NAT DATA LINK PERFORMANCE FOR THE TWO RECENT 6-MONTH REPORTING PERIODS (H1/2018 AND H2/2018)

(Appendix E & F to the NAT IMG/54 Summary of Discussions – NAT IMG Decision 54/1 refers)

- 1.1 Data link performance reports for two recent 6-month reporting periods (H1/2018 and H2/2018) were provided for Gander, Reykjavik, Santa Maria, Shanwick, and New York FIRs. As recommended by the guidance in the Performance-Based Communication and Surveillance (PBCS) Manual, International Civil Aviation Organization (ICAO) Document 9869, the automatic dependent surveillance-contract (ADS-C) and controller-pilot data link communication (CPDLC) performance are measured against the applicable Required Communication Performance (RCP), and Required Surveillance Performance (RSP) specifications, RCP240 and RSP180, respectively.
- 1.2 Tables 1 and 2 provide a summary of the aggregate ASP and aggregate ACP, respectively, over all media types, as reported by each NAT ANSP for the two most recent 6-month reporting periods.

	REC	QUIRED SURVI	EILLANCE PERFC	RMANCE		
Region				NAT		
Performance Measure				ASP		
Performance Criteria			RS	SP180		
Time Period 2018 January-June 2018 July-December						oer
		No. IV	lessages		Cri	iteria
	No. Messages	95%	99.90%	No. Messages	95%	99.90%
		(% < 90 sec)	(% < 180 sec)	Criter 0% No. Messages 95% 0 sec) (% < 90 sec) 99.2% 11,288,561 97.8%	(% < 180 sec)	
Aggregate NAT	9,779,829	97.9%	99.2%	11,288,561	97.8%	99.2%
Reykjavik	909,835	98.4%	99.5%	1,039,965	98.5%	99.5%
Santa Maria	1,303,839	97.7%	99.1%	1,582,836	97.6%	99.1%
Gander	2,595,134	97.7%	99.1%	3,031,147	97.8%	99.2%
New York	2,365,678	98.3%	99.3%	2,654,907	98.0%	99.2%
Shanwick	2,605,343	97.5%	99.0%	2,979,706	97.5%	99.0%

Table 1. NAT ASP

Table 2. NAT ACP

	R	EQUIRED	сомми	JNICATIO	N PERFO	RMANCE				
Region					NA	Т				
Performance Measures					ACP, A	СТР				
Performance Criteria					RCP2	40				
Time Period		2018 Ja	nuary-Jui	ne*			2018 Ju	y-Decen	nber	
		ACP Criteria ACTP Criteria ACP Criteria ACTP							ACTP (Criteria
	No. Transactions	95% (% < 180 sec)	99.9% (% < 210 sec)	95% (% < 120 sec)	99.9% (% < 150 sec)	No. Transactions	95% (% < 180 sec)	99.9% (% < 210 sec)	95% (% < 120 sec)	99.9% (% < 150 sec)
Aggregate NAT	716,198	98.7%	99.1%	99.2%	99.5%	827,559	98.6%	99.0%	99.2%	99.4%
Reykjavik	141,555	98.6%	99.1%	99.3%	99.6%	165,858	98.6%	99.1%	99.2%	99.5%
Santa Maria	96,278	98.8%	99.3%	99.0%	99.4%	106,478	98.9%	98.9%	99.2%	99.3%
Gander	200,488	98.8%	99.2%	99.3%	99.5%	229,249	98.7%	99.1%	99.3%	99.5%
New York	140,643	98.8%	99.2%	99.4%	99.6%	168,359	98.8%	99.1%	99.3%	99.4%
Shanwick	137,234	98.2%	98.6%	98.9%	99.2%	157,615	98.3%	98.6%	98.9%	99.3%

1.3 Table 3 provides the data link performance analysis conclusions based on what is presented in Tables 1 and 2 and **Attachments A** through **D**.

Table 3. NAT PBCS analysis conclusions

NAT PBCS Analysis Conclusions

Period: July 1, 2018 to December 31, 2018

Aggregate NAT

- The aggregated performance within the NAT region, combining the SAT, VHF, HF and transition area performance together, has remained stable for several years. It is noted that the majority of the data is delivered via SATCOM.
- During the 2 most recent 6-months report periods:
 - the 95% criteria were met for RSP 180 and RCP240 for the aggregate NAT and for the individual NAT FIRs:
 - the 99.9% criteria were met for RSP 180 and RCP240 at the currently accepted level of 99.0% for the aggregate NAT and for the individual NAT FIRs.

Media type

- During the 2 most recent 6-months report periods:
 - The 95% criteria for RSP180 ASP and RCP240 ACTP, ACP and PORT were met for the aggregate as well as both satellite and VHF media populations;
 - The 99.9% criteria for RSP180 ASP and RCP240 ACTP, ACP were met at the currently accepted level of 99.0%;
 - Neither the 95% nor the 99.9% criteria for RSP180 ASP or RCP240 ACTP, ACP were met for HF during this period;
 - In general, the ACP criteria continue to <u>not</u> be met for any subpopulations of mixed media RCP transactions.
 - Though satellite meets all criteria on aggregate, EGGX and BIRD both report failure to meet
 ACP240 for satellite at the currently accepted level of 99.0%.

Remote Ground Station (RGS) / Ground Earth Station (GES)

 The 95% criteria for RSP180 ASP via the Inmarsat virtual I-3 paths: XXI and IOR2., was again not met in the Reykjavik FIR and also not met in Santa Maria FIR. Further analysis may be needed to determine which aircraft are using this path and if the satellite configuration settings need to be corrected or optimized.

			ASP <	= 90s			ASP <= 180s						
id	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	
XXI	93.7%	91.8%		92.0%	99.1%	93.8%	98.4%	95.9%		95.8%	99.6%	97.2%	
IOR2	87.1%			81.8%		84.5%	95.3%			90.6%		92.9%	

- There has been notable improvement for Iridium paths (IG1 and IGW1) observed starting in May 2018 as compared with previous analysis periods. However, there continue to be challenges in some FIRs for these paths.
- There are challenges observed for some FIRs over the Inmarsat I-4 Americas path (AME2).
- The path combinations for mixed path CPDLC transactions are mainly unique to individual ANSPs, though EGGX has some in common with either BIRD or CZQX. The deficient mixed paths are mostly related to the use of HF in the uplink or downlink message and the combination of SATCOM and VHF in the transition areas.
- Particularly concerning is the performance of AME1 uplink/EUA1 downlink as reported by both CZQX and EGGX. This may highlight challenges related to transitions between satellite coverage areas.

NAT PBCS Analysis Conclusions

Period: July 1, 2018 to December 31, 2018

			ACP <	= 180s					ACP <	= 210 s		
id	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL
AME1/EUA1		58.7%		•	85.8%	76.1%		65.7%	•		85.8%	78.6%

Uplink Message (UM) Elements

- Most uplinks and uplink combinations in all NAT FIRs meet the 95% performance targets for RCP240
 ACP, ACTP and PORT as well as the 99.0% performance targets for RCP240 ACP and ACTP, indicating no
 significant issues with the associated response time needed.
- The most notable deficiency is the ACP associated with the UM137 uplink. Further analysis shows that the issue appears to be connected with the PORT.

			ACP <	= 180s			ACP <= 210s					
id	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL
U137	-	0.0%			-"	0.0%		0.0%				0.0%

						CSP / N	etwork					
Satellite S Provider		Satellite	Service	Ground Station Location	CSP	ACARS Identifiers	# unplanned outages affecting path > 10 min	Sum of unplanned outages affecting path > 10 min (min	Estimated availability for path	Sum of minutes with observed impact KZAK	Sum of minutes with observed impact KZNY	Sum of minutes with observed impact PAZA
Iridium	,	All	Short Burst Data	Primary: Tempe, Arizona,	ARINC	IG1		<mark>5</mark> 69	99.87%	1525	970	1164
				US Back-up: None	SITA	IGW1	1	3 142	1 99.73%	1492	1316	1464
	4	AORE		Primary: Burum,	ARINC	XXN		0	100.00%	0	0	0
			Classic Aero	Netherlands Back-	SITA	AOE2		3 80	1 99.85%	0	0	0
	(3F5 at 54°W)		up: Fucino, Italy	SITA	AOE6		1 1	100.00%	0	23	0
	E	MEA	Classic Aero over I-4	Primary: Fucino, Italy	ARINC	XXF		4 170	99.67%	0	0	0
	(AF1 at 25°E)		Back-up: Burum, Netherlands	SITA	EUA1		7 179	99.66%	0	0	0
				n: n	ARINC	XXI		0	100.00%	0	0	0
			Classic Aero over I-4	Primary: Burum, Netherlands Back-	SITA	EUA2		0	100.00%	0	0	0
			(virtual I-3 IOR)	up: Fucino, Italy	SITA	IOR1		0	100.00%	0	0	0
					SITA	IOR6		0 (100.00%	0	0	0
Inmarsat			Swift Broadband-	Primary: Burum,	ARINC	XXB		3 50:	2 99.90%	0	0	0
			Safety	Netherlands Back-	SITA	EUA9		0	100.00%	0	0	0
				up: Fucino, Italy	SITA	EME9		3 21	99.96%	0	0	0
	,	AMER	Classic Aero over I-4	Primary: Paumalu, Hawaii, US Back-	ARINC	XXH		1 3	99.99%	32	0	0
	(4F3 at 98°W)		up: Auckland, New Zealand	SITA	AME1		4 36	1 99.93%	77	72	0
			Classic Aero over I-4	Primary: Laurentides, CA	ARINC	XXW		1 5	99.99%	11	41	0
			(virtual I-3 AORW)	Back-up: Paumalu,	SITA	AME2		<mark>6</mark> 97:	1 99.82%	49	11	0
				Hawaii, US	SITA	AOW2		4 98	99.81%	0	205	0
			Swift Broadband-	Primary: Paumalu, Hawaii, US Back-	ARINC	XXU		2 38	5 99.93%	31	0	0
			Safety	up: Auckland, New	SITA	AME9		0	100.00%	0	0	0
				Zealand	SITA	AMR9		3 17	99.97%	0	0	0
	Color	key		safety and Meets safelity criteria only	s	oes not meet afety or eliability criteria						

- Based on the information from the unexpected outages reported by the CSPs, it appears the estimated availability for the most recent 12-month period over some of the satellite paths affecting the NAT region have struggled to meet the safety and reliability criteria for total durations of unplanned outages greater than 10 minutes, as required for RSP180 and RCP240.
- There have also been periods of apparent network issues that have not been reported by the CSPs.
- The TIG analysts have been working on a standardized process to detect periods of outage impact which is detailed in a separate working paper. This work will help identify the local impact for each ANSP considering the availability as reported by the CSPs.

Aircraft Type

• Looking at deficient performance for aircraft types, ACP≤210 seems to be the hardest benchmark to pass with only a handful of deficient performance aircraft types passing that benchmark while failing

NAT PBCS Analysis Conclusions

Period: July 1, 2018 to December 31, 2018

on some other.

- Notably A321 is categorized as deficient while passing on aggregate on all benchmarks and this is because 2 ANSPS report deficient performance for ACP≤210 with LPPO reporting particularly bad performance for this aircraft type.
- In three of four ANSPs reporting B38M (KZNY, EGGX, CZQX) almost all benchmarks are failed (only ACP≤180 narrowly passed in KZNY). In BIRD, three of four benchmarks pass while only ACP≤210 is failed. Icelandair, who the bulk of the B38M data in BIRD belongs to, have indicated their equipment differs from other B38M's.

A321	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL
ASP <= 90s	86.7%	97.9%	97.9%	99.1%	96.2%	97.8%
ASP <= 180s	90.9%	99.2%	99.0%	99.7%	99.0%	99.1%
ACP <= 180s	94.3%	98.6%	98.5%	98.8%	97.2%	98.5%
ACP <= 210s	95.5%	99.2%	98.9%	99.3%	99.0%	99.1%

B38M	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL
ASP <= 90s	-	94.6%	92.3%	98.6%	94.7%	95.4%
ASP <= 180s		97.2%	96.2%	99.6%	97.2%	97.7%
ACP <= 180s		90.3%	95.0%	96.8%	89.7%	94.0%
ACP <= 210s		91.4%	96.2%	97.5%	92.2%	95.2%

Pilot / Operator

- Performance data was compiled by operator/aircraft type pair and by airframe from Gander, Reykjavik, Santa Maria, Shanwick, and New York FIRs. The results were combined and posted on the www.FANS-CRA.com website. The combined results were analysed to identify cases where the RSP180/RCP240 95% requirements were not met in one or more FIRs.
 - The data is analysed by operator/aircraft type pair and by airframe to support fleet approvals for larger commercial operations as well as distinct airframe approvals for small IGA operations.
 - It should be noted that the State of Operator/Registry is determined based on an algorithm using the 3-letter ICAO operator code and/or the registration number using the most currently available information. Errors in correlation of State information are possible and will be corrected when pointed out.
- MONITORING RESULTS BY OPERATOR/AIRCRAFT TYPE PAIR:
 - There were 1,021 pairs observed using data link in one or more of the NAT FIRs. There were 72 pairs identified with at least 100 data points and an ASP below the RSP180 95% criteria and/or an ACP below the RCP240 95% criteria, in at least 1 of the FIRs. Appendix A contains a table with a summary of these unique pairs.

MONITORING RESULTS BY AIRFRAME:

- There were 6,087 airframes observed using data link in one or more of the NAT FIRs. There were 631 airframes identified with at least 100 data points and an ASP below the RSP180 95% criteria and/or an ACP below the RCP240 95% criteria, in at least 1 of the FIRs. Many of these airframes are included as part of a fleet in the operator/aircraft type pair analysis, some of which are also identified as not meeting required performance and others which are observed with different results than the associated fleet. Appendix B contains a summary of these airframes.
- It is noted that a separate working paper has been provided to the NAT TIG/7 to discuss the next steps for reporting the non-compliant fleets and airframes to the NAT CMA.

The following Attachments are provided with this Report:

ATTACHMENT A - NAT PBCS MONITORING REPORT BY OPERATOR/AIRCRAFT TYPE

ATTACHMENT B - NAT PBCS MONITORING REPORT BY AIRFRAME

ATTACHMENT C - NAT PBCS MONITORING - DEFICIENCIES

ATTACHMENT D - NAT PBCS MONITORING - FILTERING

NAT PBCS Monitoring Report by Operator/Aircraft Type Pair Period: July to December 2018

Color key:

Meets criteria

99.0%-99.9% Under criteria

- * Multiple entries are seen for some Operator/Aircraft Type in the same FIR because of the use of different operator codes.
- * Results for oper/act with low counts of messages/transactions may have skewed results. Request further analysis from data source POCs if needed.

Sate of Registry	Under criteria * I	Results for oper/a	ct with low counts of mess	ages/transactions may h	ave skewed resu	ılts. Request furt	her analysis from data source	e POCs if needed	1.
ACCEPATION Garden APT/0788 1.265 88.7% 97.3% 89 87.6% 92.1% 20.2%	State of Registry		Operator/ Aircraft Type		benchmark	benchmark	CPDLC Transaction Counts	benchmark	
ACCEPATION Garden APT/0788 1.265 88.7% 97.3% 89 87.6% 92.1% 20.2%									
SEPRISHAM Regignal MYNRYER 944 92-26	ARGENTINA	Santa Maria	ARG/A343	3,282	98.6%	99.7%	115	94.8%	97.4%
SEPSEALINAY Spring Marinary PAYOFATK 111 94-75 94-77 0 83.78	AZERBAIJAN	Gander	AHY/B788		88.7%	97.3%	89	87.6%	92.1%
BELGUMM Spain Markar Prig Pri	AZERBAIJAN								97.3%
BEECHUM Sharmork Int/ Sharmork	AZERBAIJAN								
SMADL New York FAM/A399 8.99 8.995 98.85 99.876 499 99.875 99.878 99.87									83.3%
SMADL Now York FAM/9785 3.555 34.7% 34.7% 34.7% 34.8% 7.7% 35.7% 35.7% 35.7% 35.8% 34.8% 37.7% 34.8% 37.7% 35.7%									
SMADLE Sharwick TAM/0705 242 84.7% 88.4% 7 85.7% 85.			_						
CAMADAN Symwork ACQ/1834 24,541 56.28 58.48 1,103 88.08 92.2 CAMADAN Cander ACQ/1836M 15,525 94.29 90.0 90.1 CAMADAN How York ACQ/1836M 15,525 92.09 90.0 215 95.65 92.7 CAMADAN How York ACQ/1836M 11,105 94.55 92.0 CAMADAN How York ACQ/1836M 11,105 94.55 92.0 CAMADAN How York ACQ/1836M 11,105 94.55 92.0 CAMADAN General CONTROL OF ACQ 130 130 92.8 95.9 14 78.68 78.2 CAMADAN How York ACQ 130 130 92.8 95.9 14 78.68 78.2 CAMADAN How York ACQ 130 130 92.8 95.9 14 78.68 78.2 CAMADAN Shawick BOLUFOYS 36,690 97.35 95.7 1,622 94.66 95.3 CAMADAN Shawick BOLUFOYS 36,690 97.35 95.7 1,622 94.66 95.3 CAMADAN Gorden How York ACQ 140 140 140 140 CAMADAN HOW YORK ACQ 140 140 140 140 140 CAMADAN HOW YORK ACQ 140 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140 140 140 CAMADAN GORDEN HOW YORK ACQ 140			_				2/0		
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ZARADA									100.0%
CARADA				193	92.8%	95.9%		78.6%	78.6%
CANADA A Sharwick	CANADA	New York	CJT/B763	240	93.3%	97.1%	28	92.9%	92.9%
CARADAA Gander WALABSSM 5.529 94.4% 96.5% 115 88.2% 87.86 CARADAA New York WALABSSM 133 94.7% 98.5% 11 90.9% 99.8% CARADAA Sharwick WALABSSM 1,990 93.8% 96.2% 07 85.1% 86.6% CARADAA CARDER WALABSSM 1,990 93.8% 96.2% 07 85.1% 86.6% CARADAA CARDER WALABSSM 1,990 93.8% 96.2% 07 85.1% 86.6% CARDAA CARDER WALABSSM 1,990 93.8% 96.2% 07 85.1% 86.6% CHINE Gander (CO)8763 116 74.1% 80.2% CHINE GARDER CARDER	CANADA				97.1%				95.3%
CAMADA New York WIA/838M 133 94,7% 98,5% 111 90,9% 99,5% PARADA New York WIA/838M 4,999 93,8% 96,2% 67 88,1% 86,60 CAMADA Gander WIA/PH8D 205 93,2% 93,7% 2 100,0% 100,00 CHILE Gander LCO/8763 1116 74,1% 80,2% 117,00 CHILE CASADE LCO/8763 1116 74,1% 80,2% 117,00 CHILA Reykjavik CES/877W 995 93,4% 96,0% 24 91,7% 95,8% 117,00 CHILA Reykjavik CES/877W 995 93,4% 96,0% 24 91,7% 95,8% 110,00 CHILA Reykjavik CASAR SERVICE CASADE LCO CHILD RESEARCH CASADE LCO CHILD					98.0%	99.3%		93.4%	95.7%
CARADAD Sharwick WIA/DRISM 4,990 93.8% 96.2% 67 85.1% 86.60 ARADAD Sharwick WIA/DRISM 200 93.2% 93.2% 93.7% 2 100.0% 100.0% 100.0% 100.00 100.	CANADA	Gander	WJA/B38M	5,529	94.4%	96.5%	115	85.2%	87.8%
CANADA Gander WIA/DH8D 205 99.2% 93.7% 2 100.0% 100.0** CHIRL Gander LO(9783 116 74.1% 80.2% 1 CHINA Reykjavk CES,977W 995 99.4% 96.0% 24 91.7% 95.0** CHINA Reykjavk CH/9788 1.567 94.9% 96.9% 31 100.0% 100.0** CHINA Reykjavk CAS,9789 646 94.1% 96.0% 13 92.3% 100.0% 100.0** CHINA Reykjavk CAS,9789 646 94.1% 96.0% 13 100.0% 100.0** CHINA Reykjavk CAS,9789 646 94.1% 95.0% 13 100.0% 100.0** CHINA Reykjavk CAS,9789 646 94.1% 95.0% 13 100.0% 100.0** CHINA Reykjavk CAS,9789 646 95.1% 95.0% 13 100.0% 100.0** CHINA Sharwick SAM/GLF5 115 93.9% 97.4% 4 100.0% 100.0** CHINA Sharwick EFY-877W 1.934 93.1% 94.8% 58 94.8% 96.6% 13 100.0% 100.0** CHINDA Sharwick EFY-877W 1.934 93.1% 94.8% 58 94.8% 96.6% 13 100.0% 100.0** CHINDA Sharwick EFY-877W 1.934 93.1% 94.8% 58 94.8% 96.6% 100.0** CHINA SHARWICK SAM/GLF5 1.155 95.0% 93.8% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 94.8% 96.6% 96.8%	CANADA	New York	WJA/B38M		94.7%	98.5%	11	90.9%	90.9%
CHILE Gander CCG/8763 116 774.1% 80.2%	CANADA	Shanwick	WJA/B38M	4,990	93.8%	96.2%	67	85.1%	86.6%
CHINA							2	100.0%	100.0%
CHINA	CHILE	Gander	LCO/B763		74.1%	80.2%			
CHINA Reykjavik CXA/8789 6-66 94.1% 56.0% 13 92.3% 100.00	CHINA	Reykjavik	CES/B77W		93.4%	96.0%	24	91.7%	95.8%
DEMMARK SAM/GLFS 115 93.9% 97.4% 4 100.0% 100.00	CHINA	Reykjavik				1			100.0%
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TURKEY Gander THY/B742 1,125 94.5% 97.7% 27 96.3% 100.09 UNITED ARAB EMIRATES Gander UAE/B744 1,226 92.7% 94.6% 106 96.2% 96.29 UNITED ARAB EMIRATES Shanwick UAE/B744 1,134 91.2% 92.9% 58 100.0% 100.09	SWITZERLAND								80.0%
UNITED ARAB EMIRATES Shanwick UAE/B744 1,134 91.2% 92.9% 58 100.0% 100.0%	TURKEY			1,125	94.5%		27	96.3%	100.0%
	UNITED ARAB EMIRATES	Gander	UAE/B744	1,226	92.7%	94.6%	106	96.2%	96.2%
UNITED KINGDOM Gander CFN/CL60 105 94.3% 99.1% 9 77.8% 77.8%	UNITED ARAB EMIRATES	Shanwick	UAE/B744	1,134	91.2%	92.9%		100.0%	100.0%
	UNITED KINGDOM	Gander	CFN/CL60	105	94.3%	99.1%	9	77.8%	77.8%

NAT PBCS Monitoring Report by Operator/Aircraft Type Pair Period: July to December 2018

Color key:

Meets criteria 99.0%-99.9%

	•	are seen for some Operator act with low counts of mess	•••			her analysis from data sourc	e POCs if needed	
State of Registry	Data Source (FIR)	Operator/ Aircraft Type	ADS-C downlink Message Counts	95% RSP 180 benchmark ASP <=90 sec	99.9% RSP 180 benchmark ASP <= 180 sec	CPDLC Transaction Counts	95% RCP 240 benchmark ACP <= 180 sec	99.9% RCP 240 benchmark ACP <=210 sec
UNITED KINGDOM	Gander	CRV/A319	108	94.4%	99.1%	7	100.0%	100.0%
UNITED KINGDOM	New York	GMA/GLF5	156	93.6%	98.1%		100.0%	100.0%
UNITED KINGDOM	Santa Maria	TCX/A321	859	74.5%	79.9%	72	86.1%	88.9%
UNITED KINGDOM	Shanwick	TCX/A321	637	83.7%	89.8%	47	83.0%	91.5%
UNITED KINGDOM	Santa Maria	TOM/B763	649	91.4%	96.6%	34	100.0%	100.0%
UNITED KINGDOM	Shanwick	TOM/B763	396	93.4%	97.7%	35	97.1%	97.1%
UNITED STATES	Shanwick	AAL/A333	29,282	96.6%	98.7%	1,322	94.4%	95.2%
UNITED STATES	Santa Maria	BLU/DC10	400	93.5%	97.3%	21	100.0%	100.0%
UNITED STATES	Gander	CGG/GLF5	231	87.9%	91.8%	18	100.0%	100.0%
UNITED STATES	Gander	CKS/B742	271	92.3%	98.5%	9	100.0%	100.0%
UNITED STATES	Santa Maria	CKS/B744	133	94.0%	98.5%	4	100.0%	100.0%
UNITED STATES	New York	DAL/B75O	316	90.2%	92.7%	13	92.3%	92.3%
UNITED STATES	New York	DAL/B75X	194	90.7%	92.3%	8	87.5%	87.5%
UNITED STATES	Shanwick	EJM/CL35	126	93.7%	97.6%	4	100.0%	100.0%
UNITED STATES	Santa Maria	EJM/GLF4	120	94.2%	97.5%	7	100.0%	100.0%
UNITED STATES	Shanwick	FDX/B77L	20,260	93.2%	96.3%	1,021	96.3%	97.1%
UNITED STATES	New York	GTH/GLF4	113	91.2%	96.5%	6	83.3%	100.0%
UNITED STATES	Santa Maria	GTH/GLF4	182	93.4%	97.8%	14	100.0%	100.0%
UNITED STATES	New York	GTI/B748	1,312	94.7%	97.0%	54	100.0%	100.0%
UNITED STATES	Gander	JAS/GLF6	117	94.0%	98.3%	8	100.0%	100.0%
UNITED STATES	New York	JBU/A320	2,241	94.6%	95.8%	143	99.3%	100.0%
UNITED STATES	Gander	LXJ/GLF5	125	94.4%	96.0%	7	85.7%	85.7%
UNITED STATES	Shanwick	NRS/B744	419	92.4%	95.9%	17	88.2%	100.0%
UNITED STATES	Gander	PAC/B748	355	94.1%	96.3%	22	100.0%	100.0%
UNITED STATES	Gander	RCH/C5	2,669	93.9%	94.9%	133	94.7%	94.7%
UNITED STATES	Reykjavik	RCH/C5	145	89.0%	92.4%	12	100.0%	100.0%
UNITED STATES	Santa Maria	RCH/DC10	701	94.7%	98.6%	43	97.7%	97.7%
UNITED STATES	Shanwick	RCH/DC10	1,008	94.2%	97.4%	45	93.3%	93.3%
UNITED STATES	Reykjavik	RCH/K35R	1,266	98.8%	99.3%	179	95.0%	95.0%
UNITED STATES	Gander	RDN/B737	303	94.7%	99.0%	20	95.0%	95.0%
UNITED STATES	Reykjavik	RDN/B737	117	92.3%	98.3%	10	100.0%	100.0%
UNITED STATES	Shanwick	RDN/B737	310	94.8%	98.4%	21	95.2%	95.2%
UNITED STATES	Gander	TWY/GLEX	560	94.6%	97.5%	41	97.6%	97.6%
UNITED STATES	Gander	TWY/GLF4	131	94.7%	96.2%	10	100.0%	100.0%
UNITED STATES	Reykjavik	UPS/B763	592	95.9%	99.5%	111	93.7%	96.4%
UNKNOWN	Gander	BOB/DC10	204	94.6%	99.5%	14	100.0%	100.0%
UNKNOWN	Gander	IBK/B38M	6,406	95.0%	97.4%	218	87.6%	90.8%
UNKNOWN	Shanwick	IBK/B38M	13,274	94.3%	97.3%	342	88.9%	90.4%
UNKNOWN	Gander	IBK/B738	9,748	94.2%	96.4%	392	84.2%	87.0%

Color key:

Meets criteria
99.0%-99.9%

- * Multiple entries are seen for some registration numbers in the same FIR because of the use of different operator codes.

