

ARINC 653

An Avionics Standard for Safe, Partitioned Systems

Agenda

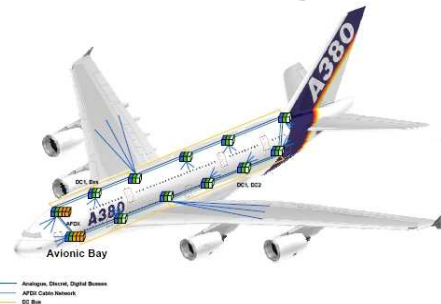
- **Aerospace Trends**
- **IMA vs. Federated**
- **ARINC 653**
 - **Main concepts**
 - **Safety facilities**
 - **Example ARINC 653 Implementation**
- **Configuration and Certification of an ARINC 653 System**
- **Q&A**

Aerospace Trends

Main Aerospace & Defense Trends

Aerospace

- More functionality – smarter avionics, more passenger systems, more payload
- “All electric” aircraft (more computer-based systems)
- Global procurement/partnerships
- Safe and secure
- Pressure on development cost, schedule
- Pressure on operational cost (personnel, training, spares)



CPM centralized – IOMs/ RDCs per section

Defense

- More functionality – more lethality/survivability, integrated battlefield, more arms and armor
- Cyber warfare (more computer-based systems)
- Coalitions/interoperation
- Secure and safe
- Pressure on development cost, schedule
- Pressure on operational cost (personnel, training, spares)



System Implications

More functions, “systems of systems,” more connectivity in less space, weight, and power (SWaP), reduced cabling

**Hardware consolidation
(multiple applications on fewer processors)**

**Software “pressure”: larger volume of
software comingled on fewer processors**

New challenges to safe and secure

What is a Certified System?

- The *FAA* certifies *aircraft*, *engines* and *propellers*
- Components are certified only as part of an airplane or engine
- Safety Case flows down from “aircraft” to “systems” to “software”

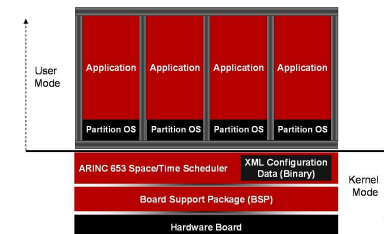
“aircraft”



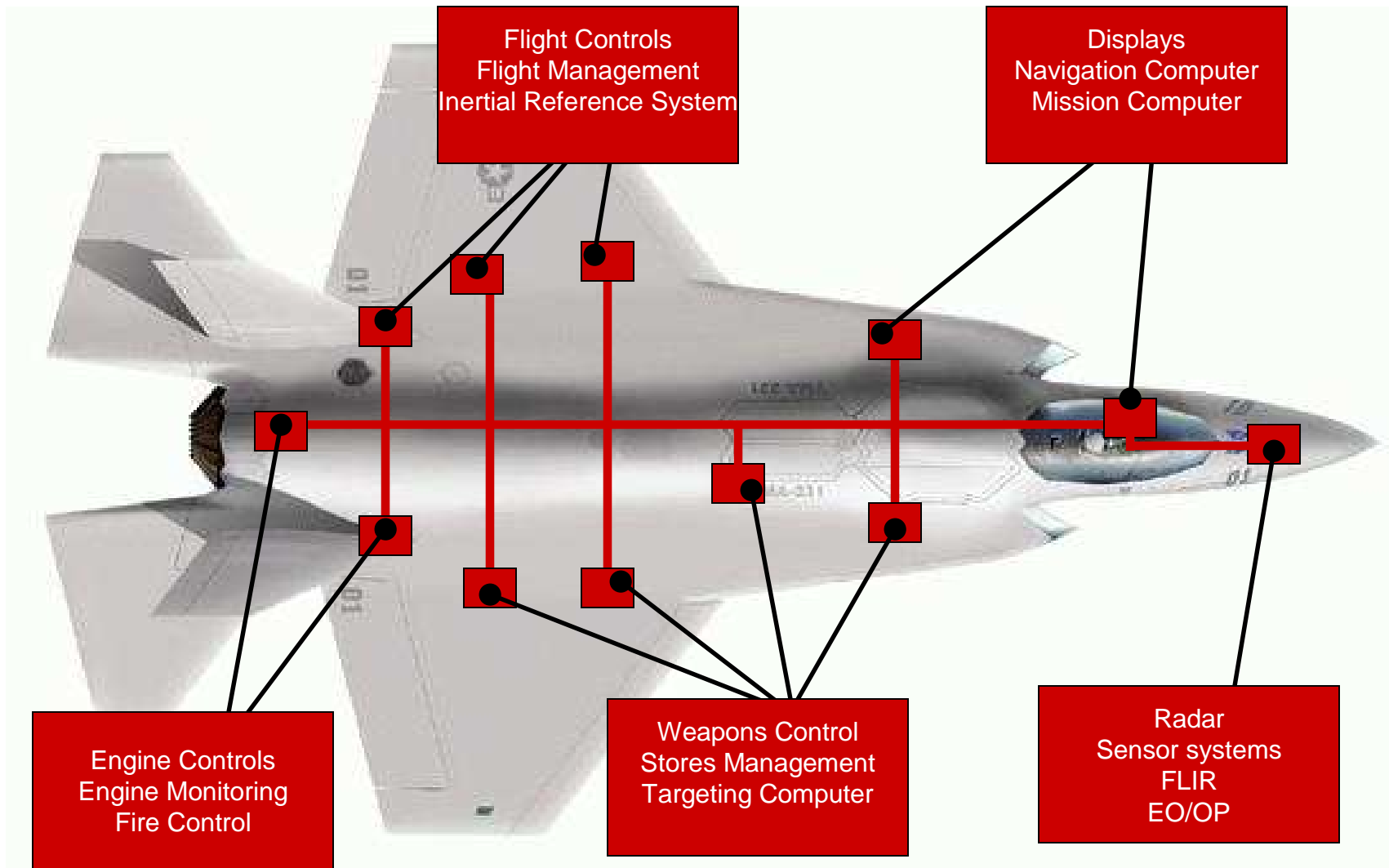
“system”



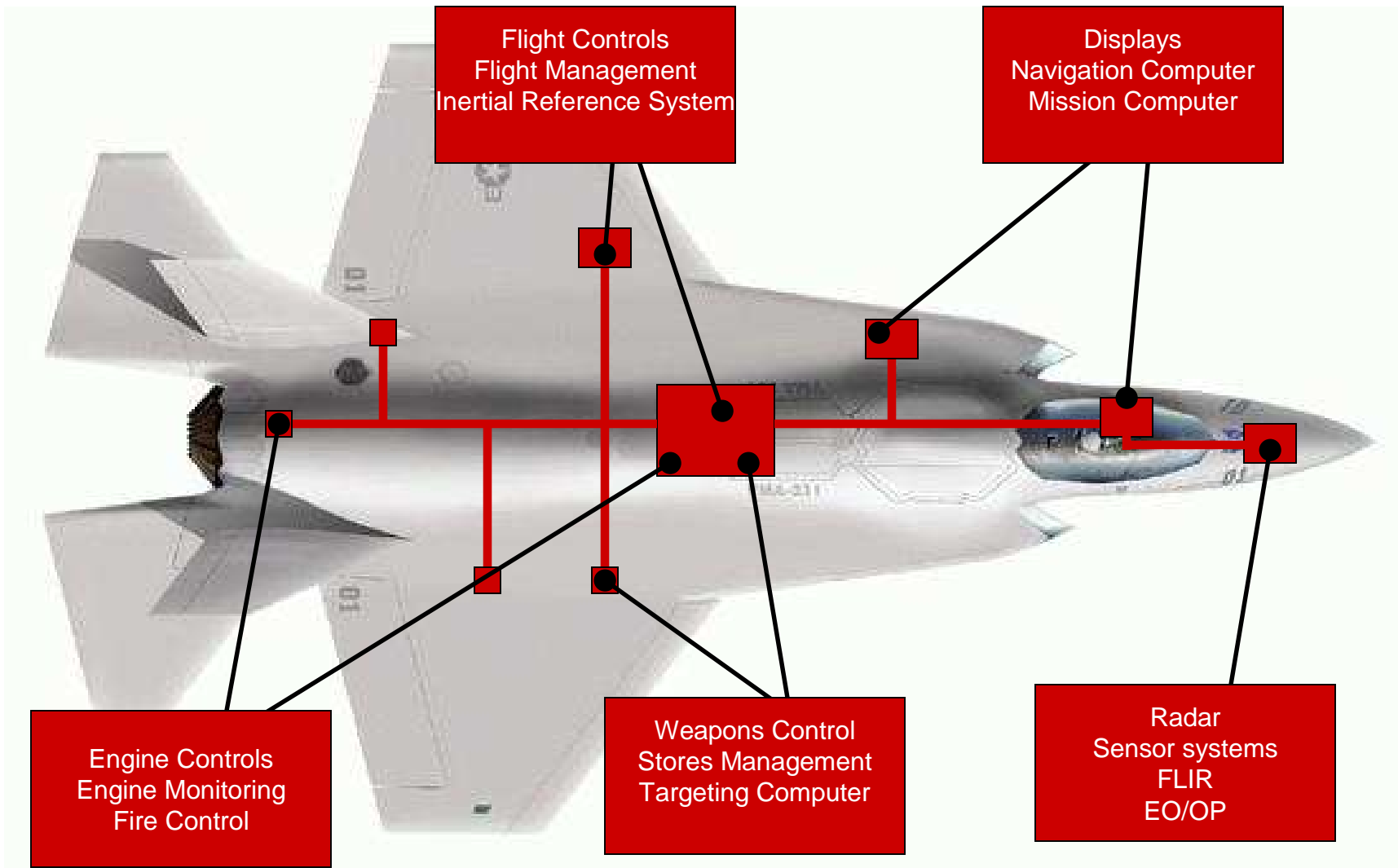
“software”



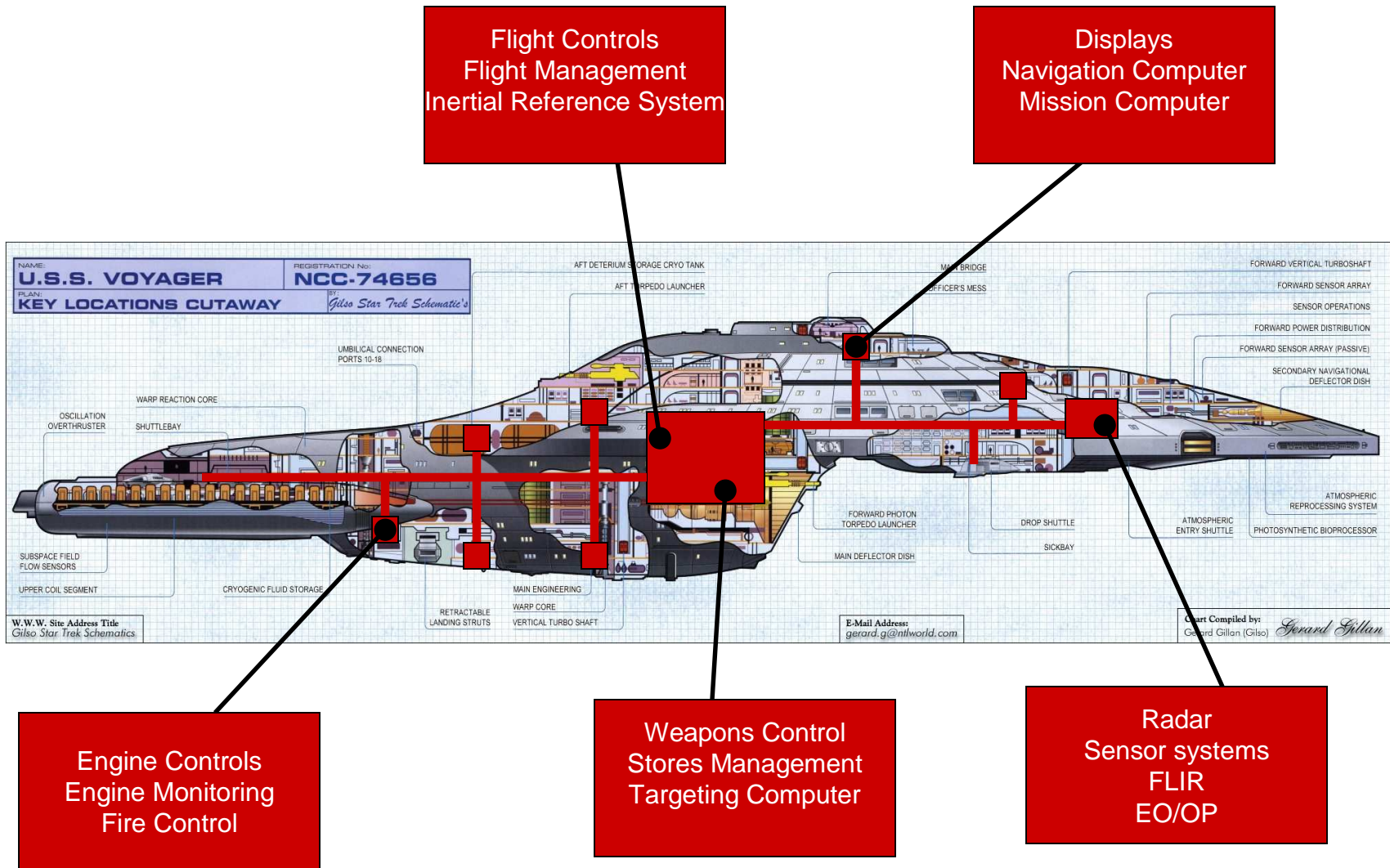
Federated vs. IMA



Federated vs. IMA



Federated vs. IMA



Federated vs. IMA ?

Federated

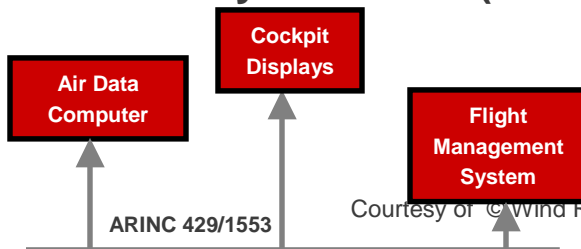
PROs

- Traditional methodology (well understood)
- Relative “ease” of design and certification
- Supply chain geared for this

CONs

- SWaP – Each function is separate LRU
- Poor S/W re-use
- Poor portability
- Poor modularity
- Tier 1 at mercy of Primes (\$\$ for Tier 1)

Changes require **complete** re-certification \$\$\$\$



IMA

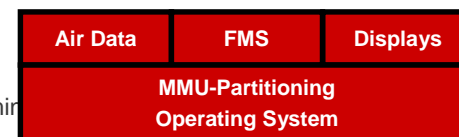
PROs

- SWaP (multiple functions on single LRU)
- Excellent S/W re-use
- Excellent portability
- Excellent modularity

Changes require **minimal** re-certification \$\$\$\$

CONs

- “Modern” methodology (777, A380, 787...)
- Poorly understood
- Complexity of design and certification
- Supply chain not setup for IMA projects



Federated vs. IMA – “Reality”

- These will co-exist for some time
 - Some functions still preferred on single LRU – Flight Controls for instance
- ARINC 653 Standard evolving to include “federated” LRUs
 - ARINC 653 Part 4

Boeing KC767A Tanker Aircraft [Certified Apr 2008]

IMA

- Avionics & Flight Computer
- Aerial Refueling Control Computer

Federated

- Multi Purpose Control Unit
- Hose Deploy



United States of America
Department of Transportation – Federal Aviation Administration
Supplemental Type Certificate

Number
ST01429WI-D

This certificate, issued to
The Boeing Company - Wichita Division
4614 South Oliver
Wichita, Kansas 67210

certifies that the change in the type design for the following product with the limitations and conditions
therein as specified herein meets the airworthiness requirements of Part 25 of the Federal Aviation
Regulations.

Original Product-Type Certificate A1NM
Number:
Make: Boeing
Model: 767-200

Description of Type Design Change: Convertible Passenger to Freighter installations. Structural, electrical,
hydraulics provisions to enable aerial refueling in a non-FAA certified configuration and military avionics
systems, as defined by FAA Approved Boeing Document D800-10610-40, Revision New, or later FAA
approved revision.

Limitations and Conditions: (See Page 2 of 2 Continuation Sheet)
1. Airplane Flight Manual Supplement D6111321.21K-163.01 Revision New, FAA approved April 6, 2007
or later FAA approved revision is required.
2. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall
give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until

The ARINC 653 Standard

**Multiple Partitions
Multiple Criticality Levels**

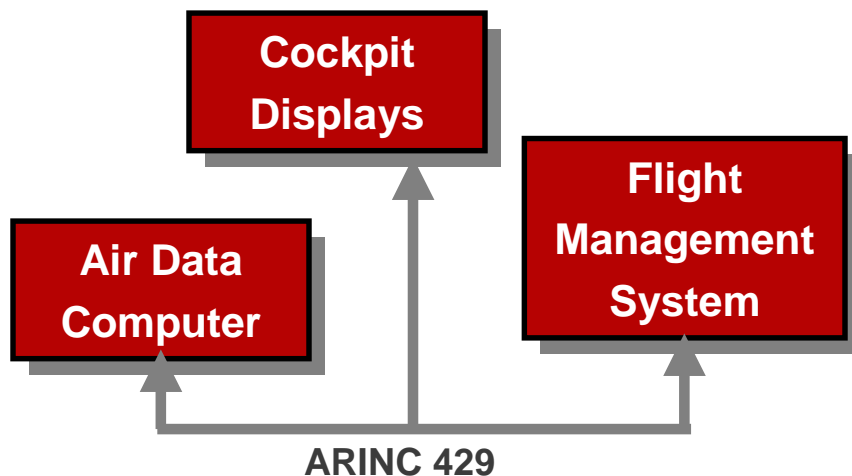
The ARINC 653 standard

- **Supplement 1 <Jan 1997> - AEEC, Boeing**
 - Health Management, APeX services
 - Time and Space Partitioning
- **Supplement 2 <Mar 2006>**
 - **Part 1 <Mar 2006> – Required Services, including changes to:**
 - ARINC 653 partition management
 - Cold start and warm start definition
 - Application software error handling
 - ARINC 653 compliance
 - Ada and C language bindings
 - **Part 2 <Jan 2007> - Extended Services, including File System, Logbook, Service Access points...**
 - **Part 3 <Oct 2006> - Conformity Test Specification**
- **Supplement 3 <under consideration>**
 - **Part 1 – Required Services**
 - Health Monitor - raise application error
 - Sampling port services refresh period
 - Queuing port services
 - Ada language bindings
 - XML schema update
 - Other items to be identified

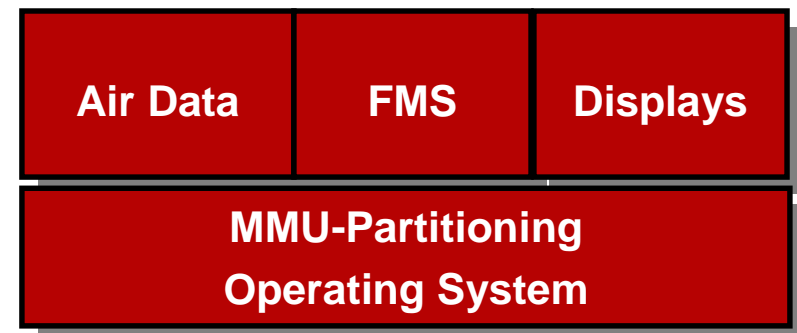
IMA and ARINC 653

- ARINC 653 is a specification for an application executive used for integrating avionics systems on modern aircraft
- It is an API of 51 routines: time and space (memory) partitioning, health monitoring (error detection and reporting), communications via “ports”
- ARINC 653 OS and applications are typically certified per DO-178B; different partitions can be certified to different DO-178B “levels”

Federated System



Integrated Modular Avionics (IMA)



ARINC 653 APEX APplication EXecutive Application Programming Interface

- The ARINC 653 APEX API provides the following services:

Process Management

Time Management

Partition Management

Sampling Port Management

Queuing Port Management

Buffer Management

Blackboard Management

Semaphore Management

Event Management

Error Management

- An API for C and Ada is defined

ARINC 653 Advantages

- **Portability**
 - The APEX (APplication/EXecutive) interface facilitates portability of software applications.
- **Reusability**
 - The APEX interface allows the production of reusable application code for IMA systems.
- **Modularity**
 - By removing hardware and software dependencies, the APEX interface reduces the impact on application software from modifications to the overall system.
- **Integration of Software of Multiple Criticalities**
 - Each application uses a **virtual target** (DO-178B, Section 6.4.1)
 - Supports DO-178B Level A- E on the **same** processor

Hierarchical Health Management

- HM Framework supports ARINC 653 model
 - Process level - controlled by the **Application Developer**
 - Partition level - controlled by the **System Integrator**
 - Module level - controlled by the **Platform Provider**
- Support for **Cold** and **Warm** restarts provided
 - Partition level
 - Module level
- Partition and Module Health Management is configured completely with **XML**

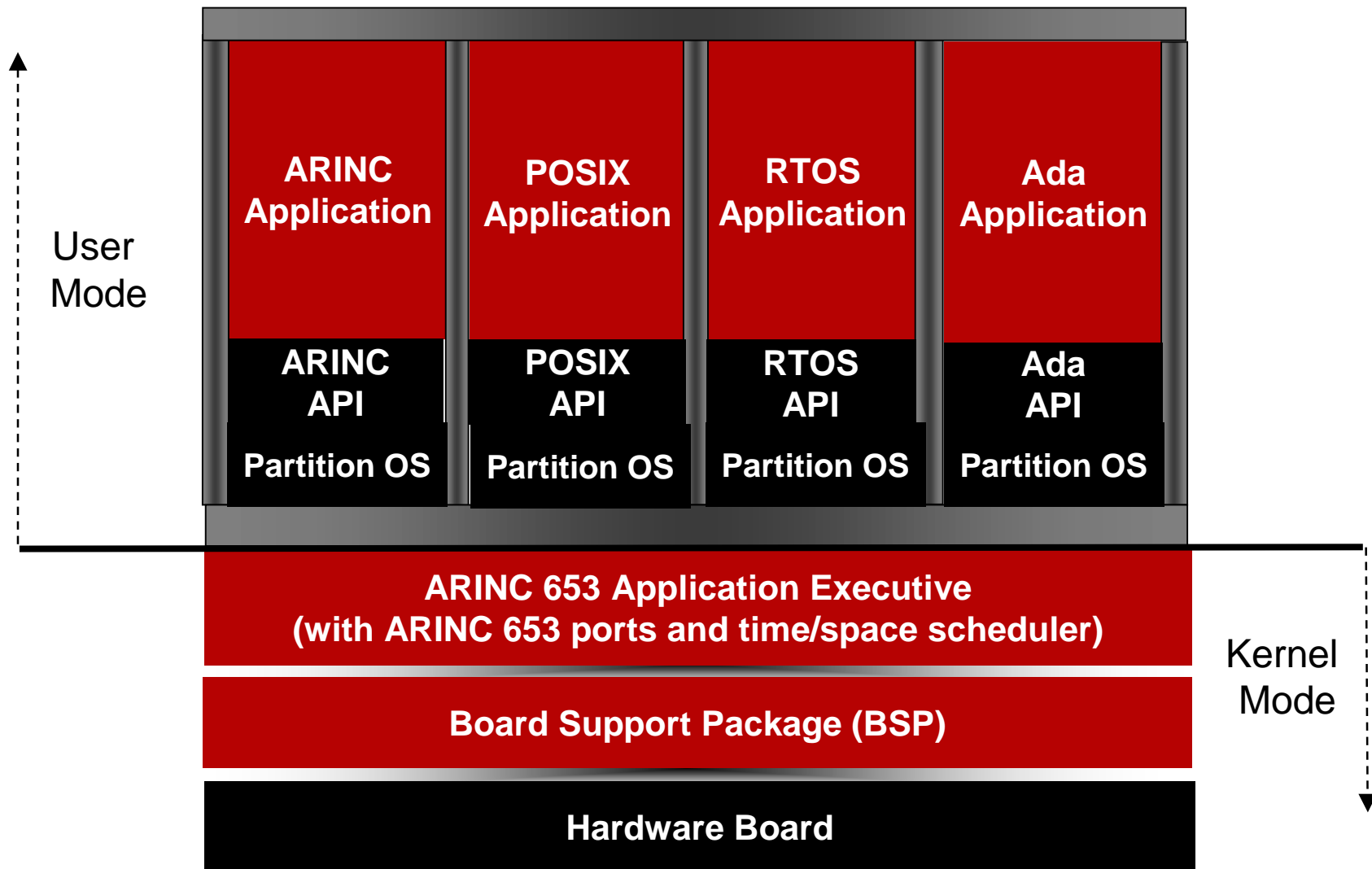
ARINC 653

The main areas where ARINC 653 is used are where there is the need of:

1. Integrating different systems into one CPU environment
 2. ARINC 653 time and space partitioned systems
 3. Multiple (hostile) vendors using the same processor
 4. Safety-critical control systems
 5. Integrated platforms with multiple OSs
- +** Reduces weight, power, wiring, remote computing units
- Increases certification complexity and diligence

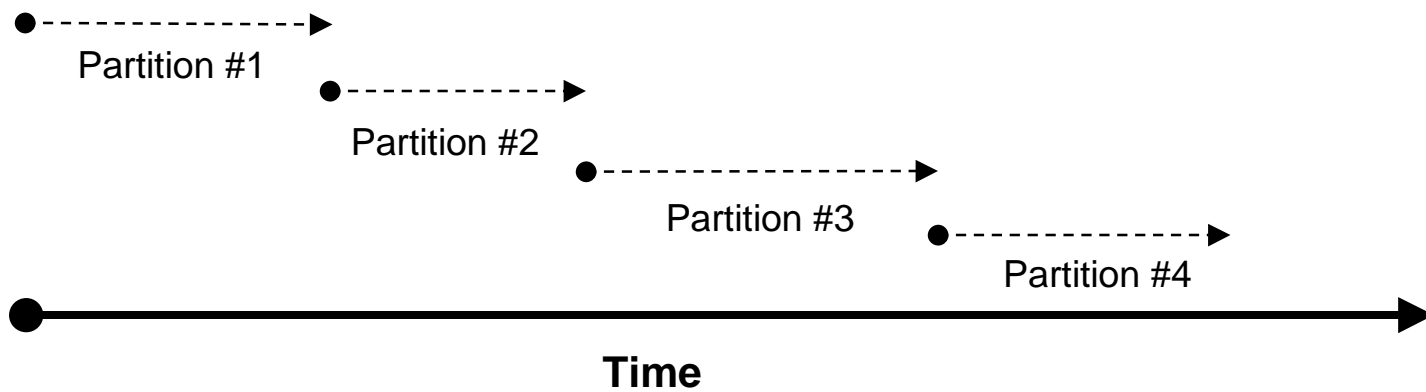
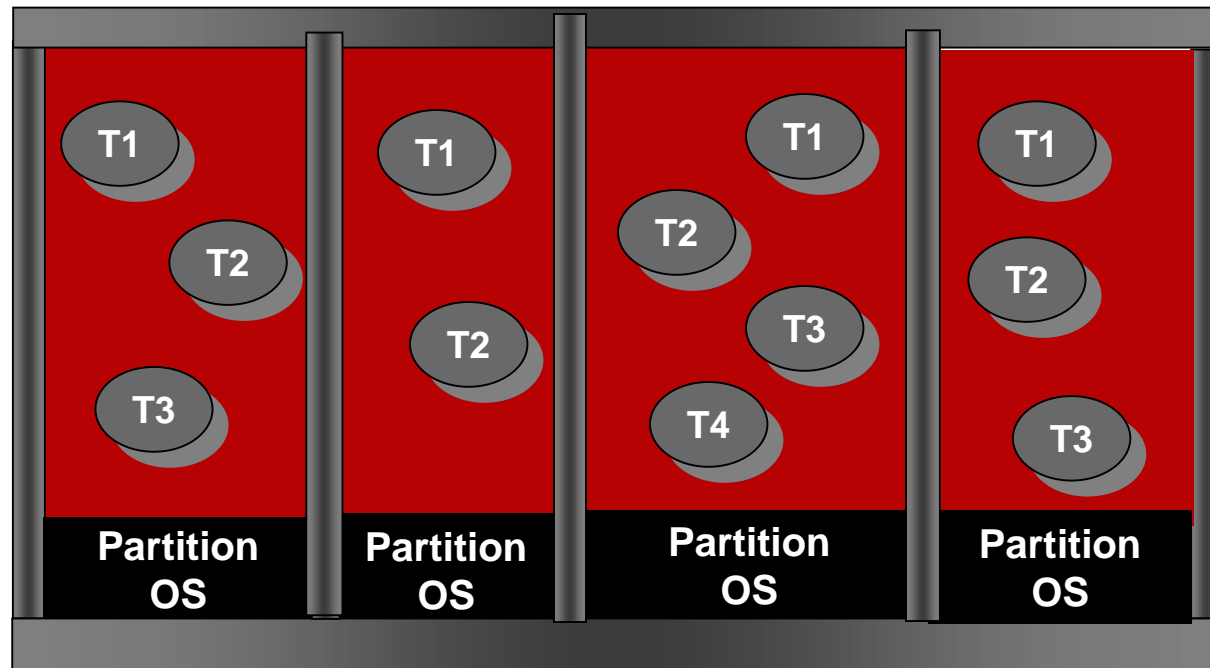
Example of an ARINC 653 OS

ARINC 653 RTOS Architecture



ARINC 653 Scheduler

Priority-Preemptive Inside Partitions



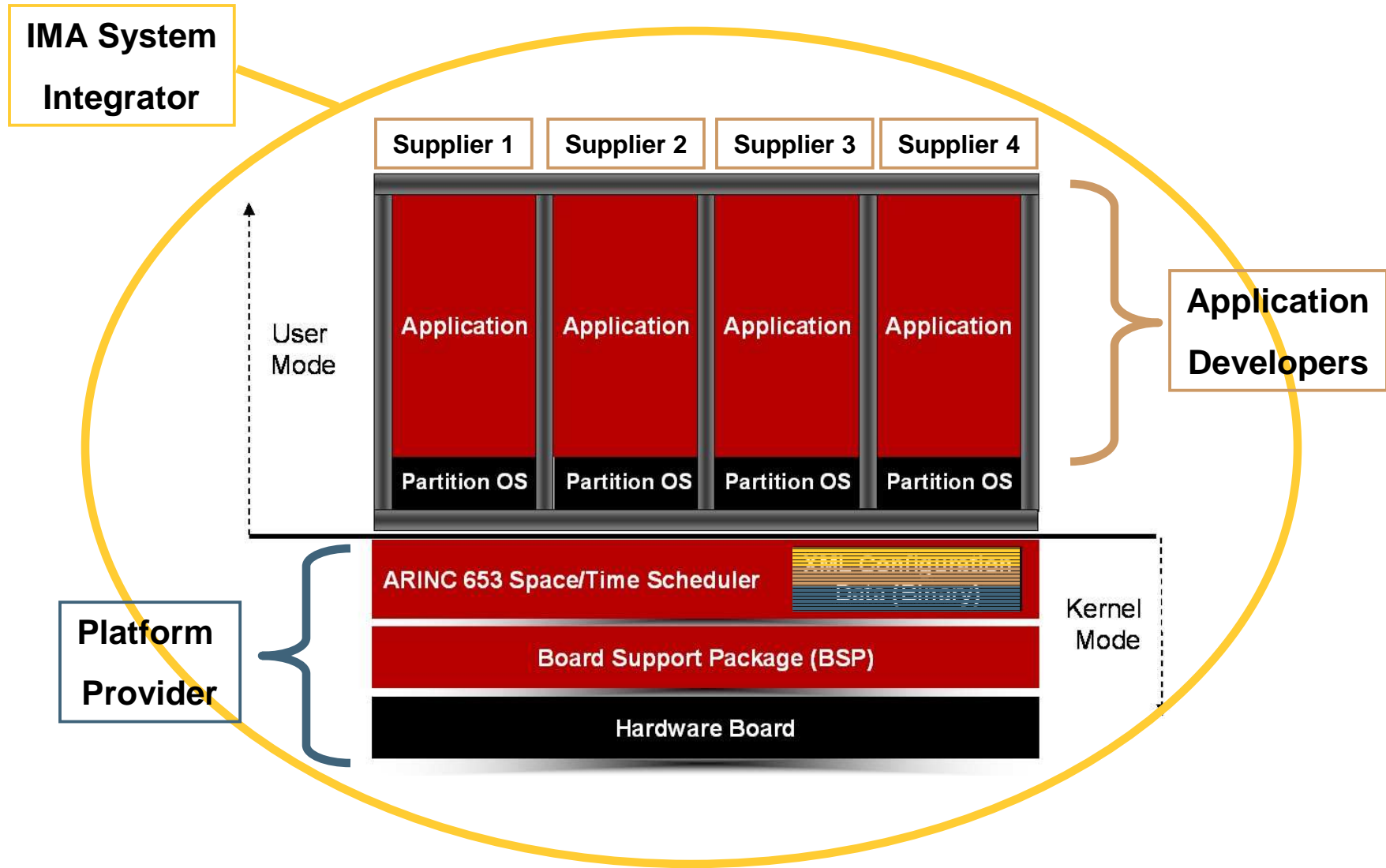
Typical ARINC 653 RTOS Features

The VxWorks 653 Example

Strong Partitioning :	<ul style="list-style-type: none"> • Time and Space Partitioning
Multiple APIs though Multiple Partition Operating Systems (MPOS) :	<ul style="list-style-type: none"> • APEX (ARINC 653) – Ada and C • POSIX Subset – C • Multilanguage – Ada, C, and C++ • Legacy possible with COIL
Error Management :	<ul style="list-style-type: none"> • Health management • Cold / Warm Restarts: 2 secs / 100 millisecs typical • Temporal Violation Detection (TVD)
Certification Audit :	<ul style="list-style-type: none"> • DO-178B Level A Certification Evidence available on hyper-linked DVD – a complete package
Multiple Certification Levels on one system :	<ul style="list-style-type: none"> • Robust Partitioning meets DO-297 IMA requirements
Priority Preemptive Scheduling (PPS)	<ul style="list-style-type: none"> • Slack time scheduling – interrupt driver threads run in idle time of selected partitions
Certification Tools – <i>Practical IMA</i>	<ul style="list-style-type: none"> • Configuration created from XML by qualified development tool • Qualified “flying” monitors: CPU time, memory, ports • Agent for Certification Environment (ACE): debug, comm

ARINC 653 XML-Based Configuration

Typical ARINC 653 Architecture



So What Is RTCA DO-297?

“Integrated Modular Avionics (IMA) Development
Guidance and Certification Considerations”

- **Purpose:**
“..provides guidance for IMA developers, integrators, applicants, and those involved in the approval and continued airworthiness of IMA systems. It provides specific guidance for the assurance of IMA systems as differentiated from traditional federated avionics”
- Results of joint US/EU Study **RTCA SC-200** and **EUROCAE WG-60**
- Defines roles and responsibilities – Certification applicant, Systems Integrator, Platform Provider, Application Developer
- References RTCA DO-178B (EUROCAE ED-12B) and ARINC 653

XML-Based Configuration

- Consistent with DO-297
- Separates control of concerns among *Platform Provider*, *System Integrator*, and *Application Developers* for configuration-based ‘plug-n-play’
 - XML schema and document divided into files for each role
 - Application XML document is a **contract** between the Application Developer and the System Integrator
 - Configuration data in an application XML document can be kept private between the application team or company and the System Integrator

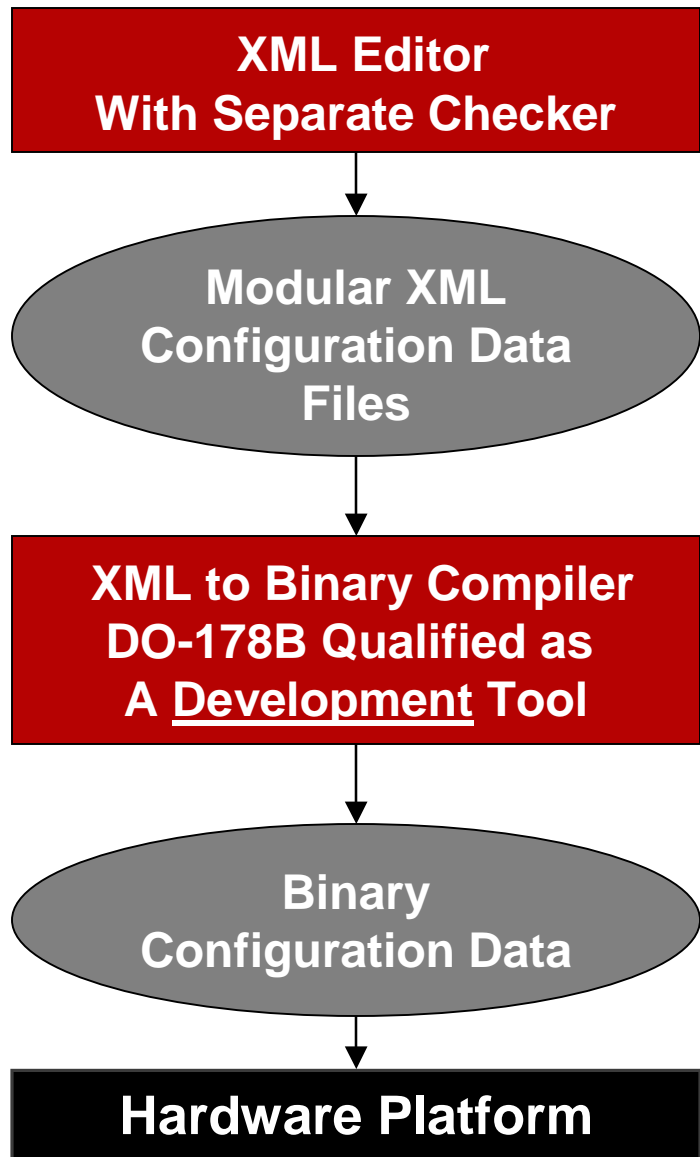
Certification Considerations

How XML Can Ease the Certification of an ARINC 653 System

Expensive Industry Problem: Certifying ARINC 653 Configuration Data

- To certify an ARINC 653 system to DO-178B:
 - Write human-readable requirements
 - Write and run tests to prove the requirements are met
- Three ways to **certify the configuration data** (partitions, ports, health monitoring, ...) :
 - **Test the entire system as a whole – all applications together – not feasible with more than 2-3 applications! Cost of change too high during initial cert and on later changes!**
 - Write tests for the configuration data, and update with each change – also very expensive!
 - **Use a DO-178B qualified development tool to guarantee binary configuration data is correctly translated from requirements**

XML Compilation



- **Constrained XML input, checked and verified**
- **Discrete XML configuration files for each application, supplier, and integrator per DO-297**
- **DO-178B tool qualification eliminates the need for testing output**
- **No intermediate language to trace or add errors**

Experience Gained in IMA Systems

- IMA systems are **extremely** complex:
 - Large number of applications: 10+
 - Large application: 2,000,000+ lines of code, 4-8 MBytes
 - Large configuration data: 40,000+ configuration entries
- Complexity must be **managed** to be successful
 - Roles and responsibilities have to be defined
 - Role activities have to be decoupled
- Development cycles are **shorter** and shorter
- Cost of Change must be very **low**
 - Introducing a change should have a low impact even during the certification cycle

- **Solution**: Configuration & Build Partitioning