

ECE 322

Assignment 1

Arun Woosaree  
September 18, 2019

## 1

After reading the two papers, the two most essential factors which make software testing difficult in my opinion is:

### 1. Human nature

In my opinion, people are generally lazy. In terms of software testing, this means that in some cases, people will tend to write enough tests to convince themselves that their program is correct, or In some cases they might even refuse to write tests once they have some code that in their mind already works, so there is no perceived need to test the software. This is probably because most programmers experience a significant mental reward when they finally get a program 'working'. However, when it comes to writing tests for the code they just wrote, there usually is much less excitement. Sometimes, programmers may even find themselves wrestling with a testing framework, which can be a frustrating experience when (they think that) their program is already working as expected.

### 2. the always changing nature of software

## 2

### • Functionality

- Does the software allow the vehicle to work autonomously, without human input?
- Does it do so in an acceptable manner?
- (i.e. does it reach the destination in about the same amount of time as a good human driver would do or better?  
Does it do it as safe as, or better than a good human driver?)

### • Performance and reliability

- How reliably does the software react to its environment?
- Does the software still control the vehicle in an acceptable manner in more difficult situations?
- If certain conditions like heavier traffic puts a higher load on the processing unit for the system, does the software still behave reliably?
- It should work in different driving conditions (e.g. highways vs in-city, sunny vs slippery roads)
- Will the software perform just as reliably a few years from now?

### • Efficiency

- Does the software utilize its resources efficiently?

- Does the software respond quickly enough to its environment?
- Maintainability
  - Is the software well-documented?
  - How easy is it to add functionality to the software? (e.g. if new driving laws have to be followed, how easy will it be to add a patch to be in compliance)
  - How much technical debt exists in the software project
  - When faults are found, how easy is it to fix them?
- Usability
  - From the user's perspective, how easy is it to use the autonomous mode of the vehicle, and how is the user experience?
  - Also, how easy it is to switch between autonomous and manual modes of the vehicle?
- Portability
  - Can the software be used in multiple types of vehicles?
  - (e.g. if there are multiple models of cars, can the same software be used with all of them?)

Risk Category	Technical Risk	Business Risk
Car might crash while in autonomous mode		Might get sued (1)
Poor quality tests	(1)	
Poor test coverage	(2)	
Poorly defined requirements	(1)	

## 2 a) delet this

technical risk is the likelihood that a fault might exist

assessment: system architect, designer, senior programmers

business risk is the impact of a given ault might have on the users, customers, and other stakeholders

1 - very high 5- very low risk

## 3

1. Reliability (Operation factor)
2. Interoperability (Transition factor)
3. Usability (Operation factor)
4. Efficiency (Operation factor)

## 4

### Feature Description

#### Boeing 737 MAX flight control system

To make their new plane more efficient, Boeing added larger engines to the 737 MAX. To compensate for ground clearance, they moved the engines further in front of the wings, which makes it so that the engines can provide lift at higher angles of attack, in addition to the wings, which makes changing the plane's pitch more difficult. Boeing's "solution" to this problem was in their software, so called "Maneuvering Characteristics Augmentation System" [1] The software's purpose is to make the plane tilt down if it "thinks" that the plane is going to stall. Unfortunately, when the software takes this corrective action, it does not give pilots an easy way to override it if they look out the window and conclude that the plane is in fact, not stalling. Apparently it was "only" classified as a "major failure", meaning that it could cause physical distress to people on the plane, but not death.[2]

### Nature of Software Failure

1. The *Maneuvering Characteristics Augmentation System* had no redundancy. Normally, systems like this have 2 redundant computers collecting data from different sensors, and if there is a disagreement, the software does a "sanity" check, and also alerts the user. In this case, if the software thought something was wrong, it would immediately act on behalf of the pilot, which should have been fine, but it was difficult for the pilots to maintain control as the failure would happen frequently and the system was physically challenging to override.[3]
2. The sensors used to determine if the plane is stalling are known to be less reliable than other sensors on the plane. Normally, this isn't a problem, as the pilots and software are supposed to be able to do "sanity" checks on the reported sensor data, but was more of a problem in this case, since the system made it difficult for the pilot to override the controls.[1]
3. The plane itself is packed with a whole bunch of modern features, yet most of it is designed to handle and work like the original 737 which is roughly 50 years old. This was done so that pilots did not have to get re-certified to use a new plane design. Originally, it did not handle like the other 737 models, and the software was added to attempt to make up for this difference.[3]

### Any testing efforts regarding the failure?

Virtual simulations were done, and the issue of the plane repeatedly nosediving was noticed in 2017, before the plane was certified. However, Boeing concluded that the problem did not "adversely impact airplane safety or operation.", and

that “pilots could overcome the nose-down movement by performing a procedure to shut off the motor driving the stabilizer movement.” [4][5]

### **Any follow up action taken? Any plan to alleviate further problems?**

Boeing should be rolling out a set of software updates[1][4]. There is no confirmation, only speculation that the software update will cross-check data between the two redundant computer systems instead of immediately nosediving.[1] Pilot training will also be undergoing an update.[6]

## **References**

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- [3] D. Campbell, *The many human errors that brought down the boeing 737 max*, May 2019. [Online]. Available: <https://www.theverge.com/2019/5/2/18518176/boeing-737-max-crash-problems-human-error-mcas-faa>.
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- [6] S. Prokupecz, D. Griffin, and G. Wallace, *New flaw discovered on boeing 737 max, sources say*, Jun. 2019. [Online]. Available: <https://www.cnn.com/2019/06/26/politics/boeing-737-max-flaw/index.html>.