

Fig. 2. Signal to noise ratio as a function of launch power at 2148 km for 16QAM signal with 4 different XT including the highest and lowest

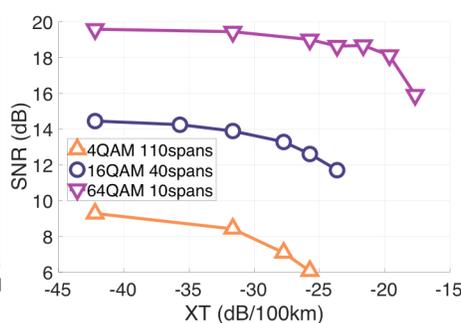


Fig. 4. SNR as a function of XT for 4QAM 16QAM and 64QAM at distances of 5907, 2148 and 537 km respectively.

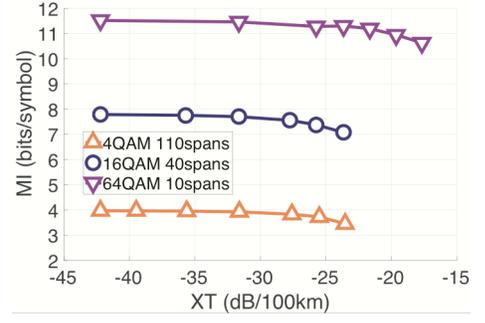


Fig. 3. MI as a function of XT for 4QAM 16QAM and 64QAM at distances of 5907, 2148 and 537 km respectively

updated using a decision-directed least-mean squares algorithm with carrier frequency offset and phase recovery performed in the equalizer loop. Then signal to noise ratio (SNR) measurements were calculated from the average of three traces, (each containing at least 250,000 symbols) using $SNR = \frac{\mathbb{E}[|X|^2]}{\mathbb{E}[|Z|^2]}$ by assuming an additive white Gaussian channel $Y = X + Z$ with transmitted signal X , received signal Y and $Z \sim \mathcal{N}(0, \sigma^2)$. The MI was calculated per polarisation on the received symbols and then summed together [8].

III. RESULTS

Fig. 2 shows the SNR of a single channel under test carrying PDM-16QAM at 40 spans as a function of launch power for 4 different XT values. At 2148 km the total accumulated XT for the maximum and minimum values of XT/100km -23.5 and -42.2 dB/span correspond to -7.48 and -26.18 dB respectively. As can be seen the higher the values of XT reduce the SNR in all parts of the curve. The optimum launch power was found to be -4 dBm for all XT levels. Changing from minimum to maximum XT results in a drop in SNR of 2.7dB at optimum launch power.

The SNR was then measured at optimum launch power for PDM-4QAM, PDM-16QAM and PDM-64QAM at 110, 40 and 10 spans respectively and is shown in Fig. 3. The back-to-back SNR for 4QAM, 16QAM and 64QAM was measured to be 23.7, 24.1 and 23.9dB respectively. The addition of XT again reduces the SNR in what seems like a very significant way for all tested modulation formats. The lower order modulation formats have their SNR reduce quicker as a function of XT/100km due to the greater transmission distances and associated accumulated XT.

In order to understand this in the context of throughput, the effect of XT on AIR is shown in Fig. 4. The back-to-back MI achieved for PDM-4QAM, PDM-16QAM and PDM-64QAM was 4, 8 and 11.98 bits/s/Hz respectively. At these distances (110, 40 and 10 spans) a XT level of -32.2dB/100km (corresponding to the same launch power in all cores [6]), the achievable rate drops by 1.4% for PDM-4QAM, 1% for PDM-16QAM and 0.2% for PDM-64QAM. If a loss of 7% in achievable rate is permitted XT can be increased to -26, -25.2 and -19 dB/100km, for 4QAM, 16QAM and 64QAM respectively. When maximum reach is not a limiting factor in

link design, additional XT can be allowed, leading to finer core pitch, which would accommodate more cores in a fixed fibre diameter. This results in more spatial channels to multiplex over giving higher throughput. For PDM-4QAM after a long haul distance of 5,907 km, a XT of -26.6dB/100km drops the achievable rate by 0.31 bits, a loss of only 7.8%. For PDM-16QAM at a distance of 2148km, the rate drops by 0.42 bits (5.4%) and for PDM-64QAM at drops by 0.17 bits only 1.5% after 537 km. The increasing loss of AIR with lower modulation formats is a result of the total accumulated XT being higher.

IV. CONCLUSION

By looking at the effect of XT in terms of achievable information rate the impact on throughput was determined. It is found that achievable rates are not strongly affected by XT. An inter-core crosstalk of -26.6 dB/100km leads to a transmission rate loss of less than 8%.

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