99.0%-99.9% Under criteria					ause of the use of differ ewed results. Request f			ce POCs if needed.		
- Onder oncerta	Nesalts for annume		incoouges, tre	line of the control o	ewed results. Request.	l and and you	110111 4414 5541	ie i Ges II liceaea.		
		3-letter ICAO				0F0(DCD 400	00 00/ DCD 400		95% RCP	99.9% RCP
State of Registry	Data Source (FIR)	Operator code	4-letter ICAO	Registration Number	ADS-C downlink	benchmark	99.9% RSP 180 benchmark	CPDLC Transaction	240 benchmark	240 benchmark
otate of negistry	Juliu Source (rm)	(where	Aircraft Type	negistration ramber	Message Counts		ASP <= 180 sec	Counts	ACP <= 180	ACP <=210
		applicable)							sec	sec
ARGENTINA	Santa Maria	ARG	A332	LVGKP	284	92.6%	95.4%	12	100.0%	100.0%
AUSTRIA	Santa Maria	AUA	B763	OELAY	222	94.1%	97.7%	16	100.0%	100.0%
AZERBAIJAN	Gander	AHY	B788	VPBBR	771	89.6%	97.7%	53	96.2%	94.3%
AZERBAIJAN AZERBAIJAN	Reykjavik Gander	AHY	B788 B788	VPBBR VPBBS	611 474	91.8% 87.1%	97.1% 96.6%	109 36	98.2% 86.1%	99.1% 77.8%
AZERBAIJAN	Reykjavik	AHY	B788	VPBBS	353	93.5%	98.0%	76	93.4%	94.7%
AZERBAIJAN	Gander	AZG	B748	VQBWY	268	94.8%	96.3%	18	100.0%	100.0%
BELGIUM	Santa Maria	JAF	B763	IAIGG	661	93.3%	98.0%	50	98.0%	98.0%
BELGIUM	Gander	TAY	B744	OOTHD	592	92.9%	95.1%	43	97.7%	97.7%
BELGIUM	Shanwick	TAY	B744 F900	OOTHD	557	93.4%	95.0%	19 14	89.5%	94.7% 92.9%
BERMUDA BERMUDA	Gander Gander	VPB VPB	GLF5	VPBFM VPBSI	162 148	91.4% 92.6%	94.4% 96.6%	14	92.9% 93.8%	93.8%
BERMUDA	Shanwick		F900	VPBFM	174	86.2%	92.0%	7	57.1%	71.4%
BERMUDA	Shanwick		GLF5	VPBSI	131	87.8%	96.2%	7	85.7%	85.7%
BRAZIL	New York	TAM	B763	PTMOB	378	93.1%	97.4%	25	100.0%	100.0%
BRAZIL	New York	TAM	B763	PTMOE	215	89.8%	94.4%	6	100.0%	100.0%
BRAZIL BRAZIL	Santa Maria Santa Maria	TAM	B763 B763	PTMOE PTMOF	104 269	90.4% 94.4%	93.3% 99.6%	6 17	100.0% 100.0%	100.0% 100.0%
BRAZIL	New York	TAM	B763	PTMSO	381	94.4%	97.4%	21	100.0%	100.0%
BRAZIL	New York	TAM	B763	PTMSV	517	94.6%	98.7%	24	100.0%	100.0%
BRAZIL	New York	TAM	B763	PTMSW	534	93.8%	96.6%	22	100.0%	100.0%
BRAZIL	Santa Maria	TAM	B763	PTMSW	276	94.6%	99.3%	21	95.2%	100.0%
BRAZIL BRAZIL	New York New York	TAM	B763 B763	PTMSX PTMSY	417 276	94.7% 94.2%	98.6% 96.4%	21 18	100.0% 100.0%	100.0% 100.0%
BRAZIL	Santa Maria	TAM	B763	PTMSY	161	94.2%	98.1%	6	100.0%	100.0%
BRAZIL	New York	TAM	B763	PTMSZ	362	93.1%	94.5%	17	100.0%	100.0%
BRAZIL	Shanwick	TAM	B77W	PTMUJ	337	95.0%	100.0%	16	100.0%	100.0%
BRAZIL	New York		CL35	PRXDE	138	94.2%	96.4%	7	100.0%	100.0%
BRAZIL	New York		FA7X GLF5	PPOSM PRWQY	119 145	95.0%	97.5% 100.0%	12	75.0% 100.0%	75.0% 100.0%
BRAZIL BRAZIL	New York New York		GLF5	PPMXM	125	93.1% 93.6%	99.2%	9	75.0%	75.0%
CANADA	Shanwick	ACA	A333	CGFAF	2,890	96.2%	98.2%	133	82.7%	85.0%
CANADA	Shanwick	ACA	A333	CGFAH	3,082	95.8%	97.5%	137	88.3%	92.0%
CANADA	Shanwick	ACA	A333	CGFAJ	3,255	97.2%	99.2%	155	89.7%	92.3%
CANADA	Santa Maria	ACA	A333	CGFUR	945	94.7%	98.1%	58	94.8%	98.3%
CANADA	Shanwick	ACA	A333	CGHKR	3,373	95.3%	97.3%	136	77.9%	82.4%
CANADA CANADA	Shanwick Santa Maria	ACA ACA	A333 A333	CGHKX CGHLM	2,763 361	96.4% 94.7%	98.8% 97.8%	128 24	87.5% 100.0%	89.8% 100.0%
CANADA	Shanwick	ACA	A333	CGHLM	3,497	96.8%	98.5%	161	88.2%	90.1%
CANADA	Gander	ACA	B38M	CFSCY	449	93.8%	98.2%	24	87.5%	87.5%
CANADA	New York	ACA	B38M	CFSCY	170	91.8%	95.3%	15	100.0%	100.0%
CANADA	Shanwick	ACA	B38M	CFSCY	245	92.2%	96.3%	8	75.0%	75.0%
CANADA CANADA	Gander New York	ACA ACA	B38M B38M	CFSDB CFSDB	825 329	94.9% 93.6%	97.2% 96.4%	52 25	92.3% 100.0%	84.6% 100.0%
CANADA	Shanwick	ACA	B38M	CFSDB	599	94.7%	96.5%	21	90.5%	90.5%
CANADA	Gander	ACA	B38M	CFSDQ	769	94.3%	97.3%	41	90.2%	87.8%
CANADA	Gander	ACA	B38M	CFSDW	407	81.3%	86.7%	20	90.0%	85.0%
CANADA	New York	ACA	B38M	CFSDW	272	82.0%	87.5%	15	73.3%	80.0%
CANADA CANADA	Shanwick	ACA ACA	B38M B38M	CFSDW CFSIL	277 994	80.5% 94.9%	86.6% 96.9%	8 40	50.0% 85.0%	50.0% 87.5%
CANADA	Shanwick Gander	ACA	B38M	CFSIP	1,117	94.9%	97.3%	63	90.5%	90.5%
CANADA	New York	ACA	B38M	CFSIP	139	95.0%	99.3%	13	92.3%	100.0%
CANADA	Gander	ACA	B38M	CFSIQ	1,022	93.6%	96.8%	65	92.3%	90.8%
CANADA	Shanwick	ACA	B38M	CFSIQ	784	94.0%	97.3%	29	93.1%	93.1%
CANADA	Gander	ACA	B38M	CFSJH	885	94.4%	96.3%	54	81.5%	79.6%
CANADA CANADA	New York Gander	ACA ACA	B38M B38M	CFSJH CFSJJ	155 850	91.6% 94.9%	96.1% 97.9%	11 46	100.0% 91.3%	100.0% 89.1%
CANADA	Gander	ACA	B38M	CFSKZ	1,183	94.9%	97.9%	60	91.3%	89.1%
CANADA	New York	ACA	B38M	CFSKZ	185	91.4%	95.7%	16	100.0%	100.0%
CANADA	Shanwick	ACA	B38M	CFSKZ	797	93.7%	97.5%	34	88.2%	94.1%
CANADA	Gander	ACA	B38M	CFSLU	985	94.3%	97.6%	61	96.7%	93.4%
CANADA CANADA	New York	ACA ACA	B38M B38M	CFSLU CFSNQ	330 1,086	93.3%	97.0% 97.0%	30 61	96.7% 88.5%	96.7% 86.9%
CANADA	Gander New York	ACA	B38M	CFSNQ	1,086	94.0% 91.6%	96.7%	20	90.0%	95.0%
CANADA	Shanwick	ACA	B38M	CFSNQ	767	92.8%	96.1%	37	86.5%	86.5%
CANADA	Gander	ACA	B38M	CFSNU	1,166	94.5%	97.3%	67	91.0%	88.1%
CANADA	New York	ACA	B38M	CFSNU	232	91.4%	96.6%	16	93.8%	93.8%
CANADA	Shanwick	ACA	B38M	CFSNU	942	94.7%	96.4%	39	94.9%	94.9%
CANADA CANADA	Shanwick Gander	ACA ACA	B38M B38M	CFSOC CFTJV	940 415	94.6% 94.5%	97.3% 97.8%	34 27	79.4% 92.6%	79.4% 92.6%
CANADA	Shanwick	ACA	B38M	CFTJV	186	94.6%	97.3%	8	100.0%	100.0%
CANADA	New York	ACA	B77W	CFIVW	154	94.2%	97.4%	7	100.0%	100.0%
CANADA	New York	ACA	B77W	CFJZS	412	91.8%	94.7%	35	100.0%	100.0%
CANADA				CCCI/ALL	607	94.9%	97.8%	62	95.2%	95.2%
CANADA CANADA	New York	ACA	B77W	CFKAU	687					
CANADA CANADA CANADA	New York Reykjavik	ACA	B788	CGHQY	687	93.9%	96.4%	72	97.2%	97.2%
CANADA CANADA	New York									
CANADA CANADA CANADA CANADA	New York Reykjavik Santa Maria	ACA ACA	B788 B789	CGHQY CFGEI	687 304	93.9% 94.7%	96.4% 97.0%	72 15	97.2% 100.0%	97.2% 100.0%

Color key:

Meets criteria
99.0%-99.9%

Under criteria

Under criteria	* Results for airframes	with low counts of	f messages/tra	nsactions may have sk	ewed results. Request f	urther analysis	from data sour	ce POCs if needed.		
									OF9/ DCD	00 00/ DCD
		3-letter ICAO				95% RSP 180	99.9% RSP 180		95% RCP 240	99.9% RCP 240
State of Registry	Data Source (FIR)	Operator code	4-letter ICAO	Registration Number	ADS-C downlink	benchmark	benchmark	CPDLC Transaction	benchmark	benchmark
State of Registry	Data Source (Filty	(where	Aircraft Type	negistration Number	Message Counts	ASP <=90 sec	ASP <= 180 sec	Counts	ACP <= 180	ACP <=210
CANADA	Santa Maria	ACA	B789	CFNOG	160	92.5%	96.9%	5	100.0%	100.0%
CANADA	Shanwick	ACA	B789	CFNOG	1,267	94.2%	96.3%	66	87.9%	89.4%
CANADA	Santa Maria	ACA	B789	CFNOH	157	93.0%	98.7%	6		100.0%
CANADA	New York	ACA	B789	CFRTG	353	93.5%	98.6%	21	100.0%	100.0%
CANADA	Santa Maria	ACA	B789	CFRTG	105	94.3%	98.1%	6	100.0%	100.0%
CANADA CANADA	New York	ACA ACA		CFSES CFSIQ	127 252	94.5% 94.4%	96.9% 99.2%	10 19	100.0% 100.0%	100.0%
CANADA	New York Gander	CFC	C17	77702A	165	87.3%	89.7%	16	93.8%	93.8%
CANADA	Santa Maria	CFC	C17	77702A	301	87.7%	90.7%	3	100.0%	100.0%
CANADA	Shanwick	CFC	C17	77702A	140	86.4%	88.6%	12	91.7%	91.7%
CANADA	New York	CFC	C17	77702A	461	89.8%	91.8%	31	100.0%	100.0%
CANADA	Gander	CFC	CL60	144617	153	90.9%	94.8%	11	72.7%	72.7%
CANADA	Gander	CFN	CL60	CFNVT	105	94.3%	99.1%	9	77.8%	77.8%
CANADA	Gander	CFR	ASTR	CFRJZ	435	92.2%	97.2%	18	100.0%	100.0%
CANADA CANADA	Gander Gander	CGD	GLEX GLF5	CGDPF CGGPM	196 231	94.9% 87.9%	99.5% 91.8%	14 18	100.0% 100.0%	100.0%
CANADA	New York	ROU	B763	CFIYE	797	93.6%	99.1%	56	100.0%	100.0%
CANADA	New York	ROU	B763	CFMLV	753	93.4%	98.4%	44	95.5%	95.5%
CANADA	Shanwick	ROU	B763	CFMWP	1,008	93.2%	96.0%	48	85.4%	85.4%
CANADA	New York	ROU	B763	CFMWU	653	93.7%	98.5%	39	100.0%	100.0%
CANADA	Shanwick	ROU	B763	CFMWU	1,667	93.5%	95.9%	69	87.0%	88.4%
CANADA	Shanwick	ROU	B763	CFMWV	985	94.8%	96.5%	40	85.0%	87.5%
CANADA	Shanwick	ROU	B763	CFMXC	1,571	93.6%	95.5%	65	78.5%	81.5%
CANADA	New York	ROU	B763	CFXCA	849	94.6%	97.5%	50	98.0%	98.0%
CANADA	New York	ROU	B763	CGHLA	433	94.7%	98.4%	27	100.0%	100.0%
CANADA	New York	ROU	B763	CGHLQ	657	94.5%	99.4%	38	100.0%	100.0%
CANADA CANADA	New York New York	ROU	B763 B763	CGHPE CGHPN	888 475	92.8% 94.3%	98.4% 98.7%	56 35	98.2% 100.0%	100.0% 100.0%
CANADA	New York	ROU	B763	CGSCA	244	93.9%	99.2%	16	100.0%	100.0%
CANADA	Santa Maria	TSC	A332	CGGTS	798	85.8%	87.3%	39	100.0%	100.0%
CANADA	Shanwick	TSC	A332	CGGTS	2,598	90.8%	92.6%	65	95.4%	100.0%
CANADA	Shanwick	TSC	A332	CGITS	2,361	94.8%	96.7%	95	99.0%	99.0%
CANADA	Santa Maria	TSC	A332	CGTSR	685	94.9%	97.2%	49	95.9%	95.9%
CANADA	Santa Maria	TSC	A332	CGTSZ	485	94.0%	97.1%	31	100.0%	100.0%
CANADA	New York	TSC	A332	CGUBF	335	91.6%	93.4%	15	100.0%	100.0%
CANADA	Shanwick	TSC	A333	CGCTS	3,751	98.8%	99.6%	175	93.7%	97.1%
CANADA	Shanwick	TSC	A333	CGTSO	3,385	96.0%	98.6%	143	85.3%	88.8%
CANADA	Gander	WJA WJA	B38M	CFNAX	1,113	93.8%	97.0%	21 13	90.5%	90.5% 92.3%
CANADA CANADA	Shanwick Gander	WJA	B38M B38M	CFNAX CFRAX	989 768	94.2% 93.1%	97.1% 95.7%	17	84.6% 94.1%	94.1%
CANADA	Shanwick	WJA	B38M	CFRAX	733	94.3%	96.2%	12	91.7%	91.7%
CANADA	Gander	WJA	B38M	CGCAM	1,007	94.1%	95.6%	14	100.0%	85.7%
CANADA	Shanwick	WJA	B38M	CGCAM	894	94.4%	97.1%	7	71.4%	71.4%
CANADA	Gander	WJA	B38M	CGRAX	735	93.6%	95.7%	25	76.0%	76.0%
CANADA	Shanwick	WJA	B38M	CGRAX	566	88.2%	92.2%	12	75.0%	75.0%
CANADA	Gander	WJA	B38M	CGZSG	558	94.4%	95.9%	11	81.8%	81.8%
CANADA	Shanwick	WJA	B38M	CGZSG	479	93.3%	95.4%	5	100.0%	100.0%
CANADA	New York	WJA	B737	CGWCN	217	94.9%	99.5%	15	100.0%	100.0%
CANADA	Reykjavik	WJA	B763	CFOGT	2,313	96.0%	99.4%	426	94.6%	97.4%
CANADA	Gander	WJA	DH8D ASTR	CFRYV CFRJZ	205 264	93.2% 91.7%	93.7% 95.1%	2 39	100.0%	100.0%
CANADA CANADA	Reykjavik New York	1	CL60	CFCIB	127	91.7%	95.1%	9	82.1% 100.0%	89.7% 100.0%
CANADA	New York	1	FA7X	CFBNS	134	93.3%	100.0%	8		100.0%
CANADA	Shanwick	1	GLF5	CGGPM	201	93.5%	99.0%	8		87.5%
CANADA	New York	1		CGFZG	159	93.7%	96.2%	8		100.0%
CAYMAN ISLANDS	New York			VPCUA	281	91.1%	95.4%	14		100.0%
CHILE	Santa Maria	LAN	B789	CCBGI	402	94.8%	97.5%	27	96.3%	96.3%
CHILE	Gander	LCO	B763	N418LA	116	74.1%	80.2%			
CHINA	Reykjavik	CHH	B788	B2728	126	92.9%	96.8%	2	100.0%	100.0%
CHINA CHINA	Reykjavik Reykjavik	CHH		B2729 B2730	121 204	94.2% 94.1%	96.7% 95.1%	6	100.0%	100.0%
CHINA	Reykjavik	СНН	B788	B2738	189	94.1%	95.1%	4		100.0%
CHINA	Reykjavik	СНН		B2750	191	94.2%	96.3%	3		100.0%
CHINA	Reykjavik	СНН		B1546	184	93.5%	95.1%	,	200.070	200.370
CHINA	Reykjavik	СНН	B789	B6969	215	94.4%	96.7%			
CHINA	Gander	СНН	B789	B6998	136	94.1%	96.3%			
CHINA	Reykjavik	СНН	B789	B6998	349	94.8%	96.0%	3	100.0%	100.0%
CHINA	Reykjavik	CHH	B789	B7667	268	94.4%	97.4%	2	100.0%	100.0%
CHINA	Reykjavik	CHH		B7835	318	94.0%	96.5%	7	100.0%	100.0%
CHINA	Reykjavík	CHH	B789	B7880	157	93.6%	97.5%			
CHINA	Reykjavik	CXA	B789 B789	B1566	150	93.3% 94.7%	95.3%	5	80.0%	100.0%
CHINA CHINA	Reykjavik New York	VJT	GLEX	B7836 9HVJA	133 124	94.7%	95.5% 94.4%	8	75.0%	87.5%
CHINA	Santa Maria	VJT		9HVJC	115	92.7% 87.8%	98.3%	7	100.0%	100.0%
CHINA	Santa Maria	VJT	GLEX	9HVJF	131	93.9%	96.2%	8		100.0%
CHINA	Santa Maria	VJT		9HVJI	122	93.4%	98.4%	4		100.0%
CHINA	Santa Maria	VJT	GLEX	9HVJO	157	90.4%	98.1%	7		100.0%
CHINA	Shanwick	VJT	GLEX	9HVJV	178	94.9%	97.8%	7		100.0%
COLOMBIA	Shanwick	AVA	B788	N785AV	233	93.6%	96.6%	10	100.0%	100.0%
DENMARK	Shanwick	MMD	F2TH	OYMGA	194	94.9%	99.5%	13	100.0%	100.0%
DENMARK	Shanwick	MMD	FA7X	OYVIK	142	93.0%	95.8%	3	100.0%	100.0%
DENMARK	Shanwick	MMD	FA8X	OYNEW	159	92.5%	95.0%	9	100.0%	100.0%

Color key:

Meets criteria
99.0%-99.9%

Under criteria

Under criteria	* Results for airframes	with low counts of	f messages/tra	nsactions may have sk	ewed results. Request f	urther analysis	from data sour	ce POCs if needed.		
									OFW DCD	00 00/ DCD
		3-letter ICAO				95% RSP 180	99.9% RSP 180		95% RCP 240	99.9% RCP 240
State of Registry	Data Source (FIR)	Operator code	4-letter ICAO	Registration Number	ADS-C downlink	benchmark	benchmark	CPDLC Transaction	benchmark	benchmark
State of Registry	Bata Source (Fitt)	(where	Aircraft Type	negistration Number	Message Counts	ASP <=90 sec	ASP <= 180 sec	Counts	ACP <= 180	ACP <=210
DENMARK	New York	PRI PRI	A21N	OYPAC	202	89.6%	91.1%	7		100.0%
ECUADOR	Santa Maria	LNE	B763	CCCXH	1,443	91.3%	93.2%	78	89.7%	92.3%
EGYPT	Reykjavik	MSR	B77W	SUGDM	323	91.6%	97.8%	65	95.4%	96.9%
EGYPT	Santa Maria	MSR	B77W	SUGDM	217	90.8%	99.5%	13		100.0%
ETHIOPIA	Shanwick	ETH	B773	ETAPX	590	91.4%	94.1%	17	100.0%	100.0%
ETHIOPIA	Shanwick	ETH	B773	ETAPY	803	92.9%	95.0%	25	92.0%	92.0%
ETHIOPIA	Shanwick	ETH	B773	ETASK	769 399	94.5%	96.1%	24		95.8%
ETHIOPIA ETHIOPIA	Shanwick Shanwick	ETH ETH	B77L B77L	ETANN ETAPU	253	95.0% 92.5%	95.7% 94.1%	6 14		100.0%
ETHIOPIA	Shanwick	ETH	B77L	ETARH	133	94.7%	97.0%	7		100.0%
ETHIOPIA	Santa Maria	ETH	B77L	ETARI	224	94.6%	96.9%	17		94.1%
ETHIOPIA	Shanwick	ETH	B77L	ETARJ	193	94.8%	95.9%	13		100.0%
ETHIOPIA	Santa Maria	ETH	B77L	ETARK	144	92.4%	94.4%	7	100.0%	100.0%
ETHIOPIA	Gander	ETH	B788	ETAOQ	435	80.7%	86.9%	29	86.2%	86.2%
ETHIOPIA	New York	ETH	B788	ETAOQ	867	93.4%	97.0%	32	90.6%	93.8%
ETHIOPIA	Santa Maria	ETH	B788	ETAOQ	664	94.3%	97.4%	22	95.5%	95.5%
ETHIOPIA	Shanwick	ETH	B788	ETAOQ	405	83.5%	88.6%	15	86.7%	86.7%
ETHIOPIA	Gander	ETH	B788	ETASG	230	70.4%	74.8%	14		92.9%
ETHIOPIA	New York	ETH	B788	ETASG	321	85.4%	88.5%	11		100.0%
ETHIOPIA	Santa Maria	ETH	B788	ETASG	200	84.5%	85.5%	6 7		100.0%
ETHIOPIA FRANCE	Shanwick Shanwick	ETH AFR	B788 B77L	ETASG A7BFL	164 1,552	72.6% 95.0%	79.3% 95.9%	76		85.7%
FRANCE	Gander	AFR	B77L B77L	FGUOB	1,583	95.0%	98.2%	141	99.3%	97.9%
FRANCE	Santa Maria	AFR	B77W	FGZNE	208	93.8%	100.0%	17	100.0%	100.0%
FRANCE	Shanwick	AFR	B789	FHRBA	1,619	96.8%	98.6%	113	94.7%	95.6%
FRANCE	Gander	DJT	B752	FHCIE	3,545	94.4%	98.3%	228	91.7%	86.8%
FRANCE	New York	DJT	B752	FHCIE	505	92.3%	96.8%	26	92.3%	96.2%
FRANCE	Shanwick	DJT	B752	FHCIE	3,272	93.1%	98.0%	133	83.5%	87.2%
FRANCE	Gander	DJT	B752	FHTAG	4,476	79.7%	85.7%	245	82.5%	80.8%
FRANCE	New York	DJT	B752	FHTAG	704	82.2%	86.8%	28	92.9%	96.4%
FRANCE	Shanwick	DJT	B752	FHTAG	3,980	78.3%	84.9%	156	54.5%	58.3%
FRANCE	Santa Maria	FWI	A332	CGTSR	685	94.9%	97.2%	49	95.9%	95.9%
GERMANY	Reykjavík	CFG	B763	DABUC	1,109	98.7%	99.5%	163	94.5%	95.7%
GERMANY GERMANY	Reykjavik	CFG CFG	B763 B763	DABUH DABUH	759 2,305	94.6% 94.8%	97.2% 97.7%	115 162	91.3% 98.2%	93.9%
GERMANY	Shanwick Shanwick	CFG	B763	DABUL	650	94.8%	96.9%	43	97.7%	98.2%
GERMANY	Shanwick	CFG	B763	DABUM	785	94.4%	96.9%	56	98.2%	100.0%
GERMANY	Reykjavik	CFG	B763	DABUS	1,286	98.8%	99.7%	190	94.7%	96.3%
GERMANY	Gander	DLH	A333	DAIKJ	747	92.5%	94.5%	56	96.4%	94.6%
GERMANY	Shanwick	DLH	A333	DAIKJ	666	89.5%	92.5%	32	96.9%	96.9%
GERMANY	Santa Maria	DLH	B744	DABTK	163	93.9%	95.7%	6	100.0%	100.0%
GERMANY	Gander	DLH	B744	DABTL	1,776	94.3%	96.5%	128	98.4%	97.7%
GERMANY	Santa Maria	DLH	B744	DABTL	403	94.0%	96.5%	23	100.0%	100.0%
GERMANY	Shanwick	DLH	B744	DABTL	1,857	94.4%	97.2%	105	99.1%	99.1%
GERMANY	Santa Maria	DLH	B744	DABVM	186	94.1%	97.3%	13		100.0%
GERMANY	Gander	DLH	B744	DABVO	1,642	94.3%	97.0%	126	98.4%	97.6%
GERMANY GERMANY	Gander Shanwick	DLH DLH	B744 B744	DABVP DABVP	1,319 1,290	93.6% 94.6%	96.4% 96.5%	99 74	97.0% 97.3%	97.0%
GERMANY	Gander	DLH	B744	DABVR	1,426	94.0%	96.6%	103	100.0%	99.0%
GERMANY	New York	DLH	B744	DABVR	895	94.4%	96.4%	60		98.3%
GERMANY	New York	DLH	B744	DABVS	582	93.0%	95.2%	36	94.4%	94.4%
GERMANY	Santa Maria	DLH	B744	DABVS	194	93.8%	97.9%	12		100.0%
GERMANY	Santa Maria	DLH	B744	DABVW	218	89.4%	91.3%	10		80.0%
GERMANY	New York	DLH	B744	DABVY	600	94.8%	97.7%	42	97.6%	97.6%
GERMANY	New York	GEC	MD11	DALCJ	103	94.2%	99.0%	9		
GERMANY	Santa Maria	 		DADLR	161	88.2%		6		
HONG KONG, CHINA	Reykjavík	CPA	A359	BLRR	131	93.9%	95.4%	3		100.0%
HONG KONG, CHINA HONG KONG, CHINA	Reykjavik	CPA CPA	A359 B77W	BLRT BKPC	144 317	93.8% 94.0%	96.5% 98.7%	5 16		93.8%
HONG KONG, CHINA HONG KONG, CHINA	Reykjavik Reykjavik	CPA		BKPC BKPO	317 177	94.0%	98.7%	16		1
HONG KONG, CHINA	Reykjavík	CPA		BKQB	105	94.3%	97.1%	3		1
HONG KONG, CHINA	Reykjavík	CPA	B77W	BKQC	159	95.0%	96.9%	4		1
HONG KONG, CHINA	Reykjavik	CPA		BKQT	109	90.8%	94.5%	5		
HONG KONG, CHINA	Reykjavik	CPA		BKQW	319	95.0%	98.4%	21		1
HONG KONG, CHINA	Reykjavik	CPA	B77W	BKQY	120	91.7%	96.7%	3		100.0%
ICELAND	Santa Maria	ABD	B744	TFAMP	580	94.7%	97.2%	30		96.7%
ICELAND	Gander	ICE	B38M	TFICE	2,386	90.9%	95.9%	97	87.6%	85.6%
ICELAND	Santa Maria	WOW	A321	TFGMA	133	93.2%	97.7%	14		
ICELAND	Gander	wow	A321	TFWIN	2,238	90.0%	93.8%	97		1
INDIA	Gander	JAI	B77W	VTJEV	501	94.4%	99.2%	42		100.0%
INDIA IRELAND	Shanwick Shanwick	JAI EIN	B77W A332	VTJEX EIGEY	121 4,488	94.2% 98.1%	98.4% 99.3%	6 186	100.0% 90.3%	
IRELAND	Shanwick	EIN	B752	EILBS	4,488	98.1%	96.1%	186	100.0%	1
IRELAND	Shanwick	IBK	B38M	EIFYB	3,124	94.0%	97.7%	198	94.2%	
IRELAND	Shanwick	IBK	B38M	EIFYC	1,740	93.9%	96.8%	52		86.5%
IRELAND	Shanwick	IBK	B38M	EIFYD	1,610	94.4%	97.3%	55	83.6%	
IRELAND	Shanwick	IBK	B38M	EIFYE	842	91.9%	95.7%	37		91.9%
IRELAND	Gander	IBK	B38M	EIFYG	3,185	94.8%	97.6%	95		
IRELAND	Shanwick	IBK	B38M	EIFYH	1,378	94.3%	97.8%	23		
IRELAND	Shanwick	IBK	B38M	EIFYI	1,363	93.5%	96.6%	45	86.7%	86.79
IRELAND	Gander	IBK	B738	EIFYA	373	88.2%	90.1%			
IRELAND	Gander	IBK	B738	EIFYB	3,747	95.0%	97.5%	119	89.9%	86.6%

Color key:

Meets criteria
99.0%-99.9%

Under criteria

Under criteria	* Results for airframes	with low counts o	of messages/tra	nsactions may have sk	ewed results. Request f	urther analysis	from data sour	ce POCs if needed.		
									95% RCP	99.9% RCP
		3-letter ICAO Operator code	4-letter ICAO		ADS-C downlink	95% RSP 180	99.9% RSP 180	CPDLC Transaction	240	240
State of Registry	Data Source (FIR)	(where	Aircraft Type	Registration Number	Message Counts	benchmark	benchmark	Counts	benchmark	benchmark
		ennlicable)				ASP <=90 sec	ASP <= 180 sec		ACP <= 180	ACP <=210
IRELAND IRELAND	Gander Gander	IBK IBK	B738 B738	EIFYC EIFYD	2,173 2,175	94.9% 94.1%	96.5% 96.2%	110 106	86.4% 85.9%	84.6% 82.1%
IRELAND	Gander	IBK	B738	EIFYE	1,180	92.5%	95.4%	57	84.2%	82.5%
ISLE OF MAN	Shanwick		GLF4	MWONE	118	94.9%	98.3%	5	100.0%	100.0%
ISLE OF MAN	Shanwick		GLF6	MYGIG	292	94.9%	98.6%	18	94.4%	100.0%
ISRAEL	Reykjavik	ELY	B744	4XELB	264	94.3%	99.6%	56	100.0%	100.0%
ISRAEL ISRAEL	Santa Maria Santa Maria	ELY	B772 B789	4XECD 4XEDA	233 282	93.6% 94.0%	95.7% 98.2%	5	100.0% 100.0%	100.0%
ITALY	Santa Maria	AZA	A332	EIEJL	974	94.6%	97.3%	43	100.0%	100.0%
ITALY	Santa Maria	AZA	B772	EIDBL	430	90.9%	94.4%	20	95.0%	95.0%
ITALY	Santa Maria	AZA	B772	EIISO	427	93.9%	96.0%	25	100.0%	100.0%
ITALY ITALY	Gander Santa Maria	ISS	A332 B763	EIGFX IAIGG	2,019 661	99.3% 93.3%	100.0% 98.0%	145 50	94.5% 98.0%	94.5% 98.0%
ITALY	Shanwick	ISS	B763	IAIGG	619	94.8%	98.2%	34	100.0%	100.0%
ITALY	Santa Maria	NOS	B772	ECMUA	769	94.9%	100.0%	22	95.5%	95.5%
JORDAN	Gander	RJA	B788	JYBAA	914	91.6%	93.4%	68	94.1%	94.1%
JORDAN	Santa Maria	RJA	B788	JYBAA	101	78.2%	89.1%	7	100.0%	100.0%
JORDAN JORDAN	Shanwick Gander	RJA RJA	B788 B788	JYBAA JYBAG	593 1,289	94.9% 93.3%	97.3% 96.6%	40 100	97.5% 98.0%	97.5% 97.0%
JORDAN	Shanwick	RJA	B788	JYBAG	987	93.5%	96.6%	76	94.7%	96.1%
LUXEMBOURG	Gander	CLX	B744	LXGCL	195	93.9%	95.9%	16	100.0%	93.8%
LUXEMBOURG	Shanwick	CLX	B744	LXGCL	1,214	90.7%	92.8%	63	98.4%	98.4%
LUXEMBOURG	Gander	CLX	B744	LXICL	543	88.6%	92.3%	40	97.5%	97.5%
LUXEMBOURG LUXEMBOURG	New York Shanwick	CLX	B744 B744	LXICL LXICL	167 593	88.0% 89.9%	91.0% 93.1%	9	100.0% 90.0%	100.0%
LUXEMBOURG	Santa Maria	CLX	B744	LXWCV	395	94.7%	93.1%	23	100.0%	100.0%
MALTA	Santa Maria	TEU	CL60	9HOWL	141	94.3%	97.9%	4	100.0%	100.0%
MALTA	Santa Maria		CL60	9HOWL	141	94.3%	97.9%	4	100.0%	100.0%
MALTA	Santa Maria		GLEX	9HVJO	157	90.4%	98.1%	7	100.0%	100.0%
MEXICO	Gander Santa Maria	AMX	B762 B788	XAAMX	437 2,364	77.6%	86.3% 88.6%	7 147	85.7% 91.2%	85.7% 91.8%
MEXICO MEXICO	Gander	AMX	B788	N438AM N782AM	2,364	83.4% 78.1%	88.6%	37	91.2%	91.8%
MEXICO	New York	AMX	B788	N782AM	1,158	85.7%	90.6%	86	94.2%	94.2%
MEXICO	Santa Maria	AMX	B788	N782AM	563	81.0%	87.0%	29	89.7%	89.7%
MEXICO	Shanwick	AMX	B788	N782AM	517	76.0%	85.3%	32	93.8%	93.8%
MEXICO	Gander	AMX	B788	N783AM	367	82.0%	87.7%	31	96.8%	96.8%
MEXICO MEXICO	New York Santa Maria	AMX	B788 B788	N783AM N783AM	573 310	82.2% 81.0%	89.0% 87.1%	37 16	81.1% 81.3%	83.8% 87.5%
MEXICO	Shanwick	AMX	B788	N783AM	399	77.7%	84.2%	18	88.9%	88.9%
MEXICO	Gander	AMX	B788	N961AM	1,143	84.8%	89.7%	98	94.9%	91.8%
MEXICO	New York	AMX	B788	N961AM	985	86.3%	91.3%	92	96.7%	96.7%
MEXICO	Santa Maria	AMX	B788	N961AM	332	83.7%	89.2%	17	100.0%	100.0%
MEXICO	Shanwick	AMX	B788	N961AM	1,233	85.9%	90.8%	65	92.3%	93.9%
MEXICO MEXICO	Gander New York	AMX	B788 B788	N964AM N964AM	883 911	85.5% 86.3%	90.9% 89.8%	71 64	94.4%	93.0%
MEXICO	Santa Maria	AMX	B788	N964AM	291	77.0%	81.1%	18	88.9%	94.4%
MEXICO	Shanwick	AMX	B788	N964AM	948	84.4%	88.7%	53	92.5%	94.3%
MEXICO	Gander	AMX	B788	N965AM	753	81.9%	87.7%	61	98.4%	98.4%
MEXICO	New York	AMX	B788	N965AM	532	88.0%	92.9%	48	91.7%	91.7%
MEXICO	Santa Maria	AMX AMX	B788 B788	N965AM	200 758	82.5%	88.5% 90.1%	11 38	81.8% 97.4%	90.9% 97.4%
MEXICO MEXICO	Shanwick Gander	AMX	B788	N965AM N967AM	676	86.7% 82.1%	90.1%	55	98.2%	94.6%
MEXICO	New York	AMX	B788	N967AM	1,118	89.3%	93.4%	83	92.8%	96.4%
MEXICO	Santa Maria	AMX	B788	N967AM	499	85.2%	90.2%	32	93.8%	93.8%
MEXICO	Shanwick	AMX	B788	N967AM	766	83.9%		37	94.6%	
MEXICO	Gander New York	AMX	B788	XAAMR	566	79.2%		45	95.6%	
MEXICO MEXICO	New York Santa Maria	AMX	B788 B788	XAAMR XAAMR	1,039 531	85.9% 81.7%	91.2% 87.6%	85 38	89.4% 89.5%	90.6%
MEXICO	Shanwick	AMX	B788	XAAMR	610	83.0%	88.2%	29	75.9%	79.3%
MEXICO	New York	AMX	B788	XAAMX	1,102	81.7%	87.5%	85	90.6%	92.9%
MEXICO	Santa Maria	AMX	B788	XAAMX	629	76.8%	84.3%	43	88.4%	90.7%
MEXICO	Shanwick	AMX	B788	XAAMX	574	82.1%	87.6%	36	86.1%	86.1%
MEXICO MEXICO	Gander New York	AMX AMX	B789 B789	N183AM N183AM	1,154 3,762	77.2% 81.1%	83.6% 86.4%	90 278	97.8% 91.0%	97.8% 91.4%
MEXICO	Santa Maria	AMX	B789	N183AM	2,316	81.1%	85.9%	149	93.3%	91.4%
MEXICO	Shanwick	AMX	B789	N183AM	1,226	80.8%	86.5%	64	84.4%	92.2%
MEXICO	Gander	AMX	B789	N438AM	1,276	76.3%	83.4%	105	93.3%	93.3%
MEXICO	New York	AMX	B789	N438AM	3,761	84.4%	89.6%	290	93.5%	94.1%
MEXICO	Santa Maria	AMX	B789	N438AM	2,364	83.4%	88.6%	147	91.2%	91.8%
MEXICO MEXICO	Shanwick Gander	AMX	B789 B789	N438AM N446AM	1,383 1,242	81.1% 80.0%	87.0% 86.6%	71 97	87.3% 94.9%	90.1%
MEXICO	New York	AMX	B789	N446AM	4,112	85.4%	90.1%	310	95.5%	96.1%
MEXICO	Santa Maria	AMX	B789	N446AM	2,501	83.4%	88.3%	167	92.2%	92.2%
MEXICO	Shanwick	AMX	B789	N446AM	1,356	83.3%	89.2%	73	94.5%	94.5%
MEXICO	Gander	AMX	B789	XAADC	1,065	79.7%	86.3%	92	91.3%	89.1%
MEXICO	New York	AMX	B789	XAADC	4,052	85.0%	90.1%	321	93.5%	94.7%
MEXICO MEXICO	Santa Maria Shanwick	AMX AMX	B789 B789	XAADC XAADC	2,463 1,195	84.0% 78.1%	88.6% 84.2%	157 60	93.6% 90.0%	94.3%
MEXICO	Gander	AMX	B789	XAADD	1,193	73.5%	80.5%	98	89.8%	88.8%
MEXICO	New York	AMX	B789	XAADD	4,077	82.8%	88.2%	305	90.2%	93.4%
MEXICO	Santa Maria	AMX	B789	XAADD	2,272	80.8%	86.8%	139	90.6%	90.6%
MEXICO	Shanwick	AMX	B789	XAADD	1,323	77.9%	84.5%	68	83.8%	86.8%

Color key:
Meets criteria
99.0%-99.9%
Under criteria

- * Multiple entries are seen for some registration numbers in the same FIR because of the use of different operator codes.

 * Results for airframes with low counts of messages/transactions may have skewed results. Request further analysis from data source POCs if needed.

March Control Contro	99.9% RCP	95% RCP				eweu resuits. Request n	,				
MCCCO	240 rk benchmark						Registration Number			Data Source (FIR)	State of Registry
MERCO		ACP <= 180	Counts			Message Counts	negiotiation rumber	Aircraft Type	(where	Data source (rm)	State of Registry
MEXICO		90.6%									
MISSEC											
MINISTO Pow York AMX 3799 XAADH 4,116 97,38 32,88 306 31,58 30,08 31,58 31,5	_	85.7%									
MEXICO		89.1%									
MEXICO Gander AMG 979 XAON 1.1,220 81,59, 87,598 63 88,50 MEXICO (Sander AMG 979) XAON 1.1,240 75,595 83,88 39 88,8 MEXICO New York AMG 9790 XAON 1.2,401 75,595 82,500 71,71 91,81 MEXICO XINTERIOR AMG 9790 XAON 1.2,401 85,50 90,83 33 39,84 80,80 XINTERIOR AMG 9790 XAON 1.2,261 85,50 90,83 33 39,84 80,80 XINTERIOR AMG 9790 XAON 1.2,261 85,50 90,80 XINTERIOR AMG 9790 XAON 1.2,261 85,50 90,80 XINTERIOR AMG 9790 XAON 1.2,261 85,50 90,80 XINTERIOR AMG 9790 XINTERIOR AMG 9790 YANG 9790 Y		91.2%									
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NETHERAMOS Gander XNO 7900 PHALU 113 79.7% 32.0% 3 100.0		98.3%									
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PAKISTAN Reykjavik		98.4%									
PERU New York UPE B763 CCCWY 550 93.5% 94.7% 8 100.0 PERU Santa Maria UPE B763 CCCKH 1,443 91.3% 92.2% 78 89.7 POLAND Gander LOT B788 SPLBB 704 94.7% 99.0% 47 97.9 PORTUGAL Gander LOT B788 SPLBD 308 94.2% 97.4% 19 99.0% 47 97.9 100.0 PORTUGAL Santa Maria NUE GLEX CSGLG 113 93.2% 96.5% 33.7 95.7 PORTUGAL Santa Maria GLEX CSGLG 113 93.2% 96.5% 33.7 95.7% 93.75 96.5% 33.7 95.7% 93.75 92.0 00.0 ATAR Gander QTR A359 A7AMG 120.0 94.2% 95.0% 10 100.0 A7AR Gander QTR B77L A78BB 36.5 93.5% 99.3%		91.3%									
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QATAR Gander QTR B77W A7BEE 507 94.3% 96.7% 43 100.0		100.0%									
QATAR Gander QTR B77W A7BEF 150 93.3% 98.0% 11 100.0	0% 100.09	100.0%	43	96.7%		507		B77W	QTR	Gander	QATAR
		100.0%									
		100.0%									
		100.0%									
QATAR New York QTR B77W A7BEH 126 92.1% 92.9% 4 100.0	0% 100.09	100.0%	4	92.9%	92.1%	126	A7BEH	B77W	QTR	New York	QATAR
		95.2%									
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QATAR Gander QTR B77W A7BER 640 94.4% 98.9% 54 100.0	0% 100.09	100.0%				640			QTR		_
		97.9%									
		100.0%									

Color key:

Meets criteria
99.0%-99.9%

Under criteria

Under criteria	* Results for airframes	with low counts of	f messages/tra	nsactions may have sk	ewed results. Request f	urther analysis	from data source	e POCs if needed.		
									050(DCD	00.00/ DCD
		3-letter ICAO				050/ DCD 400	00 00/ DCD 400		95% RCP	99.9% RCP
		Operator code	4-letter ICAO		ADS-C downlink		99.9% RSP 180	CPDLC Transaction	240	240
State of Registry	Data Source (FIR)	(where	Aircraft Type	Registration Number	Message Counts	benchmark	benchmark	Counts	benchmark	benchmark
		annlicable)				ASP <=90 sec	ASP <= 180 sec		ACP <= 180	ACP <=210
RUSSIAN FEDERATION	Gander	ABW	B748	VQBFE	258	93.0%	95.7%	12	100.0%	100.0%
RUSSIAN FEDERATION	Shanwick	ABW	B748	VQBFE	199	90.5%	93.5%	15	86.7%	86.7%
RUSSIAN FEDERATION	Gander	ABW	B748	VQBLQ	371	94.3%	96.8%	19	100.0%	100.0%
RUSSIAN FEDERATION	Gander	ABW	B748	VQBRJ	480	91.0%	93.3%	28	92.9%	92.9%
RUSSIAN FEDERATION	Shanwick	ABW	B748	VQBRJ	322	90.4%	91.6%	19	94.7%	100.0%
RUSSIAN FEDERATION	Gander	AFL	A333	VQBCQ	103	94.2%	97.1%	4	75.0%	75.0%
RUSSIAN FEDERATION	Reykjavik	AFL	A333	VQBCQ	145	93.1%	95.2%	27	100.0%	100.0%
RUSSIAN FEDERATION	Gander	AFL	A333	VQBMY	213	94.8%	97.2%	11	100.0%	100.0%
RUSSIAN FEDERATION	Gander	AFL	B77W	VPBGB	440	91.1%	95.2%	29	93.1%	89.7%
RUSSIAN FEDERATION	Shanwick	AFL	B77W	VPBGB	168	94.1%	98.8%	7	85.7%	85.7%
RUSSIAN FEDERATION	Gander	AFL	B77W	VPBGC	286	93.4%	97.6%	17	100.0%	94.1%
RUSSIAN FEDERATION	Reykjavik	AFL	B77W	VPBGC	447	94.6%	97.5%	51	100.0%	100.0%
RUSSIAN FEDERATION	Shanwick	AFL	B77W	VPBGC	104	92.3%	94.2%	5	100.0%	100.0%
RUSSIAN FEDERATION	Gander	AFL	B77W	VPBHA	336	93.2%	97.0%	24	95.8%	95.8%
RUSSIAN FEDERATION	Shanwick	AFL	B77W	VPBHA	118	92.4%	93.2%	24	0.0%	0.0%
RUSSIAN FEDERATION	Gander	AFL	B77W	VQBQE	346	92.5%	96.2%	22	95.5%	95.5%
RUSSIAN FEDERATION	Shanwick	AFL	B77W	VQBQE	141	94.3%	96.5%	7	100.0%	100.0%
RUSSIAN FEDERATION	Gander	AFL	B77W	VQBQF	195	93.3%	97.4%	10	100.0%	100.0%
RUSSIAN FEDERATION	Reykjavik	AFL	B77W	VQBQF	409	94.4%	96.3%	54	98.1%	98.1%
RUSSIAN FEDERATION	Gander	AFL	B77W	VQBQG	370	93.0%	96.2%	23	95.7%	95.7%
RUSSIAN FEDERATION	Reykjavik	AFL	B77W	VQBQG	761	94.2%	96.5%	91	96.7%	97.8%
RUSSIAN FEDERATION	Gander	AFL	B77W	VQBQM	478	92.5%	96.9%	21	95.2%	95.2%
RUSSIAN FEDERATION	Reykjavik	AFL	B77W	VQBQM	970	94.0%	96.8%	135	96.3%	97.0%
RUSSIAN FEDERATION	Shanwick	AFL	B77W	VQBUC	171	94.7%	99.4%	-	0.0%	0.0%
RUSSIAN FEDERATION	Gander	NWS	A332	VPBUA	214	94.4%	99.1%	17	100.0%	100.0%
RUSSIAN FEDERATION	Gander	NWS	B772	VPBJG	115	82.6%	98.3%	8	100.0%	100.0%
RUSSIAN FEDERATION	Shanwick	NWS	B772	VPBJG	116	85.3%	96.6%	2	100.0%	100.0%
RUSSIAN FEDERATION	New York	NWS	B772	VPBJH	222	94.1%	98.2%	13	100.0%	100.0%
RUSSIAN FEDERATION	Santa Maria	NWS	B772	VPBJH	130	92.3%	100.0%	6	100.0%	100.0%
RUSSIAN FEDERATION	Gander	NWS	B772	VQBJA	121	78.5%	83.5%	3	100.0%	100.0%
RUSSIAN FEDERATION	New York	NWS	B772	VQBUD	132	94.7%	97.7%	6	100.0%	100.0%
RUSSIAN FEDERATION	Gander	NWS	B77W	VPBJO	1,057	93.3%	98.9%	89	100.0%	98.9%
SAN MARINO	Santa Maria		GL5T	T7JIS	353	94.3%	98.3%	17	100.0%	100.0%
SAN MARINO	Santa Maria		GLF4	T7SAL	281	94.3%	96.8%	9	100.0%	100.0%
SAUDI ARABIA	Shanwick	SVA	B77L	HZAK71	138	91.3%	92.0%	6	100.0%	100.0%
SAUDI ARABIA	Shanwick	SVA	B77L	HZAK71	278	91.7%	94.6%	14	100.0%	100.0%
SAUDI ARABIA	Shanwick	SVA	B77L	HZAK72	108	94.4%	99.1%	7	100.0%	100.0%
	Shanwick	SVA	B77L		142		95.8%	8		100.0%
SAUDI ARABIA				HZAK74		93.0%			100.0%	
SAUDI ARABIA	Shanwick	SVA	B77W	HZAK26	101	87.1%	90.1%	8	100.0%	100.0%
SAUDI ARABIA	Shanwick	SVA	B77W	HZAK36	1,341	94.0%	96.6%	86	100.0%	100.0%
SAUDI ARABIA	Shanwick	SVA	B77W	HZAK37	1,404	94.4%	96.6%	96	99.0%	100.0%
SAUDI ARABIA	Shanwick	SVA	B77W	HZAK39	1,069	93.8%	96.2%	74	100.0%	100.0%
SAUDI ARABIA	Shanwick	SVA	B77W	HZAK41	1,361	94.4%	96.4%	89	100.0%	100.0%
SAUDI ARABIA	Gander	SVA	B789	HZARE	104	92.3%	95.2%	8	100.0%	100.0%
SINGAPORE	Shanwick	SIA	B744	9VSFQ	187	93.6%	97.9%	20	100.0%	100.0%
SOUTH AFRICA	Santa Maria	SAA	A330	ZSSXW	692	94.9%	97.1%	16	100.0%	100.0%
SOUTH AFRICA	Santa Maria	SAA	A332	ZSSXI	914	93.5%	97.0%	16	100.0%	100.0%
SOUTH AFRICA	Santa Maria	SAA	A332	ZSSXW	692	94.9%	97.1%	16	100.0%	100.0%
SOUTH AFRICA	Santa Maria	SAA	A332	ZSSXY	895	94.6%	96.6%	18	100.0%	100.0%
SOUTH AFRICA	Santa Maria	SAA	A333	ZSSXI	914	93.5%	97.0%	16	100.0%	100.0%
SOUTH AFRICA	Santa Maria	SAA	A333	ZSSXM	670	91.6%	96.3%	20	100.0%	100.0%
SOUTH AFRICA	Santa Maria	SAA	A346	ZSSNB	104	94.2%	97.1%			
SPAIN	New York	AEA	B788	ECMMY	4,553	93.0%	96.8%	234	96.2%	96.6%
SPAIN	Santa Maria	AEA	B788	ECMMY	4,761	93.4%	97.0%	332	97.0%	97.6%
SPAIN	Santa Maria	AEA	B789	ECMSZ	1,207	94.2%	98.5%	71	98.6%	98.6%
SPAIN	Santa Maria	AEA	B789	ECMTI	1,262	94.8%	97.3%	72	97.2%	
SPAIN	Santa Maria	EXU	GLF5	ECLYO	179	94.4%	98.3%	12	91.7%	100.0%
SPAIN	Santa Maria	GES	GLEX	ECMNH	178	94.9%	99.4%	11	100.0%	100.0%
SPAIN	Santa Maria	GES	GLF5	ECLYO	179	94.4%	98.3%	12	91.7%	100.0%
SPAIN	Shanwick	IBE	A332	ECMJA	229	93.9%	95.2%	12	91.7%	100.0%
SPAIN	Reykjavik	IBE	A332 A332	ECMKI	124	93.9%	95.2%	28	96.4%	96.4%
SPAIN		IBE	A333	ECLZJ	7,738	94.4%	98.3%	411	96.6%	97.1%
SPAIN	New York	IBE	A333 A346	ECIZX ECIZX		94.2%	98.3% 97.5%	169	95.9%	97.1%
	New York				3,626					
SPAIN	Shanwick	IBE	A346	ECJCY	191	91.1%	93.7%	9	100.0%	100.0%
SWITZERLAND	Shanwick	SUI	F900	T785	101	93.1%	97.0%	5	60.0%	80.0%
SWITZERLAND	Santa Maria	THY	GL5T	HBJRI	104	92.3%	99.0%	4	100.0%	100.0%
TURKEY	Gander	THY	A332	TCJCI	104	94.2%	97.1%	8	100.0%	100.0%
TURKEY	Reykjavik	THY	A332	TCJNC	514	99.4%	100.0%	101	94.1%	98.0%
TURKEY	Shanwick	THY	A333	TCJOD	387	94.8%	99.7%	24	100.0%	100.0%
TURKEY	Santa Maria	THY	A333	TCLNG	110	94.5%	99.1%	4	100.0%	100.0%
TURKEY	Gander	THY	B742	N701CK	240	93.3%	97.5%	3	100.0%	66.7%
TURKEY	Gander	THY	B742	N705CK	885	94.8%	97.7%	24	100.0%	100.0%
TURKEY	Gander	THY	B744	N705CK	133	94.7%	97.7%	39	100.0%	100.0%
TURKEY	Shanwick	THY	B77L	TCLJL	418	95.0%	97.1%	33	100.0%	100.0%
TURKEY	Gander	THY	B77L	TCLJN	111	94.6%	99.1%	10	100.0%	100.0%
TURKEY	Shanwick	THY	B77L	TCLJN	139	92.8%	92.8%	13	100.0%	100.0%
TURKEY	Shanwick	THY	B77W	TCJJI	732	93.9%	96.0%	49	100.0%	100.0%
TURKEY	Shanwick	THY	B77W	TCJJP	655	91.2%	94.5%	49	100.0%	100.0%
TURKEY	Shanwick	THY	B77W	TCJJS	567	94.4%	95.6%	45	97.8%	97.8%
TURKEY	Santa Maria	THY	B77W	TCJJU	108	94.4%	100.0%	8	100.0%	100.0%
TURKEY	Shanwick	THY	B77W	TCLIC	556	95.0%	96.8%	48	97.9%	100.0%
HURKET	SHALIMICK							48 52		
TURKEY	Shanwick	THY	B77W	TCLJD	787	94.7%	96.3%		98.1%	98.1%

Color key:

