

System Design Document

For

Group 6

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TABLE OF CONTENT

INTRODUCTION	3
Purpose and Scope	3
Project Executive Summary	3
System Overview	3
Design Constraints	5
Future Contingencies	5
Document Organization	5
Project References	5
Glossary	5
SYSTEM ARCHITECTURE	6
System Hardware Architecture	6
System Software Architecture	6
Internal Communications Architecture	6
HUMAN-MACHINE INTERFACE	9
Inputs	9
Outputs	9
DETAILED DESIGN	9
Hardware Detailed Design	9
Software Detailed Design	9
Internal Communications Detailed Design	9
EXTERNAL INTERFACES	9
Interface Architecture	10
Interface Detailed Design	10
SYSTEM INTEGRITY CONTROLS	10

SYSTEM DESIGN DOCUMENT

Overview

The System Design Document describes the system requirements, operating environment, system and subsystem architecture, files and database design, input formats, output layouts, human-machine interfaces, detailed design, processing logic, and external interfaces.

1 INTRODUCTION

1.1 Purpose and Scope

This document specifies the design for an aircraft domain emulation and testing environment called the Aircraft Domain Security Enhancement version 1.0. This involves the development and configuration of an Aircraft Information Services Domain (AISD) emulation, and a compatible penetration testing kit.

The aircraft domain security enhancement is intended to provide a testing ground for aircraft networks before they are implemented with real networks. There are two stages of development for this project. First, the AISD will be emulated allowing for remote testing and configuration. The emulated network will encompass several medium to low priority components to the network. This will involve several connected software applications specific to the aircraft domain. Second, a penetration testing kit will be developed to test the security of the aircraft's network. The aircraft domain is a complex system containing many communicating critical and non-critical components. Testing these systems becomes increasingly difficult as more components are added which further leads to the importance of a flexible emulated environment. The completion of this project will provide a virtual environment for the security of the aviation domain to be evaluated. This virtual environment will be on a host machine that members of the team can remotely access to run tests on the network.

1.2 Project Executive Summary

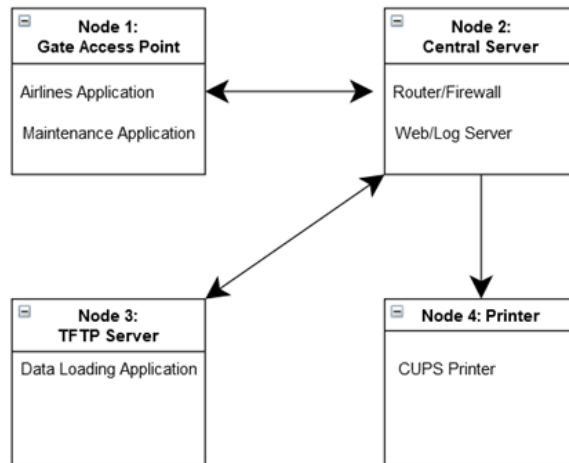
1.2.1 System Overview

In the first stage of this project, there are two overarching independent systems. The first system is the AISD network emulation. This emulation is intended for the user to run cybersecurity tests on and reconfigure as needed. The second system is the penetration testing kit that will be implemented specifically for this system. This kit will include all tools necessary to interface with the proprietary systems used in the aircraft domain.

AISD Network Emulation

This test network will consist of four independent nodes that will perform medium to low priority tasks in the AIS. Each machine will be emulated as virtual machines and communicate through a local network. Through running cybersecurity tests, this system will add components to patch security holes so there will be a highly modular approach to implementing this network.

Figure 1: Emulated AISD Figure



Node 1: Gate Access Point

The gate access point is the first point of contact to the network for the users. This machine will run applications that are used to gather needed flight data, update machines, and further interact with the network. It is intended that either a maintenance worker can physically jack into the network to update software or airlines can wirelessly connect and upload files for weather updates and such. With both of these applications, authentication should be required to access communication with this machine and its contents.

Node 2: Central Server

This machine will consist of the AISD network's router, firewall, log server, and web server to access functions of the network. This machine will also include software to implement the 802.1x protocol to further authenticate access in the network. The purpose of this machine is to route and filter network traffic for the AISD network and serve as a bridge to the ACD network.

