

European Component Oriented Architecture (ECOA[®]) Collaboration Programme: Architecture Specification Part 6: ECOA[®] Logical Interface

BAE Ref No: IAWG-ECOA-TR-006 Dassault Ref No: DGT 144481-E

Issue: 5

Prepared by BAE Systems (Operations) Limited and Dassault Aviation

This specification is developed by BAE SYSTEMS, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés . AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE SYSTEMS, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés . AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Note: This specification represents the output of a research programme and contains mature high-level concepts, though low-level mechanisms and interfaces remain under development and are subject to change. This version of documentation is recommended as appropriate for limited lab-based evaluation only. Product development should rely on the DefStan or BNAE publications of the ECOA standard.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Contents

0	Introduction	iv
1	Scope	1
2	Warning	1
3	Normative References	1
4	Definitions	2
5	Abbreviations	2
6	Inter-Platform Communications	3
6.1	ELI Message Format	3
6.1.1	Generic Message Header	4
6.1.1.1	Platform Level Message IDs	8
6.1.1.2	Service Operation Message IDs	9
6.1.2	Message Specific Payload	9
6.1.2.1	Message Specific Payload for Platform-Level Management Domain	9
6.1.2.2	Message Specific Payload for Service Operations	13
6.2	Transport Bindings	15
6.3	Platform Start-up	15
Annex A.	UDP Network Binding	19
A.1	Network configuration	19
A.2	Network message definition	20
A.2.1	Possible fragmentation of large messages	21
A.2.2	Detection of lost UDP messages	21
A.2.3	Identification of the sending platform:	21
A.3	ECOA UDP Message Format	21
A.3.1	ECOA UDP Binding Header	22
A.3.2	ELI Message Fragment (Whole or Part)	23
A.3.3	Example ECOA UDP messages	24
A.3.3.1	Single fragment message	24
A.3.3.2	Two fragment message	24
A.3.3.3	Multiple fragment message	26
A.4	Message Byte and Bit Order	27

Figures

Figure 1 Example of inter-platform communications						3						
This specifi	ootion in	dovolopod by		Curatarma	(Onerstiane)	Limitod	Deseguit	Autotion		Tholes	Curatàmaa	Aárana

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Figure 2	ELI Message Format	4
Figure 3	Generic Message Header	5
Figure 4	Two Platform Start-Up Sequence Example	17
Figure 5	Three Platform Start-Up Sequence Example	18
Figure 6	Example of a UDP network logical architecture	20
Figure 7	ELI Message Format	22
Figure 8	ECOA UDP binding header	22

Tables

Table 1	ELI Message Format	4
Table 2	Generic Message Header	5
Table 3	Platform-level ELI message IDs	8
Table 4	Payload details for Platform-level Management Messages	10
Table 5	Payload details for Service Operations Messages	13
Table 6	Byte Serialization Requirements for ECOA Predefined Base Types	14
Table 7	Compound Types Sizing and Alignment Requirements	14
Table 8	ELI Message Format	22
Table 9	ECOA UDP binding header fields	22
Table 10	ELI Message Fragment (whole or part)	23
Table 11	Single fragment message	24
Table 12	First Fragment of a Two fragment message	24
Table 13	Second Fragment of a Two fragment message	25
Table 14	First Fragment of a Multi fragment message	26
Table 15	Second Fragment of a Multi fragment message	26
Table 16	Third Fragment of a Multi fragment message	27

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

0 Introduction

This Architecture Specification provides the specification for creating ECOA[®]-based systems. It describes the standardised programming interfaces and data-model that allow a developer to construct an ECOA[®]-based system. The details of the other documents comprising the rest of this Architecture Specification can be found in Section 3.

This document is Part 6 of the Architecture Specification, and describes the ECOA[®] Logical Interface (ELI), which covers ELI messages definition and the ELI to transport binding.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

1 Scope

This Architecture Specification specifies a uniform method for design, development and integration of software systems using a component oriented approach.

2 Warning

This specification represents the output of a research programme and contains mature high-level concepts, though low-level mechanisms and interfaces remain under development and are subject to change. This standard of documentation is recommended as appropriate for limited lab-based evaluation only. Product development based on this standard of documentation is not recommended.

3 Normative References

Architecture Specification	IAWG-ECOA-TR-001 / DGT 144474
Part 1	Issue 5
	Architecture Specification Part 1 – Concepts
Architecture Specification	IAWG-ECOA-TR-012 / DGT 144487
Part 2	Issue 5
	Architecture Specification Part 2 – Definitions
Architecture Specification	IAWG-ECOA-TR-007 / DGT 144482
Part 3	Issue 5
	Architecture Specification Part 3 – Mechanisms
Architecture Specification	IAWG-ECOA-TR-010 / DGT 144485
Part 4	Issue 5
	Architecture Specification Part 4 – Software Interface
Architecture Specification	IAWG-ECOA-TR-008 / DGT 144483
Part 5	Issue 5
	Architecture Specification Part 5 – High Level Platform Requirements
Architecture Specification	IAWG-ECOA-TR-006 / DGT 144481
Part 6	Issue 5
	Architecture Specification Part 6 – ECOA [®] Logical Interface
Architecture Specification	IAWG-ECOA-TR-011 / DGT 144486
Part 7	Issue 5
	Architecture Specification Part 7 – Metamodel
Architecture Specification	IAWG-ECOA-TR-004 / DGT 144477
Part 8	Issue 5
	Architecture Specification Part 8 – C Language Binding
Architecture Specification	IAWG-ECOA-TR-005 / DGT 144478
Part 9	Issue 5
	Architecture Specification Part 9 – C++ Language Binding

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Architecture Specification Part 10	IAWG-ECOA-TR-003 / DGT 144476 Issue 5 Architecture Specification Part 10 – Ada Language Binding
Architecture Specification Part 11	IAWG-ECOA-TR-031 / DGT 154934 Issue 5 Architecture Specification Part 11 – High Integrity Ada Language Binding
ISO/IEC 8652:1995(E) with COR.1:2000	Ada95 Reference Manual Issue 1
ISO/IEC 9899:1999(E)	Programming Languages – C

Programming Languages C++

The SPADE Ada Kernel (including RavenSPARK) Issue 7.3

4 Definitions

SPARK_LRM

ISO/IEC 14882:2003(E)

For the purpose of this standard, the definitions given in Architecture Specification Part 2 apply.

