



Using Ada's Visibility Rules and Static Analysis to Enforce Segregation of Safety Critical Components

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Safety Integrity Levels and Segregation

✗ Railway systems: EN50128 defines 5 “integrity levels”

☞ From SIL0 (not critical) to SIL4 (highest criticality)

☞ Similar to DO178B/C levels **reverse** A ..E

☞ Constraints (and costs!) increase with SIL level

✗ Mixed criticality:

☞ Same computer running various criticality applications

☞ Same application with various criticality components

☞ How to make sure that unsafe components do not alter safe ones?

✗ Possible solutions

☞ Validate all components at highest level (expensive!)

☞ Hardware protection

☞ Proofs



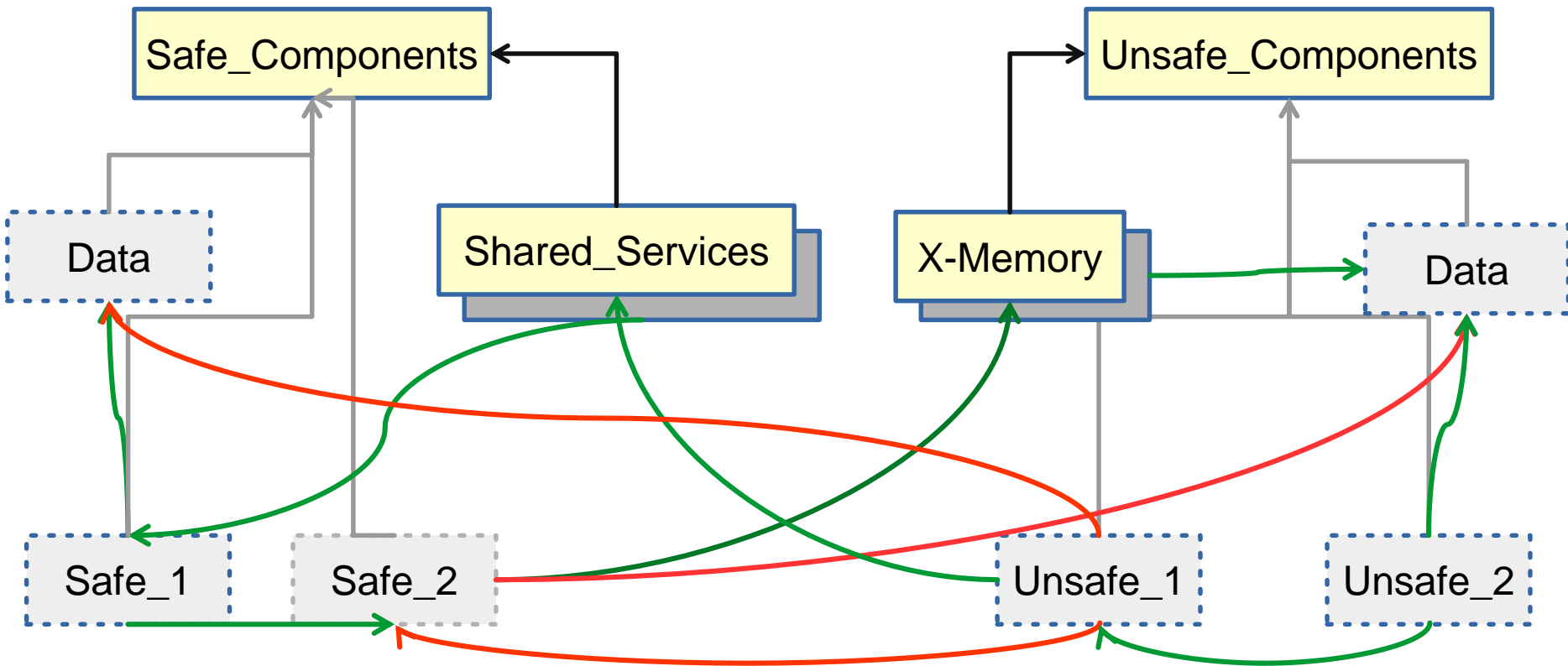
Alstom Segregation Requirements

- ✗ Components based architecture with only two levels: SIL0 (not certified) and SIL4 (certified) components
- ✗ Data can be passed from SIL0 to SIL4
 - 👉 Deemed unreliable
- ✓ SIL4 access must go through special gateways to check validity
 - 👉 No direct access of SIL4 data by SIL0 components
- ✗ Some components are not by themselves SIL4, but may be called by SIL0 as well as SIL4 components
 - 👉 Classified as SIL4
- ✗ SIL4 components shall call SIL0 components only through special isolation components
- ✗ SIL0 components shall not call other SIL4 components

Structure

Public
unit/child

Private child



Other Checks

× No unchecked programming

👉 Verified by AdaControl 

× No removal of language checks, including in SIL0 components

👉 Verified by AdaControl 

× No visible variable in package specifications

👉 Verified by AdaControl 

Achievements

- × Criticality of a component is immediately identifiable from its full name
- ☞ The name defines applicable rules
- ☞ Cross-criticality accessors are easily identified
- × The most important rules of segregation are enforced by proper usage of language features
- ☞ Violations don't compile!
- × Remaining rules are checkable by static analysis

Name another language that can achieve that...