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Software Integrity Assurance Considerations for Communication, Navigation, Surveillance and Air Traffic Management (CNS/ATM) Systems

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FOREWORD

This report was prepared by RTCA Special Committee 205 (SC-205) and EUROCAE Working Group 71 (WG-71) and approved by the RTCA Program Management Committee (PMC) on December 13, 2011.

RTCA, Incorporated is a not-for-profit corporation formed to advance the art and science of aviation and aviation electronic systems for the benefit of the public. The organization functions as a Federal Advisory Committee and develops consensus-based recommendations on contemporary aviation issues. RTCA's objectives include but are not limited to:

- coalescing aviation system user and provider technical requirements in a manner that helps government and industry meet their mutual objectives and responsibilities;

- analyzing and recommending solutions to the system technical issues that aviation faces as it continues to pursue increased safety, system capacity, and efficiency;

- developing consensus on the application of pertinent technology to fulfill user and provider requirements, including development of minimum operational performance standards for electronic systems and equipment that support aviation; and

- assisting in developing the appropriate technical material upon which positions for the International Civil Aviation Organization and the International Telecommunication Union and other appropriate international organizations can be based.

The organization's recommendations are often used as the basis for government and private sector decisions as well as the foundation for many Federal Aviation Administration Technical Standard Orders.

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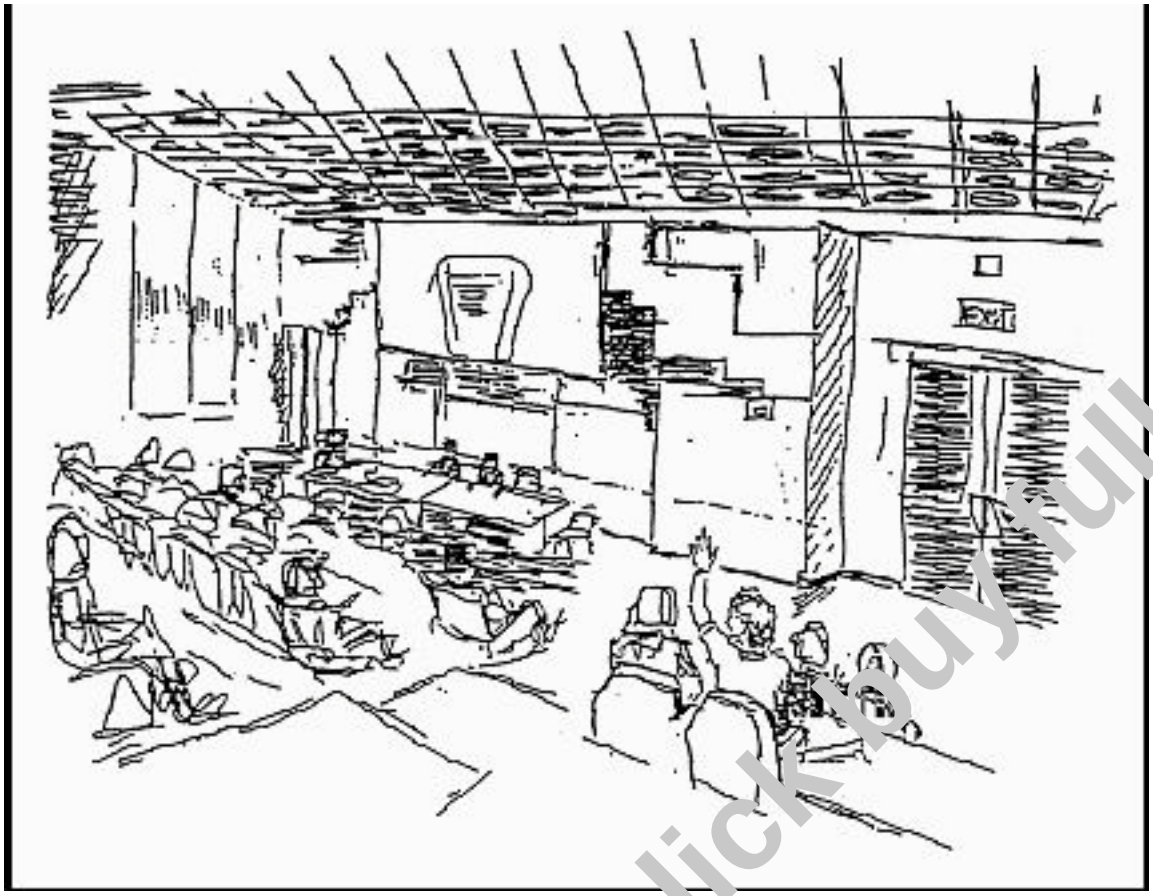

Illustration provided by Pat Nolan, UK CAA

CONSENSUS n. Collective opinion or concord; general agreement or accord. [Latin, from consentire, to agree]

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1.0 INTRODUCTION

The implementation of Communication, Navigation, Surveillance, and Air Traffic Management (CNS/ATM) systems has resulted in increased interdependence of systems providing Air Traffic Services (ATS) and systems onboard aircraft. CNS/ATM systems can include ground, airborne, and space-based elements. In order for these systems to perform their intended function while providing an acceptable level of safety, there is a need to define consistent and/or equivalent means of providing integrity assurance for the software (SW) in these systems. DO-278, "Software Integrity Assurance Considerations for Communication, Navigation, Surveillance and Air Traffic Management (CNS/ATM) Systems," was written to satisfy the non-airborne (that is, ground and space) aspects of this need. Appendix A provides the background of this document.

1.1 Purpose

The purpose of this document is to provide guidance for the production of non-airborne software for CNS/ATM systems and equipment that performs its intended function with a level of confidence in safety that complies with approval requirements. This guidance includes:

- Objectives for software life cycle processes.
- Activities that provide a means for satisfying those objectives.
- Descriptions of the evidence in the form of software life cycle data that indicate that the objectives have been satisfied.
- Variations in the objectives, independence, software life cycle data, and control categories by assurance level (AL).
- Additional considerations (for example, previously developed software) that are applicable to certain applications.
- Definition of terms provided in the glossary.

In addition to guidance, supporting information is provided to assist the reader's understanding.

1.2 Scope

This document discusses those aspects of approval that pertain to the production of software for CNS/ATM systems. In discussing those aspects, the system life cycle and its relationship with the software life cycle is described to aid in the understanding of the approval process. A complete description of the system life cycle processes, including the system safety assessment and validation processes, or the approval process is not intended.

The guidance contained in this document does not define or imply the level of involvement of an approval authority in an approval process. To understand approval authority involvement, the applicant should refer to applicable regulations and guidance material issued by the relevant approval authority.