



# European Component Oriented Architecture (ECO A<sup>®</sup>) Collaboration Programme: Architecture Specification Part 1: Concepts

BAE Ref No: IAWG-ECO A-TR-001  
Dassault Ref No: DGT 144474-D

Issue: 4

Prepared by  
BAE Systems (Operations) Limited and Dassault Aviation

This specification is developed by BAE SYSTEMS, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés . AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE SYSTEMS, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés . AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

**Note:** *This specification represents the output of a research programme and contains mature high-level concepts, though low-level mechanisms and interfaces remain under development and are subject to change. This standard of documentation is recommended as appropriate for limited lab-based evaluation only. Product development based on this standard of documentation is not recommended.*

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

## Contents

<b>0</b>	<b>Introduction</b>	<b>iv</b>
<b>1</b>	<b>Scope</b>	<b>1</b>
<b>2</b>	<b>Warning</b>	<b>1</b>
<b>3</b>	<b>Normative References</b>	<b>1</b>
<b>4</b>	<b>Definitions</b>	<b>2</b>
<b>5</b>	<b>Abbreviations</b>	<b>2</b>
<b>6</b>	<b>ECOA Overview</b>	<b>3</b>
<b>6.1</b>	<b>Background</b>	<b>3</b>
<b>6.1.1</b>	<b>Rationale for Improved Software Architectural Principles</b>	<b>3</b>
<b>6.1.2</b>	<b>Rationale for an Open Standard</b>	<b>4</b>
<b>6.2</b>	<b>Aims of ECOA</b>	<b>4</b>
<b>6.3</b>	<b>Approach to ECOA</b>	<b>5</b>
<b>6.4</b>	<b>Objectives for an ECOA conformant system</b>	<b>6</b>
<b>7</b>	<b>A Tour of Key ECOA Concepts</b>	<b>7</b>
<b>7.1</b>	<b>Application Software Components and Services</b>	<b>7</b>
<b>7.2</b>	<b>Architectural Design and the Assembly Schema</b>	<b>8</b>
<b>7.3</b>	<b>ECOA XML Meta-model and Early Validation</b>	<b>9</b>
<b>7.3.1</b>	<b>XML Artefacts and Modularity</b>	<b>9</b>
<b>7.4</b>	<b>The Application Software Component Abstraction</b>	<b>10</b>
<b>7.5</b>	<b>The Container and Inversion of Control</b>	<b>10</b>
<b>7.6</b>	<b>Software Modules</b>	<b>11</b>
<b>7.7</b>	<b>Module and Container Interfaces</b>	<b>12</b>
<b>7.8</b>	<b>Module Operation Links</b>	<b>13</b>
<b>7.9</b>	<b>Control of System Functionality in ECOA</b>	<b>13</b>
<b>7.9.1</b>	<b>Trigger Instance</b>	<b>13</b>
<b>7.9.2</b>	<b>ECOA Supervision Modules and Module Lifecycle</b>	<b>14</b>
<b>7.10</b>	<b>Hardware and Software Interoperability</b>	<b>15</b>
<b>7.10.1</b>	<b>Logical System definition and Deployment Platforms</b>	<b>15</b>
<b>7.10.2</b>	<b>Interoperability Protocol: The ECOA Logical Interface</b>	<b>17</b>
<b>7.11</b>	<b>Development Process and Tool Support</b>	<b>18</b>
<b>8</b>	<b>Supporting Concepts</b>	<b>19</b>
<b>8.1</b>	<b>Driver Components and Legacy subsystems</b>	<b>19</b>
<b>8.1.1</b>	<b>Legacy Software</b>	<b>20</b>
<b>8.1.2</b>	<b>Driver Components</b>	<b>20</b>
<b>8.2</b>	<b>Component Reuse in Relation to System Architecture</b>	<b>21</b>

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

<b>8.3</b>	<b>Fault management</b>	<b>21</b>
<b>8.3.1</b>	<b>Error Categorization</b>	<b>22</b>
<b>8.3.2</b>	<b>Key principles of ECOA fault management</b>	<b>22</b>
<b>8.4</b>	<b>Persistent Information</b>	<b>25</b>

## Figures

<b>Figure 1</b>	<b>Abstract View of an Application Software Component</b>	<b>7</b>
<b>Figure 2</b>	<b>Simplified Entity-Relationship Diagram for a Component Definition</b>	<b>8</b>
<b>Figure 3</b>	<b>Simplified Representation of an Assembly Schema</b>	<b>8</b>
<b>Figure 4</b>	<b>Modules comprising an ASC, and example Module Operations</b>	<b>12</b>
<b>Figure 5</b>	<b>An Example Component Implementation</b>	<b>13</b>
<b>Figure 6</b>	<b>Trigger Instance linked to a Module within a Component</b>	<b>14</b>
<b>Figure 7</b>	<b>Example Logical System</b>	<b>16</b>
<b>Figure 8</b>	<b>Deployment View</b>	<b>17</b>
<b>Figure 9</b>	<b>Component Development and Integration Process Overview</b>	<b>19</b>
<b>Figure 10</b>	<b>Integration of Legacy Software and Hardware into an ECOA Architecture</b>	<b>20</b>
<b>Figure 11</b>	<b>Layered / Hierarchical Component Based Architecture</b>	<b>21</b>
<b>Figure 12</b>	<b>ECOA fault management responsibilities</b>	<b>22</b>
<b>Figure 13</b>	<b>Complementarity between OS &amp; ECOA Fault Handling at infrastructure level</b>	<b>23</b>
<b>Figure 14</b>	<b>ECOA Fault Handling at infrastructure level logical API versatility Vs platforms</b>	<b>24</b>
<b>Figure 15</b>	<b>Illustration of a generic ECOA Fault Handler</b>	<b>25</b>
<b>Figure 16</b>	<b>PINFO concept</b>	<b>26</b>
<b>Figure 17</b>	<b>PINFO usage rules</b>	<b>27</b>

## Tables

<b>Table 1</b>	<b>XML files used for system description</b>	<b>10</b>
----------------	--	-----------

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

## 0 Introduction

### 0.1 Executive Summary

The European Component Oriented Architecture (ECO<sup>®</sup>) programme represents a concerted effort to reduce development and through-life-costs of the increasingly complex, software intensive systems within military platforms.

ECO<sup>®</sup> aims to facilitate rapid system development and upgrade to support a network of flexible platforms that can cooperate and interact, enabling maximum operational effectiveness with minimum resource cost. ECO<sup>®</sup> provides the improved software architectural approaches required to achieve this.

The standard is primarily focussed on supporting the mission system software of combat air platforms - both new build and legacy upgrades - however the ECO<sup>®</sup> solution is equally applicable to mission system software of land, sea and non-combat air platforms.

The ECO<sup>®</sup> specification is documented in ten parts, collectively identified as the Architecture Specification.

### 0.2 Main Introduction

This Architecture Specification provides the specification for creating ECO<sup>®</sup>-based systems. It describes the standardised programming interfaces and data-model that allow developers to produce ECO<sup>®</sup> components and construct ECO<sup>®</sup>-based systems. It uses terms defined in the Definitions (Architecture Specification Part 2). The details of the other documents comprising the rest of this Architecture Specification can be found in Section 3.

This document is Part 1 of the Architecture Specification; it acts as an introduction to ECO<sup>®</sup>.

The document is structured as follows:

- Section 6 provides an overview of ECO<sup>®</sup>: why it was developed, the general development approach and the benefits it offers.
- Section 7 provides a tour of key ECO<sup>®</sup> concepts and terminology, placing these in context with each other.
- Section 8 introduces supporting concepts that should aid the understanding of how ECO<sup>®</sup> is intended to be applied in practice.

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

## 1 Scope

This Architecture Specification specifies a uniform method for design, development and integration of complex real time software systems using a service oriented component based approach.

## 2 Warning

This specification represents the output of a research programme and contains mature high-level concepts, though low-level mechanisms and interfaces remain under development and are subject to change. This standard of documentation is recommended as appropriate for limited lab-based evaluation only. Product development based on this standard of documentation is not recommended.

## 3 Normative References

Architecture Specification Part 1	IAWG-ECOА-TR-001 / DGT 144474 Issue 4 Architecture Specification Part 1 – Concepts
Architecture Specification Part 2	IAWG-ECOА-TR-012 / DGT 144487 Issue 4 Architecture Specification Part 2 – Definitions
Architecture Specification Part 3	IAWG-ECOА-TR-007 / DGT 144482 Issue 4 Architecture Specification Part 3 – Mechanisms
Architecture Specification Part 4	IAWG-ECOА-TR-010 / DGT 144485 Issue 4 Architecture Specification Part 4 – Software Interface
Architecture Specification Part 5	IAWG-ECOА-TR-008 / DGT 144483 Issue 4 Architecture Specification Part 5 – High Level Platform Requirements
Architecture Specification Part 6	IAWG-ECOА-TR-006 / DGT 144481 Issue 4 Architecture Specification Part 6 – ECOА <sup>®</sup> Logical Interface
Architecture Specification Part 7	IAWG-ECOА-TR-011 / DGT 144486 Issue 4 Architecture Specification Part 7 – Metamodel
Architecture Specification Part 8	IAWG-ECOА-TR-004 / DGT 144477 Issue 4 Architecture Specification Part 8 – C Language Binding
Architecture Specification Part 9	IAWG-ECOА-TR-005 / DGT 144478 Issue 4 Architecture Specification Part 9 – C++ Language Binding
Architecture Specification Part 10	IAWG-ECOА-TR-003 / DGT 144476 Issue 4 Architecture Specification Part 10 – Ada Language Binding

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

ISO/IEC 8652:1995(E) with COR.1:2000	Ada95 Reference Manual Issue 1
ISO/IEC 9899:1999(E)	Programming Languages – C
ISO/IEC 14882:2003(E)	Programming Languages C++

## 4 Definitions

For the purpose of this standard, the definitions given in Architecture Specification Part 2 apply.