Node 3: Data Loading Server

This machine will host a TFTP (Trivial File Transfer Protocol) server which communicates with the maintenance application in Node 1 to update machines in the AISD or the ACD networks. Updated packages will be sent through the network to this computer and an application will verify and dispatch updates.

Node 4: Printer

This machine receives instructions from the central server and is used to print files sent to it. In later iterations of this project, the printer might be a physical printer but for now, it will only be emulated.

Penetration Testing Kit

The details of this stage are not yet known.

1.2.2 Design Constraints

The largest constraint on the system is its hypervisor's capabilities. All of the networking must be managed through the hypervisor which is only a virtual version of routers/switches that would be used to implement this system on an aircraft. Furthermore, the hypervisor may come with some tradeoff in performance. Though hardware acceleration for virtualization can be implemented, there is still some performance tradeoff when emulating the entire network.

1.2.3 Future Contingencies

Due to the uncharted nature of aircraft network penetration testing and multiple obstacles such as funding, hardware issues, and software incompatibility, there are multiple contingencies in place to overcome these problems. The first was switching from a Windows OS to a Linux-based OS which could better accommodate the QEMU virtual machine structure. Requests can be put in at any time to handle funding for purchasing new hardware for the project. If any hardware issues arise, the team will troubleshoot the problem and request assistance from Boeing if it persists over time.

1.3 Document Organization

The software design document is broken down into multiple sections with subsections. The first subject is the project overview, followed by the design of the aircraft network. After contingencies and any issues are discussed, the system architecture is stated, along with external structures and interfaces. Lastly is the system integrity goals. These goals are an important aspect of project integrity and security.

1.4 Project References

Github Repository: [GitHub/mwils1426/CS-490](https://github.com/mwils1426/CS-490)

1.5 Glossary

Term	Definition/Abbreviation
OS	Operating System
AISD	Aircraft Information Services Domain
TFTP	Trivial File Transfer Protocol

QEMU	Virtual OS/network emulator
NAT	Network Address Translation
SSH	Secure Shell

2 SYSTEM ARCHITECTURE

The system for this project is a virtual aircraft network emulated using QEMU and Linux-based software. The network consists of multiple “nodes” which are specific parts of the network such as the printer or TFTP server. This system is hosted via a physical laptop/desktop that runs on Linux OS. It acts as the SSH server gateway to access the aircraft network nodes.

2.1 System Hardware Architecture

The current hardware is the host machine which has the emulation software on it, as well as connecting the network through the local router. Future use of airplane components could take place but are not implemented.

2.2 System Software Architecture

The implementation of newly developed software in the Aircraft Domain Security Enhancement is primarily focused on the penetration testing kit. Our team is using existing software to emulate the network and will focus on developing a kit to interact with said network. Though there are some additional software scripts written to emulate the network, they will not be complex enough to utilize multiple classes. Nonetheless, these scripts will be detailed as subroutines of the system.

Because the penetration testing kit requires prior knowledge of the layout of the network, its design cannot yet be determined.

2.3 Internal Communications Architecture

The Aircraft Domain Security Enhancement heavily implements networking and uses its network architecture to provide security for both non-critical and critical systems aboard an aircraft. To fully describe the internal communication of the system, this section will cover three levels of communication. The highest level of communication is message passing between applications. This will include files that are passed from machine to machine, or data passed through APIs from program to program. Next, the specific network connections will be described. This will include the emulated hardware components such as routers, firewalls, servers, &, etc. Finally, the networking protocols used and their implications on the system and its security will be detailed.

There will be three types of files sent through the network for two applications. The first

application is under the airlines' application for the gate access point. Airlines will connect to the network and upload XML or JSON files that include flight and weather data. These files will be stored on the gate access point machine. The next application is maintenance. Maintenance will be able to upload compressed ZIP files that can be used to update parts of the system. In the emulated network, we will focus on these files being sent to the gate access point, then proceed to be sent to the TFTP server. These files will be stored on the TFTP server.

