

**DEPENDABILITY - CONCEPTS,
STATE-OF-THE-ART, CHALLENGES**

J-C Laprie

Rapporteur: C Sala-Oliveras

Dependability – Concepts*, State-of-the-Art, Challenges

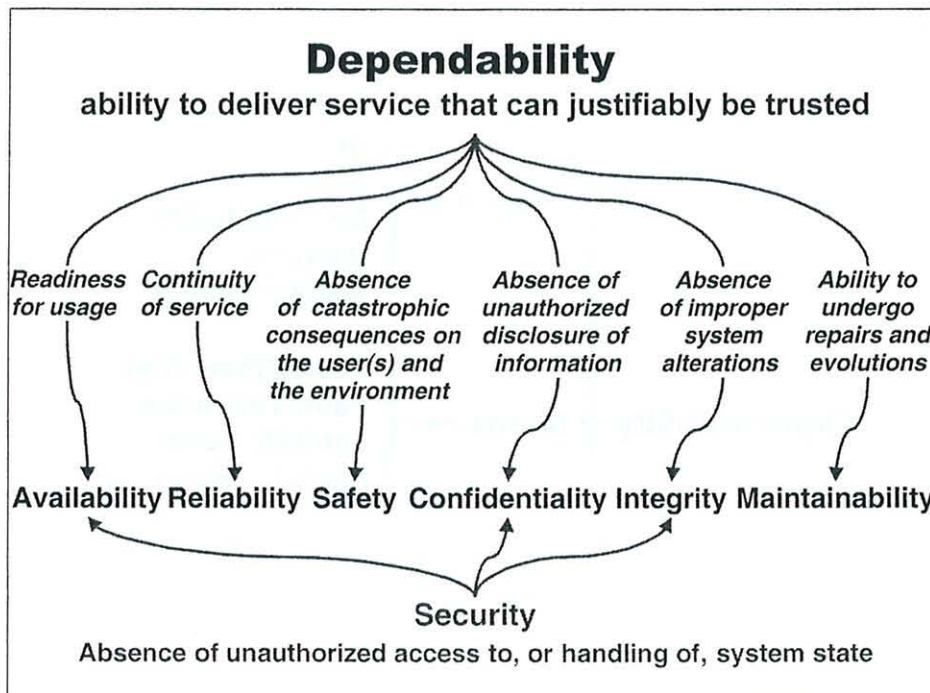
Jean-Claude Laprie

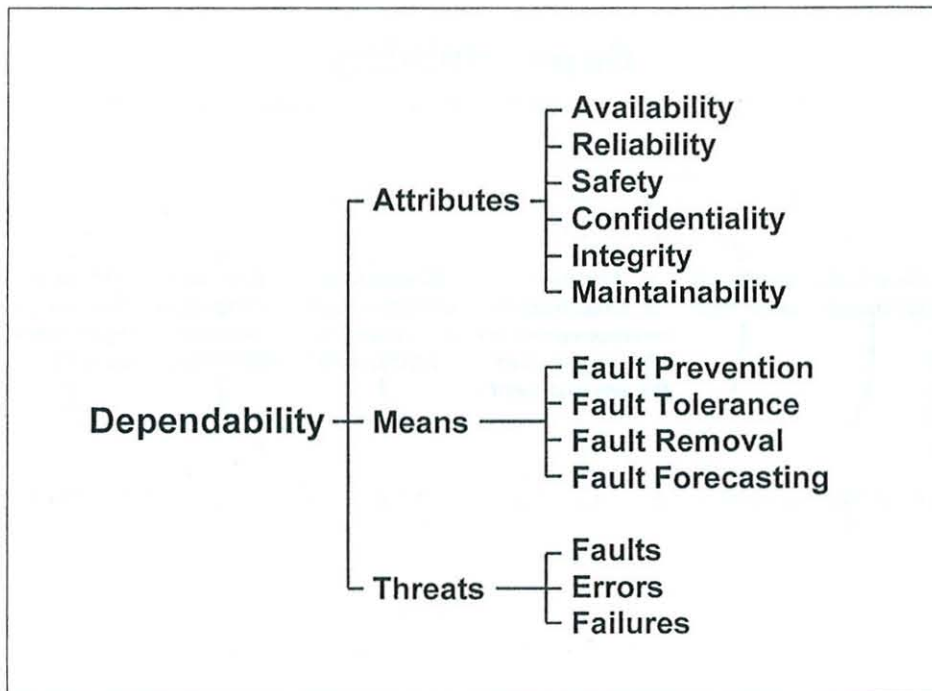
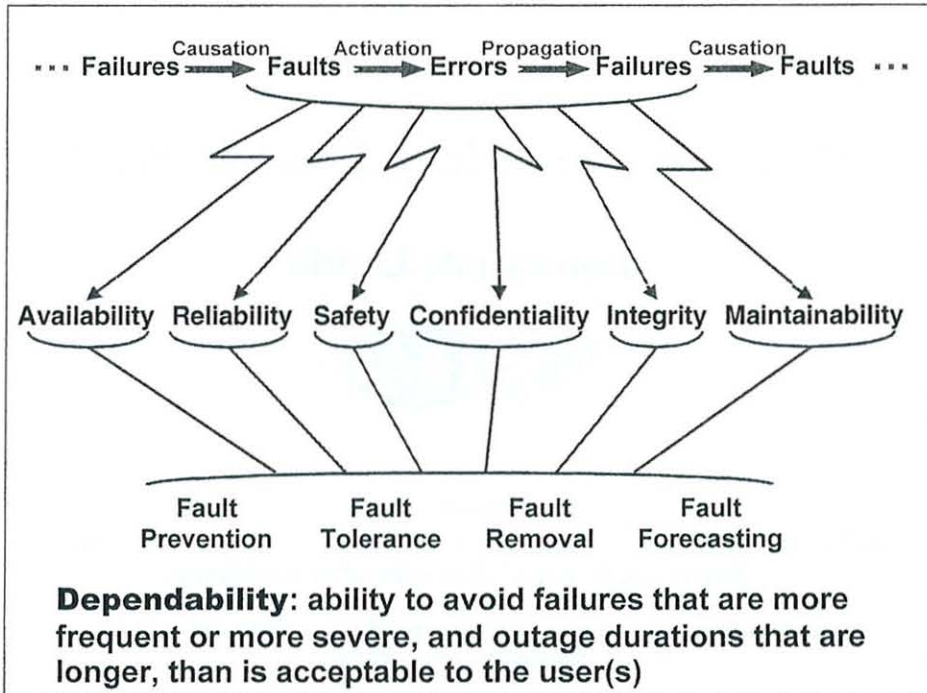