## 5 Abbreviations

API	Application Programming Interface
ASC	Application Software Component
COTS	Commercial Off-The-Shelf
ECOA	European Component Oriented Architecture. ECOA <sup>®</sup> is a registered trademark.
ELI	ECOA <sup>®</sup> Logical Interface
ICT	Information and Communication Technology
IoC	Inversion-of-Control
IP	Internet Protocol
LRU	Line Replaceable Unit
OS	Operating System
QoS	Quality of Service
RTOS	Real-Time Operating System
PINFO	Persistent Information
SOA	Service-oriented Architecture
UML	Unified Modeling Language
VME	Versa Module Europa (bus)
XML	eXtensible Markup Language
XSD	XML Schema Definition

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

## 6 ECOA Overview

### 6.1 Background

In the future, platform mission system software is expected to grow in size and complexity. This situation drives the need for improved software architectural approaches and these are the focus of ECOA.

There is a desire to reduce costs both in development and deployment of platforms while at the same time having the capabilities to be effective over the diverse array of theatres in which modern operations are conducted.

Future development programmes are likely to require more efficient collaborative software development as cost pressures increase and systems become complex. Work share is expected to be an increasingly important factor in future contracts. In addition there is a desire to support an expanded software supplier base, driving innovation and reducing cost. All this is set in an environment of increasingly complex and connected capability.

The diversity of the platforms and sub-systems will require an architecture that can support mixed safety-integrity and mixed security-integrity systems. The architecture will be required to handle faults in a robust manner in order to restrict fault propagation and mitigate any effects on the rest of the operational system.

A large part of platform development cost derives from the risk associated with integrating complex, software-intensive systems. Systems are continuing to grow in size and complexity so the ECOA programme must provide a way to manage this integration risk and help ensure that integration of independently developed subsystems is straightforward.

To maximise re-use of software elements they must be portable and computing-platform independent. They should be designed in such a way as to anticipate the need for system evolution. The process of re-validation of a system following upgrades is supported by modularization and abstraction of its software elements such that re-use of existing validation evidence is made possible. The outcome should be to the reduce time and cost associated with upgrades.

#### 6.1.1 Rationale for Improved Software Architectural Principles

Traditionally platform-level software-intensive systems for military aircraft have been developed both “top-down”, to meet a set of user requirements, and “bottom-up”, to incorporate modified off-the-shelf subsystems with pre-conceived functionality and interfaces.

Much of the knowledge about interface peculiarities and of why subsystems behave in the specific way they do is entrenched with suppliers and so the approach has become self-sustaining.

Thus system design has been pragmatic rather than principled.

As a result of this approach the interactions between subsystems and the host system are commonly not solely defined by the fundamental abstract function(s) of the subsystem in question.

- Subsystems may include functionality unrelated to their prime purpose which ideally belongs elsewhere, but included for convenience at design time.
- Subsystems may replicate functionality explicitly performed elsewhere to simplify a design-time negotiation, causing potential ambiguity in system data
- They may include adaptations to cope with the peculiarities of subsystem interfaces – especially relating to timing and the frame to frame coherence of related data items.
- They may include local work-arounds and compensations for the subtle details of sub-system or host-system behaviour.

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an ‘as is’ basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

This has resulted in platform-level systems with a number of undesirable properties:

- Their characteristics are obscure, and at best are understood by a small number of experts who have gained knowledge of the idiosyncrasies of the system through experience.
- They are brittle. That is small changes, which may be inevitable for reasons of evolving requirements or obsolescence, can result in significant fracturing of the system and disproportionate difficulties and expense to repair it.

Thus system integration, test and upgrade are difficult, expensive and risky.

Such pragmatically-engineered systems tend to be intricate and convoluted because of their development history. This is a form of complexity which results from the design approach, rather than the requirement.

The modular, service-oriented, open architecture approaches of modern ICT have been shown to produce robust solutions which are capable of rapid integration and expansion.

There is a pressing need for more adaptable and more affordable military avionics systems, and the ECOA programme has set out to address that need.

ECOA is developing the architectural principles, specifications and supporting infra-structure which will allow the functionality of avionic systems to be realised from a set of subsystems designed to offer access to their fundamental capabilities in terms of clearly defined service calls. This will promote modularity, ease of integration, re-use and adaptability, each of which will impact significantly on the affordability of future military avionic systems.

### **6.1.2 Rationale for an Open Standard**

In order for all of the above to be achieved, it is necessary for the development community to work together using common standards. This standard must support the integration and re-use of existing products (including Commercial-Off-The-Shelf (COTS) software) alongside the integration of newly developed products.

This indicates the need for published standards defining a common exchange format and standard interfaces that can be used to develop modular architecture components that can be exchanged and reused use by the subscribed community.

The community includes the traditional aircraft primes and suppliers, but by creating an open standard it is a goal to create a more open market for avionic software. For example small and medium enterprises may be able to provide innovative new capabilities.

## **6.2 Aims of ECOA**

ECOA aims to reduce development and through-life costs for new collaborative development programmes by reducing risk in the integration of complex mission systems, promoting software reuse and improving competition in the software supplier base.

ECOA is initially being developed for avionic mission systems software in its widest sense but it is anticipated that the concepts and standards of ECOA would apply equally well in the land and sea domains, and particularly in contexts where mission capability spans all three.

A prime aim is to facilitate rapid system development and upgrade to support a network of flexible platforms that can cooperate and interact enabling maximum operational effectiveness with minimum resource cost.

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.



This aim requires that the underlying architecture is scalable from LRU to network level interaction and incorporates standard interfaces. It may require ad-hoc connectivity and distribution over multiple platforms supported by discovery, cooperation and interaction. The architecture will also be required to support real time service expectations of system components.

An aim of ECOA is to support implementation of the majority of the non-critical software of a mission system with open, agreed interfaces; the longer term aspiration is to support more critical and mixed integrity software. As far as managing more critical software is concerned, this may be done in the future by specifying extensions of the standard which could take the form of "profiles" for retaining a subset of the standard functionalities or adding specific ones for the intended criticality level. An ECOA implementation must be capable of interacting with legacy / system specific areas that may not be hosted on the ECOA architecture.

In summary, ECOA is intended to achieve the following:

- Portability of software applications across diverse target environments
- Re-use of software applications over time and across platforms
- Interchangeability of application components
- Economical and collaborative development processes
- Ease of integration (risk reduction for new build and system upgrade)
- Scalability (of applications, in capacity, throughput, multiplicity)
- Commonality (of application software across platforms)
- Ease of deployment & integration of application components
- Rapid technology insertion (new solutions to the application needs)
- Configurability (behavioural variability in the implementation)
- Tolerance (to cope with mission modes and resilience to failures)
- Interoperability (between subsystems of different provenance)
- Multi-vehicle (deployment of components across multiple vehicles)
- Synchronised training (use of common components in live and training systems)
- Exportable (configurable for export)
- Usable in high assurance safety & security contexts
- Usable in systems with real-time behaviour
- Catering for legacy applications (encompass and interact with legacy systems)
- Catering for integration of COTS and other non-ECOA software
- Protection from future obsolescence
- Support an open market for application software development
- An architecture that supports the majority of a combat-air mission system

### **6.3 Approach to ECOA**

ECOA seeks to exploit architectural concepts and systems engineering techniques that are already widespread in other industry sectors in the development of complex information systems. These include:

- Component-based software engineering;
- Loosely-coupled, service-oriented architectures;
- Model-driven engineering and model-driven development;
- Publisher-subscriber data-oriented architectures.

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

These approaches offer increased flexibility, but ECOA also recognizes the need for rigorous qualification and certification in the target avionics software environment.

ECOA must also support:

- Deployment of ECOA technology on a variety of hardware and software platforms;
- Integration of ECOA applications with non-ECOA applications.

#### **6.4 Objectives for an ECOA conformant system**

The ECOA programme proposes to achieve its stated aims by specifying the following:

##### **In relation to Process**

- Aspects of the software development process that supports modelling at a platform independent level, deployment into a platform specific form and implementation in a predetermined manner.
- Tools to support the full ECOA lifecycle, including those that might be held by third parties such as the **ECOA Agency**.
- Tool support for the generation of integration code to support deployment of components on a given software platform.

##### **At a Platform Independent level**

- Application components, in a formalised manner that includes what is provided, what is required in support, and aspects of "quality of service" (required and provided): by which the suitability of a component for the intended purpose may be assessed.
- Assembly of components in a logical configuration, which is independent of any physical computing environment.

##### **At the Platform Specific level**

- Deployment of components across protection domains / computing nodes in an integrator-defined configuration.
- Execution of application components in a prescribed manner, including triggering of operations (functions, procedures) from external events, mechanisms to control sequencing (using threading & queuing), and synchronisation.
- Interactions between components (local or remote) defined in terms of the ECOA prescribed mechanisms, specified in a formalised manner (eg, using XML).
- System management according to a prescribed paradigm (to be consistent across a platform at least), which should include Initialisation, (re-)configuration, Health Monitoring, Fault Management.

##### **At the Implementation level**

- The building of software components in together with the necessary integration code (containers) to form the linkage between components and the underlying software platform.
- Support for interactions between application components by specified Component APIs (request-response, events, data).
- Infrastructure services provided as appropriate for the context of usage (generic infrastructure where possible), which should include time, error handling, file system access.

##### **Concerning Safety & Security**

- Safety & security aspects "assured", which may include both functional (e.g. data integrity checks, authentication function) and non-functional (e.g. determinism, level of assurance) requirements / properties.

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

## 7 A Tour of Key ECOA Concepts

In this section, as key concepts and elements of ECOA terminology are introduced these are highlighted in ***Bold Italic*** and, thereafter, Capitalised. The reader may refer to Architecture Specification Part 2 for clarification of terms.