5 Abbreviations

Data Distribution Service
European Component Oriented Architecture. ECOA [®] is a registered trademark.
ECOA [®] Logical Interface
ECOA [®] Unique Identifier (ID)
Identifier
Internet Protocol
Not a Number
Portable Operating System Interface
Service Component Architecture
Transmission Control Protocol
User Datagram Protocol
eXtensible Markup Language
XML Schema Definition

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

6 Inter-Platform Communications

ECOA platforms communicate using the ECOA Logical Interface (ELI) message definition. This definition is generic and is independent of the underlying transport mechanism. Therefore, ELI messages can be considered as the byte payload of the underlying transport mechanism and the ELI will not provide mechanisms generally provided by a transport protocol. The ELI assumes that the transport protocol will address the bit level ordering.

Platforms will use a transport binding to carry ELI messages and it is responsible for transporting messages to the appropriate destinations. Several network bindings will be defined in order to support different network transport protocols (i.e. UDP, TCP, etc.). Those network bindings have been designed to be completely independent from ELI Messages. Those bindings may provide mechanisms to add robustness if the underlying transport protocol is not enough robust to meet system-level requirements (e.g. reliability, integrity, ordering, confidentiality, etc.).

ELI Messages have been defined to carry information about service operations or platform-level management data.



Figure 1 Example of inter-platform communications

Any ELI Message received containing a RESERVED value for any given field shall be discarded by the receiving platform. This shall be logged in the security log if required, as it may be indicative of an attempt to carry data in an undetected channel.

NOTE The ELI protocol does not cover any system requirements for time synchronisation. If this is required, then it must be provided by other means.

NOTE Data structures and data messages are independent of the binding languages (C, C++, ADA).

NOTE Having the same version of the ELI on both sides is a necessary, but not sufficient, condition for achieving a correct behaviour. To guarantee this one shall have the same version of the ECOA standard on both sides.

6.1 ELI Message Format

ELI messages have a standard structure that includes a generic message header required to route all messages, and a message specific payload that depends on the actual message type itself.

All fields within the header and payload are big endian byte order.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.



Figure 2 ELI Message Format

Header	Value	Explanation	Length (bits)	Alignment (bits)
Generic Message Header	24 byte header	Generic message header applicable to all ELI messages	192	32
Message Specific Payload	Payload	Message specific payload dependent upon the message type	Payload Size * 8	32

Table 1 ELI Message Format

6.1.1 Generic Message Header

The generic header includes:

- an ECOA mark to allow the identification of ELI messages (0xEC0A)
- a version number related to the ELI version of messages (1 in this version)
- a domain to identify the type of an ELI message (platform-level management or service operation)
- a unique ID identifying the logical platform that has sent the message
- a unique ID defining the platform-level message, or service operation message
- a timestamp
- a payload size
- a sequence number used to associate platform-level messages or request/response operations

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Generic Message Header							
	ECOA Mark	Version	Domain	Logical Platform ID			
	ID						
	Timestamp - Seconds						
	Timestamp - Nanoseconds						
Payload size							
Sequence Number							

Figure 3 Generic Message Header

Each item within the generic message header is detailed in Table 2.

Table 2	Generic	Message	Header
---------	---------	---------	--------

Header	Value	Explanation	Length (bits)	Alignment (bits)
ECOA Mark	0xEC0A	Mark to identify the message as an ECOA message	16	16
Version	Unsigned number (1 for this version)	ELI version	4	4
Domain	0 - Platform-level Management 1 - Service Operations 2-15 - Reserved	ELI functional domain of the message : platform-level management service operation	4	4
Logical Platform ID	Unsigned number	Sender Logical Platform ID – Unique ID within the system used to identify the sender of the message	8	8
ID	ID of the platform-level message if domain = 0 EUID of the service operation if domain = 1	Unique ID allowing routing of the message from the client to the server - and potentially the routing of a reply	32	32

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Header	Va	lue	Explanation	Length (bits)	Alignment (bits)
Timestamp	Seconds	Unsigned number	Global time of the emitter If Domain = 1 then the timestamp is set as near as possible to the time of invocation of the container operation by the module. See Table 1 in Architecture Specification Part 3. If Domain = 0 then it is the point at which the platform generates the request or response. Reference point in time : 1st January of 1970 (POSIX epoch valid until 2106)	32	32
	Nanoseconds	Unsigned number 0- 9999999999. 1000000000- 2^32 Reserved		32	32
Payload Size	Unsigned num	ber	Size of the payload in bytes	32	32
Sequence Number	Unsigned number		Sequence number assigned by the client container to allow association between a request and the reply. When the sequence number is used to associate a service operation or platform request response it shall take a value in the range 0x000000010xFFFFFFFF. When the value is unused it shall take the value 0.	32	32

Messages where the Payload Size declared in the header is different from the actual size of the payload shall be discarded by the receiving platform.