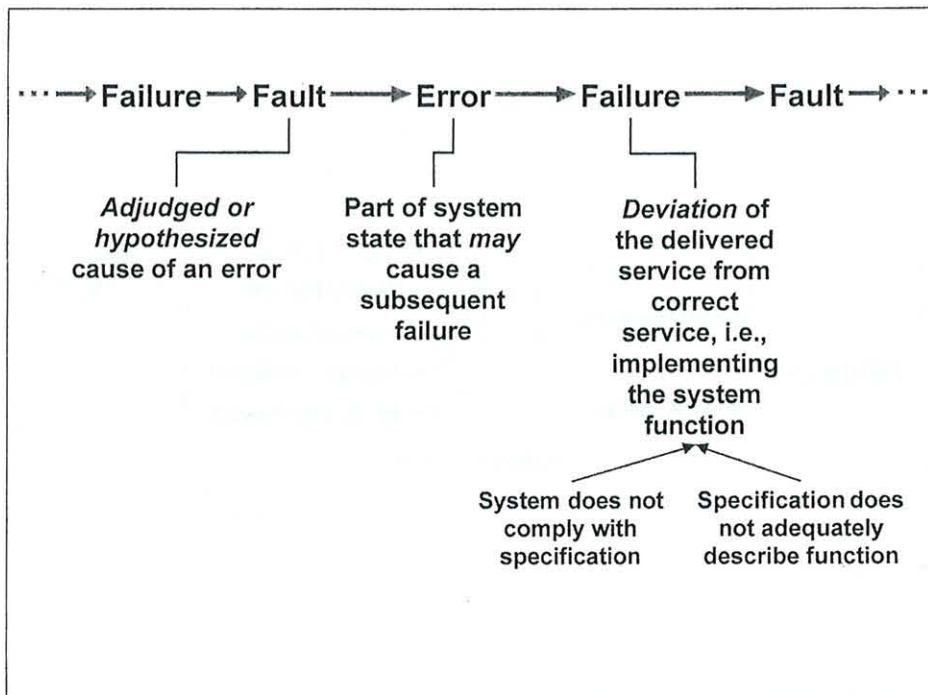
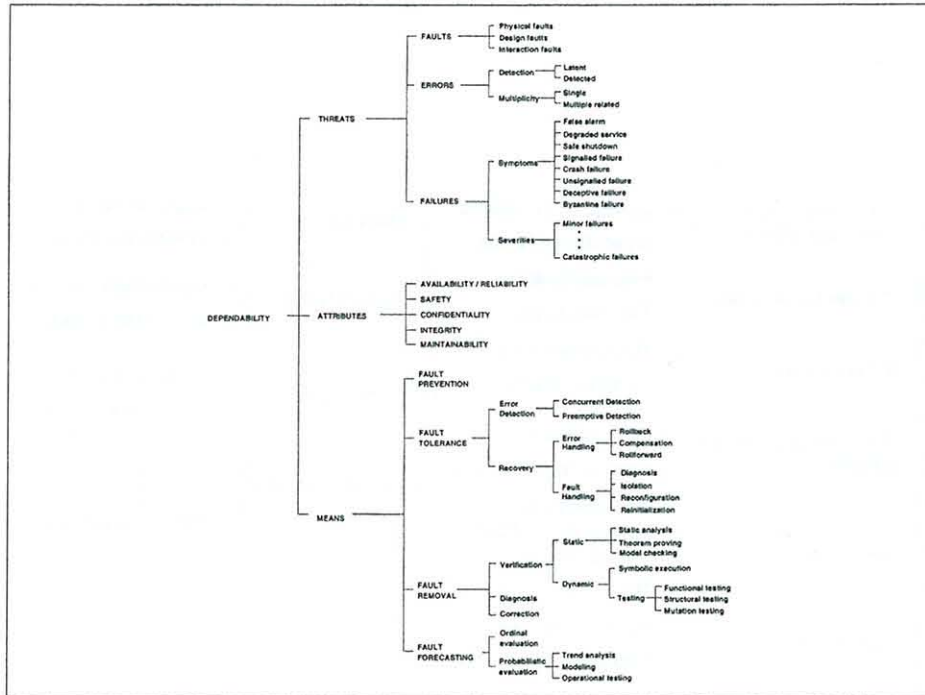
* Based on

