickets, IDRPs Removal, AOC optimization, etc
- ❑ Monitor VDL congestion → risk confirmed ? ATN B2 ?
- ❑ Update possible benefits → re-assess Link2000+ forecasts with 2022 figures

## Long term : anticipate next technologies & services

- ❑ Technologies We choose a linefit option for the next 25 years...  
Multilink is needed - LDACS is promising
- ❑ Services (ATN B2/EPP) Business case - Ground and Board Synchronization

# NAV : GNSS RFI INFORMATION AND ROBUSTNESS

“ 2030 : PBN operations : GNSS primary in a robust environment “

Monitor and inform : efficient monitoring serving operations

- Proactive monitoring and trend analysis : Anticipate threats as much as possible
- Reporting to be improved / simplified / harmonized ?
- Provide the appropriate level of information : real time - impacting
- Simplify information : from Notam to "EFB Sigmet-like" ?

Increase robustness : as soon as possible

Optimize our NAV equipage investment strategy and roadmaps

- PBN, Free Routes, SBAS, GBAS CAT 3
- DFMC availability (at least Galileo + GPS)
- LDACS as a NAV support

Other business... : Never be too cautious...

- Monitor 5G implementation in Europe...

# SUR : 1090MHZ - USE ADS-B AND RATIONALIZE

“ Support ADS-B when it improves safety and bring benefits “

1090MHz Over-interrogation: remove any risk

- High concern
- Paradox : ADS-B to increase safety → over-interrogation → surveillance risk
  - Radar decommissioning status
  - Questions : actions upon over interrogation finding ? EASA position ?

ADS-B benefits : what are they, what will they be ?

- Airlines have invested massively to equip ADS-B
- Extra layer of surveillance understood
  - Monitor rationalization results and savings redistribution (traffic / routes)
  - Next opportunities (ADS-B IN, Separation, etc...)

**THANK YOU**

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