### 7.1 Application Software Components and Services

From the top-down perspective of overall system architecture, software design in ECOA is expressed in terms of ***Application Software Components (ASC or 'Component')*** and the ***Services*** that they provide to, and require of, each other.

In an ***ECOA System***, an Application Software Component embodies some element of system functionality, and will have well-specified behaviour (functional, temporal etc.) which may be tailored through Component ***Properties***. ***Insertion Policies*** that accompany an ASC Definition express those necessary characteristics of any platform that is to host an instance of such a Component. This is described from an abstract point of view in Figure 1.

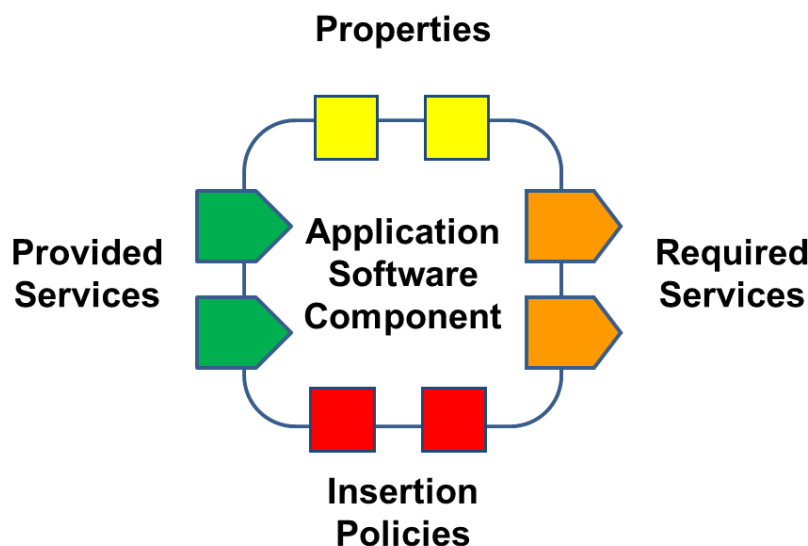


Figure 1 Abstract View of an Application Software Component

Figure 2, below, shows the relationship of entities that make up an ***Application Software Component Definition***. Artefacts of this kind serve as formal specifications: contracts to which a Component developer will work in order to develop ***Application Software Component Implementations***.

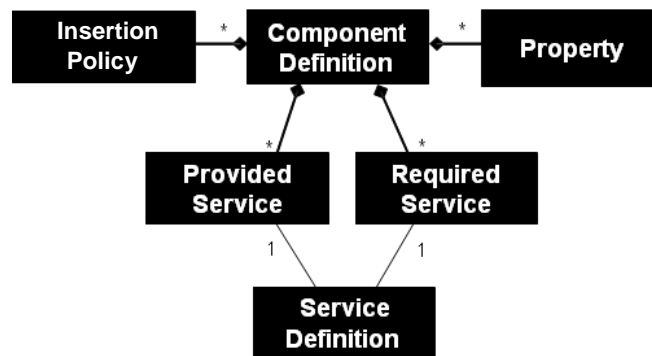
For a given ASC Definition, a system integrator may be in a position to choose from very different ASC Implementations from different suppliers, but in terms of the Properties and Services they expose they will be indistinguishable, although they may be differentiated in the ***Quality of Service (QoS)*** they can provide.

A Service in ECOA comprises a cohesive group of ***Service Operations*** through which the Component that is the client (of a ***Required Service***) may access the facilities of the ***Provided Service***. Service Operations

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

may take the form of publish/subscribe **Versioned Data** access or various flavours of **Event** and **Request-Response** exchanges between connected Components.



**Figure 2** Simplified Entity-Relationship Diagram for a Component Definition

*Architecture Specification Part 3 contains a full description of the Service Operations that can be used to make up a Service Definition*

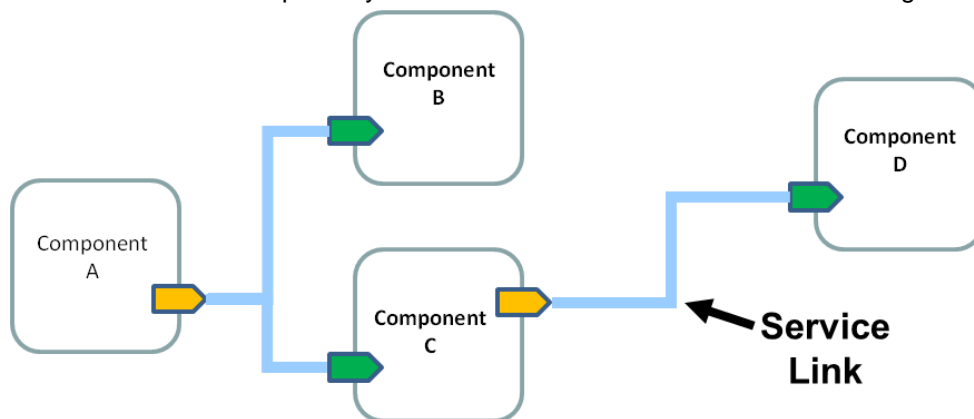
*Architecture Specification Part 7 provides the exhaustive specification of the ECOA metamodel where entities and cardinalities depicted in Figure 2 can be found.*

## 7.2 Architectural Design and the Assembly Schema

The architecture of an ECOA based system is defined from a Component and Service Oriented Architecture perspective.

A system's architecture is assembled by linking Components together according to SOA principles:

- in defining the interactions between ASCs, a requirer of a Service and the provider of that Service will refer to a common **Service Definition**.
- Quality of Service attribute compatibility is taken into consideration when constructing **Service Links**.



**Figure 3** Simplified Representation of an Assembly Schema

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

An **Assembly Schema** comprises the set of declarative artefacts that are created during this design process. Figure 3 shows a diagrammatic representation of an Assembly Schema for a simple system comprising four Components and three Service Links.

A designer may decide to create new Service and Component Definitions, but will typically consider pre-existing Components and Services that could fulfil the system's functional requirements, and will model how these should be linked together. Though existing ASC Implementations may be differentiated in terms of QoS (which will always be implementation-specific) and may come with some particular Insertion Policies, this phase of design is broadly technology agnostic.

The final stages of design must accommodate the physical computing environment. A **Deployment Schema** is used to define how the executables within an ECOA Software System are to be distributed across its computing nodes.

### 7.3 ECOA XML Meta-model and Early Validation

An ECOA System is described using XML declarations that comply with the **ECOA XML Meta-model**. Tool support for compliance checking versus this meta-model helps to ensure that the description of a system is internally self-consistent.

*Architecture Specification Part 7 provides the reference material that defines the ECOA XML Meta-model.*

The Assembly Schema works with other ECOA concepts to facilitate an **Early Validation** approach in which a system designer may gain confidence in a design, and to do so well in advance of final integration: i.e. that the system, once completed, will meet its functional and non-functional requirements.

For example, the provided and required Services, at each end of a Service Link, can be checked to ensure they have compatible QoS attributes. Analysis in this area may identify, at an early stage, parts of the design where timing or other issues are critical to correct performance.

A further element of a system description is the **Logical System** definition. It is a description of a system's **Computing Nodes** and physical connectivity of the final system. Using such information, further Early Validation work can take into consideration how Components are distributed.

Having a declarative, machine-readable system description opens up scope for sophisticated model-checking in support of Early Validation. In addition, the precise, declarative format is suitable for generation from a wide variety of system modelling tools, to permit engineers to use familiar methodologies with UML or SysML etc. to model and check a system which will then be realised in an ECOA compliant form.

#### 7.3.1 XML Artefacts and Modularity

An overview of the XML files that follow the XML Schema Definitions (XSDs) of the ECOA XML Meta-model is given in Table 1<sup>1</sup>.

---

<sup>1</sup> Some terms in this table are described in later sections of this document.

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

**Table 1 XML files used for system description**

<i>Data Type Definitions:</i>	describe the data types used in Service Operations
<i>Service Definitions:</i>	describe the Services and their Service Operations
<i>Component Definitions:</i>	identify provided and required services, referring to their Service Definitions, alongside associated Quality-of-Service definitions. Refer to Figure 2
<i>Component QoS Definitions:</i>	specify non-functional characteristics for the Services relating to Components
<i>Component Implementations:</i>	define the executable entities, named Module Instances, that comprise a Component and the connections between them
<i>Assembly Schema:</i>	defines the ASC Instances and the service links between them
<i>Logical System:</i>	provides a model of a system's computing topology
<i>Deployment Schema:</i>	maps Module Instances onto the Logical System

As can be seen, much of the ECOA XML Meta-model is given over to aspects of ASC Definition, and ASC Implementation, with such declarations being partitioned into distinct artefacts.

This partitioning is designed to create a modular format which permits functional units to be independently specified and contributed by different parties for later integration: for storage in a local **ECOA Library** or for submission to an **ECOA Agency** for wider reuse.

*Architecture Specification Part 7 provides the ECOA XSD schema definitions.*

## 7.4 The Application Software Component Abstraction

A basic definition of an ASC is that it is a building block of a system. The power of the ASC abstraction lies in the different roles it fulfils:

- a) Sections 7.1 and 7.2 described the modelling of an overall system architecture. From this top-down perspective ASCs are characterised by the Services they provide to, and require of, each other.
- b) ASCs fulfil a key role in ECOA as the unit of exchange between software developers and/or integrators. This role is reflected in the focus on, and partitioning of, declarative artefacts pertaining to Application Software Components, as described in 7.3.1
- c) Upcoming sections describe a bottom-up perspective in which ASC Implementations may be seen as aggregations of functional application code in the form of software Modules.