Meets criteria
99.0%-99.9%

Under criteria

Under criteria	* Results for airframes	with low counts o	f messages/tra	nsactions may have sk	ewed results. Request f	urther analysis	from data sour	ce POCs if needed.		
									OF9/ DCD	99.9% RCP
		3-letter ICAO				95% RSP 180	99.9% RSP 180		95% RCP 240	240
State of Registry	Data Source (FIR)	Operator code	4-letter ICAO	Registration Number	ADS-C downlink	benchmark	benchmark	CPDLC Transaction	benchmark	benchmark
State of Registry	Data Source (Fin)	(where	Aircraft Type	negistration Number	Message Counts	ASP <=90 sec	ASP <= 180 sec	Counts	ACP <= 180	ACP <=210
TURKEY	Santa Maria	THY	B77W	TCLJH	257	94.9%	97.7%	8		100.0%
TURKEY	Santa Maria	THY	B77W	TCLJI	210	94.8%	95.7%	11	100.0%	100.0%
TURKEY	Shanwick	THY	B77W	TCLJI	739	95.0%	96.6%	51	98.0%	98.0%
TURKEY	New York	THY	B77W	TCLJK	108	94.4%	97.2%	6		100.0%
UNITED ARAB EMIRATES	Shanwick	ETD	B77L	A6DDC	560	93.9%	96.4%	31	96.8%	96.8%
UNITED ARAB EMIRATES	Gander	ETD	B77W	A6ETK	121	89.3%	94.2%	3	66.7%	66.7%
UNITED ARAB EMIRATES	Shanwick	ROJ	B737	A6RJV	123 311	94.3%	100.0%	9 22		100.0%
UNITED ARAB EMIRATES UNITED ARAB EMIRATES	Gander Shanwick	UAE	A388 A388	A6EDA A6EDA	228	93.6% 90.4%	95.2% 92.5%	10	100.0%	100.0%
UNITED ARAB EMIRATES	Gander	UAE	A388	A6EEQ	342	90.4%	91.8%	19	100.0%	100.0%
UNITED ARAB EMIRATES	Gander	UAE	A388	A6EEZ	308	84.7%	86.0%	18	100.0%	100.0%
UNITED ARAB EMIRATES	Shanwick	UAE	A388	A6EEZ	309	89.0%	90.0%	11	90.9%	100.0%
UNITED ARAB EMIRATES	Reykjavik	UAE	A388	A6EOM	558	94.8%	96.4%	29	100.0%	100.0%
UNITED ARAB EMIRATES	Gander	UAE	B744	LXGCL	1,110	92.1%	94.1%	95	95.8%	95.8%
UNITED ARAB EMIRATES	Santa Maria	UAE	B77L	A6EFH	169	94.1%	97.6%	9	88.9%	100.0%
UNITED ARAB EMIRATES	Shanwick	UAE	B77L	A6EFH	509	94.7%	96.5%	29	96.6%	96.6%
UNITED ARAB EMIRATES	Shanwick	UAE	B77L	A6EFJ	643	92.2%	96.4%	46	95.7%	97.8%
UNITED ARAB EMIRATES	Gander	UAE	B77L	A6EFK	441	93.9%	98.2%	44	97.7%	97.7%
UNITED ARAB EMIRATES	Santa Maria	UAE	B77L	A6EFK	225	92.4%	93.8%	10	90.0%	90.0%
UNITED ARAB EMIRATES	Shanwick Gander	UAE	B77L	A6EFL A6EEM	180 307	89.4% 94.5%	95.0% 97.4%	13	100.0% 100.0%	100.0%
UNITED ARAB EMIRATES UNITED ARAB EMIRATES	Gander Santa Maria	UAE	B77L B77L	A6EFM A6EFO	402	94.5%	97.4%	23 17	100.0%	100.0% 100.0%
UNITED ARAB EMIRATES	Shanwick	UAE	B77L	A6EFO	516	94.6%	97.5%	40	95.0%	95.0%
	Santa Maria	UAE	B77L	A6EFS	287	93.4%	97.9%	16	87.5%	87.5%
UNITED ARAB EMIRATES	New York	UAE	B77L	A6EWI	932	94.5%	98.4%	62	98.4%	100.0%
UNITED ARAB EMIRATES	Reykjavik	UAE	B77W	A6ECF	116	92.2%	95.7%	13	100.0%	100.0%
UNITED ARAB EMIRATES	New York	UAE	B77W	A6ECH	101	90.1%	98.0%	5	100.0%	100.0%
UNITED ARAB EMIRATES	New York	UAE	B77W	A6ECU	253	94.9%	98.4%	19	100.0%	100.0%
UNITED ARAB EMIRATES	New York	UAE	B77W	A6ECX	189	94.2%	98.4%	11	100.0%	100.0%
UNITED ARAB EMIRATES	New York	UAE	B77W	A6EGA	242	94.6%	99.6%	16	100.0%	100.0%
UNITED ARAB EMIRATES	Reykjavik	UAE	B77W	A6EGC	176	93.8%	97.2%	23	95.7%	95.7%
UNITED ARAB EMIRATES	New York	UAE	B77W	A6EGF	165	89.7%	96.4%	15	100.0%	100.0%
UNITED ARAB EMIRATES	Reykjavik	UAE	B77W B77W	A6EGI A6EQF	331 143	94.6% 94.4%	96.7% 96.5%	38 7	94.7%	94.7% 100.0%
UNITED ARAB EMIRATES UNITED KINGDOM	New York Santa Maria	BAW	B744	GBNLN	273	93.8%	94.9%	15	93.3%	100.0%
UNITED KINGDOM	Reykjavik	BAW	B744	GCIVA	710	98.7%	99.7%	132	94.7%	96.2%
UNITED KINGDOM	Shanwick	BAW	B744	GCIVS	2,597	92.5%	96.7%	111	98.2%	98.2%
UNITED KINGDOM	Reykjavik	BAW	B744	GCIVU	719	95.5%	97.2%	102	94.1%	96.1%
UNITED KINGDOM	Shanwick	BAW	B744	GCIVV	3,302	94.6%	98.0%	156	98.1%	98.1%
UNITED KINGDOM	Reykjavik	BAW	B744	GCIVW	443	94.4%	98.9%	73	95.9%	95.9%
UNITED KINGDOM	Shanwick	BAW	B744	GCIVW	2,913	94.3%	97.6%	139	97.8%	97.8%
UNITED KINGDOM	Shanwick	BAW	B744	GCIVY	3,427	90.6%	94.7%	177	94.9%	94.9%
UNITED KINGDOM	Reykjavik	BAW	B772	GVIIA	154	93.5%	97.4%	22	100.0%	100.0%
UNITED KINGDOM	Shanwick	BAW	B772	GVIIB	2,117	93.7%	98.8%	108	100.0%	100.0%
UNITED KINGDOM	Shanwick	BAW	B772	GVIID	1,628	94.2%	97.6%	85	97.7%	98.8%
UNITED KINGDOM UNITED KINGDOM	Shanwick Gander	BAW	B772 B772	GVIIT GVIIU	3,573 1,856	95.0% 94.1%	97.5% 97.8%	188 137	95.7% 97.8%	95.7% 96.4%
UNITED KINGDOM	Santa Maria	BAW	B772	GVIIU	2,841	93.9%	97.8%	188	98.9%	99.5%
UNITED KINGDOM	Shanwick	BAW	B772	GVIIU	3,313	94.6%	98.3%	157	100.0%	100.0%
UNITED KINGDOM	Gander	BAW	B772	GVIIX	2,807	94.6%	97.7%	210	100.0%	99.1%
UNITED KINGDOM	Shanwick	BAW	B772	GVIIX	4,457	93.0%	97.5%	232	96.1%	96.1%
UNITED KINGDOM	Shanwick	BAW	B772	GVIIY	3,998	94.1%	98.3%	236	97.9%	97.9%
UNITED KINGDOM	Shanwick	BAW	B772	GYMMB	821	94.5%	98.7%	42	100.0%	100.0%
UNITED KINGDOM	Gander	BAW	B772	GYMMC	1,628	94.7%	97.5%	128	99.2%	99.2%
UNITED KINGDOM	Shanwick	BAW	B772	GYMME	909	94.4%	98.4%	45	97.8%	97.8%
	Shanwick	BAW		GYMMF	1,378	94.2%	98.7%	81	100.0%	100.0%
UNITED KINGDOM UNITED KINGDOM	Gander	BAW	B772	GYMMG	2,247	94.3%	97.7%	177	96.6%	96.1%
UNITED KINGDOM UNITED KINGDOM	Shanwick Gander	BAW	B772 B772	GYMMG GYMMO	2,197 1,729	91.7% 93.8%	97.0% 96.5%	105 143	87.6% 97.9%	90.5% 97.9%
UNITED KINGDOM	Gander	BAW	B772	GYMMP	2,158	93.8%	96.5%	164	97.6%	95.7%
UNITED KINGDOM	New York	BAW	B772	GYMMP	159	93.1%	94.3%	15	93.3%	100.0%
UNITED KINGDOM	Shanwick	BAW	B772	GZZZA	1,940	94.6%	97.7%	103	97.1%	97.1%
UNITED KINGDOM	Shanwick	BAW	B772	GZZZC	1,686	94.5%	98.0%	88	98.9%	100.0%
UNITED KINGDOM	Santa Maria	BAW	B77W	GSTBE	551	94.4%	98.2%	38	100.0%	100.0%
UNITED KINGDOM	Shanwick	BAW	B77W	GSTBI	751	93.5%	96.9%	51	100.0%	100.0%
UNITED KINGDOM	Santa Maria	BAW	B788	GZBJA	185	93.0%	100.0%	14	100.0%	100.0%
UNITED KINGDOM	Shanwick	BAW	B788	GZBJB	1,592	93.7%	98.3%	72	97.2%	100.0%
UNITED KINGDOM	New York	BAW	B789	GZBKE	132	94.7%	97.7%	12	91.7%	91.7%
UNITED KINGDOM	Reykjavik Gandor	BAW	B789	GZBKI	138	94.2%	98.6%	24	100.0%	100.0%
UNITED KINGDOM	Gander	BAW	B789 B789	GZBKJ GZBKJ	1,580	94.9%	98.7% 97.2%	122	100.0% 97.8%	100.0%
UNITED KINGDOM UNITED KINGDOM	Reykjavik Shanwick	BAW	B789 B789	GZBKJ	246 1,542	92.7% 93.3%	97.2%	46 88	100.0%	97.8% 100.0%
UNITED KINGDOM	Reykjavik	BAW	B789	GZBKM	295	94.9%	99.3%	41	100.0%	100.0%
UNITED KINGDOM	Reykjavik	BAW	B789	GZBKN	352	93.2%	97.2%	59	98.3%	100.0%
UNITED KINGDOM	Reykjavík	BAW	B789	GZBKS	363	94.2%	98.1%	70	100.0%	100.0%
UNITED KINGDOM	Santa Maria	BAW	B789	GZBKS	1,219	94.1%	96.1%	76	98.7%	98.7%
UNITED KINGDOM	Gander	CRV	A319	GNOAH	108	94.4%	99.1%	7		100.0%
UNITED KINGDOM	New York	DHK	B763	GDHLE	151	94.7%	96.0%	9		100.0%
UNITED KINGDOM	New York	DHK	B763	GDHLF	212	94.3%	94.8%	14	100.0%	100.0%
UNITED KINGDOM	New York	GMA	GLF5	GLSCW	156	93.6%	98.1%	12	100.0%	100.0%
UNITED KINGDOM	Shanwick	TCX	A321	GTCDN	118	94.9%	100.0%	8	87.5%	87.5%
UNITED KINGDOM	Santa Maria	TCX	A321	GTCDO	416	50.7%	58.9%	22	54.5%	63.6%

Color key:

Meets criteria
99.0%-99.9%
Under criteria

- * Multiple entries are seen for some registration numbers in the same FIR because of the use of different operator codes.

 * Results for airframes with low counts of messages/transactions may have skewed results. Request further analysis from data source POCs if needed.

					eweu resuits. Nequest n				95% RCP	99.9% RCP
		3-letter ICAO	4 lottor ICAO		ADS C downlink	95% RSP 180	99.9% RSP 180	CPDLC Transaction	240	240
State of Registry	Data Source (FIR)	Operator code (where	4-letter ICAO Aircraft Type	Registration Number	ADS-C downlink Message Counts	benchmark	benchmark	Counts	benchmark	benchmark
UNITED KINGDOM	Chamuriale	TCX		GTCDO		ASP <=90 sec 67.3%	ASP <= 180 sec		ACP <= 180 69.6%	ACP <=210 87.0%
UNITED KINGDOM UNITED KINGDOM	Shanwick Santa Maria	TOM	A321 B763	GOBYF	278 195	93.8%	77.0% 98.5%	23 12	100.0%	100.0%
UNITED KINGDOM	Santa Maria	TOM	B763	GOBYG	200	89.0%	96.5%	10	100.0%	100.0%
UNITED KINGDOM	Santa Maria	ТОМ	B763	GOBYH	128	93.8%	96.1%	4	100.0%	100.0%
UNITED KINGDOM	Santa Maria	TOM	B763	GOBYK	126	88.9%	94.4%	8	100.0%	100.0%
UNITED KINGDOM UNITED KINGDOM	Shanwick New York	TOM	B763 B788	GOBYK GTUIC	113 1,266	92.0% 94.8%	96.5% 95.3%	4 56	100.0% 100.0%	100.0% 100.0%
UNITED KINGDOM	Shanwick	TOM	B788	GTUID	734	93.9%	97.4%	42	97.6%	97.6%
UNITED KINGDOM	Gander	TOM	B789	GTUIM	1,542	88.7%	91.0%	97	92.8%	88.7%
UNITED KINGDOM	New York	том	B789	GTUIM	4,968	94.0%	95.3%	320	97.2%	98.4%
UNITED KINGDOM	Shanwick	TOM	B789	GTUIM GVKSS	2,398 3,521	88.6%	92.8% 95.6%	129	96.9%	96.9%
UNITED KINGDOM UNITED KINGDOM	Gander Santa Maria	VIR	A333 FA7X	GSTMT	3,521	93.9% 94.6%	98.2%	246	98.4% 100.0%	98.4% 100.0%
UNITED STATES	Shanwick			N614FE	104	90.4%	90.4%	4	75.0%	75.0%
UNITED STATES	Shanwick	AAL	A332	N280AY	2,816	95.0%	97.7%	118	94.9%	94.9%
UNITED STATES	Shanwick	AAL	A332	N282AY	2,516	95.0%	97.2%	90	98.9%	98.9%
UNITED STATES UNITED STATES	Shanwick Shanwick	AAL	A332 A332	N283AY N284AY	2,547 2,873	96.5% 96.2%	98.8% 98.1%	110 122	93.6% 92.6%	96.4% 94.3%
UNITED STATES	Shanwick	AAL	A332	N285AY	2,970	96.2%	98.7%	127	92.6%	94.3%
UNITED STATES	Santa Maria	AAL	A332	N288AY	1,238	95.0%	99.0%	61	96.7%	98.4%
UNITED STATES	Shanwick	AAL	A332	N289AY	2,961	96.5%	98.6%	114	94.7%	95.6%
UNITED STATES	Shanwick	AAL	A332	N291AY	2,656	95.8%	98.2%	102	94.1%	95.1%
UNITED STATES UNITED STATES	Shanwick Shanwick	AAL AAL	A332 A333	N293AY N270AY	2,883 3,157	95.8% 95.4%	98.3% 98.0%	120 132	94.2% 93.2%	95.0% 93.9%
UNITED STATES	Shanwick	AAL	A333	N271AY	2,786	97.0%	98.7%	132	93.2%	95.3%
UNITED STATES	Santa Maria	AAL	A333	N272AY	365	94.5%	96.2%	15	100.0%	100.0%
UNITED STATES	Shanwick	AAL	A333	N272AY	3,202	97.1%	99.0%	156	94.2%	94.9%
UNITED STATES	Shanwick	AAL	A333	N274AY	3,091	97.8%	99.4%	139	95.0%	95.0%
UNITED STATES UNITED STATES	Shanwick Shanwick	AAL AAL	A333 A333	N275AY N276AY	3,508 3,749	96.4% 96.7%	98.6% 98.7%	162 168	93.2% 91.7%	95.1% 92.9%
UNITED STATES	Reykjavik	AAL	B752	N176AA	138	93.5%	95.7%	24	91.7%	95.8%
UNITED STATES	New York	AAL	B752	N192AN	109	89.9%	95.4%	5	100.0%	100.0%
UNITED STATES	Gander	AAL	B763	N381AN	1,070	92.3%	94.2%	71	100.0%	100.0%
UNITED STATES	New York	AAL	B763	N381AN	1,154	94.2%	96.0%	51	100.0%	100.0%
UNITED STATES UNITED STATES	Shanwick Santa Maria	AAL AAL	B763 B763	N381AN N389AA	1,054 735	94.7% 94.8%	95.8% 98.2%	42 35	92.9% 97.1%	95.2% 97.1%
UNITED STATES	Gander	AAL	B763	N394AN	912	87.9%	91.3%	58	96.6%	96.6%
UNITED STATES	Shanwick	AAL	B763	N394AN	838	89.9%	92.1%	35	91.4%	91.4%
UNITED STATES	Gander	AAL	B772	N758AN	918	94.9%	96.8%	60	100.0%	98.3%
UNITED STATES	Santa Maria	AAL AAL	B772	N777AN	674	94.2%	97.8%	48	93.8%	97.9%
UNITED STATES UNITED STATES	Shanwick Santa Maria	AAL	B772 B772	N783AN N787AL	782 731	94.6% 94.8%	97.7% 97.3%	33 52	97.0% 96.2%	97.0% 96.2%
UNITED STATES	New York	AAL	B772	N797AN	1,693	94.8%	98.2%	110	100.0%	100.0%
UNITED STATES	Gander	AAL	B789	N839AA	101	94.1%	97.0%	7	100.0%	100.0%
UNITED STATES	Santa Maria	BLU	DC10	40185S	107	91.6%	96.3%	4	100.0%	100.0%
UNITED STATES	Santa Maria	BLU	DC10 DC10	50028S 60032S	130 177	67.7%	75.4% 96.0%	4 17	100.0%	100.0% 100.0%
UNITED STATES UNITED STATES	Santa Maria Santa Maria	BLU	DC10 DC10	60037S	255	90.4% 94.1%	98.4%	17	100.0% 100.0%	100.0%
UNITED STATES	Gander	CKS	B742	N701CK	104	91.4%	98.1%		100.070	100.070
UNITED STATES	Gander	CKS	B742	N715CK	123	93.5%	99.2%	8	100.0%	100.0%
UNITED STATES	Gander	CKS	B744	N539BC	215	94.9%	99.1%	17	100.0%	100.0%
UNITED STATES UNITED STATES	Gander Shanwick	CKS CKS	B744 B744	N710CK N710CK	177 213	93.8% 94.8%	99.4% 97.7%	14 18	100.0% 88.9%	100.0% 88.9%
UNITED STATES	Shanwick	CKS	B744	N713CK	361	94.8%	97.7%	15	100.0%	100.0%
UNITED STATES	Gander	CKS	B744	N740CK	1,068	94.9%	98.7%	84	98.8%	98.8%
UNITED STATES	Gander	CKS	B744	N741CK	1,175	94.9%	98.7%	82	100.0%	
UNITED STATES	Gander	CMB	B762	N207AX	157	93.6%	100.0%	11	100.0%	100.0%
UNITED STATES UNITED STATES	Gander Santa Maria	CMB CMB	B772 MD11	N846AX N278UP	477 110	95.0% 94.5%	98.5% 97.3%	35 6	100.0% 100.0%	97.1% 100.0%
UNITED STATES	Santa Maria	CMB	MD11	N584FE	449	94.5%	96.7%	23	91.3%	91.3%
UNITED STATES	Shanwick	DAL	A332	N859NW	2,651	96.3%	97.8%	119	94.1%	95.0%
UNITED STATES	Shanwick	DAL	A333	N805NW	2,968	95.8%	97.7%	152	92.8%	92.8%
UNITED STATES	Shanwick	DAL	A333	N812NW	3,288	96.2%	97.4%	174	93.1%	93.7%
UNITED STATES UNITED STATES	Shanwick Shanwick	DAL DAL	A333 A359	N813NW N507DN	2,838 371	96.2% 94.9%	97.5% 97.3%	151 24	94.7% 95.8%	96.0% 95.8%
UNITED STATES	New York	DAL	B739	N878DN	185	92.4%	98.9%	14	100.0%	100.0%
UNITED STATES	Gander	DAL	B752	N819DX	1,206	94.2%	98.4%	75	97.3%	96.0%
UNITED STATES	Shanwick	DAL	B752	N820DX	457	93.9%	97.4%	25	92.0%	96.0%
UNITED STATES	Gander	DAL	B752	N821DX	1,058	86.1%	91.7%	36	97.2%	91.7%
UNITED STATES UNITED STATES	Shanwick Gander	DAL	B752 B752	N821DX N823DX	280 1,431	85.0% 94.7%	89.6% 98.6%	10	100.0% 100.0%	100.0% 96.8%
UNITED STATES	Santa Maria	DAL	B752	N823DX	1,451	93.2%	98.1%	3	100.0%	100.0%
UNITED STATES	New York	DAL	B75F	N718TW	723	93.8%	95.4%	48	100.0%	100.0%
UNITED STATES	New York	DAL	B75H	N821DX	1,959	91.7%	95.4%	98	93.9%	93.9%
UNITED STATES	Santa Maria	DAL	B763	N178DZ	363	94.8%	95.9%	12	100.0%	100.0%
UNITED STATES UNITED STATES	Gander Shanwick	DAL	B772 B772	N863DA N863DA	374 348	93.3% 92.0%	98.9% 99.1%	31 22	100.0% 100.0%	100.0% 100.0%
UNITED STATES	Gander	DAL	B77L	N701DN	388	92.0%	98.2%	25	100.0%	96.0%
UNITED STATES	Shanwick	DAL	B77L	N710DN	400	94.5%	99.5%	25	100.0%	100.0%
UNITED STATES	Shanwick	EJM	CL35	N225FW	126	93.7%	97.6%	4	100.0%	100.0%
UNITED STATES	Santa Maria	EJM	FA7X	N716CG	135	92.6%	94.8%	5	80.0%	80.0%
UNITED STATES	Gander	EJM	GLF4	N913HH	120	86.7%	95.8%	11	100.0%	100.0%

Color key:
Meets criteria
99.0%-99.9%
Under criteria

- * Multiple entries are seen for some registration numbers in the same FIR because of the use of different operator codes.

 * Results for airframes with low counts of messages/transactions may have skewed results. Request further analysis from data source POCs if needed.

				insactions may have sk					95% RCP	99.9% RCP
State of Registry	Data Source (FIR)	3-letter ICAO Operator code	4-letter ICAO	Registration Number	ADS-C downlink	95% RSP 180 benchmark	99.9% RSP 180 benchmark	CPDLC Transaction	240 benchmark	240 benchmark
	,	(where	Aircraft Type		Message Counts	ASP <=90 sec	ASP <= 180 sec	Counts	ACP <= 180	ACP <=210
	Gander	EJM	GLF5	N561SK	170	92.9%	95.3%	15	93.3%	93.3%
UNITED STATES UNITED STATES	Gander Shanwick	FDX FDX	B77L B77L	N842FD N842FD	1,121 1,103	94.7% 93.3%	98.9% 96.4%	92 53	95.7% 94.3%	94.6% 96.2%
	Shanwick	FDX	B77L	N843FD	897	94.1%	97.0%	45	97.8%	97.8%
UNITED STATES	Gander	FDX	B77L	N844FD	663	93.4%	99.3%	50	100.0%	100.0%
	Gander	FDX	B77L	N851FD	632	94.6%	99.1%	50	100.0%	98.0%
	Shanwick	FDX	B77L	N851FD	628 450	93.2%	95.7%	34	97.1%	97.1%
	Shanwick Shanwick	FDX FDX	B77L B77L	N852FD N853FD	481	91.1% 94.8%	93.6% 97.3%	28 21	92.9% 100.0%	92.9% 100.0%
	Shanwick	FDX	B77L	N854FD	560	93.4%	95.4%	25	96.0%	96.0%
UNITED STATES	Shanwick	FDX	B77L	N855FD	542	93.7%	97.4%	27	88.9%	92.6%
	Gander	FDX	B77L	N856FD	509	94.9%	98.2%	41	95.1%	95.1%
	Shanwick Shanwick	FDX FDX	B77L B77L	N856FD N857FD	530 664	90.4% 93.4%	94.2% 95.8%	24	91.7% 97.3%	91.7% 97.3%
	Gander	FDX	B77L	N858FD	526	94.3%	97.9%	43	100.0%	100.0%
	Shanwick	FDX	B77L	N858FD	547	93.4%	96.0%	25	96.0%	96.0%
UNITED STATES	Gander	FDX	B77L	N859FD	548	94.3%	98.0%	42	92.9%	90.5%
	Shanwick	FDX	B77L	N859FD	559	92.5%	95.2%	22	90.9%	90.9%
	Shanwick Shanwick	FDX FDX	B77L B77L	N861FD N862FD	548 407	92.7% 90.9%	96.0% 95.1%	34 19	97.1% 94.7%	100.0% 94.7%
	Gander	FDX	B77L	N863FD	575	93.6%	97.6%	44	97.7%	97.7%
	Shanwick	FDX	B77L	N863FD	572	91.8%	94.8%	26	88.5%	92.3%
	Shanwick	FDX	B77L	N868FD	527	90.3%	95.6%	29	96.6%	100.0%
	Gander	FDX	B77L	N877FD	570	94.0%	98.6%	42	97.6%	95.2%
	Shanwick Shanwick	FDX FDX	B77L B77L	N877FD N878FD	497 447	92.8% 92.6%	95.6% 95.8%	24	100.0% 90.9%	100.0% 90.9%
UNITED STATES	Gander	FDX	B77L	N880FD	689	94.9%	98.8%	48	97.9%	97.9%
	Shanwick	FDX	B77L	N880FD	619	94.0%	97.3%	35	97.1%	97.1%
	Shanwick	FDX	B77L	N882FD	388	92.5%	94.6%	19	100.0%	100.0%
	Shanwick	FDX FDX	B77L	N883FD	587	91.8%	95.2%	37 33	94.6%	94.6%
	Shanwick Shanwick	FDX	B77L B77L	N884FD N886FD	585 651	93.7% 92.5%	96.9% 95.7%	33	100.0% 100.0%	100.0% 100.0%
	Gander	FDX	B77L	N887FD	594	94.1%	98.3%	41	95.1%	95.1%
	Shanwick	FDX	B77L	N887FD	557	94.8%	97.3%	31	77.4%	83.9%
	Gander	FDX	B77L	N888FD	961	94.5%	98.9%	74	98.7%	98.7%
UNITED STATES	Shanwick	FDX	B77L	N888FD N889FD	927 949	93.1%	96.7%	46 72	97.8%	100.0%
	Gander Shanwick	FDX FDX	B77L B77L	N889FD	911	93.7% 92.3%	98.6% 96.9%	42	95.8% 97.6%	95.8% 97.6%
	Shanwick	FDX	B77L	N890FD	586	93.0%	96.3%	31	100.0%	100.0%
	Gander	FDX	B77L	N891FD	414	92.5%	97.3%	28	100.0%	100.0%
	Shanwick	FDX	B77L	N891FD	412	93.5%	97.3%	14	100.0%	100.0%
	Gander Shanwick	FDX FDX	B77L B77L	N892FD N892FD	531 482	93.6% 91.7%	97.7% 96.1%	47 25	100.0% 100.0%	100.0% 100.0%
	Shanwick	FDX	B77L	N895FD	636	92.6%	95.6%	32	100.0%	100.0%
	Gander	FDX	B77L	N897FD	618	95.0%	99.2%	47	100.0%	100.0%
UNITED STATES	Shanwick	FDX	B77L	N897FD	573	93.5%	96.7%	30	96.7%	96.7%
UNITED STATES	Gander	FDX	MD11	N522FE	154	94.8%	99.4%	11	100.0%	100.0%
	Shanwick Gander	FDX FDX	MD11 MD11	N587FE N603FE	102 150	94.1% 92.0%	99.0% 97.3%	6 11	100.0% 81.8%	100.0% 81.8%
	Shanwick	FDX	MD11	N608FE	109	94.5%	99.1%	4	100.0%	100.0%
	Santa Maria	GTH	F2TH	N718PM	180	93.3%	97.8%	10	100.0%	100.0%
UNITED STATES	Shanwick	GTH	FA7X	N221HJ	148	94.6%	99.3%	5	100.0%	100.0%
	Santa Maria	GTH	GLF4	N718PM	180	93.3%	97.8%	10	100.0%	100.0%
UNITED STATES UNITED STATES	New York New York	GTI GTI	B744 B748	N404KZ N850GT	137 661	94.2% 94.3%	95.6% 96.1%	4 29	100.0% 100.0%	100.0% 100.0%
	Gander	GTI	B748	N854GT	578	93.9%	96.2%	42	95.2%	95.2%
UNITED STATES	Gander	JAS	GLF6	N1777M	117	94.0%	98.3%	8	100.0%	100.0%
	New York	JBU		N708JB	1,733	93.3%	94.5%	111	99.1%	100.0%
	New York	JBU	A321	N975JT	6,766	75.5% 93.7%	83.8% 95.4%	257	84.4% 100.0%	88.3%
	New York Gander	JBU NRS	A321 B744	N987JT ECKXN	523 166	93.7% 89.8%	95.4%	25 8	87.5%	100.0% 75.0%
	Gander	RCH	C17	00178A	105	93.3%	96.2%	7	85.7%	85.7%
	Shanwick	RCH	C17	70041A	135	90.4%	94.1%	6	100.0%	100.0%
	Gander	RCH	C5	50004B	197	92.9%	93.4%	8	100.0%	100.0%
	Shanwick	RCH	C5	60017B	156	94.2%	95.5%	4	100.0%	100.0%
	Gander Gander	RCH RCH	C5 C5	60020B 70029B	147 120	92.5% 89.2%	95.2% 90.8%	3	100.0% 100.0%	100.0% 100.0%
	Gander	RCH	C5	70035B	152	94.1%	94.7%	8	75.0%	75.0%
UNITED STATES	Santa Maria	RCH	DC10	60032S	177	90.4%	96.0%	17	100.0%	100.0%
	Santa Maria	RCH	DC10	60037S	255	94.1%	98.4%	11	100.0%	100.0%
	Shanwick	RCH	K35R	235475	102	93.1%	94.1%	4	100.0%	100.0%
	Gander Shanwick	RDN RDN	B737 B737	N839BA N839BA	120 130	90.8% 93.1%	98.3% 98.5%	8	87.5% 88.9%	87.5% 88.9%
	Shanwick	SOO	B77L	N714SA	681	94.6%	96.5%	71	100.0%	100.0%
	Gander	TWY	GLEX	N930EN	113	93.8%	97.4%	9	100.0%	100.0%
UNITED STATES	Shanwick	TWY	GLEX	N930EN	144	94.4%	99.3%	5	100.0%	100.0%
	Santa Maria	UAL	B752	N12109	489	94.5%	98.8%	32	96.9%	100.0%
	Santa Maria	UAL	B752	N12125	225	93.3%	97.3% 100.0%	13 27	100.0%	100.0%
	Santa Maria Santa Maria	UAL	B752 B752	N14102 N14121	440 489	94.8% 94.7%	99.8%	38	100.0% 100.0%	100.0% 100.0%
	Gander	UAL		N17104	1,489	93.7%	97.2%	105	98.1%	97.1%
	New York	UAL		N17104	384	91.2%	95.3%	25	96.0%	100.0%

Color key:

Meets criteria

99.0%-99.9%

Under criteria

State of Implicate Part	Under criteria	Results for all frames	with low counts o	i illessages/ tra	ilisactions may have sk	ewed results. Request fu	artifier affailysis	ITOIII data sour	te Pocs il fleeded.		
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UNITED STATES		Santa Maria	UAL	B752	N29124	204	94.6%	100.0%	10	90.0%	100.0%
UNITED STATES	UNITED STATES	Santa Maria	UAL	B752	N29129	390	94.1%	99.2%	25	100.0%	100.0%
UNITED STATES SATES MATERIAL PROPERTY OF THE STATES AND	UNITED STATES	New York	UAL	B752	N33103	277	94.6%	97.8%	15	100.0%	100.0%
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UNITED STATES Sharwork UAL 8772 N37018 721 N39020 94,345 95,656 99 92,006 98,007 99,007	UNITED STATES	New York	UAL	B772	N228UA	661	93.0%	95.5%	59	98.3%	100.0%
UNITED STATES Reykjavik UAL 6772 N37018 721 94.9% 96.3% S1 96.3% 100.0%	UNITED STATES	New York	UAL	B772	N229UA	649	94.6%	96.9%	64	96.9%	96.9%
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							94.1%		10	100.0%	100.0%
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	UNITED STATES	Gander	UPS	MD11							
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Color key:

Meets criteria

99.0%-99.9%

Under criteria

- * Multiple entries are seen for some registration numbers in the same FIR because of the use of different operator codes.

 * Results for airframes with low counts of messages/transactions may have skewed results. Request further analysis from data source POCs if needed.

