



SDI FINAL EVALUATION FORM 1.1

PART 1:

Journal Name:	British Journal of Applied Science & Technology
Manuscript Number:	Ms_BJAST_19896
Title of the Manuscript:	Cloud Based Architecture Solution for Aircraft Flight Data Recorder
Type of the Article	Original research article

PART 2:

FINAL EVALUATOR'S comments on revised paper (if any)	Authors' response to final evaluator's comments
Cloud based Aircraft Flight Data Recorder (as described in the paper) IS ONLY AN APPLICATION of Cloud-based recording of data. There are other applications based on the same principles (eg. cloud driving, Cloud Surveillance, etc.). However, the key aspect of the proposed problem is to find out what is special about it. Therefore, I think the challenges are around the following issues: real-time, security, maintaining connectivity with Cloud, maintaining QoS of the Cloud, fault tolerance, etc. So that it is expected to find explanations, proposals and details about these topics in the manuscript. Some formalization has been included in the new version of the paper, but no scientific justification has been provided. What are the constraints for flight aviation? why the air companies don't implement systems like this?, What are the problems they find?, How the proposed model meets the requirements? It is crucial answer these questions from a scientific point of view in order to propose a credible solution for Cloud-based Aircraft FDR. The results of the simulation made are not relevant. Instead, the authors may analyse the impact on the model when difficulties appear: overload, communication interferences, weak bandwidth, Google cloud server down, etc. Minor comments: 1. Reference [2] is still broken. (http://www.rnf.is/medial/eydublod/Annex_13.pdf) 2. (Robert, 2010)??	ADS-B equipped aircraft broadcasts its position continuously to multiple aircraft or multiple ATM Units Aircraft equipped with ADS-B are able to detect all other similar equipped aircraft or vehicle in surrounding airspace. ADS-B is seen as a tool that will revolutionize aviation by enabling Air-to-Air surveillance. Integration of this with others like GPS, TCAS makes both communication possible. SATCOM data link are already being used by airlines. Satellite-based communication system supplied by Geo-stationary Immarsat system offers near global coverage and excellent voice and data communications. These are now reflected in the paper These are addressed in the last two paragraphs of the result of simulation Corrected