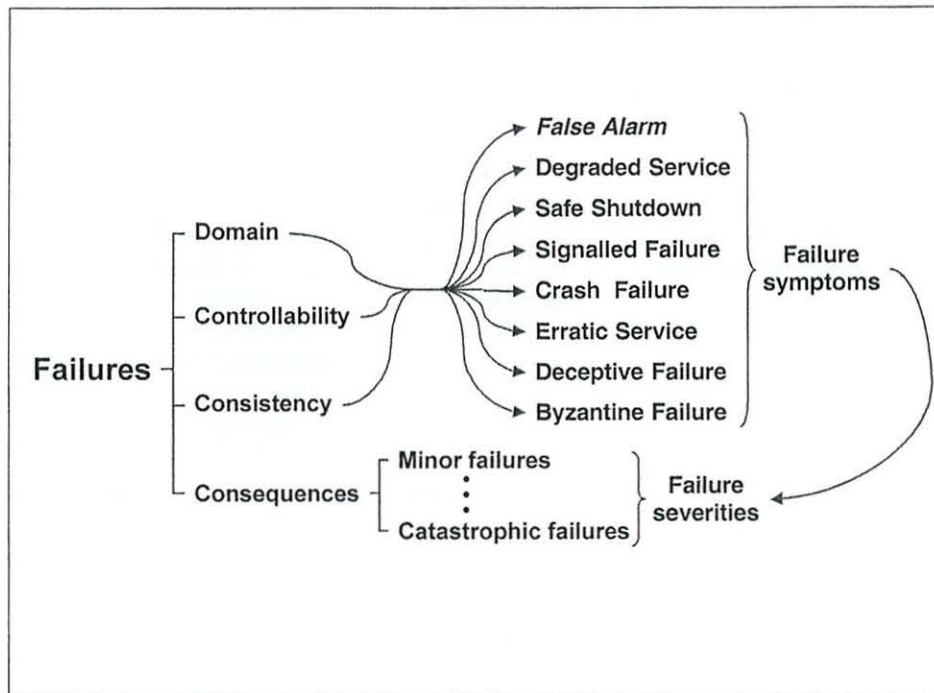
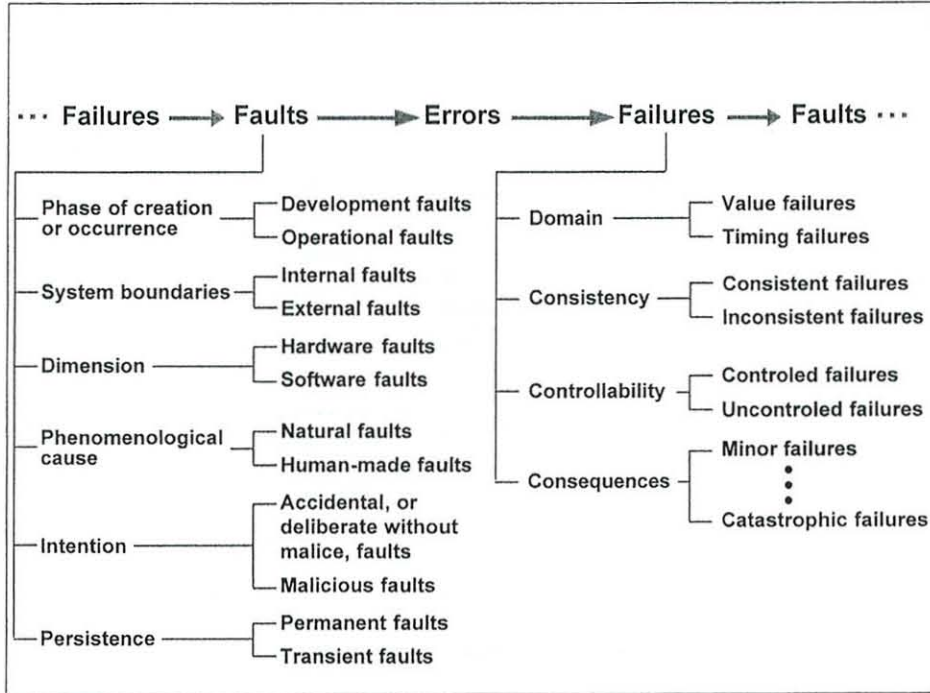
A. Avizienis (UCLA), J.C. Laprie, B. Randell (Univ. Of Newcastle upon Tyne): *Fundamental Concepts of Dependability*