It is from these different perspectives that a system architect will approach the trade-off between logical top-down system decomposition involving the invention of new Service and ASC types, versus a bottom-up assembly process based on reuse of pre-existing Components and their Modules. An iterative architectural design approach may be called for.

ASC Definitions and other ECOA abstractions are expressed as declarations in XML at design-time. The nature of these declarations is preserved during the translation from XML into language and target-specific implementation code.

## 7.5 The Container and Inversion of Control

In ECOA it is the infrastructure code that controls the execution of the system specific code, provided by the Module Operations in response to the actions of other Modules. This is an **Inversion of Control (IoC)** with

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

respect to traditional procedural programming in which application code commonly calls into the OS/Middleware to perform task scheduling activities.

The benefits of IoC are that it helps:

- To decouple the execution of a task from implementation;
- To focus a software implementation on the task for which it is designed;
- To provide the developer with contracts to be satisfied rather than concerns arising from how other subsystems are implemented;
- To reduce side effects when replacing software.

An implementation of Infrastructure code is called an **ECOA Software Platform**. It encompasses the **Platform Integration Code**, the computing facilities provided by the underlying operating system or middleware, as well as the means to interconnect with other ECOA Software Platforms.

*Architecture Specification Part 5 is the High Level Platform Requirements Reference Manual.*

An ECOA Software Platform provides, within its Platform Integration Code, **Containers** : one for each or for several of the ASC Implementations that it hosts. The Container and ASC are constrained to interact via their respective interfaces, which represent a set of custom, narrowed APIs which are designed to expose the minimum 'surface area' between an ASC and the ECOA Software Platform.

It is only through these APIs that an ASC may interact with the wider ECOA environment beyond: Infrastructure services and the Services of other Components. Scope for unwanted coupling is thus reduced and the prospect for future ASC reuse is enhanced.

The Container concept is an important one in ECOA. Containers are explained in greater detail in the following sections.

## 7.6 Software Modules

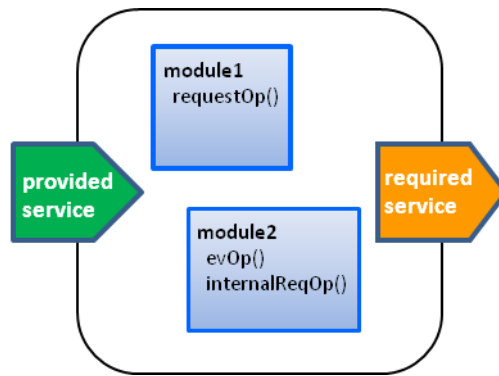
Software reuse is a motivating principle of ECOA. The concepts described up to this point support reuse at the Component and Service level. As section 7.4 points out, Components are system building blocks which will be assembled from (or decomposed into, depending on your perspective) smaller units – **ECOA Modules** (or simply Modules).

A Module embodies some functionality of a Component and ECOA seeks to impose minimal constraints on how its internals may be implemented. Modules are the unit of deployment in ECOA.

A declarative entity in the ECOA XML Meta-model called a **Module Type** provides the contract for implementing a Module, in terms of both the **Module Operations** it must implement and those that it depends upon. See Figure 4. Different **Module Implementations** may exist: perhaps targeting different hardware; perhaps written in different languages; but compliant with the same Module Type contract.

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.



**Figure 4 Modules comprising an ASC, and example Module Operations**

Module developers can conceivably use any technology, languages, libraries etc. they need to get the job done. However, to guarantee portability and reusability a Module should operate by using only the facilities provided by the Container that surrounds it.

The precise specification for transformation of XML declarations to code means that portable Module Implementations can be developed: - Cross-compiled object code may be delivered to system integrators who can compose Modules from different suppliers together to form their systems, without the need to share source code or header files.

Following the Inversion-of-Control principle, ECOA Modules are passive and (with some specific exceptions detailed in 7.9) do not assume control over, or even knowledge of, the wider system, but instead are hosted and operated under control of the ECOA Software Platform.

Module Implementations should be re-entrant. Modules are instantiated by the ECOA Software Platform, and can expect the platform to maintain a **User Context** and to call into the **Entry Points** that implement Module Operations. A Container-provided thread is used for all interaction at a **Module Instance's** boundary with the ECOA Infrastructure: one thread per Module Instance. In addition to the User Context, the platform maintains also a Warm Start Context that can be used for warm restart of the Module, this allows to maintain available functional data values in case of restart.

*Architecture Specification Part 4 defines the Module User Context and the Module Warm Start Context.*

## 7.7 Module and Container Interfaces

Section 7.5 introduced the Container concept and the custom, narrowed API through which Containers and Components must interact. This API is realised at the ECOA Module level with the Container-facing aspect of a Module being termed the **Module Interface** and the Module-facing aspect of a Container termed the **Container Interface**.

The Module Interface is derived from the Module Type. Module Interface entry points are handlers for Module Operation invocations coming via the Container from the wider ECOA System.

Methods exposed by the Container Interface provide the means by which Modules can call Module Operations on other Modules or Components, or make use of Infrastructure services. A Container Interface implementation may be mechanically derived (code generated) in its entirety from the Module Type, Module Implementation and Module Instance and supporting declarations.

Infrastructure facilities provided by the Container Interface include time services, logging and fault management. In addition, Container Interfaces for **ECOA Supervision Modules** provide methods through which a Supervision Module may manage the state of all Modules implementing the ASC. Supervision

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

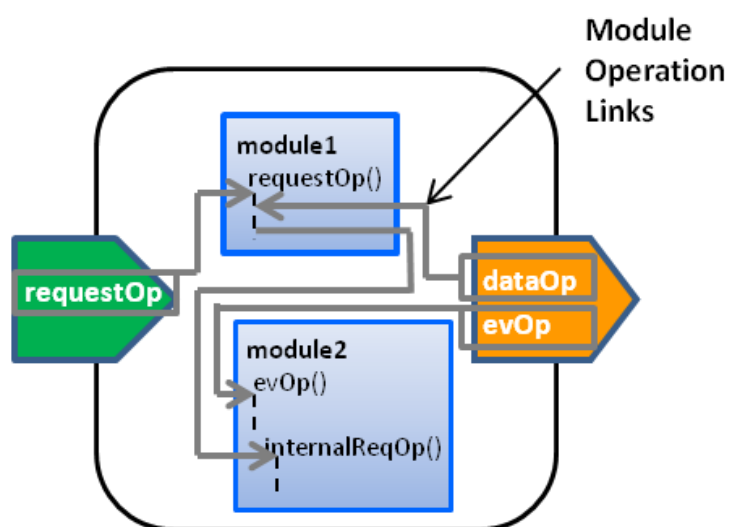


Modules and the lifecycle of Modules, Components and their Services are covered in greater detail in section 7.9.

## 7.8 Module Operation Links

Sections 7.4 c) and 7.6 both refer to the realisation of an Application Software Component Implementation from Module Implementations. An ASC Implementation may comprise many Module Instances, perhaps with multiple instances for a given Module Type. Such Modules Instances must be identified and connected together appropriately in order to fully elaborate the ASC Implementation.

**Module Operation Links**, depicted in **Figure 5**, define the connectivity among the Module Operations of a Component's Module Instances in addition to specifying which Module Operations are to fulfil an ASC Implementation's Services<sup>2</sup>.



**Figure 5 An Example Component Implementation**

## 7.9 Control of System Functionality in ECOA

The subsections that follow describe standard ECOA approaches to the introduction of custom control of application execution.

*Architecture Specification Part 4 is the reference manual for these concepts.*

### 7.9.1 Trigger Instance

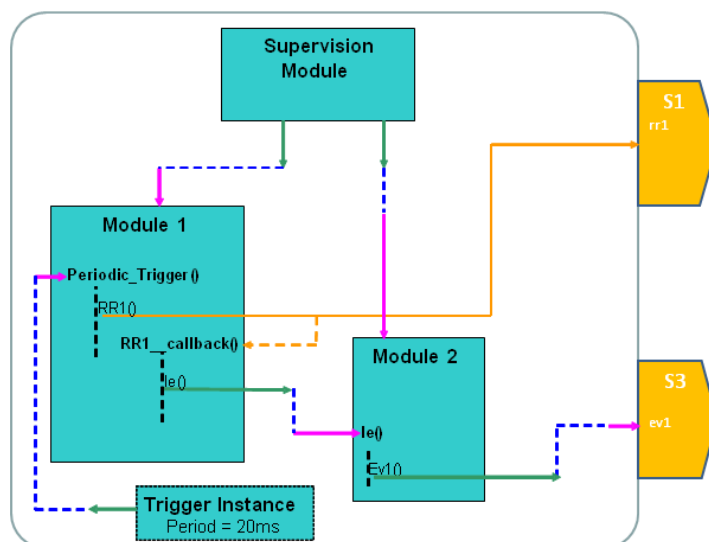
Given the general IoC principal that Module Operations are entirely passive, the question arises as to how the developer should create active ASCs. A special pseudo Module called a **Trigger Instance** provides a mechanism to allow this.

<sup>2</sup> Services are aggregations of Module Operations, just as ASC Implementations are aggregations of Module Instances.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

A Trigger Instance is specified in XML and wired to other Modules like any Module Instance, but its implementation is provided by the Infrastructure. Using a Trigger Instance an ASC developer can implement periodic activation at an operation level without reference to the underlying OS/Middleware, and without the need to depend on activation from an incoming Request or Event from an external Module.

Figure 6 depicts the Modules Instances and Module Operation Links within a Component which provides no Services and is not stimulated by any external calls. It contains two functional Modules, an **ECOA Supervision Module** and a Trigger Instance which is responsible for triggering execution of the Component on a periodic basis. ECOA Supervision Modules are described in 7.9.2



**Figure 6 Trigger Instance linked to a Module within a Component**

### 7.9.2 ECOA Supervision Modules and Module Lifecycle

An ECOA Supervision Module is the part of a Component that implements Component-level concerns, such as **Service Availability**.