Figure 2: Aircraft Network Security Enhancement Network

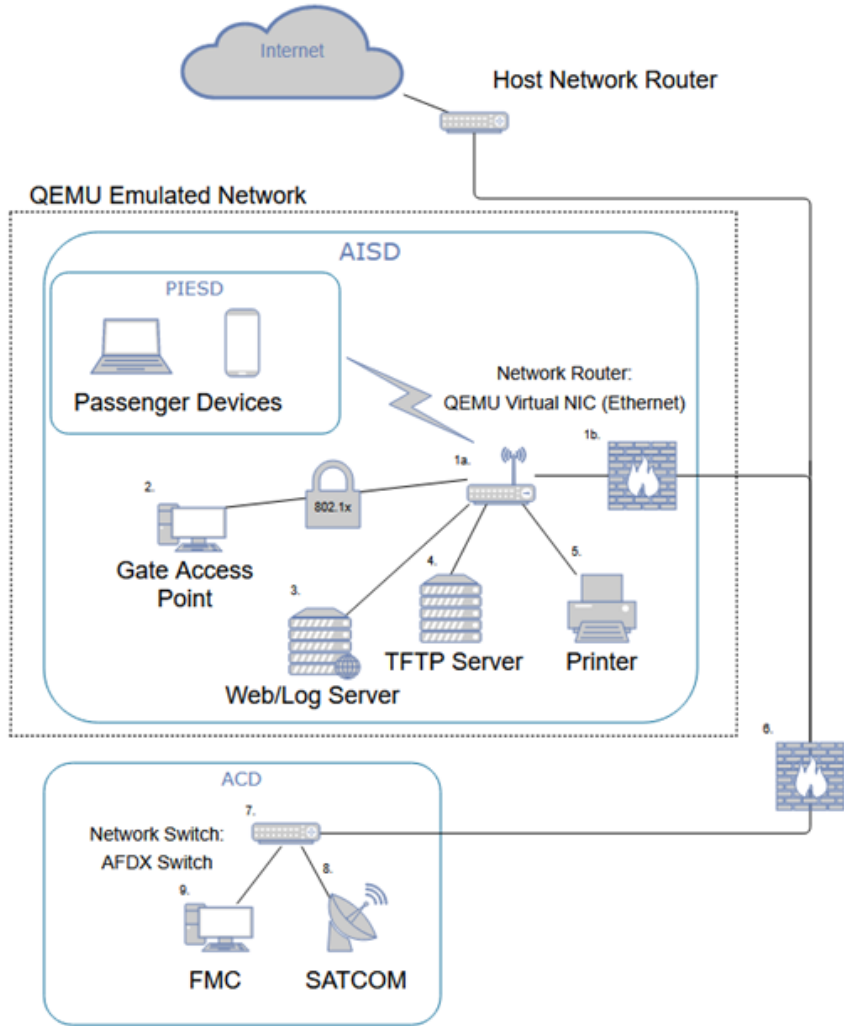


Figure Elements Description

1a. AISD Network Router

The network router will be configured through the virt-manager and will allow for the connection of several emulated devices. This network will be the standard ethernet ipv4 network with some forms of encryption to secure transmitted data.

1b. AISD Network Firewall

For the network, QEMU has a firewall that will be configured to filter network traffic through the virtual network. This will monitor traffic coming in and out of devices of the network but its scope does not exceed the emulated environment.

2. Gate Access Point

The gate access point is running Ubuntu and will maintain an authorized connection with the network. This is done through an 802.1x connection and a supplement file that will contain credentials.

3. Web/Log Server

This server will maintain a network log of the system as well as provide services to devices onboard the aircraft. This will allow passengers to access things such as entertainment and basic connection to the internet.

4. TFTP Server

The TFTP data loading server uses functionality provided in the QEMU networking capabilities.

5. Printer

The printer will use the Common UNIX Printing System (CUPS) and will receive messages through Internet Printing Protocol. These messages will be sent through HTTP and can be monitored by the network's firewall.

6. ACD Network Firewall

Because the ACD will not be emulated, a physical firewall will have to be configured to the network. This is yet to be determined.