The ELI Binding Header bit format shall be as shown below:

```
76543210

Byte 1 EEEECCCC

EEEE: 0xE (4 bits) | CCCC: 0xC (4 bits)

Byte 2 0000AAAA

0000: 0x0 (4 bits) | AAAA: 0xA (4 bits)

Byte 3 VERSDOMM

VERS: version number (4 bits) | DOMM: Domain (4 bits)

Byte 4 LOGICALP
```

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

LOGICALP: Logical Platform ID (8 bits) Byte 5 IDMSBYTE IDMSBYTE: ID Most significant byte (8 bits) Byte 6 IDSSBYTE IDSSBYTE: ID 2nd Most significant byte (8 bits) Byte 7 IDTSBYTE IDTSBYTE: ID 3rd Most significant byte (8 bits) Byte 8 IDLSBYTE IDLSBYTE: ID Least significant byte (8 bits) Byte 9 TSMSBYTE TSMSBYTE: Timestamp Seconds Most significant byte (8 bits) Byte 10 TSSSBYTE TSSSBYTE: Timestamp Seconds 2nd Most significant byte (8 bits) Byte 11 TSTSBYTE TSTSBYTE: Timestamp Seconds 3rd Most significant byte (8 bits) Byte 12 TSLSBYTE TSLSBYTE: Timestamp Seconds Least significant byte (8 bits) Byte 13 TNMSBYTE TNMSBYTE: Timestamp Nanoseconds Most significant byte (8 bits) Byte 14 TNSSBYTE TNSSBYTE: Timestamp Nanoseconds 2nd Most significant byte (8 bits) Byte 15 TNTSBYTE TNTSBYTE: Timestamp Nanoseconds 3rd Most significant byte (8 bits) Byte 16 TNLSBYTE TNLSBYTE: Timestamp Nanoseconds Least significant byte (8 bits) Byte 17 PSMSBYTE PSMSBYTE: Payload Size Most significant byte (8 bits) Byte 18 PSSSBYTE PSSSBYTE: Payload Size 2nd Most significant byte (8 bits)

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Byte 19 PSTSBYTE PSTSBYTE: Payload Size 3rd Most significant byte (8 bits) Byte 20 PSLSBYTE PSLSBYTE: Payload Size Least significant byte (8 bits) Byte 21 SNMSBYTE SNMSBYTE: Sequence Number Most significant byte (8 bits) Byte 22 SNSSBYTE SNSSBYTE: Sequence Number 2nd Most significant byte (8 bits) Byte 23 SNTSBYTE SNTSBYTE: Sequence Number 3rd Most significant byte (8 bits) Byte 24 SNLSBYTE SNLSBYTE: Sequence Number Least significant byte (8 bits)

Bytes are described from left to right the most significant bit (7) to the least (0).

The header is sent in the following byte order: byte 1 then byte 2 then byte 3 then byte 4,....,byte 24.

6.1.1.1 Platform Level Message IDs

Platform-level management message IDs (Domain=0) are defined in Table 3.

	Table 3 Platform-level ELI message IDs					
ID	Message Type	Explanation				
0x00000001	PLATFORM_STATUS	Used to push the new status of a platform or to reply to a platform status request				
0x0000002	PLATFORM_STATUS_REQUEST	Used to request the status of the platform				
0x0000003	AVAILABILITY_STATUS	Used to push the availability state of services provided by the platform or to reply to an availability status request				
0x00000004	AVAILABILITY_STATUS_REQUEST	Used to request the availability state of one or all services provided by the platform				
0x00000005	UNKNOWN_OPERATION	Used when a requested operation is not accessible on the platform				
0x0000006	SERVICE_NOT_AVAILABLE	Used when a requested service is not set as available on the server platform				
0x0000007	VERSIONED_DATA_PULL	Used to pull one or all versioned data available in provided service instances.				

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

ID	Message Type	Explanation		
0x0000008	DEPLOYMENT_CHANGE_REQUEST	PROVISIONAL:		
		Used to request the load of a new deployment on the platform		
0x0000009	DEPLOYMENT_CHANGE_REQUEST_AC	PROVISIONAL:		
	К	Used to confirm that the platform can satisfy the deployment change request		
0x0000000A	RESERVED	Reserved		
to				
0xFFFFFFF				

Messages where the ID is set to a RESERVED value shall be discarded by the receiving platform.

6.1.1.2 Service Operation Message IDs

Service Operation message IDs (Domain=1) are defined by an ECOA Unique ID (EUID).

A EUID is generated from a key created by using the following string:

"[SourceComponentInstanceName]/[SourceServiceInstanceName]:[DestinationComponentInstanceName]/[DestinationServiceInstanceName]:[ServiceOperationName]"

All EUIDs need to be generated at integration time with the same method in order to have uniqueness of all IDs across the system.

The association between EUID and a specific pair of component instances / service instances / operation is defined in a dedicated table stored in an XML file who's XSD is defined by the ECOA Metamodel (Architecture Specification Part 7).

The platform will use this information to route the message from the source component instance to the target module instance of a component instance, and potentially to route any reply.

6.1.2 Message Specific Payload

6.1.2.1 Message Specific Payload for Platform-Level Management Domain

A message for platform-level management operations contains the parameters for the platform message.