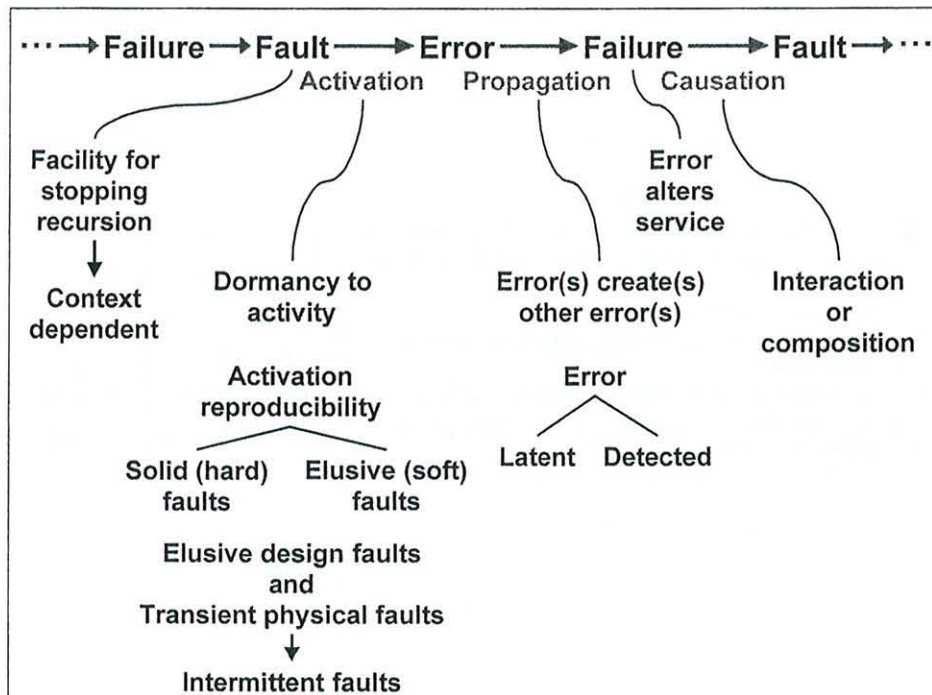
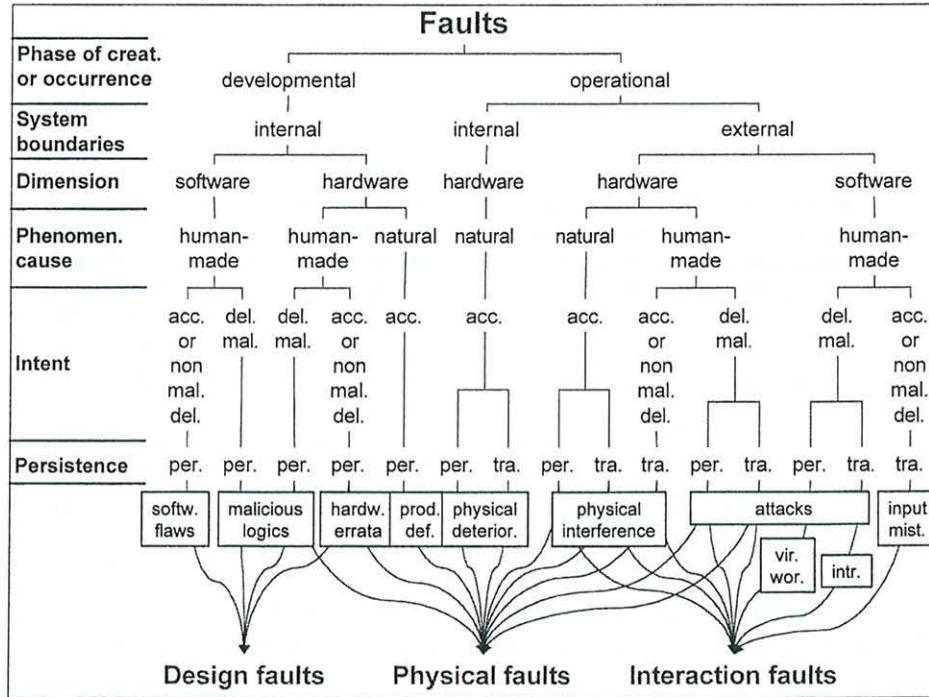
International Seminar — University of Newcastle upon Tyne
September 3-7, 2001