The standard requires a Component Implementation to include only one Supervision Model.<sup>3</sup>

Supervision Modules are responsible for managing the lifecycle of the Module Instances that provide the functional implementation of an ASC.

A Component's Supervision Module is the only Module to be started by the Infrastructure and must explicitly initialise, start and stop the other Modules Instances implementing the ASC. It achieves this by acting through the Module Lifecycle API segment of its Container Interface.

When a Module Instance is not in the RUNNING state, any activation requests which are not lifecycle events are ignored.

<sup>3</sup> A forthcoming issue of the standard may include provision for having default supervision behaviour implemented as part of the Infrastructure, allowing a simple Component to dispense with any Supervision Module

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

A Supervision Module will generally control the lifecycle of Module Instances in response to higher level events that affect the lifecycle of the ASC as a whole, though a Component Implementation's design may result in such control being exerted for other functional or technical reasons.

The ECOA Guidance for System Management defines the optional concept of Component Lifecycle with the help of dedicated services. It allows managing, at the system level, several components with the help of management components.

## 7.10 Hardware and Software Interoperability

The preceding sections describe the declarative entities and concepts required to define a Service and Component oriented system to be executed in a realtime, embedded environment. A system thus defined is agnostic to any underlying technologies: programming language; middleware; (RT)OS; hardware; network etc.

To deploy and execute the system does, of course, require that the declarative entities and portable Module code must be targeted at a physical deployment environment.

Some of this targeting falls to the selected implementation of the **ECOA Platform**: it will constrain, for instance: programming languages that may be used; types of middleware and families of (RT)OS that are supported.

### 7.10.1 Logical System definition and Deployment Platforms

ECOA defines the concept of a Logical System which is a logical definition of a computing infrastructure in terms of Computing Nodes, **Protection Domains** and **Logical Links**. Protection Domains allow for spatial, and possibly, temporal isolation or partitioning in order to support multiple safety or security levels, for example. Logical Links are a simple abstraction of communication connections (e.g. VME or Ethernet) and are characterised by attributes such as bandwidth and latency.

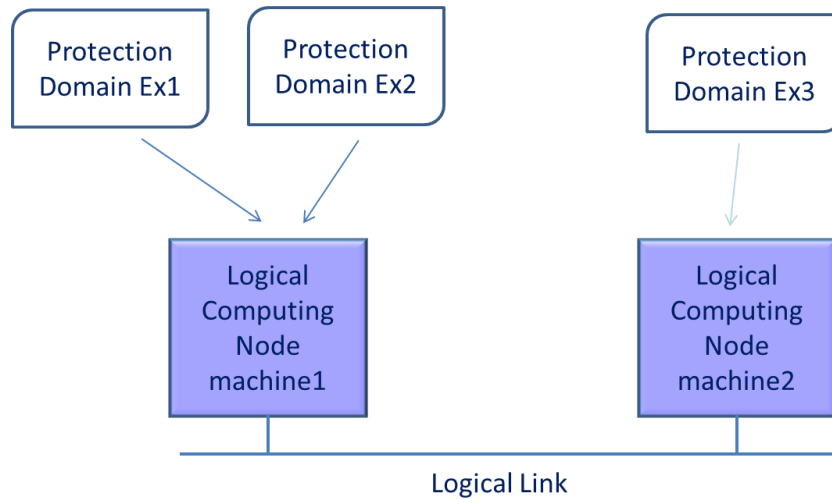
Computing Nodes and Logical Links are characterised by simple attributes to enable modelling and assessment of a system prior to the completion of development (see Section 7.3 on Early Validation).

The definition of a Computing Node is deliberately abstract and may be a single core of multi-core processor, a single core processor or a multi-core processor.

An example of a Logical System is shown in Figure 7. It depicts machine1 connected to machine2 by a Logical Link. On machine1 there are 2 Protection Domains and on machine2 there is only one. On machine1 there must be a segregation mechanism at operating system level; whereas machine2 does not require this because it is only executing a single Protection Domain.

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.



**Figure 7 Example Logical System**

The deployment of Components is described by a mapping of the Module Instances onto a Logical System. The description of this mapping is called a Deployment Schema and relates Module Instances, **Container Instances**, Protection Domains, Computing Nodes and networks. This is shown in Figure 8.

One or more Module Instances are allocated to one Container Instance: the executable is the binary image containing the Container Instance and the Module Instances within a Protection Domain.

One or more Protection Domains are allocated to any given Computing Node and communicate with other instances through an OS/middleware using physical links. A single instance of an ECOA layered software architecture executing on a single processing resource is termed an **ECOA Stack**.

Much of the internal architecture of a Container is left to the ECOA Platform supplier, as there are many options. For example, if multiple Module Instances of an Application Software Component are mapped onto a single multi-core processor, options include:

- Allocating Modules statically to cores at build-time
- Dynamically dispatching Modules to cores at run-time<sup>4</sup>

---

<sup>4</sup> This concept is immature at the current issue of the Architecture Specification

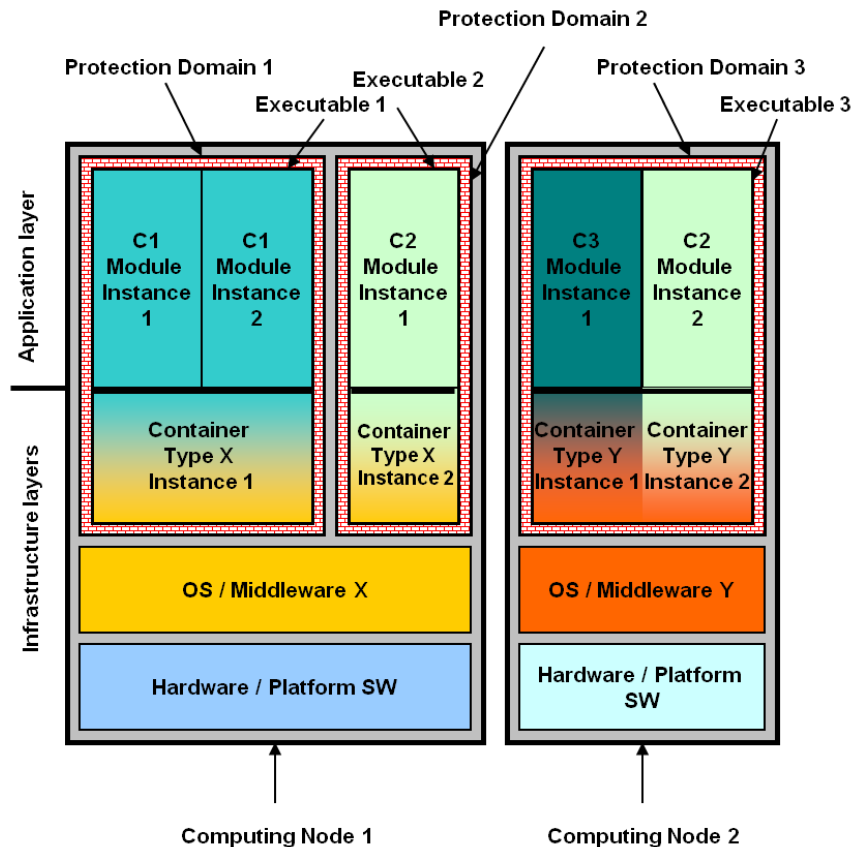


Figure 8 Deployment View

### 7.10.2 Interoperability Protocol: The ECOA Logical Interface

Communications between Computing Nodes, and between the Container Instances that they host, is achieved through the use of the **ECOA Logical Interface (ELI)**. This interface is a standard, well defined protocol that is independent of the underlying physical transport media. Use of the ELI ensures that independently developed ECOA Systems or ECOA Stacks are able to make use of each-other's Services.

Service Definitions are composed of Service Operations with associated typed data and parameters. The specification of the data types is well-defined, allowing off-line checking of the model as well as on-line checks in languages that support this. The "wire format" for communication of typed data over the ELI is precisely defined (in terms of endianness etc.)

All ECOA types exist within namespaces that can be nested. The following data type declarations are supported:

- *Predefined types* which are a set of basic types (e.g. uint32)
- *Simple types* which are refinement of a predefined type or a simple-type itself to give a functional meaning to the type (e.g. list\_index\_type). Simple types can define bounds.
- Enumerations
- *Fixed records* containing fields of any other type
- *VARIANT records* that allow optional fields
- Fixed-size arrays
- Variable-size arrays

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Component Containers use the facilities provided by the underlying operating system and/or middleware to provide the transport mechanism for the ECOA Logical Interface. For example, this could be via an Internet Protocol (IP) sockets mechanism using Ethernet or over a VME backplane.

Depending on the transport mechanism employed, use of the ELI implies some overhead associated with uniformly representing data for communication.

Though support for the ELI is mandatory for ECOA Platforms, implementations may take advantage of circumstances in which the implied overhead can be optimised away. For instance: given Modules of the same language, compiled with the same compiler and which are integrated into a single Protection Domain, then the ECOA API calling conventions and language bindings will ensure that the Modules can exchange messages using inter-thread communication without any intervening communications or ELI overheads.

## 7.11 Development Process and Tool Support

The ECOA XML Meta-model specifies the artefacts that are used for the exchanging of design information (refer to section 7.3).

It is an intention of ECOA:

- that it can be supported by a "model-driven" approach,
- that it supports progressive validation from an early stage in the development lifecycle,
- that it supports, as far as possible, an automated transition to implementation.

Figure 9 shows the general flow of the Component development/integration process and associated roles, relating to the ECOA XML files described above. The arrows on the left and right show, respectively, partial views of the Component development and integration processes.