The platform message is defined by the ID parameter in the generic message header when the domain=0. Table 4 defines the payload content dependent upon the ID from Table 3.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Message type	Fields	Sub-fields	Value	Explanation	Length (bits)	Alignment (bits)
PLATFORM_STATUS	Status		0x00000000 - DOWN 0x00000001 - UP 0x00000002 to 0xFFFFFF - RESERVED	State of the platform	32	32
	Deployment ID		Number	EUID of the deployment loaded on the platform	32	32
PLATFORM_STATUS_REQU EST	No fields					
AVAILABILITY_STATUS	Provided Services		Number	Number of Provided Services for which this message gives the availability state	32	32
	Service Availability List			List containing pairs of elements for each service instance provided by the platform. The number of pairs is given by the previous field	64	32
		Service ID	Number	EUID of the service instance provided by a given component instance on the platform sending this message	32	32
		Availability State	0x00000000 - UNAVAILABLE 0x00000001 - AVAILABLE 0x00000002 to 0xFFFFFF - RESERVED	State of the service identified in the previous field	32	32
AVAILABILITY_STATUS_RE QUEST	Service ID		Number 0xFFFFFFFF to request all service availability states	EUID of the service instance provided by a given component instance on the platform receiving the request	32	32

Table 4 Payload details for Platform-level Management Messages

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Message type	Fields	Sub-fields	Value	Explanation	Length (bits)	Alignment (bits)
DEPLOYMENT_CHANGE_R EQUEST	Deployment ID		Number	EUID of the deployment to load on the platform	32	32
DEPLOYMENT_CHANGE_R EQUEST_ACK	Status		0x00000000 – DISAGREE 0x00000001 – AGREE 0x00000002 to 0xFFFFFF – RESERVED	When DISAGREE is returned, the platform cannot change the requested deployment. When AGREE is returned, the platform will load the requested deployment.	32	32
VERSIONED_DATA_PULL	EUID		Number 0xFFFFFFFF to pull all versioned data	EUID of the requested versioned data – see service operations	32	32
UNKNOWN_OPERATION	EUID		Number or 0xFFFFFFFF	EUID of the requested operation	32	32
SERVICE_NOT_AVAILABLE	EUID		Number	EUID of the requested operation	32	32

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

The following provides additional details related to the above table:

- The platform state is changed from DOWN to UP once all modules are at least in IDLE state and the platform is ready to receive any ELI message. Whenever a Platform enters the UP state, any pending ELI messages are discarded.
- A platform becomes DOWN as soon as it receives a DEPLOYMENT_CHANGE_REQUEST or the old deployment has been stopped by other means: the platform is no longer in a position to manage modules and their dependencies (local copies of versioned data). When DOWN, all services provided by the platform become unavailable.
- A platform willsend a DOWN status as long as the deployment is not loaded.
- The PLATFORM_STATUS can be sent periodically as a heartbeat to enable active monitoring between platforms. The deployment ID provided in this message allows the receiver to check that the sender and the receiver are running the same global deployment; the deployment is global to an ECOA system.
- The EUID of a deployment is the ID generated from a key created with the name of the deployment (the deployment name is taken from the filename of the deployment XML file). It is up to the system integrator to adequately manage the configuration management of deployment schemas.
- If the field "Provided Services" in the AVAILABILITY_STATUS message is zero-valued, it means that
 the platform does not provide services to other platforms and there is no service availability data in the
 message. If the field "Provided Services" is non zero-valued, it indicates the number of service
 availability data (pair of service ID and associated service state) in the remaining part of the payload.
- The EUID of a service instance is the ID generated from a key created by the concatenation of the component instance name, the character '/' and the provided service instance name: 'component_instance_name/provided_service_instance_name'.
- When the AVAILABILITY_STATUS message is received by a platform, it may only contain information for a subset of the services provided by the remote platform. This partial information does not invalidate the locally known availability states for the other provided services. If the platform needs to know the current state of these services, it may send the remote platform a global request (for all services) or multiple requests (one per service).
- When a DEPLOYMENT_CHANGE_REQUEST is sent to a platform, the platform sends back a DEPLOYMENT_CHANGE_REQUEST_ACK with the appropriate value. If the value is AGREE, then the platform state becomes DOWN, the platform sends a PLATFORM_STATUS with the DOWN value and all the services provided outside of the platform are considered as UNAVAILABLE until the new deployment has been loaded and has totally replaced the old one. When the new deployment is successfully loaded, the platform becomes UP and sends a PLATFORM_STATUS with the UP value.
- When a VERSIONED_DATA_PULL is sent to a platform, the platform sends the versioned data most recently published from a component using the normal service operation messages (see section 6.1.2.2). Only the versioned data required to be published to that platform, as defined in the assembly schema, will be sent. The last published data will be sent even if the service is not available at the time of the pull request.
- UNKNOWN_OPERATION is returned by a platform when the requested operation (pull of a given versioned data or request-response) is not available on the platform. In the case of a VERSIONED_DATA_PULL with UID of 0xFFFFFFF, when the platform provides no versioned data, the UID returned with the UNKNOWN_OPERATION message will be 0xFFFFFFFF
- If an AVAILABILITY_STATUS_REQUEST with value 0xFFFFFFF (all services) is received by a platform, then the platform will respond only to the requester, but with the availability states of all services it provides to that requester. The platform responding to a request may provide the availability states of services that are not required by the requester. In this case the requester will not treat this as an error.
- If a versioned data state is requested by a platform, and that state has never been published from a component (it is uninitialized), then the platform will respond with a versioned data message whose size is zero irrespective of whether the service is available at the time of the request.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

6.1.2.2 Message Specific Payload for Service Operations

The message specific payload for service operations contains the operation parameters for the identified service operation.

The service operation message is identified by the ID parameter (EUID) in the generic message header when the domain=1.

Table 5 details the content of the payload based upon the type of service operation parameters.

