

<b>ALSTOM</b>	<b>Open ETCS</b>	<b>Reference :</b> OETCS_API Requirements_v1.0Draft_130301_COMT_PD
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## Document Review Comments

	Name	Date	Signature	Fax nb or email			
<b>From Reviewer :</b>	Patrick DEUTSCH  See document : OETCS_Interfaces (ERSA) v02.doc	1.0 15/03/2013			<b>Time provided to the reviewer for review</b>		<b>Days</b>
<b>Return to author :</b>	Alstom (Nicolas Boverie)	18/10/2013			<b>Time spent on review</b>		<b>Hours</b>
<b>Comment Sheet Reference :</b>		OETCS_API Requirements_v1.0Draft_130301_COMT_PD					

Template Information	Reviewed Document Information	Type		Assessment		Comment from author	
Project	Open ETCS	M	Mistake			R	Rejected
Document under review	API Requirements for OpenETCS	U	Understanding.	+	Major	A	Accepted
Reference	OETCS_API Requirements	P	Proposal	-	Minor	D	Discussion necessary
Version nb. and date	v1.0Draft_130301					X	see extra sheet

### Comments :

N°	§ Ref.	Type/ Assess.	Problem (by the Reviewer)	Comm. (Author)	Proposal for correction (by the Author)
1.	general		We believe that a high level abstract API definition is necessary, with a description of the data flows in a first step.	A	
2.	general		There should be a clear reference to baseline 3 set of documents	A	
3.	general		All ADA examples should be in an Annex, as a possible implementation	A	Remark : the functional definition of the API I/Os will be in-line with ADA examples.
4.	1.1		There should be a drawing explaining the interaction between Basic software and Application software	A	
5.	1.3		ADA specification should be removed or moved to an annex as a possible	A	

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			implementation		
6.	2.1		The mentioned SRS is obsolete The other document seems to be an internal ALSTOM document	A	
7.	2.2		The document seems to be an internal ALSTOM document	A	
8.	3		The drawing does not show clearly the Basic SW and the Application SW  The 300 ms cycle is too long for some tasks: - refreshment of the DMI speed information 3 times per second is not fluid enough; - receiving the location and speed 3 times per second is not precise enough; - the intervention decision by the EVC should be faster; - ...  Some mentioned interfaces seem to be ALSTOM specific and are not part of B3 (LLRU, packets 44)	A  R      A	We will try to provide a better representation.  The Alstom EVC application is working with a cycle time of 300ms and the Alstom EVC is (and is intended to remain) compliant to ETCS standards.
9.	3.2.4		Why should the results of tests be transmitted using a different service; shouldn't they be conveyed through already existing interfaces?	R	This is a choice of implementation.
10.	3.2.5		It is understandable that movement information is received from the odometry input, but some data are mentioned which have no relationship with odometry: line speed, gradient, level of supervision, ... and which are coming from other parts of the system; this could be confusing	A	The line speed, gradient, level of supervision, .. are optional. These will be removed from the Open ETCS API
11.	3.2.8		For many years the official name is DMI instead of MMI	A	But we don't know if we will change the name in our documents (to be confirmed)

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12.	3.2.12		What is the use of this? It seems not related to B3	<b>A</b>	The DRU is not mandatory for interoperability. It will be removed from the Open ETCS API.
13.	3.2.13		What is the use of this? It seems not related to B3	<b>A</b>	(LLRU status for maintenance purpose) This service is specific to the Alstom implementation, It will be removed from the Open ETCS API.
14.	3.2.14		What is the use of this? It seems not related to B3	<b>A</b>	(packet 44 treatment) This service is specific to the Alstom implementation, It will be removed from the Open ETCS API.
15.	3.2.15		What is the use of this? It seems not related to B3 The display of a text message to the DMI should use 3.2.8	<b>A</b>	(Evc-Kernel events to be displayed on DMI) This service is specific to the Alstom implementation, It will be removed from the Open ETCS API.
16.	3.2.16		It should be named LTM	<b>A-</b>	We believe this is a minor comment. We don't know if we will change the name in our documents (to be confirmed)
17.	3.2.17		This information does not seem necessary within the Application software; isn't this used by the RTM?	<b>A</b>	(Key management services) This service is specific to the Alstom implementation, It will be removed from the Open ETCS API.
18.	3.2.17.3 3.2.17.4 3.2.17.5		What is the relationship between this and the Key Manager?	<b>A</b>	These § numbers are wrong. These § are related to the Emergency Brake request.
19.	3.4.1		It seems not related to B3	<b>A</b>	(spy function) This service is specific to the Alstom implementation, It will be removed from the Open ETCS API.

### Review process :

In case of 'read-back process' (no meeting stated in the Review Request), the reviewer may indicate here, if according to him, a review meeting is recommended, and why ?

### End of comments