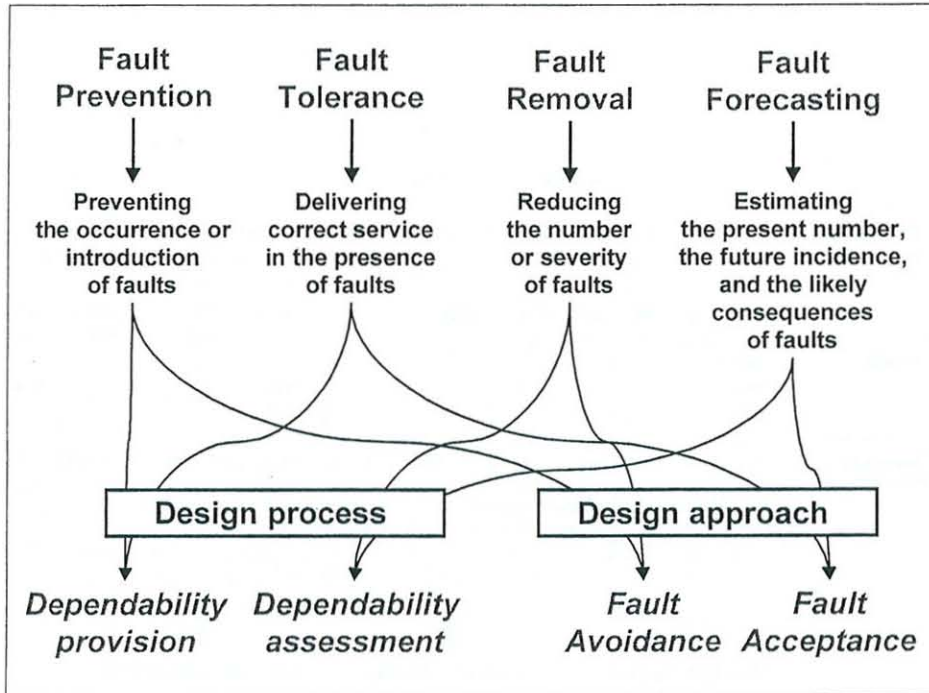












	Faults			Failures		Availability/Reliability	Safety	Confidentiality
	Physical	Design	Interaction	Localized	Distributed			
June 1980: False alerts at NORAD	✓			✓		✓		
April 1981: First launch of the Space Shuttle postponed		✓		✓		✓		
June 1985 - January 1987: Excessive radiotherapy doses (Therac-25)		✓	✓	✓	✓	✓	✓	
August 1986 - 1987: the "wily hacker"		✓	✓	✓		✓		✓
15 January 1990: 9 hours outage of the long-distance phone in the USA		✓			✓	✓		
February 1991: Scud missed by a Patriot (Gulf War)		✓	✓	✓		✓	✓	
November 1992: Communication crash of the London ambulance service		✓	✓		✓	✓	✓	
26 and 27 June 1993: Denial of credit card operations in France	✓	✓			✓	✓		
4 June 1996: Flight 501 failure of Ariane 5		✓		✓		✓		
17 July 1997: Internet .com domain mixed up			✓		✓	✓		
13 April 1998: Crash of AT&T data network		✓	✓		✓	✓		
February 2000: Distributed denials of service on large Web sites		✓	✓		✓	✓		
May 2000: virus "Iloveyou"		✓	✓		✓	✓		

Accidental (and non-malicious deliberate) faults

Number of failures [consequences and outage durations highly-application dependent]	Computer systems (e.g. Transactions, Electronic switching)		Larger, controlled, systems (e.g. Commercial airplanes; telephone network)	
	Rank	Proportion	Rank	Proportion
Physical internal	3	~ 10%	2	15-20%
Physical external	3	~ 10%	2	15-20%
Human-machine interaction *	2	~ 20%	1	40-50%
Design	1	~ 60%	2	15-20%

* Forensics evidence that interaction faults can often be traced back to design faults

Persistence	Solid	Intermittent
Physical and design	~ 10%	~ 90%

Deliberately malicious faults

[Ernst & Young, 1998 ; 1200 companies in 32 countries]

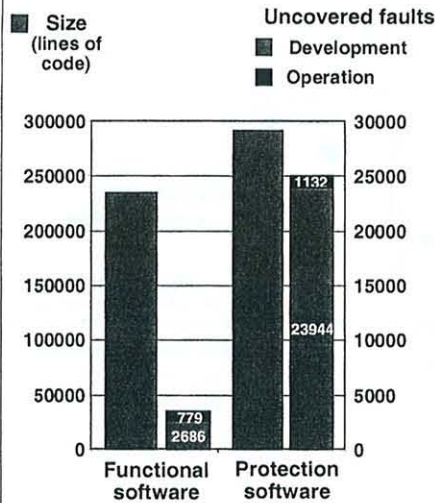
Companies having experienced frauds during the last 12 months