Header	Sub-header	Value	Explanation	Length (bits)	Alignment (bits)
Payload			Service operation dependent data: Input data if operation is event or request Output data if operation is reply (reply, deferred_reply) data if operation is versioned data Data is in the order of the service definition from left to right	Payload Size * 8	32

Table 5	Payload details for	or Service O	perations	Messages
---------	---------------------	--------------	-----------	----------

The alignment is mainly used for the start of the Payload; the actual number of bytes sent onto the network is 'Payload size' bytes. It is recommended that ELI implementations zeroised possible padding in the buffers where they copy Payloads.

In order for two separate executables to marshal and unmarshal the service operation payload, each element of the message will need to conform to a standard for sizing and alignment.

Each element of the payload will be an ECOA predefined base type or a compound type constructed from one or more ECOA predefined base types.

Providing size and alignment rules for each of the predefined base types and compound types will enable two separate executables to marshal and unmarshal any service operation payload.

Table 6 identifies the byte serialization requirements for the predefined base types.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Header	Serialization	Length (bits)	Alignment (bits)
boolean8	endianness not applicable 0 : false, 1-255 : true	8	8
int8	endianness not applicable - two's complement notation	8	8
char8	endianness not applicable ASCII	8	8
int16	big endian - two's complement notation	16	8
int32	big endian - two's complement notation	32	8
int64	big endian - two's complement notation	64	8
uint8	endianness not applicable	8	8
byte	endianness not applicable	8	8
uint16	big endian	16	8
uint32	big endian	32	8
uint64	big endian	64	8
float32	big endian - cope with IEEE 754 - Do not transmit NaN and infinity values	32	8
double64	big endian - cope with IEEE 754 - Do not transmit NaN and infinity values	64	8

Table 6 Byte Serialization Requirements for ECOA Predefined Base Types

Compound types will be sized and aligned according to the rules in Table 7.

Table 7	Compound	Types Sizing	and Alignment	Requirements
---------	----------	---------------------	---------------	--------------

Header	Sub- header	Value	Explanation	Length (bits)	Alignment (bits)
orrov	size	number	Number of elements of the array	32	8
array data			Array data	array size * element type size	8
fixed array			Array data	Size of the array in bits (size in bytes * 8) according to the number of elements and their types	8
enum			low-level big endian value : ordinal value of the enum, starting at 0, if no mapping. else, transmit the mapped value	Size of the enum type	8

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Header	Sub- header	Value	Explanation	Length (bits)	Alignment (bits)
record			The order of the constituents is given by the XML definition.	Sized according to its constituents	8
voriont	selector		To select the right record	Size of the selector type	8
variant record	data		The selected record	Size of the selected record - variable	8

NOTE It is not necessary to define size fields for array data items, record fields or variant record fields as the receiving platform knows the type of all incoming data at start time. Their sizes are derived from the XML translation into the ELI binding.

6.2 Transport Bindings

It is possible to transport the generic ELI messages using a variety of different transport mechanisms. Examples of these transport mechanisms include UDP/IP, TCP/IP, MIL-Std 1553B, DDS, etc.

In term of OSI layers, a transport layer fulfils robustness requirements, such as integrity, loss of messages, confidentiality, etc. If the selected transport layer does not fulfil all system-level requirements in term of robustness, the binding shall contain mechanisms to support those requirements.

An example binding to UDP/IP is described in Annex A.

NOTE The routing of ELI messages is outside of the scope of this document, and is a system specific issue.

6.3 Platform Start-up

In order to allow platforms to start-up in any order, a defined behaviour is required which uses the Platform and Service Operation ELI messages in consistent ways across all platforms.

This section defines a set of behaviours that are an initial proposal for use when developing platforms. It is seen as a way of allowing a platform to start-up and acquire the state of any other platforms' services and versioned data, whilst providing the state of its services and versioned data to other platforms.

The following behaviours have been defined:

- a) When a platform has started and is able to accept and process ELI messages (this state is known as UP) it will 'broadcast' a PLATFORM_STATUS message indicating this, where 'broadcast' in this context is that the message will be sent to all possible platforms that could exist in the system.
 NOTE. Whether this is by using an actual transport level broadcast capability is an implementation detail. E.g. for the UDP transport binding described in Annex A it would be sent to each known multicast address.
- b) Any platform will view all other platforms as initially in the DOWN state, and any services that they provide would be marked as UNAVAILABLE.
- c) When a platform receives a PLATFORM_STATUS message from another platform, the receiving platform will respond in the following ways:
 - If the sending platform has transitioned from DOWN to UP, then the receiving platform will send out the following Platform ELI messages only to the sending platform:
 - a PLATFORM_STATUS message with its current state (UP)
 - an AVAILABILITY_STATUS_REQUEST (for all services 0xFFFFFFF)
 - a VERSIONED_DATA_PULL (for all versioned data 0xFFFFFFF).

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

- If the sending platform has not change state, then the receiving platform will take no further action.
- If the sending platform has transitioned from UP to DOWN, then the receiving platform will mark all of the services provided by that sending platform as UNAVAILABLE.

These behaviours mean that all platforms will eventually receive the service availability and versioned data states from all other platforms that are UP.

If periodic publishing of PLATFORM_STATUS is being used for detecting failures, then a platform would mark all of the services provided by another platform as UNAVAILABLE if it has not had confirmation that the other platform is still UP after the system defined time period.

Figure 4 shows an example of a start-up sequence using two platforms.

Platform 1 starts-up first and 'broadcasts' its 1:PLATFORM_STATUS message. Because no other platform is available at this time the platform continues to operate without any interactions.

