

Plan for Hardware Aspects of Certification

for the

<Program Name>

Document No: <Doc Number>

Revision: -

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Date

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Date

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1.0 INTRODUCTION

1.1 Purpose

This Plan for Hardware Aspects of Certification (PHAC) defines the processes, procedures, methods and standards to be used and the lifecycle data to be produced in order to satisfy the objectives of DO-254 and any additional objectives required to satisfy the certification basis of the aircraft. Once approved, this PSAC represents an agreement between the applicant and the customer and/or certification authority.

1.2 Scope

As the severity of complex electronic hardware failures may impact the capability of the system to perform its intended function safely, their design life cycle processes will follow the guidance provided in DO-254. All the other hardware items will be developed following internal design life cycle processes. The complex electronic hardware items are those for which a comprehensive combination of deterministic tests, ensuring correct functional performance under all foreseeable operating conditions, is difficult to be achieved. These electronic hardware items are the Programmable Hardware Devices (hardware) that include Field Programmable Gate Arrays (FPGA) and Complex Programmable Logic Devices (CPLDs).

This Plan for Hardware Aspects of Certification complies with the documentation requirements of RTCA/DO-254, Section 10.1.1.

1.3 Part Number and Nomenclature

Part Number	Nomenclature

Table 1-1 Part Number and Nomenclature

1.4 Team Members and Signature Authority

Name	Title
Signature Authority:	
John Smith	Project Manager
John Smith	Lead Hardware Engineer
John Smith	Independent Verification Engineer
John Smith	Process Assurance Engineer
Team Members:	
John Smith	Systems Engineer
John Smith	Reliability & Safety Engineer
John Smith	Hardware Design Engineer
John Smith	Configuration Management Engineer
John Smith	FAA Software Designated Engineering Representative

Table 1-2 Team Members and Signature Authority

1.4.1 Independent Reporting Structure

The following chart shows that the Quality Assurance Organization is independent from Engineering. It also demonstrates that the verification and test activities are performed independently by someone other than the development engineer.

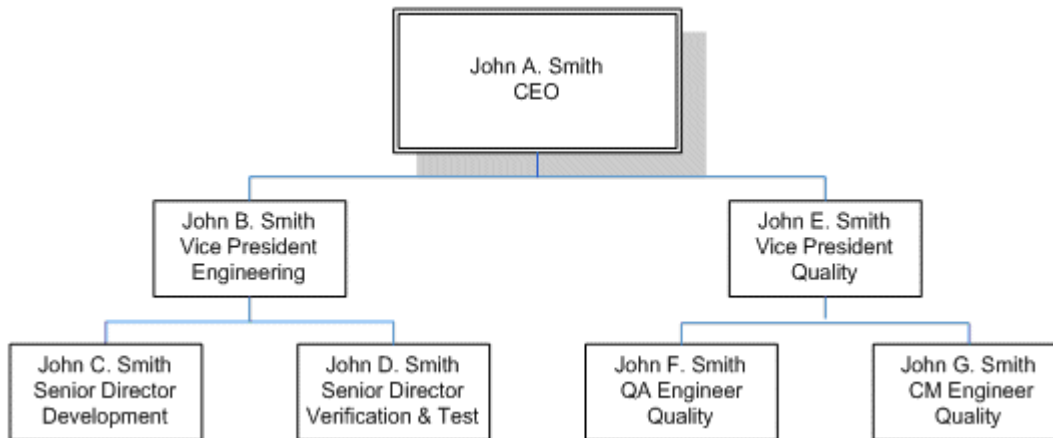


Figure 1-1 Independent Reporting Structure

1.5 Acronyms and Abbreviations

AIMS	Reviews and Analysis Management System
ALU	Arithmetic Logic Unit
ARP	Aerospace Recommended Practice
ASIC	Application Specific Integrated Circuit
DRMS	Document Review Management System
HAS	Hardware Accomplishment Summary
HC1	Hardware Control Category 1
HC2	Hardware Control Category 2
COTS	Commercial-Off-The-Shelf
EUROCAE	European Organization for Civil Aviation Equipment
FAR	Federal Aviation Regulations
FFP	Functional Failure Path
FFPA	Functional Failure Path Analysis
FHA	Functional Hazard Assessment
F-FMEA	Functional Failure Modes and Effects Analysis
FTA	Fault Tree Analysis
HDL	Hardware Description Language
JAR	Joint Aviation Requirements
LRU	Line Replaceable Unit
PHAC	Plan for Hardware Aspects of Certification
PLD	Programmable Logic Device
PSSA	Preliminary System Safety Assessment
RTMS	Requirements Traceability Management System
SAE	Society of Automotive Engineers
SC	Special Committee
SSA	System Safety Assessment
WG	Working Group