Onder Criteria		3-letter ICAO Operator code	4-letter ICAO		ADS-C downlink	95% RSP 180	99.9% RSP 180	CPDLC Transaction	95% RCP 240	99.9% RCP 240
State of Registry	Data Source (FIR)	(where	Aircraft Type	Registration Number	Message Counts	benchmark ASP <=90 sec		Counts	benchmark ACP <= 180	benchmark ACP <=210
	New York			N765QS	150	94.7%	100.0%	16	100.0%	100.0%
	New York			N769QS	178	94.4%	95.5%	22	100.0%	100.0%
	New York			N776QS	124	90.3%	92.7%	12	100.0%	100.0%
	New York			N200QS	149	94.0%	96.0%	11		90.9%
	New York			N217QS	106	86.8%	92.5%	9		100.0%
	New York			N225QS N234QS	149 134	94.6% 93.3%	99.3% 97.0%	12	100.0% 100.0%	100.0%
	Gander New York			N234QS	116	93.1%	98.3%	16	100.0%	100.0%
	New York			N200CR	204	93.6%	96.1%	14	100.0%	100.0%
	Shanwick			N5MV	138	94.9%	97.8%	8	100.0%	100.0%
	New York		F900	N90GP	259	92.3%	97.7%	13	92.3%	100.0%
	Gander			N978PW	129	90.7%	96.1%	6	100.0%	100.0%
	Shanwick			N119NE	295	94.2%	96.6%	16	93.8%	93.8%
	Gander			N250LG	116	94.8%	99.1%	9		100.0%
	Shanwick			N250LG	111	94.6%	100.0%	7		100.0%
	Shanwick			N360PZ	143	93.7%	97.2%	7		100.0%
	Santa Maria			N716CG	135	92.6%	94.8%	5	80.0%	80.0%
	New York			N815PA	133	92.5%	97.7%	14	92.9%	92.9%
	New York			N151QS	156	92.3%	94.2%	11	90.9%	90.9%
	Reykjavik			N1AR	104	92.3%	100.0%	10	100.0%	100.0%
	Santa Maria			N302AK	138	94.2%	100.0%	6	83.3%	83.3%
	New York			N595E	272	94.9%	98.5%	19	94.7%	94.7%
	New York			N626JS	118	90.7%	100.0%	14	100.0%	100.0%
	Santa Maria			N683GA	514	94.9%	100.0%	32	96.9%	96.9%
	New York			N711SX	184	92.4%	99.5%	11	100.0%	100.0%
UNITED STATES N	New York		GLEX	N789RR	116	94.8%	100.0%	11	100.0%	100.0%
UNITED STATES G	Gander		GLEX	N797KK	117	94.9%	100.0%	9	100.0%	100.0%
UNITED STATES N	New York		GLEX	N821AM	156	94.9%	98.7%	13	100.0%	100.0%
UNITED STATES N	New York		GLEX	N838SC	127	94.5%	99.2%	7	100.0%	100.0%
UNITED STATES G	Gander		GLF4	N400J	114	93.9%	97.4%	10	90.0%	90.0%
UNITED STATES S	Shanwick		GLF4	N400J	103	94.2%	97.1%	5	100.0%	100.0%
UNITED STATES G	Gander		GLF4	N425QS	138	92.8%	98.6%	7	100.0%	100.0%
UNITED STATES S	Shanwick			N425QS	126	89.7%	95.2%	6		83.3%
UNITED STATES G	Gander		GLF4	N435QS	119	95.0%	98.3%	6	100.0%	100.0%
	New York			N435QS	165	92.1%	97.6%	17	100.0%	100.0%
	Shanwick			N435QS	129	92.3%	99.2%	5	80.0%	80.0%
	New York			N445QS	125	94.4%	100.0%	13	92.3%	92.3%
	New York			N718PM	138	93.5%	95.7%	5		100.0%
	Shanwick			N168NJ	116	94.0%	96.6%	3		100.0%
	New York			N169SD	198	94.4%	98.5%	14	78.6%	78.6%
	Gander			N17RX	119	95.0%	96.6%	8		100.0%
	Gander			N1878E	108	92.6%	99.1%	8	100.0%	100.0%
	New York			N1878E	178	93.3%	97.8%	10	100.0%	100.0%
	New York			N245TT	104	88.5%	98.1%	6	100.0%	100.0%
	Gander			N310TK	144	93.8%	95.8%	10	100.0%	100.0%
	Gander			N339JM	158	88.0%	91.1%	12	91.7%	91.7%
	Shanwick			N339JM	160	93.1%	95.0%	8		100.0%
	Gander			N518QS	215	90.7%	96.3%	16	93.8%	93.8%
	Shanwick			N518QS	178	88.8%	97.8%	8		87.5%
	Shanwick			N529QS	105	94.3%	95.2%	5		100.0%
	Gander			N531QS	151	90.7%	95.4%	7	85.7%	71.4%
	Shanwick			N531QS	117	85.5%	94.9%	7		100.0%
	Gander			N534QS	127	93.7%	97.6%	8		100.0%
	Shanwick Gander			N534QS	127	93.7%	98.4% 97.5%	5 14	100.0%	100.0%
				N551PM N581D	160 114	92.5% 92.1%		8	100.0% 100.0%	100.0%
	Gander			N581D N581D	114	92.1%		3		100.0%
	Shanwick Shanwick			N586G	103	93.2% 87.1%		4		75.0%
	Snanwick Gander			N599H	101	93.2%		11	100.0%	100.0%
	Gander			N653MK	103	93.2%	96.3%	7	100.0%	100.0%
	Shanwick			N1454H	108	93.3%	99.1%	7		100.0%
	Gander			N524EA	130	93.9%		11	90.9%	90.9%
	Gander			N761LE	110	93.9%	100.0%	6		100.0%
		MIL		50028S	110	71.4%		2		100.0%
				VV376	156	91.7%		11	100.0%	90.9%
	Santa Maria			40185S	107	91.6%		4	100.0%	100.0%
	Santa Maria			50028S	130	67.7%		4	100.0%	100.0%
					130	07.776	75.478	· -	100.076	
	Shanwick		GLF5	VV376	201	89.1%	97.0%	12	91.7%	91.7%

			ASP <	= 90s					ASP <=	180s					ACP <=	= 180s					ACP <=	210s		
id	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL
B788	97.4%	96.9%	97.8%	98.3%	97.6%	97.5%	99.0%	98.9%	98.8%	99.3%	98.8%	98.9%	99.1%	98.7%	98.9%	99.2%	99.1%	99.0%	99.4%	99.0%	99.2%	99.5%	99.3%	99.3%
B772	97.2%	96.3%	97.4%	98.1%	96.9%	97.0%	99.0%	98.5%	98.9%	99.2%	98.8%	98.8%	99.1%	98.7%	98.7%	98.1%	98.7%	98.7%	99.3%	99.0%	99.0%	98.7%	99.0%	99.0%
B763	97.1%	98.0%	97.8%	98.1%	97.9%	97.9%	99.1%	99.3%	99.2%	99.5%	99.3%	99.3%	98.1%	98.4%	99.0%	97.6%	98.9%	98.5%	98.8%	98.7%	99.2%	98.4%	99.3%	99.0%
B789 B744	94.0%	96.6% 97.2%	94.9%	98.2% 97.7%	97.3% 97.6%	96.5% 97.6%	96.6%	98.7% 99.1%	96.9%	99.3%	98.7% 99.2%	98.2% 99.2%	97.5% 98.2%	98.0% 98.3%	97.4% 98.4%	99.0% 97.7%	99.0% 98.1%	98.5% 98.1%	97.9% 98.6%	98.5% 98.6%	97.8%	99.4%	99.2% 98.7%	98.8% 98.6%
B752	96.5%	96.3%	96.7%	98.7%	96.3%	96.5%	99.1%	98.4%	98.8%	99.6%	98.5%	98.6%	97.8%	96.6%	98.4%	98.1%	98.0%	97.7%	98.8%	97.1%	99.0%	98.6%	98.6%	98.3%
B77L	97.0%	95.8%	98.3%	98.3%	97.0%	97.1%	98.8%	97.8%	99.5%	99.5%	99.2%	98.8%	99.0%	98.1%	99.3%	98.4%	98.6%	98.6%	99.1%	98.5%	99.6%	99.0%	99.0%	99.0%
A21N	95.2%	96.8%	96.9%	99.3%	96.6%	96.9%	97.7%	98.7%	98.3%	99.8%	98.5%	98.6%	98.0%	97.8%	98.4%	98.7%	97.0%	98.1%	98.2%	97.9%	99.0%	99.5%	97.7%	98.6%
GLEX	96.0%	97.8%	97.6%	98.0%	97.9%	97.6%	98.9%	99.1%	99.4%	99.6%	99.2%	99.2%	98.3%	96.8%	98.2%	96.6%	98.3%	97.7%	98.5%	97.6%	98.6%	97.8%	98.8%	98.3%
C17	98.9%	99.5%		99.3%	99.4%	99.3%	99.3%	99.7%		99.8%	99.6%	99.6%	98.4%	98.3%		99.0%	97.9%	98.2%	98.6%	98.6%		99.0%	98.3%	98.5%
A310	97.8%	98.2%	98.7%	99.1%	98.8%	98.5%	99.3%	99.7%	99.5%	99.3%	99.8%	99.6%	99.1%	98.9%	98.4%	95.8%	97.3%	97.9%	99.3%	99.2%	99.0%	98.4%	97.6%	98.4%
GLF5	96.6%	96.6%	96.8%	98.1%	96.8%	96.8%	98.9%	98.7%	99.0%	99.3%	98.6%	98.8%	96.5%	96.4%	98.0%	95.7%	97.3%	97.0%	97.9%	96.7%	98.6%	97.0%	97.8%	97.7%
FA7X	97.1%	97.3%	98.2%	98.5%	98.1%	97.8%	99.0%	98.9%	99.2%	99.2%	99.2%	99.1%	96.6%	96.8%	97.4%	92.2%	97.8%	96.5%	97.5%	97.4%	97.9%	93.8%	97.8%	97.1%
A321	86.7%	97.9%	97.9%	99.1%	96.2%	97.8%	90.9%	99.2%	99.0%	99.7%	99.0%	99.1%	94.3%	98.6%	98.5%	98.8%	97.2%	98.5%	95.5%	99.2%	98.9%	99.3%	99.0%	99.1%
GLF4 GLF6	96.0% 97.6%	97.0% 97.6%	97.2% 98.2%	98.4%	97.3% 98.0%	97.1% 98.0%	98.4%	98.8%	99.1%	99.4%	99.0% 99.1%	98.9% 99.3%	97.0% 98.2%	96.8% 98.1%	96.7% 98.6%	94.2%	97.9% 98.6%	97.0% 98.0%	97.6% 98.8%	97.0%	97.0% 98.8%	96.1%	98.2% 98.7%	97.4% 98.5%
C5	97.6%	96.3%	96.270	88.9%	93.8%	95.6%	98.2%	97.6%	33.470	92.4%	94.9%	96.6%	98.7%	90.1/0	96.070	30.4/0	94.7%	96.8%	98.7%	96.070	30.070	37.0%	94.7%	96.8%
MD11	96.6%	97.9%	97.5%	97.4%	97.7%	97.7%	98.9%	99.5%	99.2%	99.5%	99.3%	99.3%	96.6%	97.6%	98.0%	97.6%	98.3%	97.9%	97.4%	97.7%	98.2%	98.3%	98.4%	98.1%
F900	96.6%	97.5%	97.5%	98.4%	97.7%	97.5%	99.4%	98.9%	99.1%	99.4%	99.1%	99.1%	96.6%	95.7%	96.9%	95.3%	98.4%	97.0%	98.3%	96.7%	98.0%	95.3%	98.6%	97.6%
K35R	98.8%	98.0%	98.2%	98.9%	98.0%	98.1%	99.6%	98.6%	99.1%	99.4%	98.6%	98.8%	95.6%	97.8%	99.3%	94.2%	98.9%	97.6%	97.3%	98.2%	99.3%	95.2%	99.7%	98.3%
GL5T	95.7%	97.8%	97.9%	98.2%	98.1%	97.7%	98.9%	99.3%	99.5%	99.6%	99.3%	99.3%		95.4%	98.9%	94.0%	96.8%	96.7%		96.6%	99.2%	94.6%	97.6%	97.4%
DC10	92.5%	94.5%	95.4%	97.6%	97.0%	95.3%	96.5%	97.3%	97.9%	99.6%	99.0%	98.0%			98.0%		99.1%	98.6%			98.0%		100.0%	99.0%
F2TH	97.3%	98.0%	97.0%	96.8%	98.2%	97.8%	99.3%	99.5%	98.8%	98.8%	99.4%	99.3%		96.8%	97.4%		97.2%	97.1%		97.3%	97.8%		97.7%	97.6%
CL60	96.0%	97.8%	96.1%	98.7%	98.0%	97.4%	98.2%	99.2%	98.8%	99.5%	99.3%	99.1%		96.8%	98.1%	95.9%	95.7%	96.7%		97.4%	98.6%	97.5%	96.5%	97.4%
BLCF	97.9%	98.6%	98.2%	00.5%	98.6%	98.3%	99.7%	99.7%	99.9%	00.00/	100.0%	99.8%		07.20/	98.1%	00.20/	07.00/	98.1%		00.20/	98.1%	00.20/	00.40/	98.1%
FA8X CL35	97.0% 98.4%	97.3% 97.2%	97.8% 96.5%	98.5%	98.8% 98.1%	98.0% 97.0%	99.3% 99.4%	99.3%	98.9% 98.6%	99.8%	99.6% 99.3%	99.4% 98.8%		97.3%	95.8% 97.2%	99.2%	97.9%	97.7% 97.2%		98.2%	97.5% 97.4%	99.2%	98.4%	98.4% 97.4%
A345	98.4%	99.1%	99.6%	97.9%	98.7%	98.8%	99.4%	99.0%	99.6%	97.9%	99.0%	98.9%			97.2%			97.2%			97.4%			97.4%
G280	95.3%	96.5%	96.2%	37.370	97.9%	96.9%	98.7%	98.4%	97.1%	37.370	99.0%	98.5%												
B738	98.5%	95.9%	93.5%		94.1%	94.2%	100.0%	97.4%	96.1%		96.3%	96.4%					85.0%	85.0%					87.6%	87.6%
ASTR	98.1%	97.3%		91.6%	92.1%	93.8%	100.0%	97.8%		95.0%	97.2%	97.2%												
FA50	97.4%	98.3%		98.8%	92.8%	95.5%	100.0%	99.6%		100.0%	93.4%	96.6%												
A318	98.2%	99.0%	99.2%		98.2%	98.6%	99.1%	99.7%	99.2%		99.2%	99.4%		97.4%			98.1%	97.8%		98.3%			99.0%	98.7%
B38M		94.6%	92.3%	98.6%	94.7%	95.4%		97.2%	96.2%	99.6%	97.2%	97.7%		90.3%	95.0%	96.8%	89.7%	94.0%		91.4%	96.2%	97.5%	92.2%	95.2%
B762		97.9%	97.9%	99.4%	90.8%	94.9%		99.6%	98.6%	99.8%	95.2%	97.5%												
CL30		99.0%	86.8%	98.5%	97.9%	96.7%		99.6%	91.4%	99.8%	99.5%	98.4%												
B742 A320		98.9% 96.5%	94.8%		94.8%	95.2% 95.0%		98.9%	96.0%		98.0% 97.1%	98.0% 96.1%			99.3%			99.3%			100.0%			100.0%
R135		96.0%	34.070		90.076	96.0%		96.8%	90.076		37.1/0	96.8%			33.370			33.3/0			100.076			100.0%
B777		100.0%			97.4%	97.5%		100.0%			99.0%	99.0%					98.6%	98.6%					98.8%	98.8%
B75H			95.3%		2.1.70	95.3%		222.078	98.5%		22.070	98.5%			97.2%		23.070	97.2%			97.5%		23.070	97.5%
C17			99.0%			99.0%			99.3%			99.3%			98.0%			98.0%			98.5%			98.5%
C5			98.5%			98.5%			98.7%			98.7%												
B75O			90.1%			90.1%			92.7%			92.7%												
B75X	·		90.7%			90.7%			92.2%			92.2%												

ac type

			ASP <	= 90s					ASP <	= 180s					ACP <	= 180s					ACP <	= 210 s		
id	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL
A330	98.3%						•	-	-	<u>-</u> '	99.2%	99.2%		-		•	97.8%	97.8%	-	-	•		98.1%	98.1%
B783					97.7%	97.7%					98.8%	98.8%												
DH8D						92.6%					93.0%	93.0%												

			ASP <	= 90s					ASP <=	: 180s					ACP <=	= 180s					ACP <=	210s		
id	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL
EUA1	96.4%	96.2%	96.8%	96.8%	97.6%	96.6%	98.9%	98.8%	98.6%	99.0%	99.0%	98.9%	98.6%	99.0%	97.5%	97.7%	98.7%	98.6%	99.1%	99.2%	98.1%	98.7%	99.1%	99.1%
PDL1	99.5%	97.1%	99.9%		97.3%	99.5%	99.7%	98.2%	99.9%		98.5%	99.7%	99.5%					99.5%	99.6%					99.6%
XXF	95.7%	97.0%		96.5%	97.7%	97.0%	98.8%	98.9%		98.8%	98.9%	98.9%	98.6%	98.6%		97.7%	98.8%	98.5%	99.1%	98.9%		98.6%	99.1%	98.9%
TER	99.0%	94.5%			96.9%	98.9%	99.3%	97.6%			98.4%	99.3%	99.7%					99.7%	99.7%					99.7%
IGW1	96.6%	97.3%	97.6%	95.5%	97.0%	97.2%	98.9%	99.1%	99.1%	99.1%	99.0%	99.1%	98.0%	98.2%	98.8%	93.8%	97.7%	98.1%	98.8%	98.7%	99.2%	96.5%	98.4%	98.7%
IG1	94.7%	96.1%		96.2%	95.2%	95.6%	98.7%	98.6%		99.1%	98.4%	98.5%	97.5%	96.9%		97.4%	97.0%	97.1%	98.6%	97.3%		98.6%	98.0%	98.0%
VGO1	97.5%	96.3%				97.2%	98.9%	98.1%				98.7%	99.7%					99.7%	99.8%					99.8%
VGO	98.1%	97.2%		07.00/	0.5.50/	97.9%	99.1%	98.4%		00.40/	00.00/	98.9%	99.6%	07.00/		00.10/	00 70/	99.6%	99.7%	22.22/		00.40/	00.00/	99.7%
XXW	95.9%	96.9%		97.8%	96.6%	96.7%	98.0%	98.6%		99.1%	99.2%	98.8%	97.5%	97.3%		98.1%	98.7%	98.3%	97.9%	98.3%		98.4%	98.9%	98.7%
FOI1	97.0%	02.60/	00.5%	00.20/	07.40/	97.0%	98.6%	05.00/	00.70/	00.20/	00.00/	98.6%	99.3%	06.20/	00.20/	07.00/	00.00/	99.3%	99.3%	00.00/	00.40/	00.00/	00.00/	99.3%
AME2	94.4%	93.6%	98.5%	98.3%	97.1%	97.7%	96.6%	95.8%	99.7%	99.3%	99.0%	99.1%	97.5%	96.2%	99.3%	97.8%	98.8%	99.0%	98.1%	99.0%	99.4%	98.9%	98.9%	99.3%
XXI	93.7%	91.8%		92.0%	99.1%	93.8%	98.4%	95.9%		95.8%	99.6%	97.2%	97.9%	86.2%		95.8%	00.00/	91.4%	98.6%	89.5%		98.9%	00.20/	94.1%
XXN	96.1% 97.7%	97.5%		97.8%	97.7%	97.5% 97.7%	98.1% 98.7%	98.8%		99.3%	99.1%	98.9% 98.7%		98.9%		98.3%	98.9%	98.9%		99.2%		99.0%	99.3%	99.2%
OPO	61.7%	EO 00/		62.8%	57.4%	59.6%	76.1%	7F 00/		76 20/	72 20/	75.0%												
H03 H07	54.8%	59.9% 60.1%		62.5%	56.6%	57.6%	73.6%	75.8% 76.1%		76.3% 81.0%	73.2% 71.0%	74.1%												
H17	45.9%	00.1%		02.5%	46.8%	46.2%	65.7%	70.1%		61.0%	60.3%	63.8%												
H04	51.9%				47.4%	49.9%	69.8%				62.8%	66.7%												
EME9	97.3%	98.5%	99.7%		99.1%	98.7%	99.4%	99.6%	100.0%		99.7%	99.6%		98.8%				98.8%		98.8%				98.8%
BYT	94.5%	97.8%	33.770		85.7%	97.7%	96.8%	98.6%	100.070		87.8%	98.5%		99.0%				99.0%		99.2%				99.2%
SID1	98.1%	37.070			03.770	98.1%	98.9%	30.070			07.070	98.9%		33.070				33.070		33.270				33.270
MAD2	98.7%					98.7%	98.7%					98.7%												
TFN1	98.2%					98.2%	98.2%					98.2%												
CMN	98.3%					98.3%	98.3%					98.3%												
IOR2	87.1%			81.8%		84.5%	95.3%			90.6%		92.9%												
BLY		98.3%			69.2%	98.2%		98.8%			72.1%	98.7%		95.3%				95.3%		96.6%				96.6%
XXH			96.8%			96.8%			98.8%			98.8%			98.7%			98.7%			99.1%			99.1%
XXN			97.4%			97.4%			98.6%			98.6%			98.9%			98.9%			99.1%			99.1%
IG1			95.9%			95.9%			98.8%			98.8%			98.8%			98.8%			99.2%			99.2%
XXW			96.9%			96.9%			98.9%			98.9%			98.8%			98.8%			99.3%			99.3%
XXF			97.3%			97.3%			98.9%			98.9%			99.1%			99.1%			99.3%			99.3%
ACK			97.6%			97.6%			98.9%			98.9%			99.9%			99.9%			99.9%			99.9%
YQY			98.1%			98.1%			98.9%			98.9%			99.9%			99.9%			100.0%			100.0%
H04			60.8%			60.8%			77.3%			77.3%												
YYT			94.5%			94.5%			96.9%			96.9%												
SJU2			98.3%			98.3%			98.9%			98.9%												
EWN			95.0%			95.0%			98.3%			98.3%			99.2%			99.2%			100.0%			100.0%
H03			56.0%			56.0%			72.6%			72.6%												
NAS			97.6%			97.6%			98.8%			98.8%												
SBYV			96.9%			96.9%			98.5%			98.5%												
SBY			97.3%			97.3%			98.9%			98.9%			00.001			06.53			00.534			00.534
MEO			97.2%			97.2%			98.5%			98.5%			98.6%			98.6%			98.6%			98.6%
PBI			96.5%			96.5%			98.6%			98.6%												
EWN1			97.4%			97.4%			98.1%			98.1%												
CHS			93.4%			93.4%			97.0%			97.0%												

	ASP <= 90s								ΔSP <	= 180s					ACP <	= 180s					ΔΟΙ) <= 2:	10s		
id	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX			BIRD	CZQX	TOTAL
EWR1	1		95.9%		1	95.9%			97.3%		1	97.3%		1 -00%			5 _ 4 .			1	1				
H07			53.6%			53.6%			69.0%			69.0%													
BOSV			96.8%			96.8%			98.4%			98.4%													
ORF			98.2%			98.2%			98.9%			98.9%													
H17			44.4%			44.4%			62.5%			62.5%													
JZI1			92.0%			92.0%			96.5%			96.5%													
ORF1			94.7%			94.7%			98.7%			98.7%													
HPNV			97.8%			97.8%			98.7%			98.7%													
MLB			87.8%			87.8%			95.5%			95.5%													
JFK1			98.2%			98.2%			98.9%			98.9%													
MQI1			97.4%			97.4%			98.8%			98.8%													
ACY7			97.5%			97.5%			98.0%			98.0%													
H01			58.7%			58.7%			77.2%			77.2%													
ACY1			94.8%			94.8%			98.9%			98.9%													
H13			56.8%			56.8%			71.2%			71.2%													
PHF			91.3%			91.3%			95.9%			95.9%													
MYRV			89.4%			89.4%			94.1%			94.1%													
PHL8			95.0%			95.0%			95.0%			95.0%													
FLOV			91.1%			91.1%			96.2%			96.2%													
ILMV			92.2%			92.2%			98.0%			98.0%													
H02			35.3%			35.3%			56.6%			56.6%													
SAVV			96.9%			96.9%			98.4%			98.4%													
SFBV			96.3%			96.3%			98.1%			98.1%													
NASV			96.3%			96.3%			98.1%			98.1%													
YFB1				98.5%		98.6%				98.5%		98.6%													
LYR				92.0%		92.0%				94.69		94.6%													
LYR1				94.1%		94.1%				95.69		95.6%													
H09				60.2%		60.2%				74.5%		74.5%													
YWK1					98.0%	98.0%					98.0%	98.0%													
YVP					95.3%	95.3%					95.3%	95.3%													

cpdlc mixed path

	ASP <= 90s				I				ASI	P <= :	180s						ACP <	<= 180s	;					A	:P <=	210s						
id	LP	PPO	EGGX	KZN	Υ	BIRD	CZQX	TOTA	. [PPO	EG	GX	KZN'	Υ	BIRD	CZQX	TOTA	. LPPC) E	GGX	KZNY	BIR	D CZ	QΧ	TOTAL	LPPO	EGGX	KZN	ΙY	BIRD	CZQX	TOTAL
FLW1/EUA1	Ĺ	•	•		-		•				•			•		-		97.5	%	-			•		97.5%	98.6%		•	•	•		98.6%
EUA1/PDL1																		94.9	1%						94.9%	95.7%						95.7%
FLW1/AME1																		97.5	%						97.5%	98.3%						98.3%
AME1/FLW1	1																	96.4	.%						96.4%	97.0%						97.0%
EUA1/FLW1	L																	90.6	5%						90.6%	92.3%						92.3%
PDL1/FLW1																		96.5	%						96.5%	96.5%						96.5%
FLW1/PDL1																		96.5	%						96.5%	96.5%						96.5%
VGO1/EUA1	1																	97.3	%						97.3%	98.2%						98.2%
TRE/SYY																				98.6%					98.6%		98.6%					98.6%
SYY/TRE																				96.9%					96.9%		97.3%					97.3%
XXN/H03																				72.3%			90	.1%	81.5%		80.2%				91.6%	86.1%
LCG/SCQ																				97.3%					97.3%		97.3%					97.3%
AME1/EUA1	1																			58.7%			85	.8%	76.1%		65.7%				85.8%	78.6%
VEY/KEF																			1	.00.0%		98.			98.5%		100.0%			98.8%		98.8%
AME1/BDA2	2																				89.1%	ó			89.1%			90	.2%			90.2%
BDA/XXH																					95.3%	ó			95.3%			95	.7%			95.7%
BDA1/BDA2	2																				97.3%	ó			97.3%			97	.3%			97.3%
XXH/H04																					83.0%	ó			83.0%			86	.5%			86.5%
XXN/H04																					81.7%				81.7%			86	.2%			86.2%
FPO/XXH																					91.5%	ó			91.5%			94	.3%			94.3%
IGW1/BDA																					96.0%	ó			96.0%			96	.0%			96.0%
BDA2/AME1	1																				93.8%	ó			93.8%			93	.8%			93.8%
KEF/VEY																						98.	8%		98.8%					98.9%		98.9%
REK2/EUA1																						96.			96.8%					97.9%		97.9%
KUS/KEF																						96.			96.5%					96.5%		96.5%
FAE/XXF																						95.			95.5%					97.2%		97.2%
FAE/IG1																						96.			96.4%					98.4%		98.4%
XXF/FAE																						93.			93.3%					96.6%		96.6%
IG1/FAE																						88.			88.0%					94.0%		94.0%
FAE/KEF																						96.			96.7%					97.8%		97.8%
AES/XXN																						98.		1	98.0%					98.7%		98.7%
EUA1/REK2																						85.			85.6%					87.5%		87.5%
SYY/FAE																						96.			96.1%					96.9%		96.9%
KEF/IG1									1													97.			97.6%					97.6%		97.6%
REK2/AOE2									1													95.			95.7%					96.6%		96.6%
FAE1/EUA1									_													89.			89.5%					94.7%		94.7%
LSI/SYY									-													97.			97.2%					98.1%		98.1%
YAY/XXH								1	+								1					37.		.2%	96.2%					30.170	96.8%	96.8%
UAK2/AME1	1								+								1							.5%	92.5%						97.3%	97.3%
IGW1/YYT2								1	+								1	1						.0%	97.0%						97.0%	97.0%
XXH/XXF									+								-	1						.5%	82.5%						84.0%	84.0%
AME1/YHO1	1							1	+								1	1						.5%	94.5%						95.3%	95.3%
H03/AME1								+	╁								+							6%	81.6%						87.2%	87.2%
YYR/YHO								1	+								1	-						.4%	98.4%						98.4%	98.4%
UAK/XXN								1	+								1	-						.5%	98.4%						95.1%	95.1%
UAK/ AAN								ı															95	.5/0	33.3%						55.1%	33.1%

cpdlc mixed path

			ASP <	= 90s					ASP <	= 180s					ACP <	= 180s					ACP <	= 210 s		
id	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL
UAK/IG1	-	-	-		=			-	•	-	-			-	· ·		92.6%	92.6%		-	•'	_	95.0%	95.0%
YYT/XXH																	96.6%	96.6%					97.5%	97.5%
YAY/XXN																	97.2%	97.2%					97.2%	97.2%
AME1/YYT2	2																94.2%	94.2%					96.1%	96.1%
IGW1/YHO	1																90.2%	90.2%					96.1%	96.1%
XXH/H03																	92.0%	92.0%					92.0%	92.0%

media type

		ASP <= 90s ASP <= 180s								ACP <=	180s					ACP <=	= 210 s							
id	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL
SAT	97.1%	97.1%	97.9%	97.3%	97.4%	97.4%	99.0%	98.9%	99.1%	99.1%	99.1%	99.0%	98.7%	98.4%	98.9%	97.6%	98.7%	98.6%	99.1%	98.8%	99.2%	98.6%	99.0%	99.0%
VHF/SAT													97.6%	77.8%	95.1%	95.3%	94.9%	94.1%	98.5%	79.3%	96.1%	96.8%	96.2%	95.3%
SAT/VHF													93.4%	94.0%	91.0%	91.8%	93.7%	92.6%	95.3%	94.9%	91.9%	94.8%	95.0%	94.3%
SAT/HF													70.1%	45.8%	81.0%		87.1%	78.0%	74.2%	64.6%	84.9%		89.1%	82.7%
HF	55.2%	58.2%	57.7%	61.7%	55.1%	56.9%	72.4%	74.4%	74.4%	76.0%	70.4%	73.2%												
HF/SAT														74.3%	97.1%		82.7%	83.3%		80.0%	98.9%		87.8%	87.8%

up elements

	ASP <= 90s								ASP <	= 180s					ACP <=	= 180s					ACP <=	210s		
id	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL	LPPO	EGGX	KZNY	BIRD	CZQX	TOTAL
U20 U46 U	129		ļ							•			98.3%			99.3%		98.6%	98.7%			99.5%		98.9%
U23 U46 U	129												96.6%					96.6%	97.7%					97.7%
U23 U129	•												98.6%	98.9%	97.7%	99.2%		98.3%	99.1%	99.4%	98.5%	99.6%		98.9%
U19 U22 U	129												97.1%			98.8%		98.1%	97.1%			98.8%		98.1%
U119														98.2%			98.7%	98.5%		98.6%			99.1%	98.9%
U29 U129														98.8%	97.4%			98.0%		99.3%	98.2%			98.7%
U137														0.0%				0.0%		0.0%				0.0%
U123															98.4%			98.4%			98.8%			98.8%
U26 U129 U	J169														98.2%			98.2%			98.3%			98.3%
U28 U129															97.5%			97.5%			97.9%			97.9%
U19 U21 U	26 U129														97.9%			97.9%			98.9%			98.9%
U28 U129 U	J166														96.7%			96.7%			97.5%			97.5%
U77															97.4%			97.4%			97.7%			97.7%
U28 U129 U	J169														96.1%			96.1%			96.4%			96.4%
U27 U129 U	J166														97.0%			97.0%			98.2%			98.2%
U68															97.4%			97.4%			97.4%			97.4%
U106 U166															98.0%			98.0%			98.7%			98.7%
U28 U129 L	J166 U169)													95.1%			95.1%			96.5%			96.5%
U19 U21 U	26 U129 U	166													96.5%			96.5%			97.4%			97.4%
U19 U169															95.6%			95.6%			98.2%			98.2%
U23 U129 L	J169														97.3%			97.3%			97.3%			97.3%
U23 U129 L	J166														99.0%	98.0%		98.5%			99.0%	98.0%		98.5%
U69 U127															98.1%			98.1%			98.1%			98.1%
U20 U129 L	J148														94.1%			94.1%			96.1%			96.1%
U123																97.4%		97.4%				98.3%		98.3%
U23 U46 U	129 U166															98.1%		98.1%				98.7%		98.7%
U027 U129	U169																97.2%	97.2%					98.3%	98.3%
U113 U169																	98.4%	98.4%					98.7%	98.7%
U111 U169																	97.5%	97.5%					98.3%	98.3%
U029 U129	U169																95.6%	95.6%					98.3%	98.3%
U113 U027	U129																96.0%	96.0%					96.0%	96.0%

PBCS Monitoring - Filtering Summary - Jul-Dec 2018

ADS-C CPDLC

		Reykjavik
Messages filtered out	for ADS-C ASP analysis	
no filter	1,078,944	
outage	299	
pos_unknown_or_over_n82	11,336	
asp_negative	492	
multiple_basc	3,502	
duplicate	24,554	
total filtered	38,979	

Messages filtered out for	CPDLC ACP analysis
total	246,219
outage	20
pos_unknown_or_over_n82	1,850
not_wilco	75,967
negative_port	4,373
standalone_freetext	74,162
non_intv_route_msg	710
total filtered	80,361

Santa Maria

Messages filtered out f	or ADS-C ASP analysis
Total	13,965
Duplicates	13,965
During identified outages	

Messages filtered out for C	CPDLC ACP analysis
Total	-
response other than WILCO,	
UNABLE, STANDBY	-
non-intervention route	
messages	-
messages during observed	
outage periods	-
Timestamp issues (e.g. delayed	
MAS)	-

Gander

Messages filtered out f	Messages filtered out for ADS-C ASP analysis											
Total												
Duplicates	-											
During identified outages	239											

Messages filtered out for C	CPDLC ACP analysis
Total	
response other than WILCO	
(specifically	
UNABLE,STANDBY,ROGER)	243,942
non-intervention route	
messages	2,858
messages during observed	
outage periods	1
Timestamp issues (e.g. delayed	
MAS)	60,539

New York

Messages filtered out for ADS-C ASP analysis											
Total	19,665										
Duplicates	19,179										
During identified outages	486										

Messages filtered out for	CPDLC ACP analysis
Total	99,752
response other than WILCO,	
UNABLE, STANDBY	57,837
non-intervention route	
messages	38,941
messages during observed	
outage periods	17
Timestamp issues (e.g. delayed	
MAS)	2,837

Shanwick

	Messages filtered out f	or ADS-C ASP analysis	
Total			258

Messages filtered out for CPDLC ACP analysis	
Total	4

NAT AGGREGATE USAGE AND EQUIPAGE STATISTICS FROM JANUARY TO DECEMBER 2018

(Appendix E & F to the NAT IMG/54 Summary of Discussions – NAT IMG Decision 54/1 refers)

- 1.1 Data link usage and equipage reports for the 12-month period from 1 January to 31 December 2018 are provided in the common template format agreed by the NAT TIG for the OCAs: Gander, Reykjavik, Santa Maria, Shanwick, and the eastern portion of New York (**Attachments A** to **E** refer). The reports provide the most recently observed percentage of flights with AFN logons, using and filing ADS-C, CPDLC and ADS-B, and filing RNP4 and RSP180/RCP240, as recorded by the NAT service providers. The ADS-B filing statistics provided for Reykjavik are further broken down by ADS-B version see **attachment E.**
- Table 1 provides a summary of the data link usage and equipage statistics for Reykjavik, Santa Maria, Gander, New York (eastern oceanic only), and Shanwick as of the month of December 2018. The statistics are provided for all observed flights as well as for the subpopulation of flights using the NAT organized track system (OTS). Figure 1 provides the trends in usage and equipage during the past 18 months as reported by each ANSP. It should be noted that the fluctuations observed for the ADS-B usage in Gander reflect that the ADS-B equipped aircraft do not always operate within range of ADS-B stations. Reykjavik ADS-B usage and filing percentages are only for flights that flew within operating range of ADS-B stations.

Table 1. Usage and Equipage statistics for NAT ANSPs as of December 2018

					ALL FL	IGHTS									
FIR	Total Flights	% AFN Logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180/ RCP240					
Reykjavik (south of 82N)	13,431	72%	72%	73%	64%	73%	75%	97%	93%	39%					
Santa Maria	12,169	79%	81%	82%	81%	82%	82%		84%	54%					
Gander	34,469	90%	93%	95%	93%	96%	94%	87%	85%	65%					
New York East	12,097	95%	95%	95%	94%	95%	92%		77%	66%					
Shanwick	37,509	90%	90%	90%	89%	90%	90%		89%	63%					
	OTS FLIGHTS														
FIR	% of Total Flights	% AFN Logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180/ RCP240					
Reykjavik (south of 82N)	5%	99%	98%	100%	45%	100%	98%	99%	94%	68%					
Santa Maria	5%	96%	98%	100%	99%	100%	97%		95%	79%					
Gander	44%	97%	97%	99%	98%	99%	96%	92%	87%	73%					
New York East	17%	98%	98%	99%	98%	99%	97%		83%	76%					
Shanwick	42%	99%	99%	99%	99%	99%	98%		92%	77%					

^{1.} Flights are designated as "OTS" if they file a NAT route in their flight plan

^{2.} AFN logon - any AFN messages is observed

^{3.} ADS-C usage - at least one ADS-C position report was observed

^{4.} ADS-C filing - "D1" was observed in field 10b of the respective ICAO flight plan

^{5.} $\underline{\text{CPDLC usage}}$ - at least one CPDLC message was observed

^{6.} CPDLC filing - either a "J2," "J5," or "J7," was observed in field 10a of the respective ICAO flight plan

^{7.} RNP4 filing - "L1" was observed in field 18 of the respective ICAO flight plan

^{8.} ADS-B usage - at least one ADS-B report was observed

^{9.} ADS-B filing - "B1" or "B2" was observed in field 10b of the respective ICAO flight plan

^{10.} RSP180/RCP240 filing - "P2" observed in field 10b AND "RSP180" observed in field 18 after "SUR/" of the respective ICAO flight plan

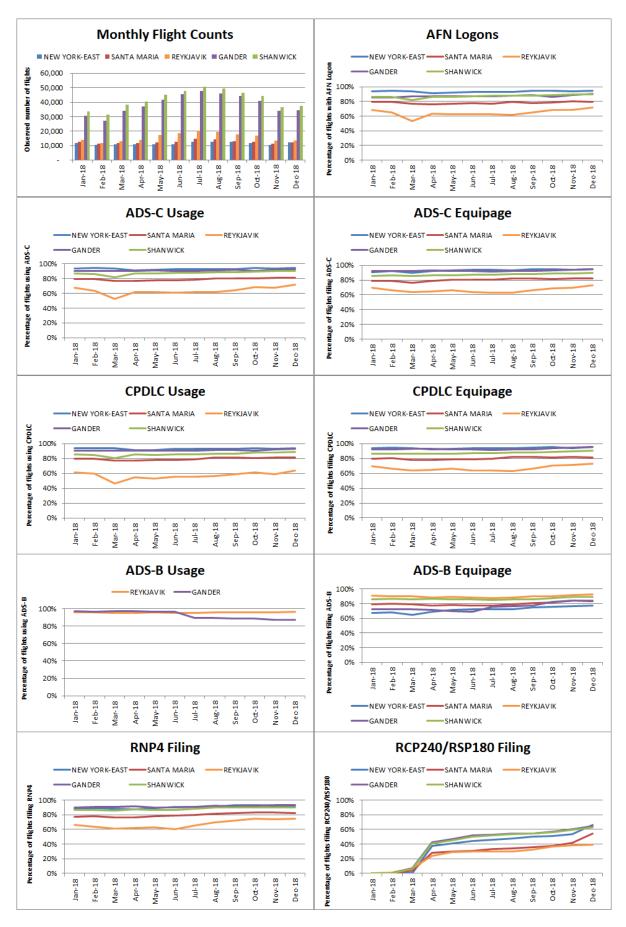


Figure 1. NAT Data link equipage and usage trends for Jan – Dec 2018

- 1.3 During the past 12 months, there has been a slight upward trend in the data link filing and usage, as well as in the ADS-B filing. There also continues to be an increase in filing related to "RNP4," most notably in Reykjavik.
- 1.4 Higher rates of usage and filing of equipage continue to be observed within the flights using the OTS, approaching 100% in most categories.
- 1.5 Following the official 29 March 2018 implementation of PBCS, the filing of the RCP240 and RSP180 flight plan indicators for the use of performance-based separation minima rose steadily throughout the rest of the year, with higher rates observed in the OTS subpopulation.
- 1.6 **Attachment F** contains the combined equipage report by operator. It should be noted that the periods included in the analysis very between ANSPs, with some capturing the period from July to December 2018 and some December 2018.
- 1.7 When reviewing the filing by operator, it was noted that some operators have a proportion of flights that appear to be filing only "P2" or "RSP180" but not both. These operators include:
 - **AHO** (Air Hamburg, Germany) with a few flights in the NAT, but all are filing "RSP180" but no other codes indicating data link.
 - **AIC** (Air India, India) with a higher percentage of flights filing "RSP180" than "P2"
 - **AVA** (AVIANCA, Columbia) with a higher percentage of flights filing "P2" than "RSP180"
 - **BOX** (Aerologic, Germany) with zero flights filing "RSP180" but a high percentage of flights filing "P2"
 - **BVR** (ACM Air Charter, Germany) with a few flights in the NAT, some of which are filing "RSP180" but not "P2"
 - CEF (Czech Republic) with zero flights filing "RSP180" but a high percentage of flights filing "P2"
 - CFG (Condor Flugdienst, Germany) with a higher percentage of flights filing "P2" than "RSP180"
 - **DCS** (Daimler Chrysler, Germany) with zero flights filing "P2" but a high percentage of flights filing "RSP180"
 - **DCW** (DC Aviation, Malta) with a few flights in the NAT, some of which are filing "P2" but not "RSP180"
 - **DHK** (DHL Air, UK) with zero flights filing "P2" but a high percentage of flights filing "RSP180"
 - GMA (Gama, UK) with zero flights filing "RSP180" but a high percentage of flights filing "P2"
 - **ISS** (Meridiana Fly, Italy) with a higher percentage of flights filing "RSP180" than "P2"
 - JTL (Jetall Holdings, Canada) with a higher percentage of flights filing "P2" than "RSP180"
 - **KQA** (Kenya Airways, Kenya) with a higher percentage of flights filing "RSP180" than "P2" in some FIRs
 - **UZB** (Uzbekistan Airways, Uzbekistan) with zero flights filing "P2" but a high percentage of flights filing "RSP180"
- 1.8 It should continue to be emphasized to the flight plan filing community that:
 - i. Operators should not file either "P2" in item 10 or "RSP180" in item 18 without State-issued approvals for RCP240 and RSP180, respectively.
 - ii. Operators should file "P2" in item 10 *AND* "RSP180" in item 18 to indicate elibility for application of performance-based separation standards once approval is obtained.

The following Attachments are provided with this Report:

ATTACHMENT A - UNITED STATES REPORT ON EQUIPAGE IN NEW YORK-EAST OCA

ATTACHMENT B - PORTUGAL REPORT ON EQUIPAGE IN SANTA MARIA OCA

ATTACHMENT C - CANADA REPORT ON EQUIPAGE IN GANDER OCA

ATTACHMENT D - UNITED KINGDOM REPORT ON EQUIPAGE IN SHANWICK OCA

ATTACHMENT E - ICELAND REPORT ON EQUIPAGE IN REYKJAVIK OCA

ATTACHMENT F - COMBINED NAT REPORT OF FILING STATISTICS BY OPERATOR

		United St				e in the New Dec 31, 2018		ast OCA		
			-		ALL FLI	-	,			
Month	Total Flights	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180/R CP240
Jan-18	11,990	94%	93%	91%	94%	94%	88%		68%	0%
Feb-18	10,433	95%	94%	92%	94%	95%	89%		68%	0%
Mar-18	10,810	94%	94%	90%	94%	94%	89%		65%	0%
Apr-18	10,966	92%	91%	93%	91%	92%	88%		69%	38%
May-18	10,771	92%	92%	93%	92%	93%	89%		72%	41%
Jun-18	11,156	93%	93%	94%	93%	94%	91%		72%	44%
Jul-18	12,786	93%	93%	94%	93%	94%	91%		73%	46%
Aug-18	12,765	93%	93%	94%	93%	94%	91%		73%	47%
Sep-18	12,554	95%	93%	95%	93%	95%	93%		75%	50%
Oct-18	11,981	95%	94%	95%	94%	95%	94%		76%	51%
Nov-18	10,321	94%	93%	94%	93%	94%	92%		77%	54%
Dec-18	12,097	95%	95%	95%	94%	95%	92%		77%	66%
					OTS FLI	GHTS			ı	
Month	% of total	% AFN	% Using	% Filing	% Using	% Filing	% Filing	% Using	% Filing	% Filing
	flights	logon	ADS-C	ADS-C	CPDLC	CPDLC	RNP4	ADS-B	ADS-B	RSP180/R
Jan. 40	400/	000/	000/	000/	000/	000/	070/		0.60/	CP240
Jan-18	19%	98%	98%	98%	98%	98%	97%		86%	
Feb-18	17%	98%	98%	98%	98%	98%	97%		86%	0%
Mar-18	15%	98%	97%	98%	98%	98%	97%		87%	0%
Apr-18	16%	97%	96%	97%	96%	97%	96%		84%	52%
May-18	18%	97%	97%	98%	97%	98%	98%		85%	60%
Jun-18	18%	98%	98%	98%	98%	98%	98%		87%	66%
Jul-18	20%	98%	98%	99%	98%	99%	98%		87%	67%
Aug-18	22%	98%	98%	98%	98%	98%	97%		86%	69%
Sep-18	25%	98%	93%	99%	93%	99%	98%		84%	69%
Oct-18		97%	97%	98%	97%	98%	97%		85%	69%
Nov-18	15%	98%	98%	98%	98%	99%	97%		83%	73%
Dec-18	17%	98%	98%	99%	98%	99%	97%		83%	76%
					NON-013	FLIGHTS				% Filing
Month	% of total	% AFN	% Using	% Filing	% Using	% Filing	% Filing	% Using	% Filing	RSP180/R
	flights	logon	ADS-C	ADS-C	CPDLC	CPDLC	RNP4	ADS-B	ADS-B	CP240
Jan-18	81%	93%	92%	89%	93%	93%	86%		63%	
Feb-18		94%	93%	91%	94%	94%	87%		65%	
Mar-18		94%	93%	88%	93%	93%	87%		61%	29%
Apr-18		91%	90%	92%	90%	91%	86%		66%	36%
May-18		91%	90%	92%	91%	92%	88%		69%	37%
Jun-18		92%	92%	93%	92%	93%	89%		69%	40%
Jul-18		92%	91%	92%	91%	92%	89%		69%	40%
Aug-18	78%	92%	92%	92%	92%	93%	89%		69%	41%
Sep-18		94%	93%	93%	93%	94%	92%		72%	
Oct-18		94%	94%	94%	94%	95%	93%		73%	
Oct-18 Nov-18 Dec-18	85%	94% 93% 94%	94% 93% 94%	94% 93% 94%	93%	95% 94% 95%	93% 92% 91%		73% 75% 76%	50

		NAV :	_		1 Equipage		ta Maria O	CA		
			Pe	riod: Jan 01	, 2018 to D					
Month	Total Flights	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180/R CP240
Jan-18	12,730	79%	79%	79%	80%	80%	77%		79%	0%
Feb-18	11,475	80%	80%	79%	80%	80%	78%		80%	0%
Mar-18	11,992	77%	77%	77%	77%	78%	77%		79%	4%
Apr-18	11,929	76%	77%	79%	77%	78%	76%		77%	28%
May-18	12,288	77%	78%	80%	78%	79%	78%		78%	30%
Jun-18	12,671	78%	78%	80%		79%	79%		77%	31%
Jul-18	14,622	77%	78%	81%	79%	80%	80%	-	78%	33%
Aug-18	14,536	79%	80%	82%	81%	82%	81%	-	79%	34%
Sep-18	13,111	78%	80%	82%	81%	82%	82%	-	81%	36%
Oct-18	12,769	79%	80%	82%	81%	82%	83%	-	82%	37%
Nov-18	11,205	80%	81%	82%		82%	84%	-	84%	42%
Dec-18	12,169	79%	81%	82%		82%	82%	-	84%	54%
					OTS FLI	GHTS			1	
Month	% of total	% AFN	% Using	% Filing	% Using	% Filing	% Filing	% Using	% Filing	% Filing
	flights	logon	ADS-C	ADS-C	CPDLC	CPDLC	RNP4	ADS-B	ADS-B	RSP180/R
Jan. 40	100/	050/	050/	070/	0.60/	070/	0.00/		040/	CP240
Jan-18	10%	95%	95%	97%	96%	97%	96%		91%	0%
Feb-18	7% 6%	95%	95%	96%	95%	96%	96%		91% 94%	0% 1%
Mar-18	5%	95%	95%	97%	96%	97%	98%			
Apr-18	7%	94% 95%	94%	96%	96%	97%	97% 98%		90%	52%
May-18 Jun-18	6%		94% 98%	99% 99%	96%	98% 99%	99%		90% 88%	57% 63%
Jul-18	7%	98% 95%	97%	99%	98% 98%	99%	99%		90%	61%
Aug-18	8%	96%	97%	99%	99%	99%	99%	_	92%	69%
Sep-18	8%	90%	94%	100%	97%	100%	99%	_	91%	67%
Oct-18	8%	92%	93%	100%	98%	99%	98%	_	92%	68%
Nov-18	5%	99%	100%	100%		100%	98%	_	95%	71%
Dec-18	5%	96%	98%	100%	99%	100%	97%	_	95%	79%
200 20	3,6	30,0	30,0	20070	NON-OTS		3.70		3370	
Month	% of total flights	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180/R CP240
Jan-18	90%	78%	78%	77%		78%	75%		78%	0%
Feb-18	93%	78%	78%	78%		79%	77%		79%	0%
Mar-18	94%	76%	76%	75%		77%	75%		78%	4%
Apr-18	95%	75%	76%	78%		77%	75%		77%	27%
May-18		76%	76%	79%		78%	77%		78%	
Jun-18	94%	76%	77%	79%		78%	77%		76%	
Jul-18	93%	76%	77%	80%		79%	79%	-	77%	31%
Aug-18	92%	78%	79%	81%		80%	80%	-	78%	31%
Sep-18		76%	79%	81%	80%	80%	80%	-	80%	33%
Oct-18	92%	77%	79%	80%		80%	82%	-	81%	35%
Nov-18	95%	79%	80%	81%		81%	83%	-	83%	40%
Dec-18	95%	78%	80%	81%	80%	81%	82%	-	83%	53%

		NAV	V CANADA	-		_		Α		
			Pe	riod: Jan 01	, 2018 to D	-				
Month	Total Flights	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180/R CP240
Jan-18	30,486	85%	90%	92%	91%	93%	90%	97%	72%	0%
Feb-18	27,010	85%	90%	92%	90%	93%	91%	97%	72%	0%
Mar-18	34,063	87%	91%	93%	91%	93%	91%	97%	72%	7%
Apr-18	36,827	87%	90%	93%	91%	93%	92%	97%	71%	43%
May-18	41,582	88%	91%	92%	91%	92%	90%	97%	70%	47%
Jun-18	45,517	87%	90%	92%	91%	92%	90%	96%	69%	52%
Jul-18	47,742	87%	90%	91%	91%	92%	91%	90%	76%	53%
Aug-18	46,009	88%	91%	92%	91%	92%	92%	89%	77%	54%
Sep-18	44,351	89%	92%	93%	92%	93%	92%	89%	77%	55%
Oct-18	41,079	87%	90%	93%	91%	94%	92%	88%	82%	57%
Nov-18	33,931	89%	92%	94%		95%	93%	87%	84%	60%
Dec-18	34,469	90%	93%	95%	93%	96%	94%	87%	85%	65%
					OTS FLI	GHTS				
Month	% of total	% AFN	% Using	% Filing	% Using	% Filing	% Filing	% Using	% Filing	% Filing
I WIGHTEN	flights	logon	ADS-C	ADS-C	CPDLC	CPDLC	RNP4	ADS-B	ADS-B	RSP180/R
	_				CIDEC			ADS-D		CP240
Jan-18	43%	95%	96%	96%	96%	97%	95%	99%	75%	0%
Feb-18	42%	94%	96%	97%	97%	97%	95%	99%	75%	
Mar-18	43%	95%	96%	97%	96%	97%	96%	99%	75%	
Apr-18	47%	95%	96%	97%		97%	96%	99%	73%	52%
May-18	47%	95%	97%	97%	96%	96%	95%	98%	71%	57%
Jun-18	46%	96%	97%	97%	97%	97%	95%	98%	70%	63%
Jul-18	46%	96%	97%	97%	97%	96%	95%	93%	78%	64%
Aug-18	47%	97%	97%	97%	97%	97%	96%	92%	79%	65%
Sep-18	47%	97%	98%	97%	98%	97%	95%	91%	80%	65%
Oct-18	46%	94%	95%	98%	96%	98%	95%	92%	85%	67%
Nov-18	45%	97%	98%	98%		99%	96%	91%	86%	
Dec-18	44%	97%	97%	99%		99%	96%	92%	87%	73%
					NON-OTS	FLIGHTS				a/ =:::
Month	% of total	% AFN	% Using	% Filing	% Using	% Filing	% Filing	% Using	% Filing	% Filing
	flights	logon	ADS-C	ADS-C	CPDLC	CPDLC	RNP4	ADS-B	ADS-B	RSP180/R
lan 10	F 70/	700/	0.00/	000/	070/	000/	070/	0.00/	700/	CP240
Jan-18	57%	79%	86%	89%		90%	87%	96%	70%	
Feb-18	58%	79%	86%	89%		89%	88%	96%	70%	
Mar-18	57%	81%	86%	89%		90%	87%	96%	70%	
Apr-18		81%	85%	90%		90%	88%	96%	70%	
May-18	53%	81%	86%	88%		88%	86%	96%	69%	
Jun-18	54%	79%	85%	88%		88%	85%	95%	68%	42%
Jul-18	54%	79%	85%	87%		88%	87%	87%	75%	
Aug-18	53%	80%	86%	88%		88%	89%	87%	75%	
Sep-18	53%	82%	87%	88%		89%	89%	86%	75%	
Oct-18	54%	80%	86%	89%		90%	89%	86%	79%	
Nov-18	55%	83%	88%	90%		91%	91%	83%	82%	
Dec-18	56%	85%	90%	92%	90%	93%	92%	83%	83%	58%

	United Kingdom (NATS) Reporting on Equipage & Usage in Shanwick OCA Period: Jan 01, 2018 to Dec 31, 2018												
			10	ilou. Juli o	ALL FLI	-							
Month	Total Flights	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180/R CP240			
Jan-18	33,421	86%	87%	86%	85%	86%	86%		86%	0%			
Feb-18	31,349	86%	86%	86%	85%	86%	86%		86%	0%			
Mar-18	38,304	82%	82%	86%	81%	86%	86%		86%	6%			
Apr-18	40,453	87%	87%	87%	85%	87%	87%		87%	41%			
May-18	45,200	86%	87%	87%	85%	86%	87%		86%	45%			
Jun-18	47,547	87%	87%	87%	86%	87%	87%		86%	50%			
Jul-18	50,665	88%	88%	88%	86%	88%	88%		86%	52%			
Aug-18	49,561	88%	89%	88%	87%	88%	90%		86%	54%			
Sep-18	46,468	88%	89%	89%	87%	88%	90%		86%	54%			
Oct-18	44,132	89%	90%	89%	88%	89%	90%		88%	56%			
Nov-18	36,485	90%	90%	89%	89%	90%	90%		89%	59%			
Dec-18	37,509	90%	90%	90%	89%	90%	90%		89%	63%			
					OTS FLI	GHTS			l				
Month	% of total	% AFN	% Using	% Filing	% Using	% Filing	% Filing	% Using	% Filing	% Filing			
	flights	logon	ADS-C	ADS-C	CPDLC	CPDLC	RNP4	ADS-B	ADS-B	RSP180/R			
1 10	_		000/	000/	000/	000/	070/		040/	CP240			
Jan-18	40%	98%	98%	98%	98%	99%	97%		91%	0%			
Feb-18	37%	98%	98%	99%	98%	99%	98%		91%	0%			
Mar-18	39%	93%	93%	99%	93%	99%	98%		92%	7%			
Apr-18	43%	99%	99%	99%	98%	99%	98%		92%	54%			
May-18	44%	98%	99%	99%	97%	98%	97%		90%	60%			
Jun-18	45% 45%	99% 99%	99%	99% 99%	98%	99% 99%	97% 97%		91%	66%			
Jul-18	45%	99%	99% 99%	99%	98% 97%	99%	97%		90% 91%	68% 68%			
Aug-18 Sep-18	46%	99%	99%	99%	98%	99%	98%		91%	69%			
Oct-18	44%	99%	99%	99%	98%	99%	98%		92%	71%			
Nov-18	42%	99%	99%	99%	99%	99%	98%		92%	73%			
Dec-18	42%	99%	99%	99%	99%	99%	98%		92%	77%			
DCC 10	72/0	3370	3370	3370	NON-OTS		3070		3270	7770			
Month	% of total flights	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180/R CP240			
Jan-18	60%	78%	79%	78%	77%	78%	79%		82%	0%			
Feb-18	63%	79%	79%	79%	77%	79%	80%		84%	0%			
Mar-18	61%	75%	75%	78%	73%	78%	79%		82%	5%			
Apr-18	57%	78%	78%	78%	76%	78%	79%		83%	31%			
May-18	56%	77%	77%	77%	75%	77%	78%		82%	34%			
Jun-18	55%	78%	78%	78%	76%	78%	79%		82%	38%			
Jul-18	55%	79%	79%	78%	76%	79%	81%		81%	39%			
Aug-18	55%	80%	80%	80%	78%	80%	84%		82%	41%			
Sep-18	54%	80%	80%	79%	77%	80%	83%		82%	41%			
Oct-18	56%	82%	82%	81%	80%	82%	84%		85%	44%			
Nov-18	58%	83%	83%	82%	81%	83%	84%		87%	49%			
Dec-18	59%	84%	84%	83%	82%	84%	85%		87%	53%			