Once Platform 2 starts it also sends out a 2:PLATFORM_STATUS message, and this is received by Platform 1.

As a result of the 2:PLATFORM_STATUS message Platform 1 will:

- Send the 3:PLATFORM_STATUS message (as the status of Platform 2 has changed from DOWN to UP)
- Send the 4:AVAILABILITY_STATUS_REQUEST (for all services 0xFFFFFFF)
- Send the 5:VERSIONED_DATA_PULL (for all versioned data 0xFFFFFFF).

NOTE: there is no requirement about ordering of messages 3, 4 and 5.

Platform 2 will 4:AVAILABILITY_STATUS_REQUEST sending respond to the by 6:AVAILABILITY_STATUS, and respond **5:VERSIONED DATA PULL** sending the by to 7:VERSIONED_DATA_MSGS

As a result of the 3:PLATFORM_STATUS message Platform 2 will:

- Send the 8:PLATFORM_STATUS message (as the status of Platform 1 has changed from DOWN to UP)
- Send the 9:AVAILABILITY_STATUS_REQUEST (for all services 0xFFFFFFF)
- Send the 10:VERSIONED_DATA_PULL (for all versioned data 0xFFFFFFF).

NOTE: there is no requirement about ordering of messages 6, 7, 8, 9 and 10, provided that these messages are sent in response to the reception of messages 3, 4 and 5.

NOTE: should only message 3 be received by Platform 2 (and not messages 4 and 5), Platform 2 would only send messages 8, 9 and 10.

Platform 1 will Ignore the 8:PLATFORM_STATUS message sent from Platform 2 (as the status of Platform 2 has not changed from DOWN to UP).

Platform will respond the 9:AVAILABILITY STATUS REQUEST bv sending 1 to 11:AVAILABILITY STATUS, **10:VERSIONED DATA PULL** sending and respond to the by 12:VERSIONED_DATA_MSGS

Once this sequence has completed, both platforms will have (for that point in time) the service availability states for all services within the system, along with the versioned data states for all versioned data services required on each platform.

From this point onwards normal Platform ELI AVAILABILITY_STATUS messages will be used to notify other platforms of a change in state of a service, or set of services. Similarly the normal Service Operation

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

ELI messages for VERSIONED_DATA_MSGS will be used to update versioned data state as it is republished.

NOTE VERSIONED_DATA_MSG are service operation messages, which are defined in §6.1.2.2.



Figure 4 Two Platform Start-Up Sequence Example

Figure 5 shows an example with three platforms starting up. This example follows exactly the same rules as the two platform one, and concludes once all service availability states and versioned data state has been distributed to all platforms.

The three platform start-up example may be extended to any number of platforms, and equivalent sequences will occur.

NOTE: in the example Figure 5, Platforms can interleave messages that they send to each other. There is no ordering requirement other than sending messages in response of the reception of others, as specified in §6.3.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.



Figure 5 Three Platform Start-Up Sequence Example

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Annex A. UDP Network Binding

This annex describes an example UDP Network binding that allows the transmission of an ELI Message using the UDP/IP protocol. The binding is provided to show one way that the UDP/IP protocol may be used to transport ELI messages; however it is not the only way that this may be done.

The basic principle is that ELI messages are sent from one platform to another, each platform being identified by an IP multicast address and a receiving UDP port. The following are examples of communications between platforms using this mechanism:

- When platform P1 sends an ELI message to another single platform P2, P1 sends the ELI message, through the UDP/IP protocol, to the IP multicast address of P2 on the specified UDP port.
- When platform P1 sends an ELI message to two platforms P2 and P3, P1 sends the message twice, once to the IP multicast address of P2 on the specified UDP port and once to the IP multicast address of P3 on the specified UDP port.

This section explains how to map ELI messages onto UDP/IP datagrams.

A.1 Network configuration

The network configuration is defined in an XML file dedicated for the UDP Binding configuration.

This file defines the following for each platform whose name is given by the logical system file:

• a platform ID, an integer between 0 and 15. It is used to uniquely identify one of the connected platforms.

NOTE this range is less than that which is capable of being used in the ELI Header, and restricts the values that may be assigned. As this is an example used for demonstration purposes it is not an issue, however in a different implementation this restriction may need removing.

- the maximum number of logical channels from which ELI messages can be sent to other platforms. The maximum authorized number of channels is 256 (256 is also the default value).
- A receiving IP multicast address and a receiving UDP port number used to listen for incoming messages.

The actual identity of a sender is the composition of the platform ID and a channel ID; this allows identifying the counter associated to the sender.

The receiving multicast address and receiving port number are used by each platform (potentially at computing node level) to create one or several receiving UDP sockets and one or several sending UDP sockets. A sending socket will send ELI messages to one other platform. The receiving sockets will receive ELI messages from every platform.

The use of logical channels and the use of receiving IP multicast address allow exchanging messages between platforms without knowledge of the internal topology of these platforms (e.g. without knowledge of the number of computing nodes). For instance there could be one channel per emitting computing node. All computing nodes in a platform may receive all incoming UDP messages on the IP multicast address, and analyze the ELI header to check whether the message is relevant for them or not.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.