1.6 Applicable Documents

The following documents are listed for reference only. Each document is applicable to this plan only to the extent specified herein.

1.6.1 External Documents

RTCA/DO-254	Design Assurance for Airborne Electronic Hardware
FAA Order 8110.4C	Type Certification
FAA Order 8110.105 AC 20-152	FAA, Simple and Complex Electronic Hardware Approval Guidance Advisory Circular, RTCA Inc., Document DO-254, Design Assurance for Airborne Electronic Hardware

1.6.2 Internal Documents

<Ref Doc>	Plan for Hardware Aspects of Certification (Ref. DO-254, 10.1.1)
<Ref Doc>	Hardware Design Plan (Ref. DO-254, 10.1.2)
<Ref Doc>	Hardware Validation & Verification Plan (Ref. DO-254, 10.1.3/10.1.4)
<Ref Doc>	Configuration Management Plan (Ref. DO-254, 10.1.5)
<Ref Doc>	Process Assurance Plan (Ref. DO-254, 10.1.6)
<Ref Doc>	Hardware Requirements Standards (Ref. DO-254, 10.2.1)
<Ref Doc>	Hardware Design Standards (Ref. DO-254, 10.2.2)
<Ref Doc>	Validation and Verification Standards (Ref. DO-254, 10.2.3)
<Ref Doc>	Hardware Archive Standards (Ref. DO-254, 10.2.4)
<Ref Doc>	Hardware Requirements Document (Ref. DO-254, 10.3.1)
<Ref Doc>	Hardware Design Data (Ref. DO-254, 10.3.2)
<Ref Doc>	Hardware Test Procedures (Ref. DO-254, 10.4.4)
<Ref Doc>	Hardware Lifecycle Environment Configuration Index (Ref. CAST 27)
<Ref Doc>	Hardware Configuration Index (Ref. CAST 27)
<Ref Doc>	Hardware Accomplishment Summary (Ref. DO-254, 10.9)

2.0 SYSTEM OVERVIEW

This section provides an overview of the system, including a description of its functions and their allocation to hardware and software, the architecture, processor(s) used, hardware / software interfaces and safety features.

<Example Text>

The Avionics Passenger Counter is a module that will keep track of how many passengers are currently in the aircraft/cabin. The current number of passengers in the cabin will be displayed on a display panel in real-time. The system will have a keypad entry so that the flight attendant can enter a passenger headcount correction/adjustment. The passenger headcount and any fault status information collected will be transmitted via ARINC 429 via the PIC processor and ARINC 429 I/O FPGA.

2.1 System Top Level Block Diagram

<This is a diagram of equipment showing a high-level interconnect of black boxes with emphasis on identifying the printed circuit boards relative to the processors and complex hardware (ASIC's, FPGA's, PLD's & Processors).>

