Modular Infrastructure for Rapid Flight Software Development

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Overview

• Background
• Flight Software Development Process
• Simulink Model Overview
• Integration with cFE
Background

- Small Spacecraft Investigation
  - Modular CommonBus Spacecraft
- Hover Test Vehicle (HTV) Development
- Next Step - Lunar Atmosphere and Dust Environment Experiment (LADEE)
  - Joint ARC/GSFC Mission
  - Lunar Orbiter, Launch 2012
• Model Based Approach for Application Unique Software

• Latest Developments
  – Mathworks Simulink/RTW Embedded Coder
  – Integration of GSFC ITOS GDS Tool
  – Integration of GSFC Core Flight Executive (cFE)
  – Demonstrated on HTV
Hover Test
Flight Software Development Process Overview
FSW Process Overview

- **Model Based Development Approach**
  - Develop Models of FSW, Vehicle, and Environment in Simulink
  - Automatically generate Software using RTW/EC.
  - Integrate with hand-written and heritage software.
  - Iterate while increasing fidelity of tests – Workstation Sim (WSIM), Processor-In-The-Loop (PIL), Hardware-in-the-Loop (HIL)

Iterate Early and Often
Simulink supports two way trace-ability between models and generated code
Code Easy to read, well commented
Simulink Model Overview
Simulink HTV Architecture

FSW Auto-Coded and integrated with CFE
Simulink FSW Model

**Command Processing:**
- Receives commands via CDH (TCP/IP or RS422).
- Compiled in script allows flexible sequencing.
- Processes and Sets Control Modes.

**Vehicle Health Monitoring:**
- Command Checking
- Sensor Limit Checking
- Hardware status

**State Estimation:**
- Receives sensor data.
- Low Pass Filters
- Auto generated Kalman Filter.

**Telemetry:**
Passes data to the CDH so that it can be transmitted via TCP/IP or RS422.

**Prop Management:**
- Fires thrusters based on commands and control mode.

**GN&C:**
- Guidance System sets desired angles based on position error.
- Guidance System maintains desired vertical velocity.
- Control System uses Bang-Bang approach to maintain desired angle.

Simulink Bus Creator
Simulink Flight Hardware Model

Thruster dynamic forces and torques.

Mass and Inertia Characteristics of Vehicle

Sensor Models
- Analogs (Temperature, Pressure)
- LN200 IMU
- VIZ Camera System
Simulink Environment Model

- Command and Downlink Delays
- 6DOF Position and Rotational Propagation
- External Forces on Vehicle (Tether, platform)
- Gravitational Forces
- Vehicle Initial Conditions

Variables and parameters:
- Vehicle Initial Conditions
- Gravitational Forces
- External Forces on Vehicle
- Command and Downlink Delays
- 6DOF Position and Rotational Propagation
cFE Simulink Integration
cFE – Core Flight Executive

• Goddard Space Flight Center Developed
• Derived from Legacy Missions
• Flexible infrastructure for Space Flight Software
• Components:
  – Executive Services
  – Event Services
  – Time Services
  – Table Services
  – Software Bus Services
cFE Simulink Development Goals

- Utilize cFE with no changes
- Automate process during Code Generation.
- Subsystem Blocks generate to cFE Applications that run at desired rates
- Simulink Apps/Blocks Communicate via cFE Software Bus
Layered Architecture Approach

Simulink Generated Mission Unique Application Layer

Generic Services Layer (GSFC cFS) & Hand Code

System Support Layer (GSFC cFE)

OS Services Layer (VxWorks OS, GSFC OS Abstraction Layer)

Physical (Hardware) Layer
cFE Simulink Key Ideas

• Modular Tasks (vs. Monolythic)
  – Pros:
    • More Flexible
    • Simplifies Task Replacement
    • Easier Debugging – can look at messages between tasks
  – Cons:
    • Harder to implement
    • More overhead due to more tasks and messages

• Mathworks Template (TLC) File
  – Executed during Code Generation Process
  – Allows customization of created code
  – Leveraged to autocode cFE Apps from Simulink
cFE Simulink Implementation

- Simulink Bus translates to cFE Message
- RTW/EC generates Task Description
- Master Timer Generates “Tick” to Schedule Apps and generate Output Messages
- Receive Structure Msgs update local App Input Values
- Apps also Respond to Other Command and Housekeeping Messages
cFE Simulink Autocode Process

RTW/EC

Sequencer
VHM
State Est.
Thermal
Payload
Prop Pyro
Power
GN&C
Telemetry

Sequencer.c + IF.h
VHM.c + IF.h
State_Est.c + IF.h
Thermal.c + IF.h
Payload.c + IF.h
Prop_Pyro.c + IF.h
Power.c + IF.h
GNC.c + IF.h
Telemetry.c + IF.h

Compile & Link

FSW

CFE

HC_Module.c

Drivers.c

ITOS DBX

HTV Bus Description
'ins_msg', ...
''', ...
 sprintf(''), ...
 {'ins_delta_velocity_counts', 3, 'int16', -1, 'real', 'Sample'}; ...
 {'ins_delta_angle_counts', 3, 'int16', -1, 'real', 'Sample'}; ...
 {'ins_status', 1, 'int16', -1, 'real', 'Sample'}; ...
 {'ins_mode', 1, 'int16', -1, 'real', 'Sample'}; ...
 {'ins_data', 1, 'int16', -1, 'real', 'Sample'}; ...
 {'ins_counts', 3, 'int16', -1, 'real', 'Sample'}; ...
 {'ins_checksum', 1, 'int16', -1, 'real', 'Sample'}; ...
} ...
cFE Simulink Message Flow

100 Hz Tick

- Sequencer
- State Est.
- Prop Pyro
- GN&C

100 Hz Tick

- Sequencer
- State Est.
- Prop Pyro
- GN&C

100 Hz Tick

- Sequencer
- State Est.
- Prop Pyro
- GN&C

100 Hz Tick

- Sequencer
- State Est.
- Prop Pyro
- GN&C

Messages
Struct App_Inputs In
Struct App_Outputs Out
App_Init() {
    Initialize_App_Inputs()
    Subscribe_SB_Msgs(Tick, AppMsgs, …)
    Simulink_Init(In, