# Refinement of AADL models using early-stage analysis methods

### <u>Guillaume Brau<sup>1</sup></u>, Jérôme Hugues<sup>2</sup> and Nicolas Navet<sup>1</sup> guillaume.brau@uni.lu

<sup>1</sup>Laboratory for Advanced Software Systems (LASSY), University of Luxembourg, Luxembourg, Luxembourg <sup>2</sup>Université de Toulouse – Institut Supérieur de l'Aéronautique et de l'Espace, Toulouse, France

The 4th Analytic Virtual Integration of Cyber-Physical Systems Workshop. Co-located with RTSS 2013. Vancouver, BC, Canada.

December 3rd, 2013

### Context : Distributed Realtime Embedded (DRE) systems

- Safety-critical applications => how to meet the *functional* and *non-functional* requirements ?
  - deploying specific technologies
  - addressing the engineering process with relevant methods and tools

### Virtual Integration (VI) for Cyber-Physical Systems (CPS)

VI approaches focus on **analytic techniques** that enable the **early discovery of faults** in CPS **before the system is integrated or its parts are built**.  $\rightarrow$  The objective is to discover and resolve problems early during the design and

implementation phases where cost impact is low.

# Supporting VI

**Objective** : investigating the early-stage use of analysis methods in system modeling.

- lessons learned from architectural modeling with AADL : benefits and limitations
- Proposition to overcome encountered problems
  - ightarrow analysis as part of the design process
  - ightarrow exemplification of our beliefs on a real case-study / practical results
- research perspectives and future works



# Part |

# AADL modeling : lessons learned

# Modeling an avionics system with AADL

Case study : Part of a Flight Management System (FMS) [Lauer12].



1. Functional requirements

### 2. Non-functional requirements.

- E.g., temporal constraints :
  - functions response times
  - network traversal times
  - latencies alongs functional chains
- 3. Platform :
  - ARINC 653 for execution resources
  - ARINC 664 (AFDX) for communication resources

# Modeling the FMS with AADL



How to address the FMS modeling?

- AADL core language [AADLv2]
  - standardized *components* classified under *software*, *execution platform* and *composite* categories,
  - basic artifacts : *features*, *implementations*, *properties*, etc.
- standardized annex languages [AADLannexes]
  - ARINC653 annex guidelines and property sets
- proposed extensions : ARINC664 property set and components

### AADL model overview



Architectural model :

- **()** the full architecture model captures the system requirements
- (2) it is then possible to perform analysis on this architecture model

### Benefits

Designed components are virtually integrated within the overall architecture model :

- ightarrow early discovering of integration and dimensioning problems
- $\rightarrow$  possible to (partially) verify the system before actually implementing it

### Precondition

Getting the <u>full</u> architecture model so as to <u>then</u> derive performance analysis.

# Lessons learned from architectural modeling : limitations

Modeling issues : allocations, non-functional constraints compliance, components inter-dependencies

 $\rightarrow$  raised issues are same as the ones encountered during a classical engineering cycle,

 $\rightarrow$  the architecture model (Virtual Integration) replaces the real system (Integration problems).



### Conclusion

Defining the architecture model amounts to solve dependencies between modeling (and system) concerns

Guillaume Brau (uni.lu - LASSY)

# Proposed approach

Analysis as part of the design process :



Image: modeling = design space exploration

- use of analysis methods to discover the design space
- gradual definition of the architecture model and refinement of its components
- consistent definition of the parameters = refined parameters meet the constraints
- (verification of the proposed architecture)
- Output termination of code, manually or using code generation

# Part II

# Exemplification – dimensioning and refining the communication parameters

```
system fms end fms;
```

system implementation fms.impl subcomponents -- modules and communication components afdx\_network : bus fms\_hardware::physical\_afdx\_link.impl; sw1 : device subsystem::afdx\_switch; ---connections -- connections and busses accesses nt\_wpId : port module1.ph\_wpId1 -> module2.ph\_wpId1; flows -- wpId, wpInfo, query, answer, speed flows wpId\_fl : end to end flow module1.wpId\_src -> nt\_wpId -> module2.wpId\_sink ; properties -- here are specified the latency constraints -- and bindings to VL that have to meet those constraints Latency => 0ms .. 15 ms applies to wpId fl: -- But how to define the communication components and parameters? end fms.impl;

ARINC 664 standard  $\rightarrow$  AFDX

- Avionics Full-Duplex Switched Ethernet = deterministic communication network
- Virtual-Links : logical connections between <u>one</u> emitter and one or several receiver(s)
  - static route defined at system start-up