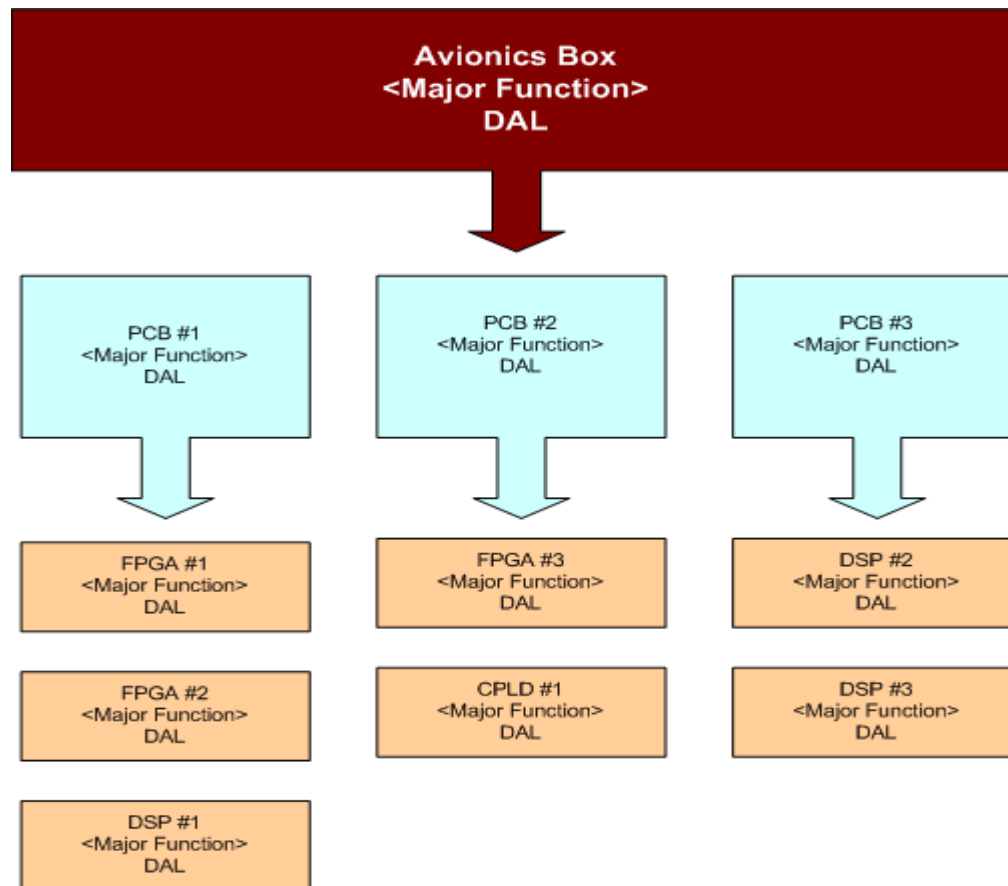


Figure 2-1 System Level Block Diagram

2.1.1 List of Major Functions Allocated To System-Level Hardware

- System-Level Hardware Function #1
- System-Level Hardware Function #2

2.1.1.1 List of Major Functions Allocated To Complex Hardware

2.1.1.1.1 FPGA #1

- Complex Hardware Function #1
- Complex Hardware Function #2

2.1.1.1.2 FPGA #2

- Complex Hardware Function #1
- Complex Hardware Function #2

2.1.1.2 List of Major Functions Allocated To Software

2.1.1.2.1 DSP #1

- Software Function #1
- Software Function #2

2.1.1.2.2 Microcontroller #1

- Software Function #1
- Software Function #2

2.2 System Functional Description

<Example Text>

The passenger headcount function is performed by counting the number of entries and exits. The module uses an Entry/Exit-Sensor to detect passengers' movements in and out of the cabin. The number of passengers in the cabin is tracked by an up/down counter in an FPGA. The passenger load is displayed in real-time on the display panel. The keypad entry can asynchronously load the counter thereby adjusting/correcting the passenger load on the display/system.

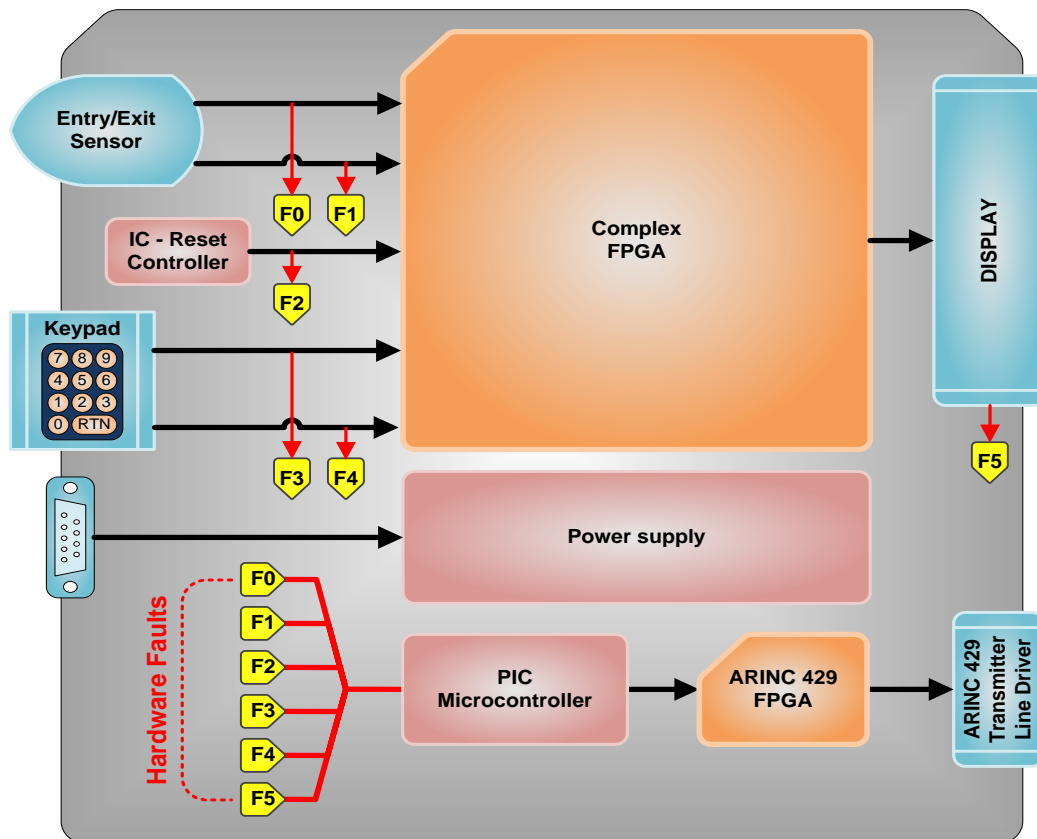


Figure 2-2 System Functional Diagram

2.2.1 System Failure Conditions

2.2.2 High-Level Hardware Functions and Contribution to Potential Failures

No	AEH/CEH Function	Example of Potential Failure	DAL
01	Provision of secure and timely data flow to and from applications and Input / output devices, e.g. sensors and actuators	Transmission of deploy command to landing gear in flight	A
02	Controlled access to processing facilities	Omission in schedule of fuel system pumping control partition	B
03	Provision of secure data storage and memory management	Corruption of fuel system execution code by lower integrity partition	B
04	Provision of consistent execution state	Incorrect or inconsistent flight data is loaded into system	B
05	Provision of health monitoring and failure management	Fuel system partition shut down when no error has occurred	A
06	General provision of computing capability	Total loss of IMA platform	A

Table 2-1 System Failure Conditions

3.0 HARDWARE OVERVIEW

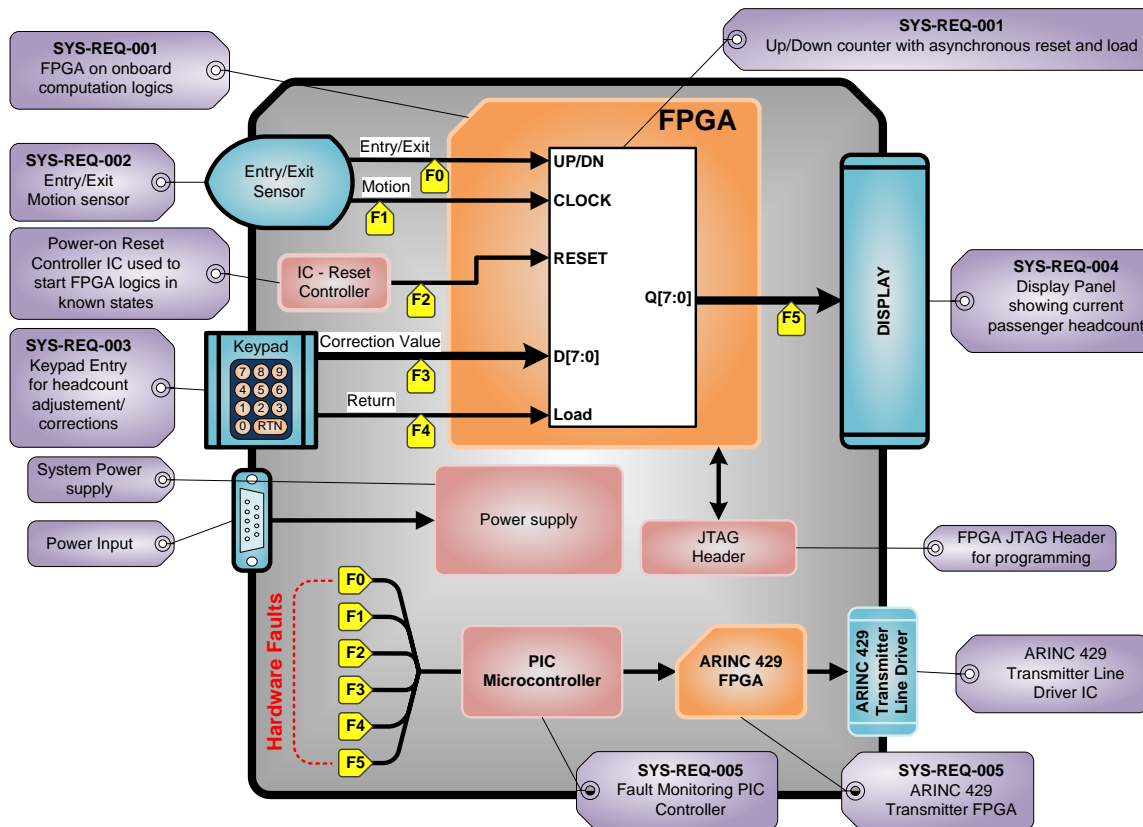
<Example Text>

This section describes the hardware functions, hardware items, architecture, new technologies to be used, and any fail-safe, fault tolerant redundancy and partitioning techniques to be used.

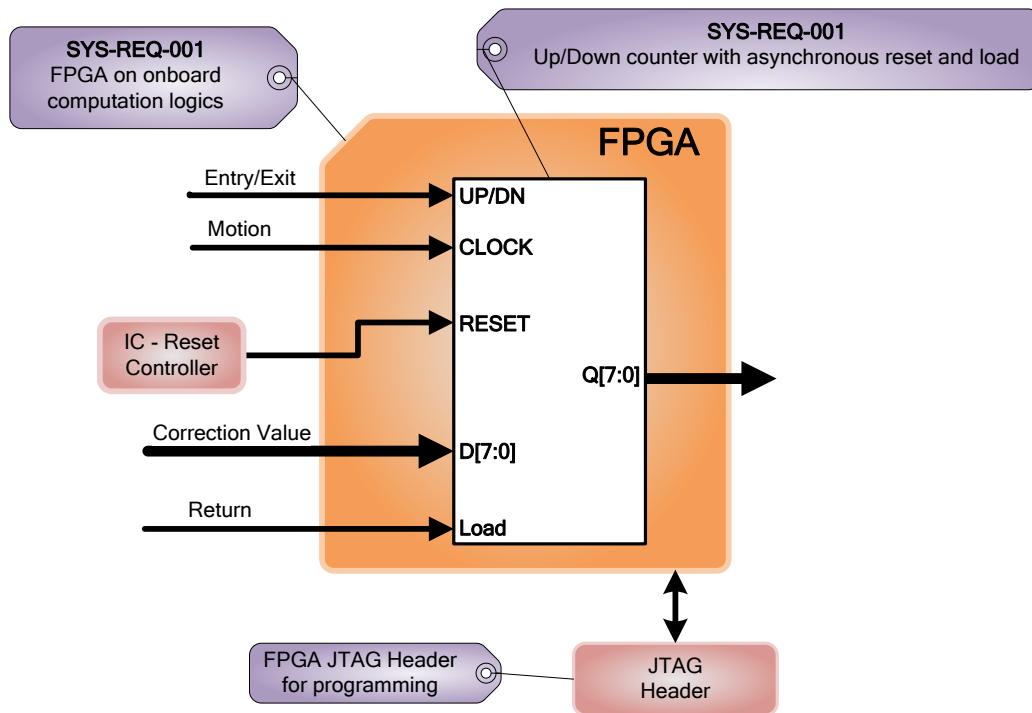
3.1 Hardware Functions

There are five main hardware functions:

1. Computation (Derived)
2. Entry/Exit Detection
3. Keypad entry
4. Display
5. Fault monitoring and ARINC 429 data transmit



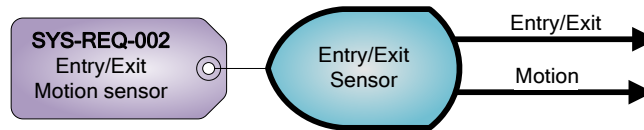
3.1.1 Computation



The headcount function is done by an up/down counter inside the FPGA. Every time the Entry/Exit motion sensor detects an entry or an exit, the counter increments or decrements accordingly. Ever time the user presses return, the current headcount output is loaded with previously typed value. The truth table is shown below.

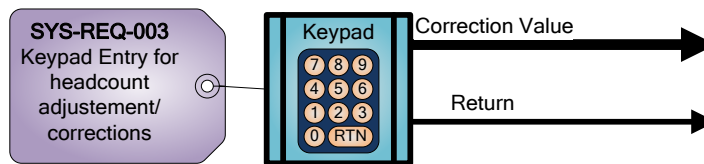
	POWERON RESET	RETURN KEY	ENTRY/EXIT	ADJUSTMENT VALUE	MOTION DETECT	HEADCOUNT
COMMENTS	RESET	LOAD	UP_DOWN	DATA_IN	CLK	COUNT_OUT
Power-On Reset	1	X	X	X	X	0
Adjustment	X	1	X	DATA_IN	X	DATA_IN
ENTRY	X	0	1	X	RE	COUNT_OUT+1
EXIT	X	0	0	X	RE	COUNT_OUT-1

3.1.2 Entry/Exit sensor



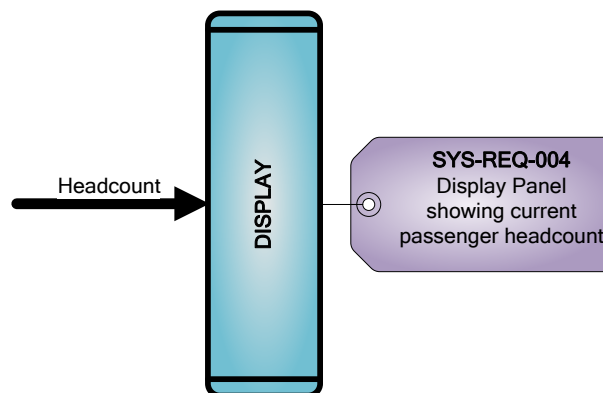
The Entry/Exit Detection function is performed by the Entry/Exit sensor. This sensor will detect human motion and decipher whether the motion is inward or outward. The information is then sent to the FPGA for headcount computation.

3.1.3 Keypad Entry Panel



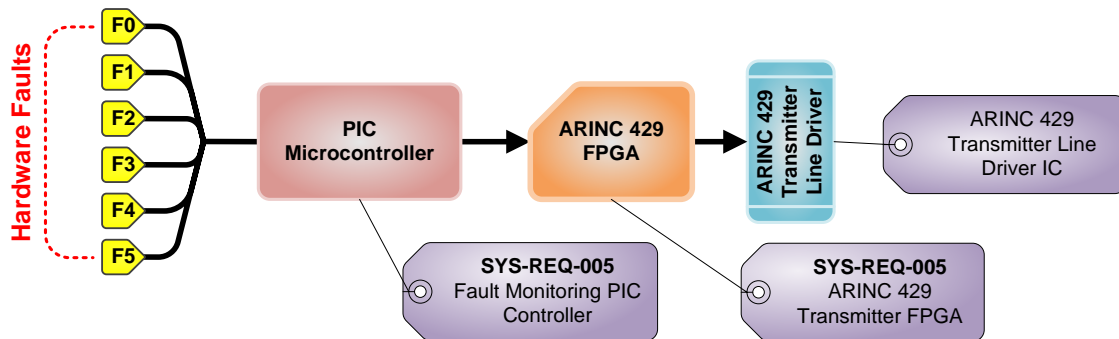
The headcount adjustment/correction data is generated by the keypad entry panel. This panel puts out a value typed by the user as well as a return key strobe signal. Both signals are sent to the FPGA for headcount adjustment/correction. The return key strobe signal is used to latch the value typed by the user into the FPGA logics.

