

BFD STABILITY

DRAFT-ASHESH-BFD-STABILITY-00

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Agenda

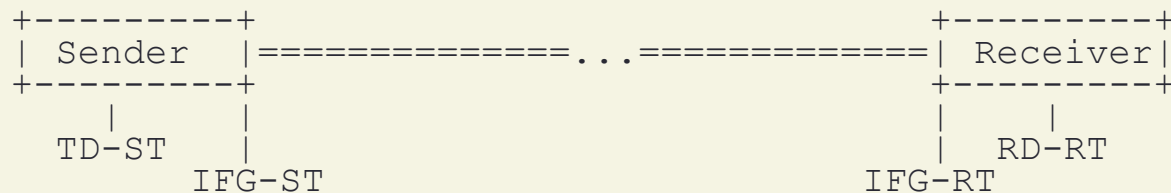
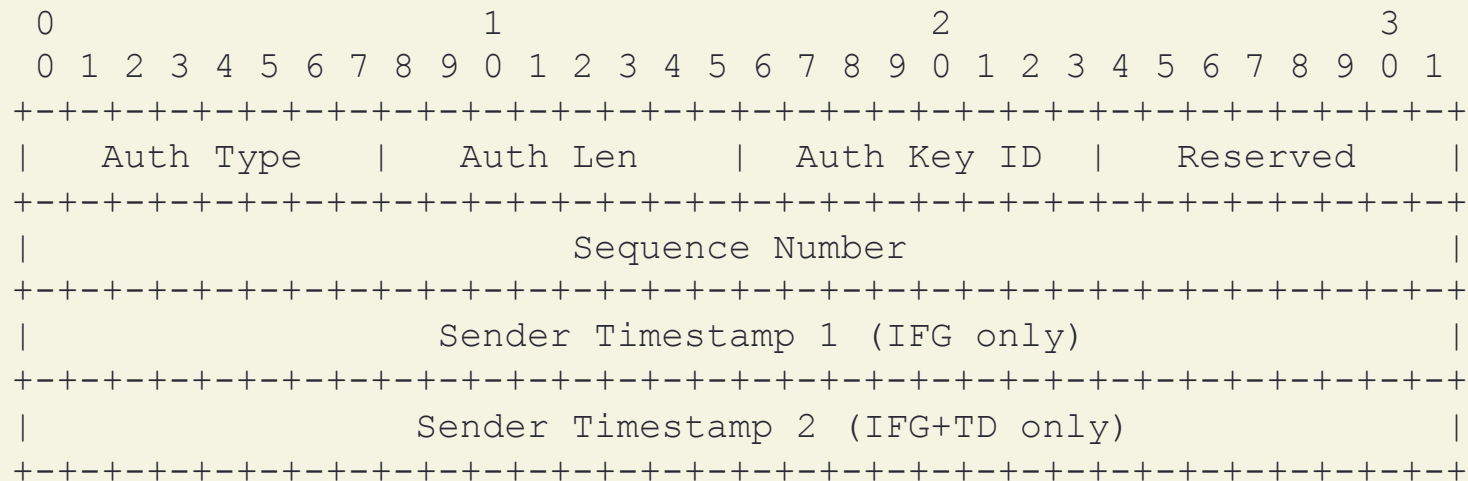
- Motivations
- Design Overview
- Issues
- Q&A

- **Motivations**
 - Need better stability information
 - Ability to predict BFD failures

BFD STABILITY

Design Overview

■ Design Overview



■ Issue 1

- “Sender Timestamp 1” has different meanings in IFG mode and IFG-TD mode.
- Where do the timestamps get generated?

Solution:

ST1 will be time-stamped at the end of the transmission engine. ST2 will be generated when the decision to Tx is made.

■ Issue 2

- “Length” field should not be used for identifying the TLV-type

Solution:

Use reserved-bits to identify the TLV-type or use different auth-types to achieve the same result.

■ Issue 3

- This mechanism should not prevent the use of other authentication mechanisms

Solution:

Agreed. There should be an ability to stack authentication TLVs.

■ Issue 4

- This is similar to LMM/DMM

Solution:

While the data generated by this mechanism is similar, its use isn't. LMM/DMM cannot indicate issues specifically with the BFD engine and cannot explicitly measure BFD session stability. LMM/DMM deals with characterizing data-path performance. This method deals with OAM-plane performance and hence is a better diagnostic tool for BFD.

Q&A