	Isavia (Iceland) Reporting on Equipage in Reykjavik OCA Period: Jan 01, 2018 to Dec 31, 2018														
								LL FLIGHTS	-						
Month	Total Flights	Total Flights south of 82N	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Filing RSP180/R CP240	Total Flights in ADS-B coverage	% Using ADS-B	% Filing ADS-B	% ADS-B DO-260	% ADS-B DO-260A	% ADS-B DO-260B
Jan-18	14,250	14,093	68%	67%	70%	62%	70%	67%	0%	13,104	96%	91%	61%	3%	36%
Feb-18	11,817	11,666	65%	64%	66%	60%	66%	64%	1%	10,847	96%	91%	60%	2%	37%
Mar-18	13,385	13,204	53%	52%	64%	46%	64%	61%	7%	12,601	95%	90%	59%	2%	39%
Apr-18	13,985	13,793	63%	62%	65%	54%	64%	62%	24%	13,153	95%	89%	58%	2%	40%
May-18	17,687	17,566	63%	62%	66%	54%	66%	63%	29%	16,420	96%	89%	55%	2%	43%
Jun-18	18,876	18,707	62%	61%	63%	56%	64%	60%	29%	17,868	95%	88%	54%	3%	43%
Jul-18	20,427	20,265	63%	62%	63%	56%	64%	66%	30%	19,279	95%	88%	54%	2%	43%
Aug-18	19,718	19,555	62%	61%	63%	57%	63%	70%	30%	18,651	96%	89%	54%	2%	43%
Sep-18	18,024	17,838	65%	65%	66%	59%	66%	72%	33%	16,782	96%	90%	54%	3%	43%
Oct-18	16,943	16,785	69%	68%	68%	61%	70%	74%	37%	15,860	96%	90%	52%	2%	46%
Nov-18	13,637	13,480	68%	68%	69%	59%	72%	74%	38%	12,673	96%	92%	51%	2%	47%
Dec-18	13,588	13,431	72%	72%	73%	64%	73%	75%	39%	12,677	97%	93%	50%	2%	48%
							0	TS FLIGHTS			•		•	•	
Month	Total Flights	Total Flights south of 82N	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Filing RSP180/R CP240	Total Flights in ADS-B coverage	% Using ADS-B	% Filing ADS-B	% ADS-B DO-260	% ADS-B DO-260A	% ADS-B DO-260B
Jan-18	1,623	1,623	97%	97%	99%	68%	99%	97%	0%	1,467	99%	94%	66%	5%	29%
Feb-18	450	450	98%	97%	99%	59%	98%	96%	0%	333	100%	94%	68%	3%	29%
Mar-18	278	278	88%	88%	98%	13%	97%	97%	11%	276	97%	91%	71%	4%	25%
Apr-18	411	411	97%	96%	99%	40%	99%	99%	50%	360	95%	97%	62%	4%	34%
May-18	1,013	1,013	97%	96%	99%	39%	98%	97%	60%	686	99%	92%	61%	5%	34%
Jun-18	516	516	97%	97%	99%	58%	98%	97%	67%	452	99%	94%	55%	6%	39%
Jul-18	1,088	1,088	97%	97%	99%	44%	99%	99%	68%	844	99%	94%	59%	5%	36%
Aug-18	604	604	98%	97%	99%	43%	98%	98%	61%	427	99%	94%	59%	5%	36%
Sep-18	787	787	97%	97%	99%	46%	98%	98%	64%	541	98%	93%	56%	5%	39%
Oct-18	1,112	1,112	98%	98%	100%	44%	99%	98%	66%	964	98%	94%	51%	5%	44%
Nov-18	1,274	1,274	93%	93%	99%	38%	99%	98%	68%	1,095	99%	94%	50%	5%	46%
Dec-18	732	732	99%	98%	100%	45%	100%	98%	68%	615	99%	94%	50%	3%	46%
							NON	I-OTS FLIGH	ITS						
Month	Total Flights	Total Flights south of 82N	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Filing RSP180/R CP240	Total Flights in ADS-B coverage	% Using ADS-B	% Filing ADS-B	% ADS-B DO-260	% ADS-B DO-260A	% ADS-B DO-260B
Jan-18	19,339	19,177	61%	60%	61%	56%	62%	64%	28%	18,435	95%	88%	54%	2%	44%
Feb-18	19,114	18,951	61%	60%	62%	57%	62%	69%	29%	18,224	96%	89%	54%	2%	43%
Mar-18	17,237	17,051	64%	63%	64%	60%	65%	71%	31%	16,241	96%	90%	54%	2%	44%
Apr-18	15,831	15,673	67%	66%	66%	63%	68%	73%	35%	14,896	96%	90%	52%	2%	46%
May-18	12,363	12,206	66%	65%	66%	61%	69%	71%	35%	11,578	96%	91%	51%	2%	47%
Jun-18	12,856	12,699	71%	70%	71%	65%	72%	74%	37%	12,062	97%	93%	50%	2%	49%
Jul-18	19,339	19,177	61%	60%	61%	56%	62%	64%	28%	18,435	95%	88%	54%	2%	44%
Aug-18	19,114	18,951	61%	60%	62%	57%	62%	69%	29%	18,224	96%	89%	54%	2%	43%
Sep-18	17,237	17,051	64%	63%	64%	60%	65%	71%	31%	16,241	96%	90%	54%	2%	44%
Oct-18	15,831	15,673	67%	66%	66%	63%	68%	73%	35%	14,896	96%	90%	52%	2%	46%
Nov-18	12,363	12,206	66%	65%	66%	61%	69%	71%	35%	11,578	96%	91%	51%	2%	47%
Dec-18	12,856	12,699	71%	70%	71%	65%	72%	74%	37%	12,062	97%	93%	50%	2%	49%

FIR (3-ltr Total % AFN % Using % Filing % Using % Filing % Fili		Operator												a
Shanwick AAA	FIR	ICAO					Ŭ	_	Ŭ	_		_	•	% Filing RSP180/R CP240
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Santa Maria Al.														84%
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Shamwick ABB														4%
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Gander														8%
Reykjavik AFL 1.767 98% 99% 99% 99% 98% 100% 3% 3% 3% 3% 3% 3% 3% 3% 3% 3% 3% 3% 3% 3% 2% 2% 5% 0% 100% 100% 100% 2% <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>99%</td><td></td><td></td><td></td><td>17%</td></th<>										99%				17%
Shamwick AFR										98%	100%	3%		3%
Gander AFR 1,404 94% 95% 100% 94% 100% 95% 100% 71% 71% 71% New York AFR 853 95% 95% 95% 100% 95% 100% 100% 00% 00% 87%						100%			100%		100%			2%
Reykjavik AFR	Gander	AFR	1,404	94%	96%	100%		100%	99%	98%	100%	71%	71%	71%
Santa Maria AFR 4,588 96% 99% 100% 99% 100% 100% 100% 100% 73% 73%	New York	AFR	853	99%	99%	100%	98%	100%	100%	0%	100%	87%	87%	87%
Shamwick AFR 12,114 99% 99% 100% 99% 100% 100% 100% 73% 73% 73% 73% Reykjavik AHY 70 94% 94% 97% 94% 97% 100% 99% 100% 09% 00%	Reykjavik	AFR	1,407	99%	99%	100%	78%	100%	100%	100%	100%	68%	69%	68%
Reykjavik AHY 70 94% 97% 94% 97% 100% 0% 0% Shanwick AHY 49 100% 100% 100% 100% 98% 100% 98% 98% 0% 3% 0% 3% 0% 3% 0% 3% 0% 3% 0% 3% 0% 3% 0% 3% 0% 3% 0% 3% 0% 3% 0% 3% 0% 0% 3% 0% 0%	Santa Maria	AFR	4,588	96%	99%	100%	99%	100%	100%	-	68%	73%	73%	73%
Shamwick AHY 49	Shanwick	AFR	12,114	99%	99%	100%	99%	100%	100%		100%	73%	73%	73%
Gander AIC 201 77% 99% 100% 100% 100% 100% 91% 100% 100%	Reykjavik	AHY	70	94%	94%	97%	94%	97%	100%	97%	100%	0%	0%	0%
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Gander AMX 199 98% 99% 100% 98% 100% 100% 0% 3% New York AMX 119 100% 100% 100% 100% 0% 0% 0% 3% Reykjavik AMX 203 100% 100% 100% 100% 70% 100% 0% 2.% Santa Maria AMX 908 98% 96% 100% 100% 100% - 13% 0% 3% Shanwick AMX 1,300 99% <td< td=""><td>Reykjavik</td><td>AIC</td><td>1,328</td><td>99%</td><td>99%</td><td>100%</td><td>99%</td><td>100%</td><td>100%</td><td>98%</td><td>100%</td><td>9%</td><td>3%</td><td>3%</td></td<>	Reykjavik	AIC	1,328	99%	99%	100%	99%	100%	100%	98%	100%	9%	3%	3%
New York AMX 119 100% 100% 100% 100% 100% 100% 0%	Shanwick	AIC	514	98%	99%	99%	92%	99%	99%		99%	21%	16%	16%
Reykjavik AMX 203 100% 100% 74% 100% 100% 70% 100% 0% 2% Santa Maria AMX 908 98% 96% 100% 100% 100% - 13% 0% 3% Shanwick AMX 1,300 99% 99% 99% 99% 99% 0% 3% Reykjavik ANZ 191 99% 99% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% <td>Gander</td> <td>AMX</td> <td>199</td> <td>98%</td> <td>99%</td> <td>100%</td> <td>98%</td> <td>100%</td> <td>100%</td> <td>82%</td> <td>100%</td> <td>0%</td> <td>3%</td> <td>0%</td>	Gander	AMX	199	98%	99%	100%	98%	100%	100%	82%	100%	0%	3%	0%
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Reykjavik ATN 51 0% 0% 0% 0% 100% 88% 0% 0% 0% Gander AUA 247 98% 100% 98% 99% 97% 100% 90% 100% 61% 61% Reykjavik AUA 540 86% 86% 86% 77% 85% 86% 100% 87% 43% 43% Santa Maria AUA 72 90% 96% 100% 99% 100% 99% - 1% 100% 100% Shanwick AUA 1,591 99% 99% 97% 98% 98% 100% 80% 80% Reykjavik AUI 208 49% 49% 50% 49% 50% 49% 50% 0%										-				0%
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FIR	Operator (3-ltr ICAO Code)	Total Flights	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180	% Filing RCP240	% Filing RSP180/R CP240
Gander	BAW	2,839	95%	97%	99%	97%	99%	100%	96%	99%	96%	97%	96%
New York	BAW	761	100%	99%	99%	99%	99%	100%	0%	100%	87%	87%	87%
Reykjavik	BAW	3,514	87%	87%	88%	70%	88%	89%	100%	91%	85%	85%	85%
Santa Maria	BAW	3,833	96%	98%	99%	98%	99%	99%	-	57%	70%	70%	70%
Shanwick	BAW	21,404	99%	99%	99%	98%	99%	100%		99%	88%	88%	88%
Reykjavik	BBD	261	0%	0%	0%	0%	0%	0%	89%	0%	0%	0%	0%
Shanwick	BBD	255	0%	0%	0%	0%	0%	0%	1000/	0%	0%	0%	0%
Reykjavik	BEL	39	82%	82%	85%	28%	85%	100%	100%	0%	64%	64%	64%
Shanwick	BEL BFF	804 56	98% 0%	98% 0%	100% 0%	98% 0%	100% 0%	100% 0%	80%	0% 41%	76% 0%	76% 0%	76% 0%
Reykjavik New York	BOS	86	100%	100%	100%	100%	100%	100%	0%	40%	93%	93%	93%
Santa Maria	BOS	293	96%	98%	98%	98%	98%	99%	-	4%	94%	94%	94%
Shanwick	BOS	565	84%	84%	84%	83%	84%	84%		82%	81%	81%	81%
Gander	BOX	124	99%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%
Reykjavik	BOX	159	100%	99%	100%	74%	100%	100%	99%	100%	100%	0%	0%
Shanwick	вох	672	100%	100%	100%	99%	100%	100%		100%	100%	0%	0%
New York	ВРА	56	20%	20%	20%	20%	20%	7%	0%	7%	0%	0%	0%
Santa Maria	BPA	222	5%	5%	5%	5%	5%	2%	-	0%	0%	0%	0%
Shanwick	BPA	223	5%	5%	5%	5%	5%	2%		1%	0%	0%	0%
Reykjavik	BTI	85	0%	0%	0%	0%	0%	86%	93%	87%	0%	0%	0%
New York	BWA	352	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
Shanwick	CAZ	50	96%	96%	96%	96%	96%	100%		100%	0%	0%	0%
Reykjavik	CES	57	100%	100%	100%	100%	100%	100%	88%	100%	0%	0%	0%
Reykjavik	CFC	200	38%	38%	48%	35%	48%	51%	34%	21%	2%	2%	2%
Santa Maria	CFC	90	60%	60%	68%	61%	67%	68%	-	0%	1%	1%	1%
Shanwick	CFC	129	70%	73%	78%	69%	78%	82%	220/	15%	5%	5%	5%
Reykjavik	CFE CFG	37 243	0% 79%	0% 81%	0% 99%	0% 79%	0% 98%	0% 91%	22% 75%	0% 24%	0% 85%	0% 90%	0% 85%
Gander New York	CFG	409	97%	97%	100%	97%	98%	91%	0%	40%	85%	90%	85%
Reykjavik	CFG	894	90%	90%	85%	83%	85%	81%	100%	95%	73%	80%	73%
Santa Maria	CFG	1,094	94%	96%	98%	96%	97%	90%	10070	16%	83%	89%	83%
Shanwick	CFG	2,530	93%	94%	92%	91%	92%	87%		98%	79%	86%	79%
Reykjavik	СНН	375	100%	100%	100%	100%	100%	100%	86%	100%	97%	97%	97%
New York	CJT	37	3%	3%	3%	3%	3%	100%	0%	0%	3%	3%	3%
Shanwick	CJT	127	94%	95%	97%	90%	97%	97%		56%	97%	97%	97%
Gander	CKS	107	95%	98%	99%	100%	99%	99%	89%	99%	0%	0%	0%
Reykjavik	CKS	84	95%	95%	100%	55%	100%	100%	66%	100%	0%	0%	0%
Shanwick	CKS	652	100%	100%	100%	99%	100%	100%		100%	0%	0%	0%
Reykjavik	CLU	92	92%	92%	100%	85%	100%	100%	100%	100%	0%	0%	0%
Shanwick	CLU	331	94%	95%	100%	91%	100%	100%		100%	0%	0%	0%
Gander	CLX	255	89%	93%	100%	95%	100%	100%	100%	100%	62%	62%	62%
New York	CLX	76	96%	96%	100%	96%	100%	100%	0%	100%	59%	59%	59%
Reykjavik	CLX	216	97%	97%	100%	75%	100%	100%	98%	100%	45%	39%	39%
Santa Maria	CLX	270	95%	96%	100%	98%	100%	100%	-	4%	46%	46%	46%
Shanwick	CLX CMB	1,598 104	97%	97%	100%	97% 47%	100%	100% 86%	84%	100% 50%	53% 11%	48% 11%	48%
Reykjavik Santa Maria	CMB	165	51% 88%	51% 85%	52% 90%	47% 89%	52% 90%	99%	- 84%	2%	4%	3%	11% 3%
Shanwick	CMB	469	78%	79%	78%	74%	78%	96%		78%	20%	20%	20%
Reykjavik	CNV	33	33%	33%	39%	33%	45%	39%	6%	6%	0%	0%	0%
Santa Maria	CNV	35	66%	60%	66%	66%	66%	63%	-	0%	6%	6%	6%
Shanwick	CNV	85	62%	62%	59%	61%	61%	60%		2%	1%	1%	1%
Reykjavik	СРА	905	99%	99%	100%	99%	100%	100%	99%	100%	3%	3%	3%
New York	CRL	114	100%	100%	100%	100%	100%	77%	0%	88%	74%	74%	74%
Santa Maria	CRL	677	95%	98%	99%	99%	99%	66%	-	10%	65%	65%	65%
Shanwick	CRL	792	99%	99%	99%	98%	99%	74%		74%	56%	56%	56%
Reykjavik	CSA	81	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%
Reykjavik	CSN	467	99%	99%	1%	99%	100%	100%	100%	100%	0%	0%	0%
Reykjavik	CTM	55	18%	18%	36%	18%	36%	71%	69%	36%	22%	22%	22%
Santa Maria	CTM	42	24%	29%	29%	26%	29%	74%	-	0%	2%	2%	2%
Shanwick	CTM	67	36%	37%	36%	36%	36%	78%		36%	16%	16%	16%
Santa Maria	CUB	88	14%	14%	14%	14%	14%	86%	-	0%	0%	0%	0%
Shanwick	CVK	38	0%	0%	0%	0%	0%	0%	40001	0%	0%	0%	0%
Reykjavik	CXA	38	97%	97%	100%	97%	100%	100%	100%	100%	0%	0%	0%
Reykjavik	DAF	141	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

FIR	Operator (3-ltr ICAO Code)	Total Flights	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180	% Filing RCP240	% Filing RSP180/R CP240
Santa Maria	DAH	38	100%	100%	100%	100%	100%	100%	-	1%	100%	100%	100%
Shanwick	DAH	273	99%	99%	99%	97%	99%	99%		4%	99%	99%	99%
Gander	DAL	2,729	97%	99%	100%	99%	100%	100%	97%	100%	81%	81%	81%
New York	DAL	1,698	47%	44%	67%	44%	67%	64%	0%	90%	55%	56%	56%
Reykjavik	DAL	3,768	96%	93%	98%	75%	97%	97%	100%	98%	69%	69%	69%
Santa Maria	DAL	3,084	96%	97%	99%	98%	99%	99%	-	46%	85%	85%	85%
Shanwick	DAL	22,232	99%	100%	99%	98%	99%	99%	1000/	99%	81%	81%	81%
Gander	DHK	129	99%	99%	100%	99%	100%	100%	100%	100%	100%	100%	100%
Reykjavik	DHK	70 492	99%	99%	100%	71%	100%	100% 99%	89%	100% 99%	67%	100%	67%
Shanwick Shanwick	DHK DJT	559	99% 99%	99% 100%	99% 100%	99% 99%	99% 100%	100%		100%	64% 0%	99% 0%	64% 0%
Gander	DLH	1,616	93%	97%	100%	96%	100%	100%	93%	100%	88%	88%	88%
New York	DLH	357	100%	100%	100%	100%	100%	100%	0%	100%	70%	70%	70%
Reykjavik	DLH	3,980	90%	90%	92%	77%	91%	92%	99%	93%	84%	84%	84%
Santa Maria	DLH	1,551	97%	98%	99%	99%	99%	100%	-	23%	68%	68%	68%
Shanwick	DLH	12,179	99%	99%	100%	99%	100%	100%		100%	87%	87%	87%
Reykjavik	DOD	550	8%	7%	11%	6%	11%	34%	14%	38%	1%	1%	1%
Shanwick	DUB	38	92%	92%	100%	92%	100%	97%		90%	0%	0%	0%
Reykjavik	DUK	45	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Shanwick	EDG	108	32%	32%	17%	28%	39%	24%		81%	2%	2%	2%
New York	EDW	103	100%	100%	100%	100%	100%	100%	0%	88%	100%	100%	100%
Reykjavik	EDW	233	94%	94%	94%	89%	94%	94%	100%	52%	94%	94%	94%
Santa Maria	EDW	431	98%	99%	100%	99%	100%	100%	-	6%	100%	100%	100%
Shanwick	EDW	850	99%	100%	100%	100%	100%	100%		54%	100%	100%	100%
Santa Maria	EGY	50	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%
Gander	EIN	858	98%	100%	100%	100%	100%	100%	87%	74%	100%	100%	100%
Reykjavik	EIN	714	99%	99%	100%	75%	100%	100%	100%	98%	100%	100%	100%
Santa Maria	EIN	558	6%	5%	6%	6%	6%	100%	-	4%	6%	6%	6%
Shanwick	EIN	9,695	59%	59%	60%	59%	60%	98%		45%	60%	60%	60%
New York	EJM	73	74%	70%	73%	73%	74%	48%	0%	67%	12%	15%	12%
Reykjavik	EJM	71	82%	82%	86%	75%	82%	45%	96%	79%	8%	0%	0%
Santa Maria	EJM	66	74%	79%	82%	80%	82%	62%	-	1%	12%	9%	9%
Shanwick	EJM	391	92%	93%	88%	86%	89%	53%		77%	11%	11%	10%
Gander	ELY	225	83%	84%	89%	84%	89%	89%	63%	89%	0%	0%	0%
New York	ELY	70	99%	99%	99%	99%	99%	99%	0%	99%	0%	0%	0%
Reykjavik	ELY	501	82%	82%	82%	79%	82%	83%	100%	83%	0%	0%	0%
Santa Maria	ELY	218	94%	92%	94%	94%	95%	94%	-	3%	0%	0%	0%
Shanwick	ELY ETD	1,348	86%	86%	85%	84%	85%	86%	1000/	86%	0%	0%	0%
Gander New York	ETD	233 36	91% 97%	99% 97%	100% 100%	99% 97%	100% 100%	100% 100%	100% 0%	25% 25%	0% 0%	0% 0%	0% 0%
Reykjavik	ETD	952	99%	99%	100%	98%	100%	100%	98%	100%	0%	0%	
Santa Maria	ETD	177	95%	98%	100%	99%	100%	100%	30/0	3%	0%	0%	0%
Shanwick	ETD	1,022	100%	100%	99%	97%	99%	100%		100%	0%	0%	0%
Gander	ETH	180	91%	91%	99%	94%	99%	99%	96%	36%	99%	99%	99%
New York	ETH	122	98%	98%	98%	98%	98%	100%	0%	64%	98%	98%	98%
Santa Maria	ETH	489	94%	95%	98%	96%	98%	100%	-	7%	98%	98%	98%
Shanwick	ETH	1,021	98%	99%	99%	97%	99%	99%		100%	99%	99%	99%
New York	ETR	41	24%	22%	29%	24%	27%	100%	0%	100%	0%	0%	0%
Santa Maria	ETR	178	11%	11%	12%	11%	12%	100%	-	3%	0%	0%	0%
New York	EVE	59	100%	100%	100%	100%	100%	3%	0%	0%	0%	0%	0%
Santa Maria	EVE	466	95%	97%	98%	97%	98%	9%	-	0%	0%	0%	0%
Gander	EWG	318	87%	87%	100%	86%	99%	100%	47%	47%	72%	72%	72%
New York	EWG	273	96%	96%	100%	96%	100%	100%	0%	79%	80%	80%	80%
Reykjavik	EWG	224	61%	61%	63%	45%	63%	63%	98%	88%	55%	55%	55%
Santa Maria	EWG	787	95%	98%	99%	99%	99%	100%	-	9%	81%	81%	81%
Shanwick	EWG	1,942	99%	99%	100%	99%	100%	100%		57%	74%	73%	73%
Santa Maria	EXS	2,019	3%	3%	3%	3%	3%	3%	-	18%	0%	0%	0%
Shanwick	EXS	4,522	3%	3%	3%	3%	3%	3%		53%	0%	0%	0%
Reykjavik	EZS	174	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%
Shanwick	EZS	83	0%	0%	0%	0%	0%	0%		100%	0%	0%	0%
Reykjavik	EZY	1,272	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%
Shanwick	EZY	1,493	0%	0%	0%	0%	0%	0%		100%	0%	0%	0%
Reykjavik	FBU	97	100%	100%	100%	91%	100%	100%	100%	1%	24%	24%	24%
Shanwick	FBU	105	100%	100%	100%	100%	100%	100%		0%	25%	25%	25%