3.1.4 Display Panel



The display panel simply displays the current headcount outputted by the FPGA.

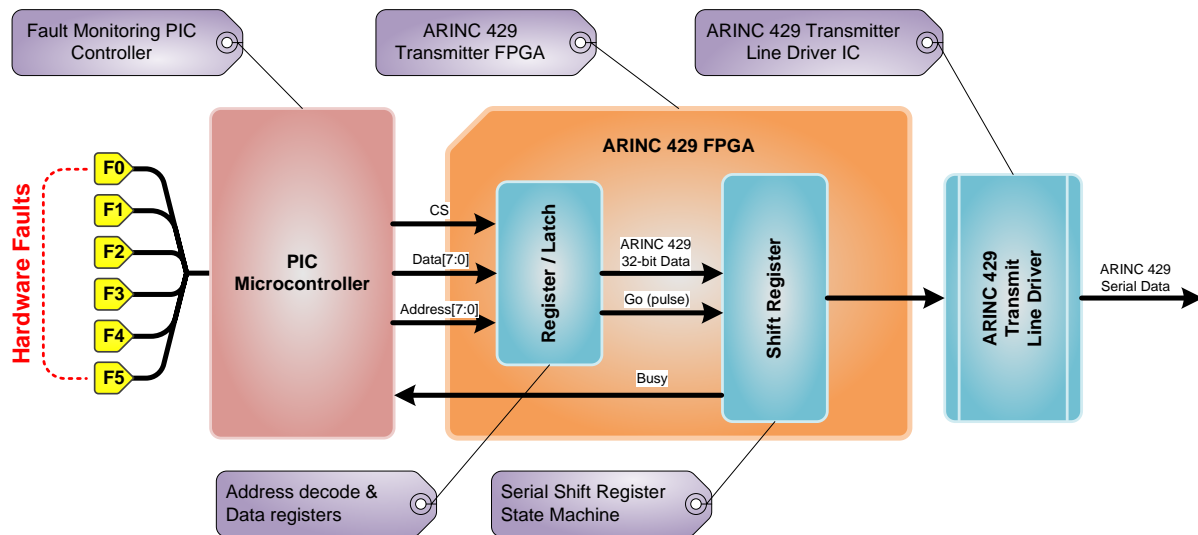
3.1.5 PIC Controller Interface & Fault Monitoring



The Fault monitoring circuit monitors the sequences, timings and states of the Entry / Exit Detection sensor, Reset controller, keypad entry and the display panel. All of this information is fed to and analyzed by the PIC microcontroller. The PIC microcontroller's software knows all the correct signal sequences, timing & states for all the interfaces. A fault is detected when a signal set is not within the predetermined constraints. The PIC controller then generates a fault message in the form able to fit into two 429 words which are sent to the FPGA. The FPGA then generates the appropriate serial ARINC 429 streams to the line driver which translates it out into the appropriate ARINC 429 signal level. The fault message is then sent to the maintenance computer via the ARINC 429 link. The cockpit multifunction display is used in maintenance aspects of the system. This is not a critical function and is used for maintenance and information only in the cockpit. The display reader provides the current passenger headcount to the flight attendant as the critical record for total headcount.