7. ACD Network Switch

The ACD operates off of an AFDX protocol network switch. This allows for deterministic and secure networking for critical systems aboard the aircraft.

8. SATCOM

TBT

9. FMC

TBT

As previously mentioned, the network contains two main protocols depending on the criticality of the devices connected to that network. The emulated AISD network will be connected through standard ethernet, and the ACD network will be connected through industrial ethernet. The industrial ethernet in this project will be avionics full-duplex switched ethernet which is commonly used in newer aircraft. AFDX switches use this special protocol to provide deterministic timing and redundancy management to provide for a secure network. Because of this, the ACD cannot be currently emulated because this industrial ethernet network is not currently supported under QEMU though this could be a future implementation.

3 HUMAN-MACHINE INTERFACE

3.1 Inputs

Inputs to this system involve all of the inputs that are possible with connecting to the host machine with an SSH connection. This includes configuring the QEMU network and giving inputs to any of the emulated machines on that network.

3.2 Outputs

Because the primary use of this system is for network penetration testing, the outputs will center around logs for devices on the system and the network itself. The log server will continuously log network traffic as well as status updates from machines. These logs are outputs that can be examined after a penetration test..

The format of logs is not yet determined.

4 DETAILED DESIGN

This section contains detailed information regarding the implementation of the Aircraft Domain Security Enhancement system.

4.1 Hardware Detailed Design

The hardware needed to run the system consists of a Linux-based OS computer and necessary connectivity devices including a router and ethernet cables. The computer has 16 GB of RAM, as well as a 500 GB hard drive.

Upon further development, a bill of materials will be here.

Furthermore, the wiring configuration will be shown with diagrams.

4.2 Software Detailed Design

As mentioned before, the software component of the system will be primarily focused in two areas: the penetration testing kit, and in the network. Most of the complex software will be written for the penetration testing kit and several scripts and sub routines will be written to automate message passing in the network.

Penetration Testing Kit Detailed Software Overview

This part of the project has not yet been detailed and will be included upon further development.

Network Software Detailed Overview

The network will consist of three independent software applications that will manage files being passed through the system: the Airlines Application, Maintenance Application, & Dataloader Application.

The next sprint will see the development of these applications and their detailed implementation will be detailed here.

As the project develops, subroutines and scripts will be defined, as well as their details of implementation.

4.3 Internal Communications Detailed Design

The communications within this system is quite complicated so describing all of it will be done by moving down the OSI network layers, and specifying the communications that occur on each layer.

Once specific parameters can be defined for communication at each level of this system, they will be detailed in a subsection here.

5 EXTERNAL INTERFACES

External interfaces include the router of the host computer network, as well as the host computer itself. This host computer is Linux-based and maintains the SSH server and QEMU virtualization of the aircraft network system.

5.1 Interface Architecture

The interface architecture consists of the main host network that is routed through the QEMU virtual machine network so that each part of the aircraft system can interact with one another. Also, the router for the host computer helps maintain the SSH server on the system.

5.2 Interface Detailed Design

To be expanded upon at a later point.

6 SYSTEM INTEGRITY CONTROLS

The AISD and other nodes of the virtual aircraft network are isolated by a host-only network, as well as have access to a NAT (Network Address Translation). The QEMU system also contains a software-based firewall that is integrated throughout the aircraft network. The host machine for the virtual network also has its own software-based firewall that acts as a buffer between the NAT and host-machine router connection. This allows for more layers of protection over the network, even though each node is connected separately from one another. The TFTP server also has built-in security through the use of only accessing it through SSH.

Only those who are members of the team have access to the network, as well as Boeing as collaborators. The software documentation and information are maintained in an invite-only access drive, with communications securely over a closed Discord server. The main computer that hosts the SSH server is password locked and requires a team member to connect to it with a password if they would like to access the virtual aircraft network.

The penetration testing kit is separated from the rest of the network on a host-only network. This way any malicious activity does not escape from the aircraft virtual network or kit. If any team member uses the penetration testing kit for their own purposes or malicious activity, the team member will be reported to the professor, as well as the dean.