one at least: 66 %

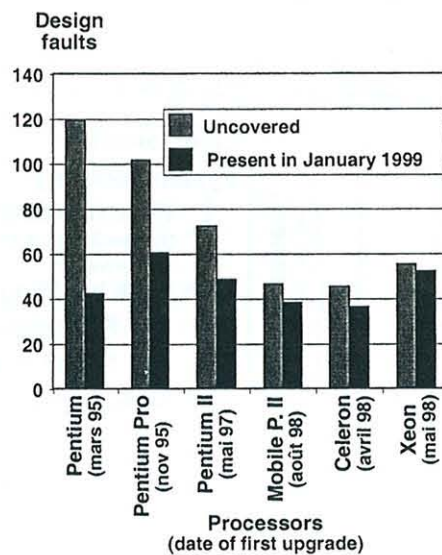
more than 5: 17 %

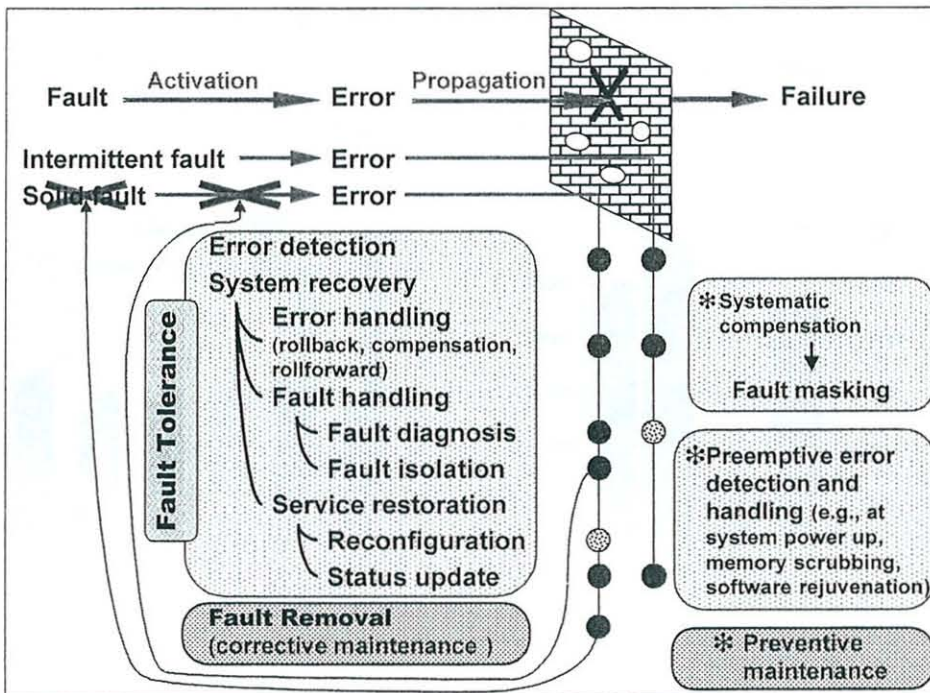
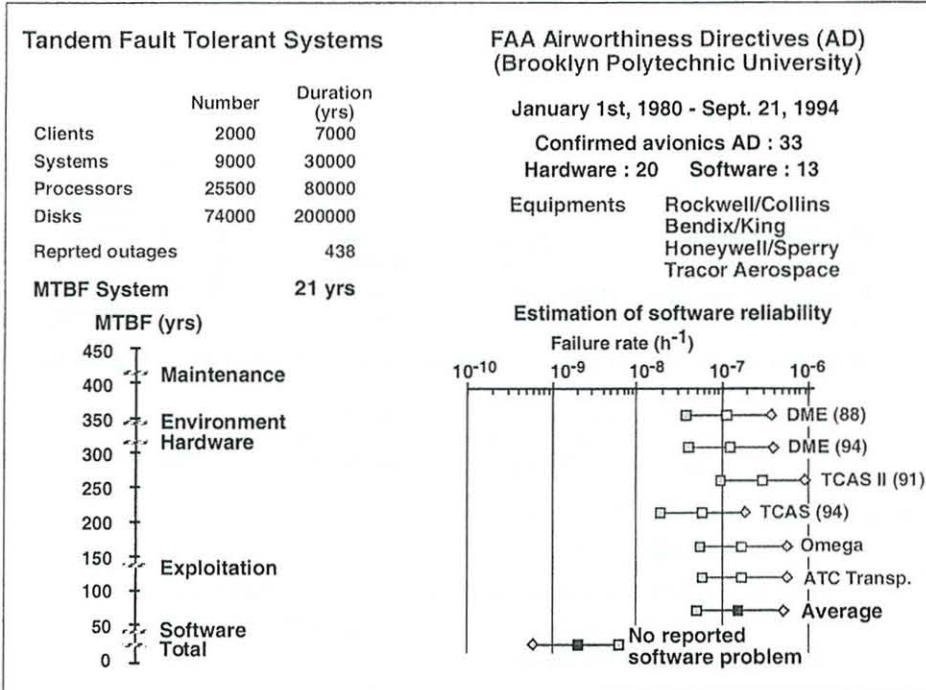
+ 85 % of frauds by employees