The roles illustrated in Figure 9 can be summarized as follows:

- **Vehicle Integrator:**
  - Designs the system as an assembly of ECOA components (at system design level).
  - Responsible for specifying the components contracts and QoS, as well as the functional specification of the components.
  - Chooses a System Integrator, a Platform Supplier and Component Suppliers.
  - Performs the functional validation of the integrated system made of the component assembly on the target execution platform.
- **System Integrator:**
  - Specifies insertion policies of each component on the target platform so as to ensure that the intended system will be compliant with available physical resources.
  - Performs the technical integration of the delivered ASCs.
  - Fixes any issues in the component and platform specifications or any issues related to integration, during technical and functional integration phases.
  - Is responsible for arbitration in case of modifications to be made in the system should there be any issues.
- **Component Supplier:**
  - Negotiates insertion policies with the System Integrator.
  - Develops and tests their component(s) according to the specifications of these components, their insertion policies and according to applicable development standards for these component(s).
  - Fixes any issues in the component reported during technical and functional integration phases.
- **Platform Supplier:**

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

- Provides the target platform and related toolset.
- Fixes any issues in the platform reported during technical and functional integration phases.

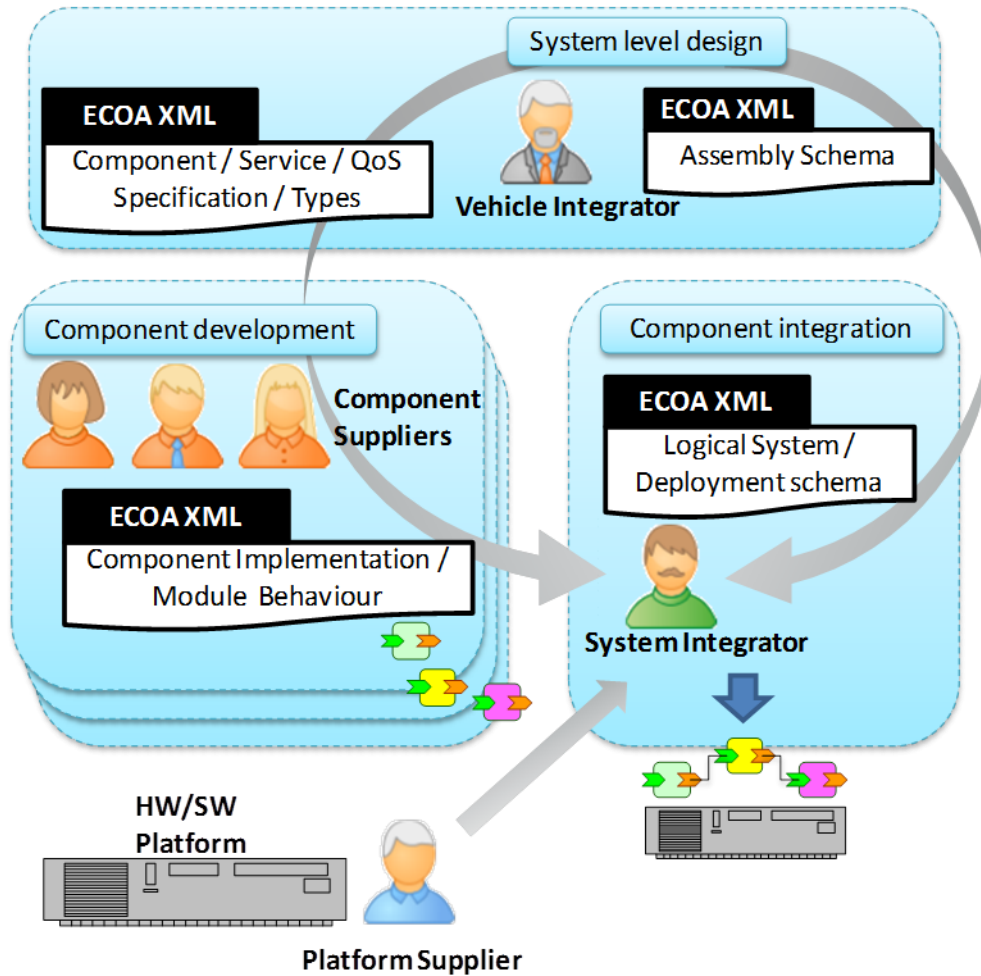


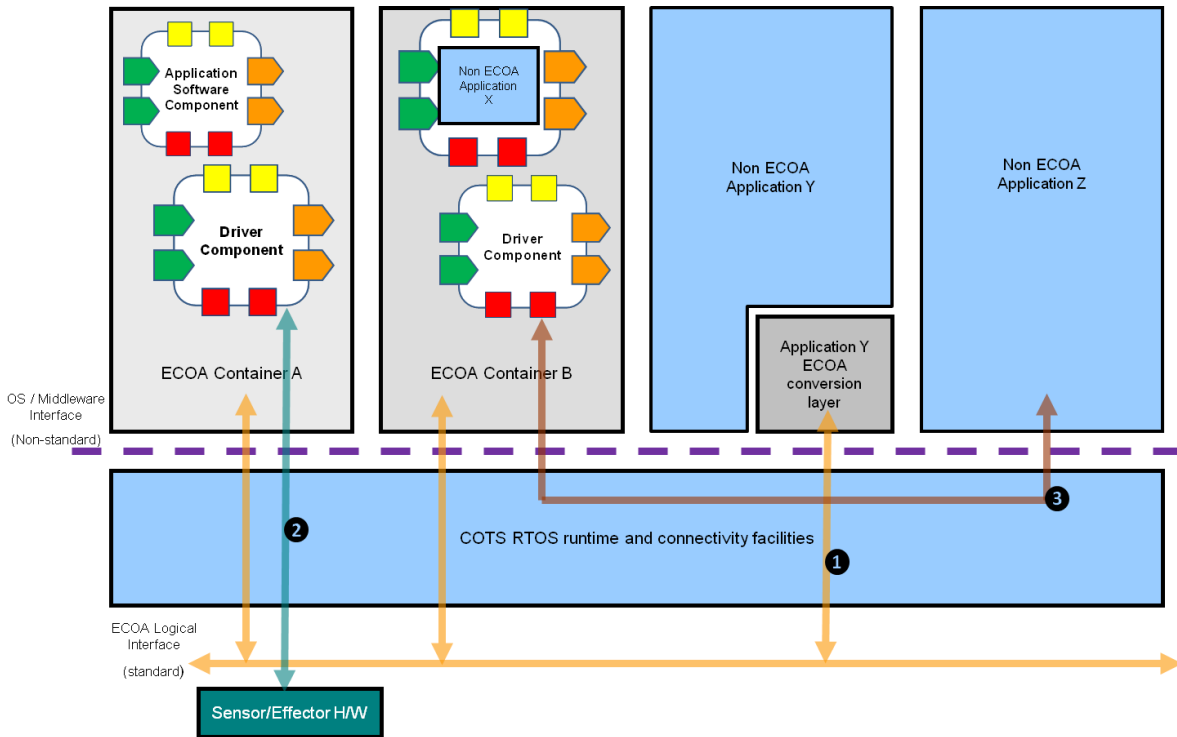
Figure 9 Component Development and Integration Process Overview

## 8 Supporting Concepts

### 8.1 Driver Components and Legacy subsystems

It is one of the key objectives to be able to deploy ECOA Application Software Components on non-ECOA legacy platforms and to be able to integrate non-ECOA software and hardware with an ECOA System. Figure 10 shows different cases involving integration of legacy subsystems which are discussed further, below.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.



**Figure 10 Integration of Legacy Software and Hardware into an ECOA Architecture**

### 8.1.1 Legacy Software

The implementation of a legacy software application may not be consistent with the Inversion-of-Control principle. Legacy applications are likely to be closely coupled to an existing platform including operating system interfaces. Such applications may control their own execution (e.g. scheduling, threading), unlike an ECOA Application Software Component. This may imply the inability to effectively decompose application software into cohesive Modules, and may necessitate bespoke modifications.

A legacy system that consists of hardware and / or software can be integrated with an ECOA System using a number of methods including the following:

- Wrapping or re-engineering as an ECOA Module that implements the necessary Inversion-of-Control behaviour (Application X in Figure 10)
- Development of an **ECOA Conversion Layer** for a non-ECOA application to provide an interface compliant with the ECOA Logical Interface (ECOA Conversion layer embedded in Application Y in Figure 10)
- Or, if the legacy application is (figuratively or literally) a “black box” then a dedicated Driver Component would be required. (Component of B connected to Application Z in Figure 10). See the next section on this topic.

### 8.1.2 Driver Components

The notion of a **Driver Component** is introduced to describe an Application Software Component that translates the interface protocol used by legacy hardware or software into operations specified in a Service Definition with well-specified behaviour. This is shown in Figure 10 : Container A communicates with a non-ECOA sensor/effector via the connection marked ❷ and for Container B to communicate with non-ECOA application Z via the connection marked ❸.

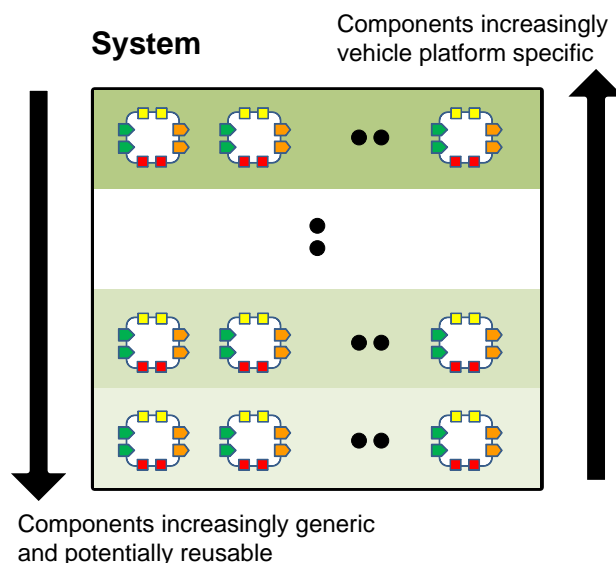
This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an ‘as is’ basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.