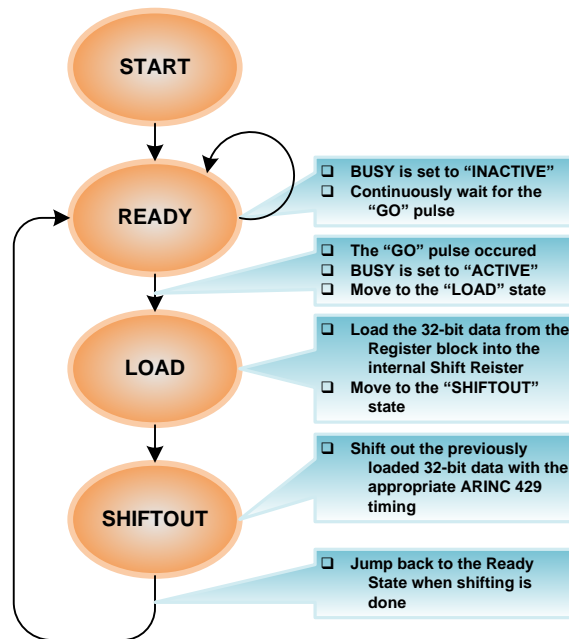
3.1.5.1 PIC Controller & ARINC 429 FPGA Interface

The ARINC 429 FPGA is connected to the PIC Microcontroller via a standard 8-bit bus interface. There are 8-bit data, 8-bit address and a chip-select (CE) line. There is also one GPIO that is used as an input to the PIC Microcontroller to indicate when the ARINC 429 FPGA is busy / sending data.



The ARINC 429 FPGA has two internal blocks: the Latch and the Shift Register. The Latch contains four 8-bit registers that the Microcontroller can write to: each representing 1/4 of the full ARINC 429 packet. These four registers are made available to the next block in the form of a complete 32-bit bus/register to be loaded to the shift register. The Latch also contains a dummy register which, when written to, will send a short pulse to the Shift Register. This short pulse will trigger the next block, the Shift register to load the data and serially shift out the data in the appropriate ARINC 429 format.

The final block in the ARINC 429 FPGA is the Shift Register. This block is really combination of a state machine and a shift register (shown in the figure below). The sole purpose of this block is to serially shift the 32-bit ARINC 429 data with the appropriate timings.



When a fault is detected, the PIC controller determines that a message needs to be sent. It internally constructs the 32-bit ARINC 429 packet in four bytes and writes them out into the FPGA Registers. The Microcontroller then waits for the Busy signal (from the FPGA Shift Register block) to indicate a ready state (inactive). When the Busy signal indicates a "ready" state, the controller writes to a dummy register to initiate the serial transfer.

3.2 Hardware Safety and Partitioning

The system is composed of diagnostics and other fail-safe mechanisms used to ensure that failures of the system are detected and that the system goes to a safe state if it's unable to perform a safety function. The hardware will be designed so that it will continue to operate, possibly at a reduced level, rather than failing completely, when some part of the system fails. During this condition, a visible fault indication will be present.

3.3 Hardware Device Characteristics

3.3.1 FPGA Device #1

<Description of major functions here>

3.3.1.1 Device Identification

<Device ID, Manufacturer, etc.>

3.3.1.2 SEU Susceptibility

The FPGA has non-volatile logic that performs a continuous CRC (CRC-32) test against the volatile configuration data. If a mismatch is detected, it is assumed the system no longer has integrity and resets.

The FPGA has non-volatile logic that performs a continuous CRC (CRC-32) test against the volatile configuration data. If a mismatch is detected, it is assumed the system no longer has integrity and resets. The following techniques will be used to mitigate this effect.

3.3.1.2.1 Scrubbing and Readback with Compare

The periodic refresh of the FPGA configuration memory is called configuration scrubbing (or simply, scrubbing). Scrubbing will be performed periodically to ensure that a single upset is present no longer than the time it takes to refresh the entire FPGA configuration memory. Alternatively, the configuration bitstream may be read and compared to a golden copy and the configuration refresh only done when an error in the bitstream is detected. This is the preferred method as reading the configuration memory is faster than writing to it. This procedure is called readback with compare, and is also often referred to as scrubbing.

Although scrubbing ensures that the configuration bistream is free of errors, there is a period of time between the moment the upset occurs and the moment when it is repaired in which the FPGA configuration is incorrect. Thus the design may not function correctly during that time. To completely mitigate the errors caused by SEUs, scrubbing must be used in conjunction with another form of mitigation that masks the faults in the bitstream. The most popular of these techniques is triple modular redundancy (TMR). TMR is a well-known technique that masks any single-bit fault in the configuration bitstream. Combined with scrubbing, which is used to ensure that no more than one configuration bit is upset at any point in time, TMR can completely mask the effects of SEUs.