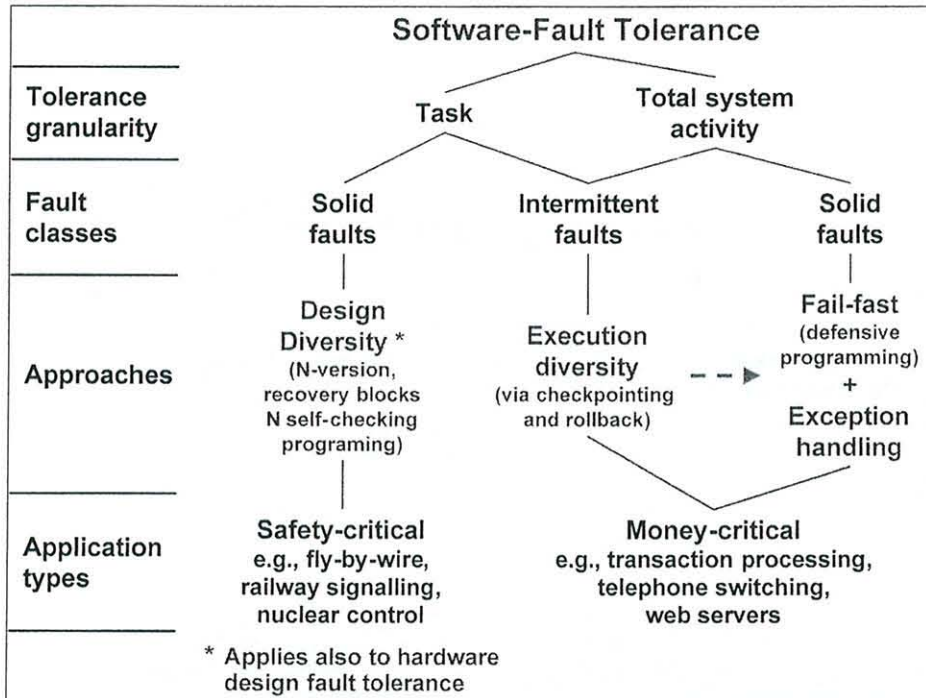
Upgrades of AT&T ESS-5



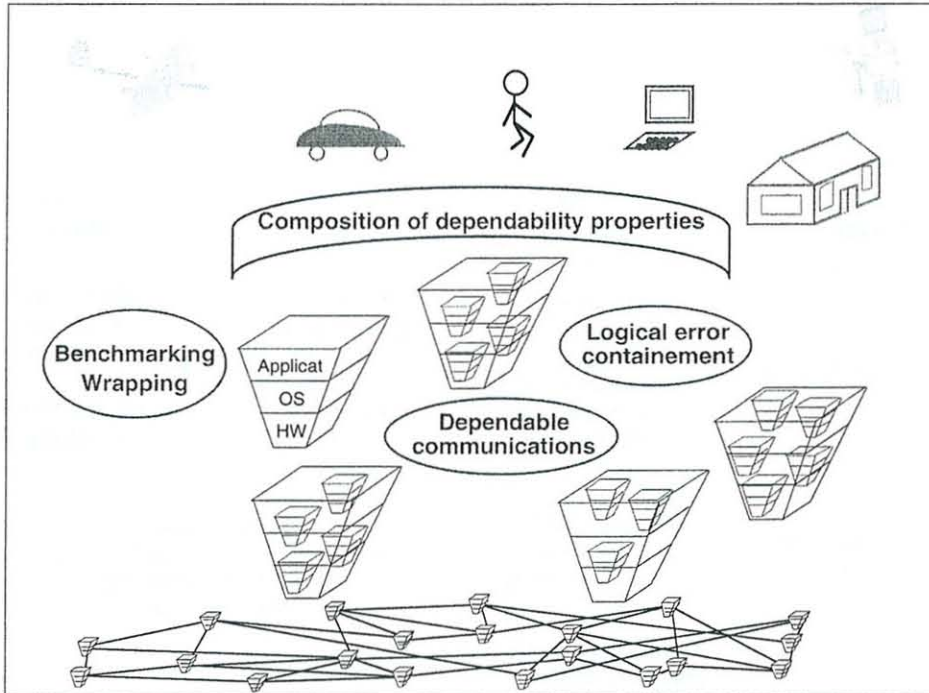
Intel processors (UCLA)



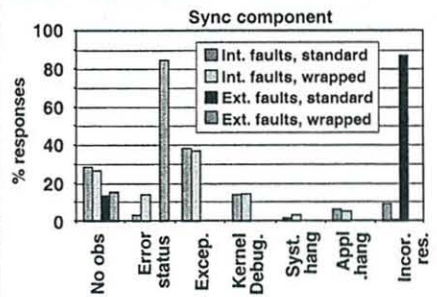
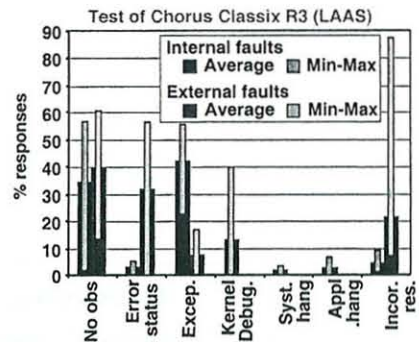
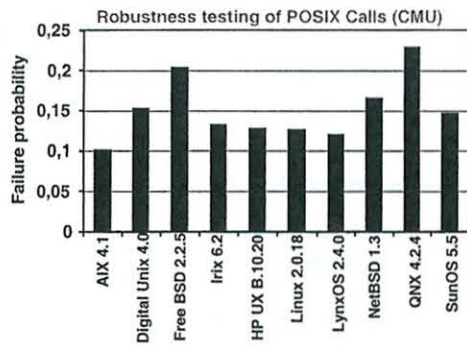




Malicious-Fault Tolerance			
Fault classes	Malicious logics	Intrusions	Non-intrusive Attacks (wire-tapping, inference, covert channels, Tempest)
Detection	Access control Execution flow control	Access control User behavior analysis	
Detection-Recovery or Masking	Design Diversity	Encryption Fragmentation-scattering Deception	Encryption Fragmentation-scattering Jamming



(C)OTS



Dependability

Subsumes concerns in reliability, availability, safety, confidentiality, integrity, maintainability — the *attributes of dependability* — within a unified conceptual framework; enables the appropriate balance between the attributes to be addressed

Means for dependability — fault prevention, fault tolerance, fault removal, fault forecasting — provide an orthogonal classification of development activities; essential for abstract and discrete systems (nonexistent or vanishing safety factor)