The software Modules that implement this kind of Component must behave as standard ECOA Modules in all interactions with their respective Containers (refer to 7.5), but they may, internally, use legacy (e.g. OS and hardware) interfaces to communicate with legacy devices. Such Driver Components will therefore be less portable than pure ECOA Application Software Components.

## 8.2 Component Reuse in Relation to System Architecture

Complex systems, such as avionic mission systems, require a structured organisation of their Components in order to be manageable. The ECOA programme has provided recommendations for a layered organisation of mission system Components, where the more generic Component Definitions reside in the lower layers and the vehicle platform-specific Component Definitions reside in the higher layers. This is illustrated in Figure 11.



**Figure 11 Layered / Hierarchical Component Based Architecture**

Platform-specific Components typically embody top-level functional requirements specific to the platform. The potential reuse of these Components on other types of platforms is unlikely, whilst Components in the lower layers of the hierarchy are likely to be more generic and therefore the best candidates for reuse.

The same concepts hold *within* Component Implementations. The judicious separation of platform management functionality, for example into Supervision Modules, should enable the remaining Modules to be more generic, and hence better candidates for reuse within other Components.

## 8.3 Fault management

Fault Management is performed at various levels within the Infrastructure. The aim is to handle faults in such a way as to isolate, and minimize fault propagation between Components.

- Error Detection is the general term for detecting an error wherever it is detected
- Fault Handling is the general term for handling a fault wherever it is handled

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Fault management involves a pattern made of:

- Detection of errors,
- Decision of recovery actions to be done,
- Execution of decided recovery actions.

### 8.3.1 Error Categorization

Errors can be broken down into the following categories:

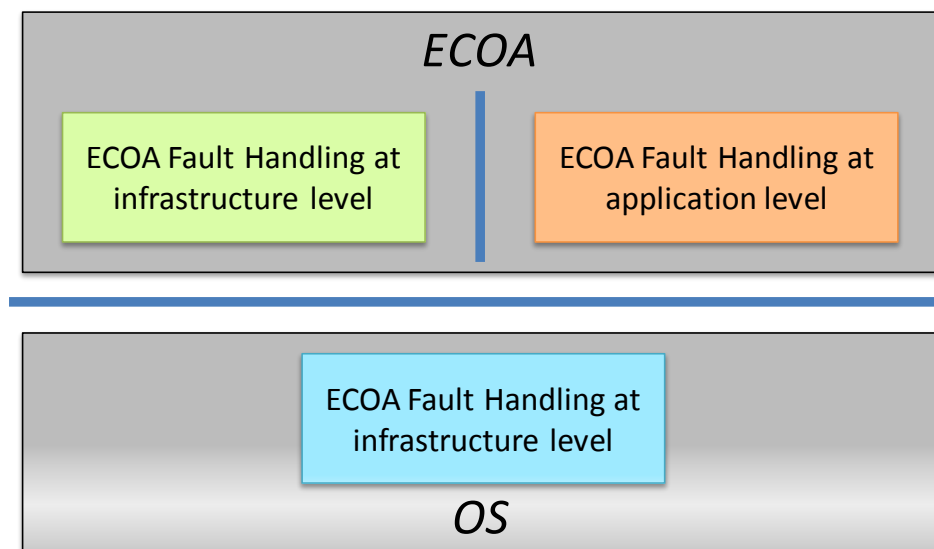
- Application Errors,
- Infrastructure Errors.

Thus, ECOA fault management is broken down into the following logical responsibilities, each of them applying the previously mentioned pattern:

- ECOA Fault Handling at application level (i.e. at Module level),
- ECOA Fault Handling at ECOA infrastructure level.

### 8.3.2 Key principles of ECOA fault management

ECOA fault management aims at handling Errors, in such a way that responsibilities are clear both within the ECOA system and between the ECOA system and the underlying execution platform, as shown in Figure 12.



**Figure 12 ECOA fault management responsibilities**

In order to do so, ECOA fault management applies the following drivers:

#### ECOA Fault Handling at application level

- ECOA Fault Handling at application level focuses on functional issues raised by ECOA modules.
- ECOA Fault Handling at application level can be broken down into two sub-levels, having in common the fact that they are of the responsibility of ASC providers:
  - The first level is being distributed into every application module and supervision module across the ECOA system. Indeed, each module is responsible for taking into account functional issues that it detects at its level.

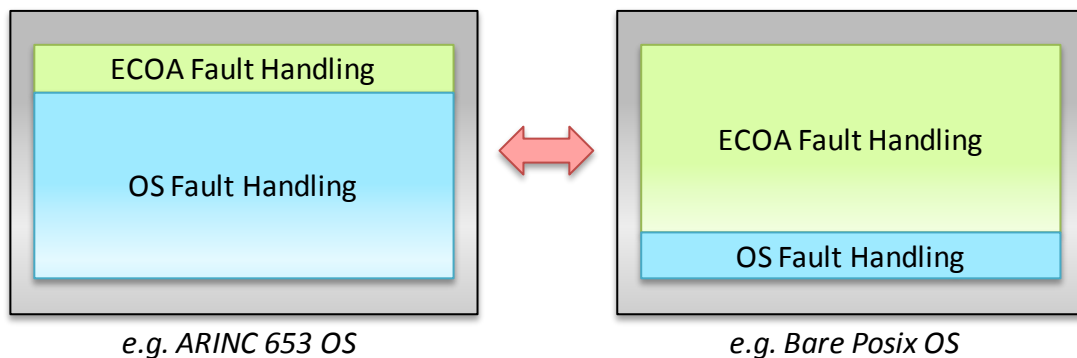
This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

- The second level of ECOA Error Handling could be the purpose of dedicated ECOA Fault Handling at ASCs level (i.e. at System Management level). This level is out of scope of the ECOA standard, as it is entirely dependent on the Mission System breakdown into ASCs.
- ECOA Fault Handling at application level and ECOA Fault Handling at infrastructure level may interact with one another under certain circumstances.

### ECOA Fault Handling at infrastructure level

- ECOA Fault Handling at infrastructure level is complementary with the underlying OS Fault Handling. Indeed, the purpose of ECOA Fault Handling at infrastructure level is to bring added value besides what the underlying OS might already offer as far as Fault Handling is concerned.
  - Consequently, for a given customer level of expectations regarding Fault Handling at system level, ECOA Fault Handling at infrastructure level capabilities may vary depending on the underlying OS capabilities. The more sophisticated the underlying OS is in that department, the simpler ECOA Fault Handling at infrastructure level can be (and vice-versa), as shown in Figure 13.

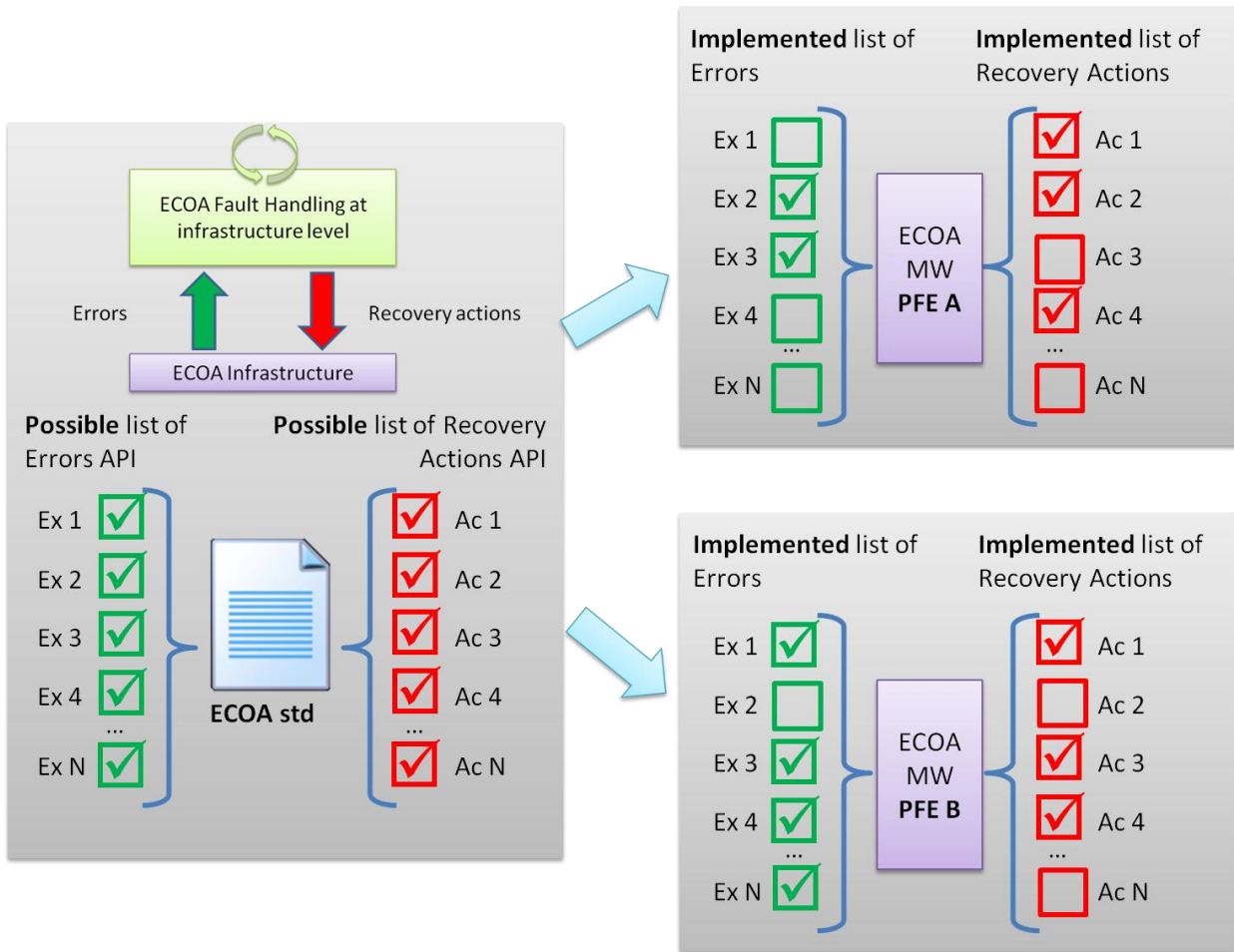
Same customer requirements wrt Fault Handling @System level...  
...but different underlying OS capabilities