Garder Pix 375 97N 98N 99N 98N 199N 98N 98N 98N 99N 99N 99N 99N 99N 99N	FIR	Operator (3-ltr ICAO Code)	Total Flights	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180	% Filing RCP240	% Filing RSP180/R CP240
SATIA MARIA DI CX	Gander		375	97%	98%	99%	98%	100%	100%	96%	100%	34%	33%	33%
Shamorick FOX 2.219 99% 99	Reykjavik	FDX	346	96%	96%	99%	58%	99%	100%	94%	100%	36%	36%	36%
Resplayer	Santa Maria	FDX	45	100%	100%	100%	100%	100%	100%	-	1%	29%	29%	29%
Gander FIN 1.15	Shanwick				99%			99%						35%
Reykjavik File Fi														
Santa Maria N	-													
Sharwick										100%				-
Rev spack Fil. 1.637 ON ON ON ON ON ON ON O										-				
Reykjavik RNA 586 DN DN DN DN DN DN DN D										00%				-
New York MMI 332 998 9	, ,													
Santa Maria MVI														
Shanwick MM										-				
Reykjawk RM														
Reykjawk GAF	Reykjavik	FXI								99%	85%	0%		-
Shamwick GAF G3 S.29k	Shanwick	GA	8,840	74%	74%	73%	71%	75%	64%		78%	11%	10%	9%
Gander GEC 181 197% 199% 199% 199% 199% 199% 199% 19	Reykjavik	GAF	37	38%	38%	62%	38%	62%	84%	76%	57%	0%	0%	0%
Reykjawk GEC 310 98% 98% 100% 80% 100% 100% 99% 100% 22% 28% 28% 28% 28% 28% 5341 Maria GEC 41 95% 98% 100% 100% 100% 100% 100% 100% 33% 32% 32% 32% 33% 33% 32% 32% 32% 33% 33% 32% 32% 33% 33% 32% 32% 33% 33% 32% 32% 32% 33% 33% 32% 32% 33% 33% 32% 32% 33% 33% 33% 32% 32% 33% 33% 33% 32% 32% 33% 33% 33% 32% 32% 33% 33% 33% 32% 32% 33% 33% 33% 32% 32% 33% 3	Shanwick	GAF	63	52%	52%	52%	51%	52%	83%		44%	0%	0%	0%
Santa Maria GEC	Gander													
Shamwick GEC 1,033 99% 100% 100% 100% 100% 100% 100% 33% 32% 32% 32% 33%										99%				
Santa Maria GES 93 95% 97% 100% 98% 100% 27% 1										-				
Shanwick GES	-													
Reykjawik CMI 185										-				
Santa Maria GMI 36										0.50/				
Shanwick GMI										96%				
Reykjavik GRL 2,526										-				
Shanwick	-									90%				
Gander GTI 143 95% 97% 100% 100% 100% 100% 85% 86% 0% 0% 0% 0% New York GTI 57 100% 100% 100% 100% 100% 100% 100% 0% 93% 0% 0% 0% 0% 0% Sarta Maria GTI 91 90% 99% 100% 100% 100% 100% 100% 100										3070				
New York GTI	-									85%				
Reykjavik GTI														
Shanwick GTI 1,053 98% 98% 99% 97% 99% 100% 100% 100% 00%	-									95%		0%	0%	
Reykjavik HAE 42 0% 0% 0% 0% 48% 19% 0%	Santa Maria	GTI	116	97%	99%	100%	100%	100%	100%	-	2%	0%	0%	0%
Reykjavik	Shanwick	GTI	1,053	98%	98%	99%	97%	99%	100%		100%	0%	0%	0%
Shanwick HRT 40 58% 60% 58% 53% 58% 78% 83% 20% 20% 20% Shanwick IAM 34 62% 65% 65% 65% 65% 65% 55% 21% <	Reykjavik	HAE	42	0%	0%	0%	0%	0%	0%	48%	19%	0%	0%	0%
Shanwick IAM 34 62% 65% 65% 65% 65% 65% 65% 65% 65% 65% 65% 21% 21% 21% 21% Gander IBE 174 87% 90% 100% 95% 100% 100% 67% 78% 93%	Reykjavik			6%	6%			6%		42%				0%
Gander IBE 174 87% 90% 100% 96% 100% 100% 67% 78% 93% 100% 12% 12% 12% <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>														
New York BE	-													
Reykjavik IBE														
Santa Maria IBE 6,730 98% 100% 100% 100% 100% 59% 14% 15% 14% Shanwick IBE 967 96% 98% 98% 98% 98% 98% 12% 13%														
Shanwick BE 967 96% 98% 98% 96% 98% 98% 98% 74% 12% 12% 12% Gander IBK 293 97% 98% 59% 99% 96% 0% 80% 79% 0% 0% 0% 0% 0% 0% 0%										100%				
Gander IBK 293 97% 98% 59% 99% 96% 0% 80% 79% 0%	-									-				
New York IBK 163 3% 3% 2% 3% 3% 1% 0% 100% 0% 0% 0% 0%										80%				-
Reykjavik IBK 512 11% 10% 8% 7% 5% 0% 100% 97% 0% 0% 0% Shanwick IBK 2,140 51% 51% 26% 33% 36% 0% 92% 0%	-													
Shanwick IBK 2,140 51% 51% 26% 33% 36% 0% 92% 0%														
Reykjavik IBS 76 0% 0% 0% 0% 96% 0% 0% 0% Gander ICE 522 20% 22% 23% 23% 23% 74% 100% 0% 0% Reykjavik ICE 15,134 12% 13% 12% 13% 12% 100% 100% 0% 0% 0% Santa Maria ICE 82 0%														
Reykjavik ICE 15,134 12% 12% 13% 12% 100% 100% 0%<										96%				
Santa Maria ICE 82 0%	Gander	ICE		20%	22%	23%	23%	23%	23%	74%	100%	0%	0%	0%
Shanwick ICE 3,176 13% 13% 13% 13% 13% 13% 13% 98% 0% <td>Reykjavik</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>100%</td> <td></td> <td></td> <td></td> <td></td>	Reykjavik									100%				
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Shanwick ICL 350 97% 98% 100% 97% 100% 100% 46% 46% <td></td>														
Shanwick ICV 109 98% 98% 100% 98% 100% 50% 46% 46% Reykjavik IFA 155 1% 1% 1% 1% 3% 3% 45% 25% 0% 0% 0% Shanwick IFA 106 22% 22% 0% 13% 18% 27% 32% 0% 0% 0% New York ISS 52 100% 100% 100% 100% 100% 94% 100% 100% 100% 100% 100% 94% 100% <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>0%</td><td></td><td></td><td></td><td></td></t<>										0%				
Reykjavik IFA 155 1% 1% 1% 1% 3% 3% 45% 25% 0% 0% 0% Shanwick IFA 106 22% 22% 0% 13% 18% 27% 32% 0% 0% 0% New York ISS 52 100% 100% 100% 100% 100% 94% 100% 100% 100% Santa Maria ISS 186 84% 87% 89% 88% 89% 100% - 2% 88% 88% 88% Shanwick ISS 593 94% 94% 93% 94% 100% 88% 93% 93% 93% Reykjavik ITAF 43 14% 12% 16% 12% 16% 21% 16% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% <td></td>														
Shanwick IFA 106 22% 22% 0% 13% 18% 27% 32% 0% 0% 0% New York ISS 52 100% 100% 100% 100% 100% 94% 100% 100% 100% Santa Maria ISS 186 84% 87% 89% 88% 89% 100% - 2% 88% 88% 88% Shanwick ISS 593 94% 94% 93% 94% 100% 88% 93% 93% 93% Reykjavik ITAF 43 14% 12% 16% 12% 16% 21% 16% 0% 0% 0% New York JAF 83 95% 95% 95% 95% 78% 0% 78% 69% 69% 69% Santa Maria JAF 400 83% 84% 85% 84% 85% 80% - 6% 77% 77%<	-									4501				
New York ISS 52 100% 100% 100% 100% 100% 94% 100% 100% 100% Santa Maria ISS 186 84% 87% 89% 88% 89% 100% - 2% 88% 88% 88% Shanwick ISS 593 94% 94% 93% 94% 100% 88% 93% 93% 93% Reykjavik ITAF 43 14% 12% 16% 12% 16% 21% 16% 0% 0% 0% New York JAF 83 95% 95% 95% 95% 78% 0% 78% 69% 69% 69% Santa Maria JAF 400 83% 84% 85% 84% 85% 80% - 6% 77% 77% 77%										45%				
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Shanwick ISS 593 94% 94% 93% 94% 100% 88% 93% 93% 93% Reykjavik ITAF 43 14% 12% 16% 12% 16% 21% 16% 0% 0% New York JAF 83 95% 95% 95% 95% 78% 0% 78% 69% 69% Santa Maria JAF 400 83% 84% 85% 84% 85% 80% - 6% 77% 77% 77%										0%				
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Santa Maria JAF 400 83% 84% 85% 84% 85% 80% - 6% 77% 77% 77%														
	-									-				
[3000180000, [300]] $[300]$ $[300]$ $[300]$ $[300]$ $[300]$ $[300]$ $[300]$ $[300]$ $[300]$ $[300]$ $[300]$	Shanwick	JAF	574	96%	96%	97%	94%	97%	93%		96%	91%	91%	91%

FIR	Operator (3-ltr ICAO Code)	Total Flights	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180	% Filing RCP240	% Filing RSP180/R CP240
Reykjavik	JAI	52	92%	92%	92%	50%	92%	92%	100%	100%	0%	0%	0%
Shanwick	JAI	360	97%	98%	100%	98%	100%	100%		100%	0%	0%	0%
Shanwick	JAS	56	93%	96%	98%	88%	98%	95%		98%	13%	9%	9%
New York	JBU	3,106	43%	42%	43%	42%	43%	0%	0%	5%	1%	1%	1%
Shanwick	JET	31	100%	100%	100%	90%	100%	100%		100%	0%	0%	0%
Shanwick	JME	44 36	98%	98%	93%	93%	100%	84%		93%	0%	0%	0%
Shanwick Shanwick	JTG KAC	366	0% 96%	0% 96%	0% 100%	0% 96%	0% 100%	0% 0%		75% 0%	0% 0%	0% 0%	0% 0%
Gander	KLM	1,027	90%	94%	100%	93%	100%	100%	94%	100%	73%	73%	73%
New York	KLM	546	99%	99%	100%	98%	100%	100%	0%	100%	78%	78%	78%
Reykjavik	KLM	1,974	99%	99%	100%	80%	100%	100%	100%	100%	71%	71%	71%
Santa Maria	KLM	2,979	97%	99%	100%	99%	100%	100%	-	44%	81%	81%	80%
Shanwick	KLM	8,316	100%	100%	100%	99%	100%	100%		100%	74%	74%	74%
New York	KQA	43	98%	98%	100%	98%	100%	98%	0%	98%	98%	98%	98%
Santa Maria	KQA	108	100%	100%	100%	100%	100%	97%	-	2%	97%	83%	82%
New York	KTK	95	28%	26%	12%	26%	32%	45%	0%	0%	0%	0%	0%
Reykjavik	KTK	254	9%	9%	3%	9%	9%	53%	81%	31%	0%	0%	0%
Santa Maria	KTK	175	5%	5%	6%	5%	6%	41%	-	0%	0%	0%	0%
Shanwick	KTK	377	6%	6%	1%	6%	8%	47%		19%	0%	0%	0%
Santa Maria	LAN	106	99%	100%	100%	100%	100%	0%	-	2%	0%	0%	0%
Shanwick	LCO	127	5%	5%	0%	0%	0%	0%		0%	0%	0%	0%
Santa Maria	LNE	155	90%	88%	90%	89%	93%	51%	- 570/	2%	0%	0%	0%
Gander	LOT LOT	249	95%	100%	100% 99%	100%	100%	85%	57%	18%	85% 40%	85%	85% 40%
Reykjavik Shanwick	LOT	1,519 1,062	98% 97%	98% 97%	99%	98% 77%	99% 97%	98% 81%	100%	71% 73%	33%	40% 33%	33%
New York	LPE	80	73%	73%	33%	77%	80%	68%	0%	0%	0%	0%	0%
Santa Maria	LPE	540	83%	82%	83%	83%	85%	80%		8%	0%	0%	0%
New York	LXJ	61	3%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Reykjavik	LXJ	38	16%	16%	16%	16%	3%	16%	95%	29%	0%	0%	0%
Shanwick	LXJ	109	23%	26%	28%	6%	4%	31%		55%	0%	0%	0%
Shanwick	MHV	40	23%	23%	25%	23%	25%	25%		0%	0%	0%	0%
Reykjavik	MMD	48	85%	85%	96%	81%	96%	96%	96%	96%	42%	0%	0%
Shanwick	MMD	126	94%	94%	96%	91%	96%	99%		96%	36%	36%	36%
New York	MPH	39	100%	100%	100%	100%	100%	100%	0%	72%	0%	0%	0%
Santa Maria	MPH	134	99%	99%	100%	99%	100%	100%	-	2%	0%	0%	0%
Shanwick	MPH	345	99%	100%	99%	99%	99%	99%		73%	0%	0%	0%
Reykjavik	MSR	115	99%	98%	100%	90%	100%	100%	100%	100%	0%	0%	0%
Santa Maria	MSR	83	98%	99%	100%	100%	100%	100%	-	1%	0%	0%	0%
Shanwick	MSR MYA	464 965	99% 0%	99% 0%	100% 0%	98% 0%	100% 0%	100% 0%	91%	100% 86%	0% 0%	0% 0%	0% 0%
Reykjavik Gander	NAX	746	93%	98%	93%	98%	93%	86%	35%	93%	85%	85%	
New York	NAX	124	100%	98%	98%	98%	98%	96%	0%	98%	94%	94%	85% 94%
Reykjavik	NAX	2,454	85%	85%	85%	81%	86%	98%	100%	90%	84%	84%	84%
Santa Maria	NAX	486	97%	98%	99%	98%	99%	90%		7%	87%	87%	87%
Shanwick	NAX	3,941	95%	96%	88%	87%	89%	84%		93%	79%	79%	79%
Reykjavik	NJE	79	33%	32%	37%	30%	37%	0%	62%	46%	0%	0%	0%
Santa Maria	NJE	62	90%	90%	90%	90%	90%	2%	-	1%	0%	0%	0%
Shanwick	NJE	184	97%	98%	98%	96%	98%	0%		74%	0%	0%	0%
Santa Maria	NOP	2,704	44%	46%	51%	48%	50%	54%	-	23%	5%	6%	5%
New York	NOS	72	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%
Santa Maria	NOS	219	97%	97%	99%	98%	99%	1%	-	2%	0%	0%	0%
Shanwick	NOS	203	99%	99%	99%	98%	99%	1%	100/	1%	0%	0%	0%
Gander	NRS	493	95%	97%	100%	97%	100%	80%	40%	80%	80%	80%	80%
New York	NRS NRS	98 635	99%	100%	100%	99%	100%	71%	100%	72% 100%	71% 96%	71% 96%	71%
Reykjavik Santa Maria	NRS	342	99% 97%	99% 98%	100% 100%	81% 99%	99% 100%	96% 90%	100%	5%	96%	96%	96% 90%
Shanwick	NRS	3,176	97%	100%	100%	99%	100%	89%	-	100%	88%	88%	88%
New York	NWS	43	98%	98%	100%	98%	100%	100%	0%	0%	0%	0%	0%
Reykjavik	NWS	223	96%	96%	97%	96%	99%	100%	96%	41%	0%	0%	0%
Santa Maria	NWS	77	96%	97%	99%	97%	97%	100%	-	1%	0%	0%	0%
Shanwick	NWS	215	95%	96%	97%	82%	99%	100%		43%	0%	0%	0%
Reykjavik	OAE	52	88%	88%	100%	71%	98%	100%	100%	100%	6%	6%	6%
Shanwick	OAE	426	97%	97%	97%	96%	97%	97%		100%	20%	20%	20%
Santa Maria	OBS	217	97%	99%	99%	99%	99%	81%	-	0%	0%	0%	0%

FIR	Operator (3-ltr ICAO Code)	Total Flights	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180	% Filing RCP240	% Filing RSP180/R CP240
New York	ONE	62	50%	34%	100%	34%	50%	0%	0%	100%	0%	0%	0%
Shanwick	PAC	91	97%	98%	100%	96%	100%	100%		100%	0%	0%	0%
Reykjavik	PAL	86	98%	98%	100%	98%	100%	100%	100%	100%	100%	100%	100%
Reykjavik	PCH	84	0%	0%	0%	0%	0%	77%	89%	68%	0%	0%	0%
Shanwick	PEG	101	7%	7%	7%	7%	20%	97%		16%	0%	0%	0%
Reykjavik	PIA	205	95%	95%	100%	95%	99%	100%	98%	100%	0%	0%	0%
Santa Maria	PLM	238	94%	99%	100%	98%	100%	0%	-	0%	0%	0%	0%
Reykjavik	PRI	83	30%	30%	33%	11%	33%	37%	97%	0%	33%	33%	33%
Santa Maria	PRI	69	13%	13%	13%	13%	13%	7%	-	0%	7%	7%	7%
Shanwick	PRI PRW	813 227	88% 0%	88% 0%	88% 0%	87% 0%	88% 0%	82% 0%	100%	10% 0%	79% 0%	78% 0%	78% 0%
Reykjavik Santa Maria	PRW	78	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%
Shanwick	PRW	204	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%
New York	PUE	53	70%	70%	72%	70%	72%	100%	0%	42%	0%	0%	0%
Santa Maria	PUE	300	45%	47%	49%	47%	49%	100%	-	2%	0%	0%	0%
Reykjavik	QID	31	48%	35%	100%	35%	100%	100%	0%	0%	0%	0%	0%
Shanwick	QQE	34	97%	97%	97%	94%	97%	97%	270	94%	74%	74%	74%
Gander	QTR	799	91%	96%	100%	97%	100%	100%	70%	0%	100%	100%	100%
New York	QTR	217	100%	100%	100%	100%	100%	100%	0%	4%	100%	100%	100%
Reykjavik	QTR	2,072	99%	99%	100%	96%	99%	100%	100%	100%	100%	100%	100%
Santa Maria	QTR	458	93%	97%	100%	98%	100%	100%	-	7%	100%	100%	100%
Shanwick	QTR	3,540	99%	100%	99%	97%	99%	100%		100%	99%	99%	99%
New York	RAM	95	99%	96%	100%	96%	100%	100%	0%	100%	81%	81%	100%
Santa Maria	RAM	1,048	82%	84%	85%	84%	85%	81%	-	16%	84%	84%	84%
Shanwick	RAM	130	60%	61%	65%	47%	65%	65%		93%	65%	64%	64%
Gander	RCH	271	81%	89%	90%	90%	90%	90%	6%	24%	0%	0%	0%
New York	RCH	63	97%	95%	97%	95%	97%	97%	0%	30%	0%	0%	3%
Reykjavik	RCH	358	68%	68%	73%	56%	73%	76%	28%	27%	0%	0%	0%
Santa Maria	RCH	534	81%	83%	86%	85%	86%	86%	-	2%	2%	0%	0%
Shanwick	RCH	1,905	90%	90%	91%	89%	91%	91%		19%	0%	0%	0%
Gander	RJA	113	81%	99%	100%	99%	100%	100%	99%	100%	5%	5%	5%
Reykjavik	RJA	292	100%	100%	100%	92%	100%	100%	100%	100%	3%	3%	3%
Shanwick	RJA	550	95%	96%	96%	92%	96%	96%	90/	100%	3%	3%	3%
New York Reykjavik	ROU ROU	383 608	55% 99%	54% 99%	58% 100%	54% 83%	55% 100%	55% 100%	0%	72% 100%	0% 0%	0% 0%	0% 0%
Santa Maria	ROU	636	96%	99%	100%	100%	100%	100%	99%	9%	0%	0%	0%
Shanwick	ROU	2,677	99%	99%	100%	98%	100%	100%	-	100%	0%	0%	0%
Reykjavik	RRR	48	56%	56%	58%	52%	58%	75%	68%	58%	0%	0%	0%
Santa Maria	RRR	77	34%	35%	39%	36%	39%	90%	-	1%	0%	0%	0%
Shanwick	RRR	182	34%	34%	34%	34%	34%	91%		32%	0%	0%	0%
Santa Maria	RYR	1,725	0%	0%	0%	0%	0%	0%	-	26%	0%	0%	0%
Shanwick	RYR	2,530	0%	0%	1%	0%	0%	1%		100%	0%	0%	0%
New York	RZO	68	96%	96%	99%	96%	99%	99%	0%	99%	0%	0%	0%
Santa Maria	RZO	3,566	20%	21%	28%	23%	24%	33%	-	17%	0%	0%	0%
New York	SAA	120	100%	100%	100%	100%	100%	100%	0%	28%	0%	0%	0%
Santa Maria	SAA	716	99%	99%	100%	100%	100%	100%	-	11%	0%	0%	0%
Shanwick	SAM	61	95%	93%	97%	93%	97%	95%		18%	13%	13%	13%
Gander	SAS	392	93%	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%
Reykjavik	SAS	3,868	73%	73%	74%	73%	74%	74%	100%	98%	74%	74%	74%
Shanwick	SAS	1,231	99%	100%	99%	83%	99%	100%		100%	100%	100%	100%
Reykjavik	SDM	45	84%	62%	100%	62%	98%	100%	100%	0%	0%	0%	0%
Shanwick	SDM	93	90%	90%	100%	63%	100%	100%		0%	0%	0%	0%
Gander	SIA	160	99%	100%	99%	100%	99%	99%	91%	99%	85%	85%	85%
Reykjavik	SIA	66	100%	100%	100%	52%	100%	100%	100%	100%	97%	97%	97%
Shanwick	SIA	822	100%	100%	100%	100%	100%	100%		100%	85%	85%	85%
Santa Maria	SLM	191	95%	99%	100%	99%	100%	0%	-	3% 100%	0%	0%	0%
Shanwick	SLM	140	100% 97%	100% 97%	94% 100%	100%	100%	0% 100%	1000/	100%	0% 0%	0% 0%	0%
Reykjavik Shanwick	SOO SOO	76 354	97%	97%	100%	84% 98%	100% 100%	100% 100%	100%	99% 100%	0%	0%	0% 0%
Gander	SVA	152	99%	96%	100%	98%	100%	100%	99%	0%	0%	0%	0%
Reykjavik	SVA	165	94%	93%	99%	79%	99%	38%	100%	90%	0%	0%	0%
Santa Maria	SVA	38	95%	92%	100%	97%	100%	24%	100/0	0%	0%	0%	0%
Shanwick	SVA	905	96%	97%	98%	95%	98%	37%	_	84%	0%	0%	0%
SHALLANICK	SVW	77	88%	88%	90%	84%	90%	97%		44%	0%	0%	0%

	Operator												% Filing
FIR	(3-ltr ICAO	Total Flights	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180	% Filing RCP240	RSP180/R CP240
	Code)												
New York	SWG	395	0%	0%	85%	0% 97%	0%	7%	0%	15%	0%	0%	0%
Gander New York	SWR SWR	578 165	96% 100%	97% 100%	100% 100%	100%	100% 100%	100% 100%	96% 0%	100% 100%	80% 72%	80% 72%	80% 72%
Reykjavik	SWR	497	97%	97%	98%	85%	97%	99%	100%	100%	12%	12%	12%
Santa Maria	SWR	389	97%	97%	100%	100%	100%	100%	-	6%	75%	75%	75%
Shanwick	SWR	3,826	100%	100%	100%	99%	100%	100%		100%	79%	79%	79%
Santa Maria	SWT	34	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%
Reykjavik	SYB	86	21%	21%	28%	21%	77%	95%	94%	99%	12%	0%	0%
New York Santa Maria	TAM TAM	96 502	99% 99%	98% 99%	98% 100%	99% 99%	100%	99% 100%	0%	16% 7%	0% 0%	0% 0%	0% 0%
Shanwick	TAM	292	97%	99%	99%	96%	100% 98%	100%	-	100%	0%	0%	0%
Gander	TAP	104	89%	90%	100%	100%	100%	100%	99%	78%	0%	0%	0%
New York	TAP	189	99%	99%	99%	98%	100%	90%	0%	86%	0%	0%	0%
Santa Maria	TAP	5,000	60%	61%	61%	61%	61%	58%	-	74%	0%	0%	0%
Shanwick	TAP	510	89%	89%	89%	88%	89%	89%		86%	0%	0%	0%
Shanwick	TAR	144	100%	100%	100%	100%	100%	100%		100%	0%	0%	0%
Shanwick	TAY	144	92%	93%	95%	90%	95%	95%		95%	0%	0%	0%
Santa Maria Gander	TCV TCX	47 119	36% 92%	36% 93%	36% 99%	36% 93%	36% 99%	0% 100%	98%	1% 100%	0% 46%	0% 46%	0% 46%
New York	TCX	119	100%	93%	99%	93%	99%	100%	98%	100%	74%	74%	74%
Reykjavik	TCX	287	97%	97%	96%	82%	96%	100%	99%	99%	61%	61%	61%
Santa Maria	TCX	1,312	39%	39%	41%	41%	43%	99%	-	17%	28%	29%	28%
Shanwick	TCX	3,579	67%	67%	64%	67%	68%	99%		74%	43%	43%	43%
Gander	TFL	105	89%	88%	99%	85%	100%	91%	94%	88%	71%	71%	71%
New York	TFL	169	99%	100%	100%	99%	100%	87%	0%	82%	63%	63%	63%
Santa Maria	TFL	827	89%	90%	92%	91%	91%	88%	-	11%	22%	23%	22%
Shanwick	TFL THT	1,071 165	96% 99%	96% 99%	97% 100%	96% 85%	97% 100%	94% 100%	100%	89% 100%	25% 100%	25% 100%	25% 100%
Reykjavik Shanwick	THT	178	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Gander	THY	613	92%	95%	99%	97%	99%	99%	97%	100%	0%	0%	0%
New York	THY	171	99%	99%	100%	99%	100%	100%	0%	100%	0%	0%	0%
Reykjavik	THY	1,951	98%	98%	99%	96%	99%	99%	100%	100%	0%	0%	0%
Santa Maria	THY	583	97%	97%	100%	98%	100%	100%	-	9%	0%	0%	0%
Shanwick	THY	2,919	99%	100%	100%	97%	100%	100%		100%	0%	0%	0%
Gander	TOM	226	82%	81%	97%	77%	97%	97%	82%	95%	96%	96%	96%
New York Reykjavik	TOM TOM	297 129	100% 42%	100% 40%	100% 43%	100% 34%	100% 43%	100% 43%	0% 100%	95% 94%	100% 41%	100% 41%	100% 41%
Santa Maria	TOM	1,806	72%	73%	76%	74%	75%	75%	100%	24%	72%	72%	72%
Shanwick	TOM	3,647	74%	74%	79%	73%	74%	74%		89%	72%	72%	72%
Santa Maria	TOW	95	100%	100%	100%	100%	100%	100%	-	1%	0%	0%	0%
Shanwick	TOW	96	100%	100%	100%	100%	100%	100%		100%	0%	0%	0%
Gander	TSC	214	95%	94%	98%	99%	98%	99%	100%	86%	0%	0%	0%
New York	TSC	414	46%	44%	46%	45%	46%	88%	0%	47%	0%	0%	0%
Reykjavik	TSC	794	98%	97% 92%	98% 99%	79%	98%	100%	99%	41%	0% 0%	0%	0% 0%
Santa Maria Shanwick	TSC TSC	753 4,740	94% 98%	92%	99%	98% 95%	99% 98%	100% 100%	-	10% 75%	0%	0% 0%	0%
Reykjavik	TVF	56	0%	0%	0%	0%	0%	0%	100%	93%	0%	0%	0%
Reykjavik	TVS	157	0%	0%	1%	0%	1%	64%	96%	97%	0%	0%	0%
Shanwick	TVS	98	0%	0%	0%	0%	0%	48%		66%	0%	0%	0%
Reykjavik	TWY	60	70%	70%	82%	67%	77%	77%	89%	83%	27%	12%	7%
Shanwick	TWY	164	87%	87%	84%	84%	87%	77%		81%	37%	38%	36%
Gander	UAE	729	92%	97%	100%	97%	100%	100%	91% 0%	100% 100%	98%	98%	98%
New York Reykjavik	UAE UAE	196 2,442	100% 99%	100% 99%	100% 100%	100% 97%	100% 100%	100% 100%	100%	100%	99% 98%	99% 98%	99% 98%
Santa Maria	UAE	601	98%	99%	100%	100%	100%	100%	-	9%	95%	95%	95%
Shanwick	UAE	3,238	99%	100%	100%	97%	100%	100%		100%	94%	94%	94%
Gander	UAL	3,068	96%	99%	100%	100%	100%	100%	98%	78%	87%	87%	87%
New York	UAL	1,620	33%	31%	33%	31%	33%	100%	0%	60%	26%	26%	26%
Reykjavik	UAL	5,692	99%	99%	100%	85%	100%	100%	99%	89%	86%	83%	82%
Santa Maria	UAL	2,056	95%	98%	100%	99%	100%	100%	-	19%	42%	42%	42%
Shanwick	UAL	21,377	99%	99%	100%	98%	100%	100%		74%	68%	68%	68%
Shanwick Shanwick	UKL ULC	36 39	0% 100%	0% 100%	0% 100%	0% 95%	0% 100%	0% 100%		0% 100%	0% 77%	0% 77%	0% 77%
Gander	UPS	279	99%	99%	99%	100%	99%	99%	97%	100%	67%	67%	67%
Gariaei	OF 3	213	33/0	33/0	3370	100%	3370	3370	3170	100%	0770	07%	0770

FIR	Operator (3-ltr ICAO Code)	Total Flights	% AFN logon	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B	% Filing RSP180	% Filing RCP240	% Filing RSP180/R CP240
New York	UPS	52	100%	100%	100%	100%	100%	100%	0%	100%	17%	17%	17%
Reykjavik	UPS	193	96%	96%	99%	74%	98%	98%	97%	100%	41%	41%	41%
Shanwick	UPS	1,814	100%	100%	99%	99%	99%	99%		99%	52%	52%	52%
Reykjavik	UZB	118	100%	100%	100%	99%	100%	100%	100%	100%	99%	0%	0%
Reykjavik	VDA	53	0%	0%	0%	0%	0%	0%	87%	64%	0%	0%	0%
Shanwick	VDA	43	0%	0%	0%	0%	0%	0%		72%	0%	0%	0%
Gander	VIR	1,166	95%	97%	100%	97%	99%	99%	93%	94%	74%	74%	74%
New York	VIR	479	100%	100%	100%	100%	100%	100%	0%	90%	46%	46%	46%
Reykjavik	VIR	1,462	99%	98%	100%	91%	100%	100%	100%	90%	83%	83%	83%
Santa Maria	VIR	1,438	96%	97%	100%	99%	100%	100%	-	19%	32%	32%	32%
Shanwick	VIR	9,236	100%	100%	100%	99%	100%	100%		92%	67%	67%	67%
New York	VJT	49	98%	98%	98%	98%	98%	98%	0%	100%	96%	96%	98%
Reykjavik	VJT	125	90%	90%	94%	82%	94%	95%	97%	94%	31%	25%	25%
Santa Maria	VJT	130	96%	96%	100%	98%	99%	98%	-	2%	48%	46%	46%
Shanwick	VJT	469	95%	96%	98%	95%	96%	98%		98%	40%	37%	37%
Santa Maria	VKG	378	30%	30%	31%	30%	31%	100%	-	5%	31%	31%	30%
Shanwick	VKG	479	32%	32%	32%	32%	32%	100%		87%	32%	31%	31%
Reykjavik	VLG	104	0%	0%	0%	0%	0%	93%	100%	0%	0%	0%	0%
Shanwick	WGN	52	0%	0%	0%	0%	0%	100%		65%	0%	0%	0%
Shanwick	WGT	33	100%	100%	100%	97%	100%	100%		100%	0%	0%	0%
New York	WJA	315	5%	4%	10%	4%	8%	3%	0%	57%	0%	0%	0%
Reykjavik	WJA	468	99%	99%	99%	92%	99%	0%	100%	100%	0%	0%	0%
Shanwick	WJA	1,623	95%	95%	91%	78%	79%	13%		98%	0%	0%	0%
Gander	WOW	443	91%	94%	95%	94%	95%	100%	75%	100%	0%	0%	0%
Reykjavik	WOW	9,915	62%	59%	59%	59%	64%	91%	100%	100%	0%	0%	0%
Santa Maria	WOW	123	46%	46%	47%	46%	47%	95%	-	2%	0%	0%	0%
Shanwick	WOW	4,133	57%	57%	51%	56%	59%	90%		99%	0%	0%	0%
Reykjavik	WUK	44	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%
Reykjavik	WZZ	1,140	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%
New York	XLF	74	100%	100%	100%	100%	100%	100%	0%	85%	100%	100%	100%
Reykjavik	XLF	65	98%	98%	100%	86%	100%	100%	100%	3%	100%	100%	100%
Santa Maria	XLF	357	73%	75%	75%	75%	75%	99%	-	3%	74%	74%	74%
Shanwick	XLF	730	84%	84%	84%	84%	84%	99%		63%	83%	83%	82%