Date: Wednesday 14th December

Attendees: Carlo, Haomian, Karthik, Italo, Luis, Michael, Monali, Oscar, Sergio, Rod, Xiang, Yuji

Objectives: Review of the DT charter and deliverables from CCAMP WG chairs.

Topics of discussion:

* Identifying a list of use cases of interest: we would then start focusing on 2 or 3 use case to start analyzing in details;
* Use uses for multi-operator supporting an end-to-end service: could be considered in the list of use cases (priority for detailed analysis to be further discussed)
* Use cases analyzed in <https://tools.ietf.org/html/draft-zhang-ccamp-transport-yang-gap-analysis-01> (Sergio presented). Slides presented are available on <https://github.com/danielkinguk/transport-nbi/blob/master/Meetings/2016-12-14/Gap%20Analysis-%20Recap%20what's%20been%20discussed%20(Xian%20%26%20Sergio)-revised.pptx>

Questions about Use Case 1 (UC#1):

* Clarify whether this use case is describing an ODU terminated between R1 and R2 or an EPL service between R1 and R2 supported by an ODU between NE-A and NE-B
* Clarify why there are different TPs supporting TP in slide 7
* Clarify also the relationship with the TE Topology

Need to further discuss if the OTN topology is an augmentation of the I2RS or of the TE Topology. The current CCAMP I-D is assuming it is an augmentation of the TE Topology.

What about MPLS? It seems both since MPLS can be with or without TE

Questions about Use Case 2 (UC#2):

* Not clear if the issue of having two nodes at different layers within the same topology is an issue only with the TE Topology or also with the I2RS Topology
* There is an alternative option for TL based a multi-layer topology with multi-layer nodes with the connectivity matrix used to describe the capabilities of layer transitions. This option will have the same drawbacks of the second option with supporting multi-layer topologies. To be further discussed

Karthik/Italo will provide an overview of the ONF use cases next week

During the discussion, it was requested that the IETF YANG models should support important ONF requirements. Therefore, the DT would need to cooperate with ONF in order to facilitate convergence in the industry toward a common standard solution for Transport NBI.

Next Call: December 21st, 3-5pm CET