**Figure 13 Complementarity between OS & ECOA Fault Handling at infrastructure level**

- ECOA Fault Handling at infrastructure level may be implemented into one or several entities on a single platform. The scope of the ECOA Fault Handler(s) cannot be wider than platform level (e.g. in a system made of two platforms connected through ELI, there shall be at least one ECOA Fault Handler entity per platform).
- ECOA Fault Handler(s) interface through the ECOA API.
- When being implemented as ASC(s), ECOA Fault Handler(s) shall be identified in the ECOA assembly (e.g. through an attribute in the metamodel, as for supervision modules).
- The system architect and system integrator are responsible for ECOA Fault Handling at infrastructure level.
- Given the previous principles, the ECOA standard aims at specifying the logical API between ECOA Fault Handling and the ECOA infrastructure, with respect to the following key drivers, as shown in Figure 14:
  - To define the list of Errors that may be received by ECOA Fault Handler(s), as well as the list of recovery actions that it may trigger in return.
  - With regard to the first principle above, each platform may only implement a subset of these lists in their API, depending on the underlying OS capabilities and depending on what the customer requirements are from System level point of view.

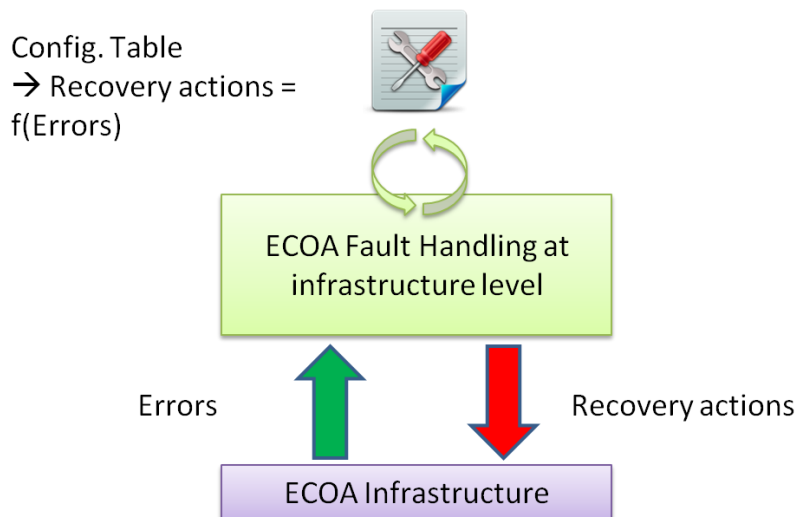
This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.



**Figure 14 ECOA Fault Handling at infrastructure level logical API versatility Vs platforms**

- Ref. Architecture Specification Part 4 provides the specification of ECOA Fault Handling at infrastructure level API.
- Depending on the platform, there may be different technical implementations of ECOA Fault Handling at infrastructure level as long as it complies with the logical API of the ECOA infrastructure. Technical implementations may vary in terms of architecture/usage (choice of the number of ECOA Fault Handler entities on the platform) and in terms of software implementation (e.g. it could be implemented as an ASC endowed with an extended API, or not).
- ECOA Fault Handling at infrastructure level does not address any functional issue. It does not have any knowledge of functional fault propagation chains throughout the system. It does not react or act upon ECOA services availability.
  - This clear separation allows considering generic implementations of ECOA Fault Handling at infrastructure level. Indeed, its behaviour could entirely be configured by means of external datafiles (configuration tables), as shown in Figure 15.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.



**Figure 15 Illustration of a generic ECOA Fault Handler**

*Architecture Specification Part 3 provides more detailed description of mechanisms related to ECOA fault management.*

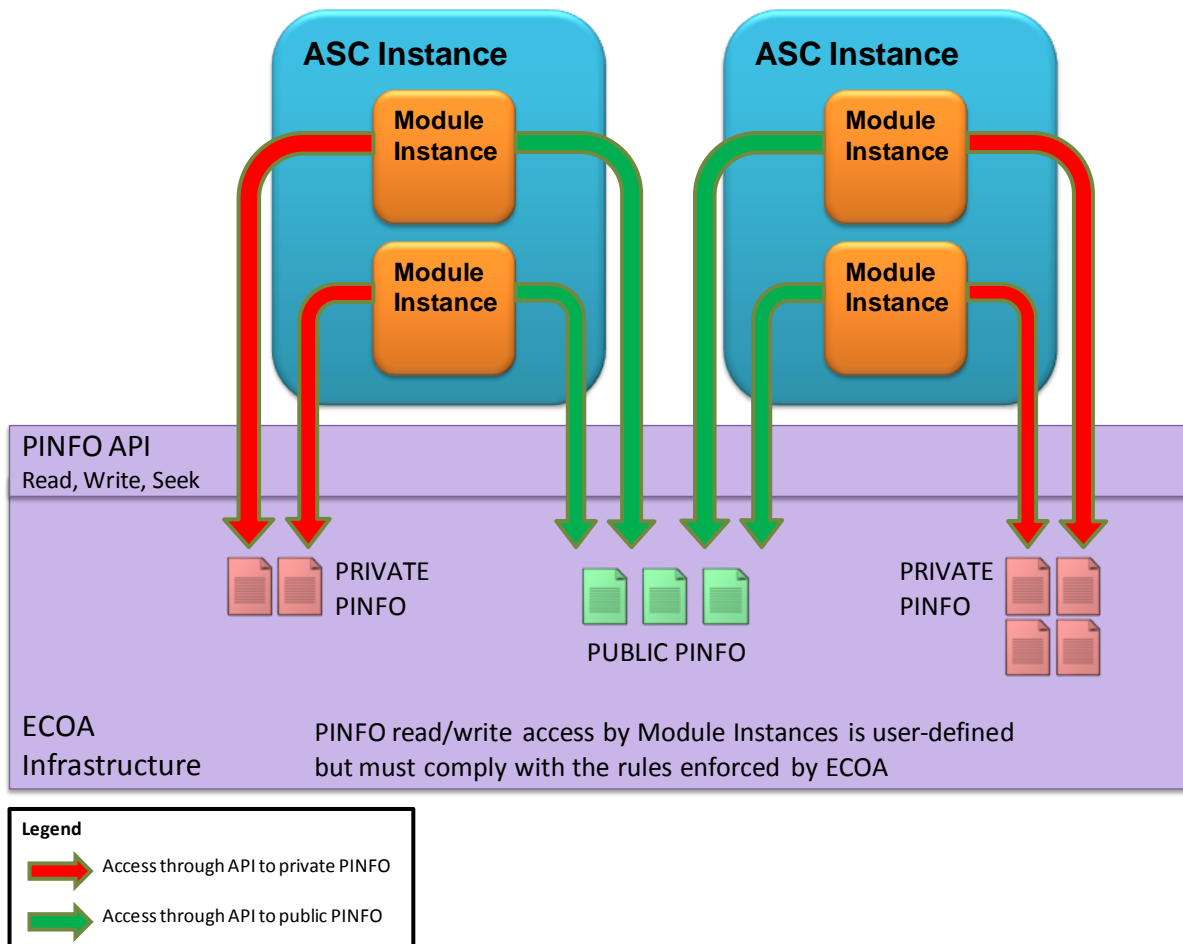
#### 8.4 Persistent Information

ECOFA provides a way for ASCs to access persistent information, while remaining portable (i.e. agnostic to underlying mechanisms for handling such persistent data).

“Persistent information” is data which will remain defined until it is explicitly deleted, even when the underlying platform is physically powered-off.

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an ‘as is’ basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.



**Figure 16 PINFO concept**

ECOA provides an interface for ASCs to access PINFO through, read, write and seek operations, as illustrated in Figure 16.

ECOA provides a way for declaring PINFO in an ECOA system and breaks them into two main categories, which are depicted in Figure 17:

- Public PINFO is data accessible in read-only mode by any Module Instance in the Assembly Schema.
- Private PINFO is data accessible in read or write mode, only by Module Instances within the same ASC Instance.

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.

Access Mode \ Access Scope	PUBLIC PINFO	PRIVATE PINFO
'Read-Only'	ALL	One ASC Instance
'Read-Write'	X	One Module Instance

**Figure 17 PINFO usage rules**

EOA allows PINFO read/write access policy to be user-defined. This capability is moreover limited by EOA in order to avoid any conflict between Module Instances accessing PINFO.

Uses of PINFO could be:

- For an ASC to read private functional initialization data, such as sensor performance look up tables,
- For several ASCs to read public initialization data, such as public mission planning data,
- For an ASC to store private data during its execution.

*NOTE: although providing some similar capabilities as a file system, PINFO is not as comprehensive or sophisticated.*

---

This specification is developed by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd and the copyright is owned by BAE Systems (Operations) Limited, Dassault Aviation, Bull SAS, Thales Systèmes Aéroportés, AgustaWestland Limited, GE Aviation Systems Limited, General Dynamics United Kingdom Limited and Selex ES Ltd. The information set out in this document is provided solely on an 'as is' basis and co-developers of this specification make no warranties expressed or implied, including no warranties as to completeness, accuracy or fitness for purpose, with respect to any of the information.