Example of a configuration file:

```
<UDPBinding xmlns="http://www.ecoa.technology/udpbinding-1.0" >
   <platform name="ECOA Platform 1" platformId="0"
        receivingPort="60426" receivingMulticastAddress="239.0.0.1"/>
   <platform name="ECOA Platform 2" platformId="2"
        receivingPort="60430" receivingMulticastAddress="239.0.0.2"/>
   <platform name="ECOA Platform 3" platformId="7" maxChannels="34"
        receivingPort="60410" receivingMulticastAddress="239.0.0.3"/>
   </UDPBinding>
```

A.2 Network message definition

ECOA UDP messages are designed to:

- 1. transmit ELI messages between ECOA platforms with
 - a. possible fragmentation of large messages
 - b. lost messages detection
- 2. enable a receiving platform to identify the sending platform

Each ECOA UDP message contains a header and a payload containing the whole or part of an ELI message.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

A.2.1 Possible fragmentation of large messages

To ensure transmission of ELI messages greater than maximum size of the UDP/IP transport, those messages are split into several fragments by the sender. Those fragments will fit the maximum size of the UDP binding payload. This can be calculated by using the following formula:

Maximum size of UDP/IP payload = Sizeof(UDP datagram) - (sizeof(IP Header) + sizeof(UDP Header)) Maximum size of UDP/IP payload = 65535-(20+8) = 65507 Size of UDP binding header = 4 bytes

Maximum UDP binding payload size is therefore 65507 - 4 = 65503 bytes (or 524024 bits).

The receiver is responsible for gathering the fragments in order to reassemble the original ELI message.

Each fragment has a "message part" attribute to define which part to of the ELI message it belongs:

- beginning of the ELI message
- middle of the ELI message
- end of the ELI message
- beginning and end of the ELI message

The message part attribute is set by the sender during the fragmentation step, and used by receiver to detect fragmented ELI messages. This information will allow the receiver to reassemble the received payloads into a complete and correct ELI message. It is assumed that the UDP network will not change the datagram sending order.

A.2.2 Detection of lost UDP messages

The ECOA UDP binding header contains a field for a counter.

This counter is related to one given channel.

This counter is incremented by the sender for each ECOA UDP message sent. This enables receivers to detect that for each sender ID, corresponding received ECOA UDP messages have consecutive counter numbers. This enables ECOA UDP message loss to be detected. As stated above, it is assumed that ECOA UDP messages are received in the same order they are sent.

A.2.3 Identification of the sending platform:

A receiving platform will be able to identify the sending platform by using the sender ID (composition of a platform ID and a channel ID) sent in ECOA UDP messages within the ECOA UDP binding header.

A.3 ECOA UDP Message Format

This section describes the global structure and details for each field of an ECOA UDP message. The payload content is a whole or part of an ELI message. ELI messages are described in section 6.1.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.



Figure 7 ELI Message Format

Table 8 ELI Message Format

Header	Value	Explanation	Length (bits)	Alignment (bits)
ECOA UDP Binding Header	4 byte header	UDP message header	32	32
ELI Message Fragment (whole or part)	ELI Message fragment, maximum 65503 bytes	Whole or fragment of an ELI message	Maximum 524024	32

A.3.1 ECOA UDP Binding Header

Figure 8 identifies the contents of the ECOA UDP Binding Header, and Table 9 contains the details of those fields.



Figure 8 ECOA UDP binding header

Table 9 ECOA UDP binding header fields

Header	Subheader	Value	Explanation	Length (bits)	Alignment (bits)
Version		00b for this version 01b-11b Reserved		2	2

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Header	Subheader	Value	Explanation	Length (bits)	Alignment (bits)
Message part		00b - begin 01b - middle 10b - end 11b - begin and end	Enumeration which indicates the part of the message this UDP datagram is associated with. The UDP binding can reassemble packets to create a whole ELI message.	2	2
Sender ID			Identification of the sender which broadcasts this datagram to every platform		
	Platform ID	Unsigned number between 0 and 15	Platform ID provided by the XML configuration file	4	4
	Channel ID	Unsigned number between 0 and 255	Channel ID to which the counter used for this UDP datagram is associated to. The value of the ID is set by the sending platform itself. It can rely on node ID, on module instance ID, etc.	8	8
Channel Counter		Unsigned number between 0 and 65535 transmitted in big endian	Positive counter which identifies this packet for the identified channel. The counter the counter can loop. EXAMPLE To clarify: • Message1/Packet1 → value=0 • Message1/Packet2 → value=1 • Message2/Packet1 → value=2 •	16	16

The sending platform shall maintain one Channel Counter per Channel and use them accordingly.

A.3.2 ELI Message Fragment (Whole or Part)

Table 10 identifies the content of the ELI Message Fragment within the UDP message.

Table 10 ELI Message Fragmen	t (whole or part)
------------------------------	-------------------

Header	Subheader	Value	Explanation	Length (bits)	Alignment (bits)
ELI Message Fragment (whole or part)		ELI Message fragment (whole or part), maximum 65503 bytes	ELI Message part maximum size 65503 bytes (65535 bytes - 28 - 4 bytes)	Maximum 524024	32

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

A.3.3 Example ECOA UDP messages

The following sections give examples of using the UDP network binding to send various sizes of ELI messages.

A.3.3.1 Single fragment message

For an ELI message that will fit completely within the UDP binding (i.e. length <= 65503 bytes), only a single fragment will be generated. The example in Table 11 shows a single fragment that contains an ELI message of 10000 bytes. Messages of this type will contain one "begin and end" fragment.