Causal chain of *threats to dependability* — fault - error - failure

Central to understanding and mastering various threats likely to affect a system

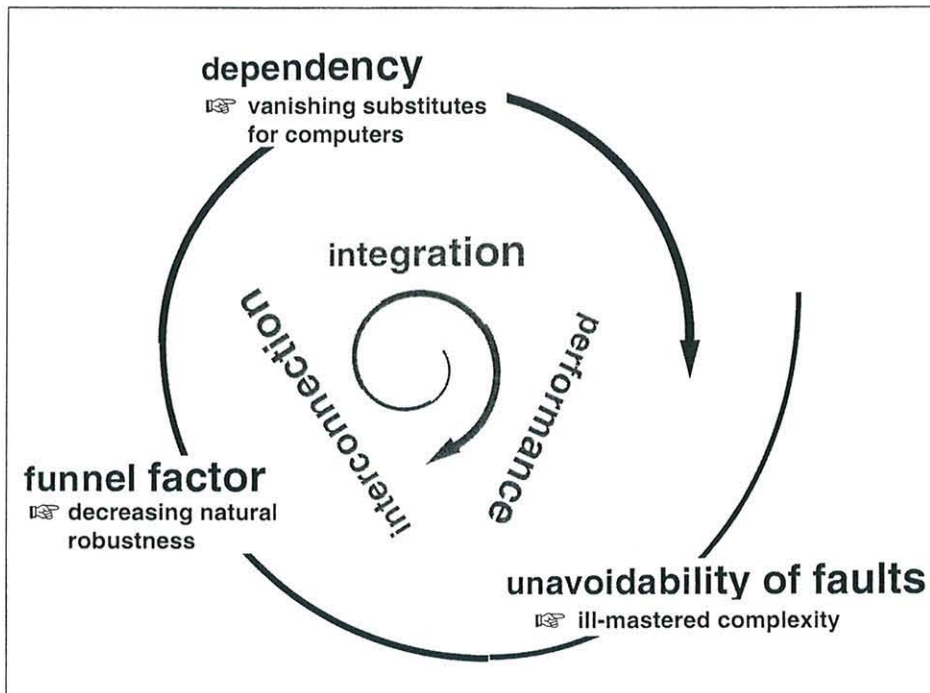
Provides for a unified presentation of those threats, though preserving their specificities via the various classes

Rigorous terminology — not just definitions: a model

abstraction structuration recursion

Avoiding intellectual confusion(s)

Focusing on scientific problems and technical choices



* Cost of computer failures	France [Insurers' association, private businesses]	USA [Find/SVP, large businesses]	UK [Insurers' association]
Accidental (and non-malicious intentional) faults	BFF 5 / Yr	B\$ 4 / Yr	
Deliberately malicious faults	BFF 6 / Yr		B£ 1,25 / Yr
<p>☞ Average cost per hour of downtime (lost revenue in banking, retail, manufacturing, health insurances, securities, reservations, etc.): \$78,000</p> <p>☞ Estimate of total yearly cost (USA): B\$ 80</p>			
* Maintenance costs			
☞ On-board Space Shuttle software: M\$ 100 / year			
* Undeveloped software cost (development process failure)			
☞ USA [Standish Group — 8380 projets]	Successful 1360 - 16%	Challenged 4416 - 53%	Cancelled 2604 - 31%
~ B\$ 81 lost yearly due to cancellations			
☞ FAA AAS	1983 estimate B\$ 1	1988 (contract awarded) estimate B\$ 4	1994 estimate B\$ 7
			Schedule slippage (1994 estimate) 6 - 8 years

DISCUSSION

Rapporteur: C Sala Oliveras

Lecture One

Dr Laprie was talking about fault classification, especially those faults which are human made when Dr Ross pointed out that in the previous session (Dr Rushby's 2nd Lecture: Analyzing human factors with formal methods) they had a great discussion about the human mental image (mental model), and, sometimes, this human mental model is different from what is actually going on in the system. Dr Ross wondered if Dr Laprie's fault dimensions could be extended to include what is going on in the minds of people who are collaborating with the system, or if it would be another dimension in the sense of hardware and software versus training or cognition. Dr Laprie answered that he does not intend to look at what is happening in people's mind when they interact with systems, however one could always regard larger systems composed of computer systems plus operators. Professor Malek emphasized that one does have human-made faults. Dr Laprie agreed that indeed one has human-made faults, which are neither ergonomic nor interface related but more cognitive faults. So, regarding the classification of faults one clearly can have a classification of the operators' faults and indeed it is recognized that there is also this type of human fault dimension where the model that the operator has of the system does not match with the actual system behaviour. At this point, Dr Ross agreed that these faults are beyond the human interface. Dr Laprie went on to say that these faults are most difficult to detect and to correct (for the operator and for the system).

Dr Laprie was talking about wrapping and their benefits when Dr Lomet asked whether the wrappers tested the arguments of the calls. Dr Laprie responded that the wrappers test both the inputs and the outputs.

Mr Warne questioned if there was any good reason why Dr Laprie did not put timeliness as a fault in his taxonomy. Dr Laprie argued that timeliness, in the level of abstraction of his model, can be seen in the concept of continuity of service from a system.

Dr Laprie also pointed out that perhaps they were talking about different concepts of timeliness.

Dr Laprie was talking about losses in project cancellations due to software faults upon which Professor Malek questioned what the percentage of project cancellations were due to technological changes over time rather than to software faults. Professor Malek also commented that, for instance, a lot of military projects were simply cancelled because of technological changes and reasons other than software faults. Dr Laprie responded that he believed that most of the time, project cancellations are due to specification changes and/or bad service system performance.