ARINC 664 standard  $\rightarrow$  AFDX

- Avionics Full-Duplex Switched Ethernet = deterministic communication network
- Virtual-Links : logical connections between <u>one</u> emitter and one or several receiver(s)
  - static route defined at system start-up
  - dedicated bandwidth according to parameters defined at system start-up :  $\rightarrow$  Bandwidth Allocation Gap (ms) = minimum elapsed time between two frame sending

 $\rightarrow$  Maximal packet size (Bytes)



## Defining the communication parameters

- It is possible to assume :
  - $\bullet\,$  the necessary VLs  $\to\,$  one VL for the data flows with the same emitter/receiver(s) couple
  - ullet the VLs maximal packet size ightarrow set to the maximum standard value
  - $\bullet$  the VLS routes  $\rightarrow$  considering well-known routing algorithms (such as SPF)

# What about the BAGs? How to be sure that their definitions will meet the constraints?

# Defining the communication parameters

- It is possible to assume :
  - $\bullet\,$  the necessary VLs  $\to\,$  one VL for the data flows with the same emitter/receiver(s) couple
  - ullet the VLs maximal packet size ightarrow set to the maximum standard value
  - the VLS routes  $\rightarrow$  considering well-known routing algorithms (such as SPF)

# What about the BAGs? How to be sure that their definitions will meet the constraints?

### Defining the Bandwidth Allocation Gap

For each VL :  $BAG = 2^k$  with k is an integer such as  $k \in [0, ...7]$  [ARINC664]  $\rightarrow 8^f$  solutions with f is the number of data flows

# $\rightarrow$ not necessarily evident without appropriate guidelines and/or analysis supports

How to proceed?  $\rightarrow$  looped process

- isolating model input parameters that can be combined
- Inding out an applicable analysis method, given its :
  - mandatory items
  - assumptions
- ${\small \textcircled{0}} \ \text{executing the analysis} \rightarrow \text{refining the model}$

back to step 1

15 / 24

### Proposed refinement process



- ullet 2 complementary analysis methods ightarrow network traversal time evaluation
- WCTT = main analysis method
  - **outcome** : given the latency constraints expressed on the data flows, it is possible to figure out the BAGs
  - precision : coarse grained evaluation (depends on the precision of the model and on the complementary results)
  - execution : analytic formula computed "by hand"
- Network Calculus (NC)= complementary analysis method
  - **outcome** : given the data flows parameters, the delay suffered by each frame in the network can be computed
  - precision : exact evaluation
  - $\bullet$  execution : NC algebra computed by dedicated tools  $\rightarrow$  RTaW-Pegase in our case

### Experimental results



### Experimental results



# Part III

# Conclusion and perspectives

 modeling and analysis artifacts often addressed as distinct and independent steps (even if a "link" between modeling and analysis is always considered)

# How to provide the <u>full</u> model that it is <u>then</u> possible to analyze and validate?

- dependencies between modeling concerns (functional, non functional, deployment)
- dependencies between components and their parameters
- missing information
- etc.

### Defining the model to verify may not be so easy...

### Considering analysis methods as an "actor" of the design process

• applying early-stage analysis methods on the incomplete model to narrow gradually the design space

 $\rightarrow$  given the available information, the model is progressively refined and validated

 $\rightarrow$  the model is consistent = deduced parameters guarantee that non-functional constraints are met

ightarrow the designed system is "correct-by-construction"

### Formalizing the use of analysis methods along with modeling languages

 $\rightarrow$  analysis feasibility, associated assumptions, composition and/or complementarity between analysis, trust, etc.

### **Requirement Enforcement and Analysis Language**

- REAL (under standardization)  $\rightarrow$  manipulation of theorems to check a set of predicates defined on the system design
  - 1. checking global consistency of the model
- extension of REAL to manage tools
  - 2. detect when an analysis is feasible
  - 3. exploit relationships between analysis

Thank you for your attention



Awaiting your questions !

23 / 24

# References

#### M. Lauer.

Une méthode globale pour la vérification d'exigences temps réel - Application à l'Avionique Modulaire Intégrée.

Thèse de doctorat, Institut National Polytechnique de Toulouse, Toulouse, France, juin 2012.

### SAE/AS2-C.

Architecture Analysis & Design Language V2 (AS5506A), January 2009.



#### SAE/AS2-C.

Data Modeling, Behavioral and ARINC653 Annex document for the Architecture Analysis & Design Language v2.0 (AS5506A), October 2009.

#### Aeronautical Radio Incorporated.

ARINC Report 664P7-1 Aircraft Data Network, Part 7, Avionics Full-Duplex Switched Ethernet Network.