Header	Subheader	Value	Explanation	Length (bits)	Alignment (bits)
Version		00b		2	2
Message part		11b - begin and end	Indicates this is a single fragment message	2	2
Sender ID			Identification of the sender which sends this datagram to every partner		
	Platform ID	1	Platform ID provided by the XML configuration file	4	4
	Channel ID	2	Channel ID to which the counter used for this UDP datagram is associated to.	8	8
Channel Counter		5	Positive counter which identifies this packet for the identified channel.	16	16
ELI Message Fragment (Whole)		10000 byte ELI message	ELI message comprising ELI Generic Message Header and Message Specific Payload	80000	32

Table 11 Single fragmen	t message
-------------------------	-----------

A.3.3.2 Two fragment message

For an ELI message that will fit within two UDP fragments (i.e. 65503 > length <= 131006 bytes) two fragments will be generated. The example in Table 12 and Table 13 shows two fragments that contains an ELI message of 100000 bytes. Messages of this type will contain one "begin" fragment and one "end" fragment.

Table 12 Firs	st Fragment	of a Two	fragment	message
---------------	-------------	----------	----------	---------

Header	Subheader	Value	Explanation	Length (bits)	Alignment (bits)
Version		00b		2	2
Message part		00b - begin	Indicates this is the start of a multi-fragment message	2	2

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Header	Subheader	Value	Explanation	Length (bits)	Alignment (bits)
Sender ID			Identification of the sender which sends this datagram to every partner		
	Platform ID	1	Platform ID provided by the XML configuration file	4	4
	Channel ID	2	Channel ID to which the counter used for this UDP datagram is associated to.	8	8
Channel Counter		8	Positive counter which identifies this packet for the identified channel.	16	16
ELI Message Fragment (Whole)		1 st 65503 bytes of a 100000 byte ELI message	1 st part of ELI message comprising ELI Generic Message Header and the start of the Message Specific Payload	524024	32

Table 13 Second Fragment of a Two fragment message

Header	Subheader	Value	Explanation	Length (bits)	Alignment (bits)
Version		00b		2	2
Message part		10b - end	Indicates this is the end of a multi-fragment message	2	2
Sender ID			Identification of the sender which sends this datagram to every partner		
	Platform ID	1	Platform ID provided by the XML configuration file	4	4
	Channel ID	2	Channel ID to which the counter used for this UDP datagram is associated to.	8	8
Channel Counter		9	Positive counter which identifies this packet for the identified channel.	16	16
ELI Message Fragment (Whole)		last 34497 bytes of a 100000 byte ELI message	2 nd part of ELI message comprising the remainder of the Message Specific Payload	275976	32

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

A.3.3.3 Multiple fragment message

For an ELI message that is larger than 131006 bytes, multiple fragments will be generated. The example in Table 14, Table 15 and Table 16 shows three fragments that contains an ELI message of 150000 bytes. Messages of this type will contain one "begin" fragment, one or more "middle" fragments, and one "end" fragment.

Header	Subheader	Value	Explanation	Length (bits)	Alignment (bits)
Version		00b		2	2
Message part		00b - begin	Indicates this is the start of a multi-fragment message	2	2
Sender ID			Identification of the sender which sends this datagram to every partner		
	Platform ID	1	Platform ID provided by the XML configuration file	4	4
	Channel ID	2	Channel ID to which the counter used for this UDP datagram is associated to.	8	8
Channel Counter		302	Positive counter which identifies this packet for the identified channel.	16	16
ELI Message Fragment (Whole)		1 st 65503 bytes of a 150000 byte ELI message	1 st part of ELI message comprising ELI Generic Message Header and the start of the Message Specific Payload	524024	32

Table 14 First Fragment of a Multi fragment message

Table 15 Second Fragment of a Multi fragment message

Header	Subheader	Value	Explanation	Length (bits)	Alignment (bits)
Version		00b		2	2
Message part		01b - middle	Indicates this is the middle of a multi-fragment message	2	2
Sender ID			Identification of the sender which sends this datagram to every partner		
	Platform ID	1	Platform ID provided by the XML configuration file	4	4
	Channel ID	2	Channel ID to which the counter used for this UDP datagram is associated to.	8	8

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Header	Subheader	Value	Explanation	Length (bits)	Alignment (bits)
Channel Counter		303	Positive counter which identifies this packet for the identified channel.	16	16
ELI Message Fragment (Whole)		2 nd 65503 bytes of a 150000 byte ELI message	2 nd part of ELI message comprising part of the Message Specific Payload	524024	32

Table 16 Third Fragment of a Multi fragment message

Header	Subheader	Value	Explanation	Length (bits)	Alignment (bits)
Version		00b		2	2
Message part		10b - end	Indicates this is the end of a multi-fragment message	2	2
Sender ID			Identification of the sender which sends this datagram to every partner		
	Platform ID	1	Platform ID provided by the XML configuration file	4	4
	Channel ID	2	Channel ID to which the counter used for this UDP datagram is associated to.	8	8
Channel Counter		304	Positive counter which identifies this packet for the identified channel.	16	16
ELI Message Fragment (Whole)		last 18994 bytes of a 150000 byte ELI message	last part of ELI message comprising the remainder of the Message Specific Payload	151952	32

A.4 Message Byte and Bit Order

In order to ensure complete interoperability it is required that the byte and bit order of the ECOA UDP Binding Header be defined.

The network byte order shall be as per the internet standard of big endian.

The ECOA UDP Binding Header bit format shall be as shown below:

```
76543210
Byte 1 VEMPPLID
VE: version number (2 bits) | MP: message part (2 bits) | PLID: Platform ID (4
bits)
```

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Byte 2 CHANNEID CHANNEID: Channel ID (8 bits) Byte 3 COUNTMSB COUNTMSB: Counter Most Significant Byte Byte 4 COUNTLSB COUNTLSB: Counter Least Significant Byte

Bytes are described from left to right the most significant bit (7) to the least (0).

The header is sent in the following byte order: byte 1 then byte 2 then byte 3 then byte 4.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.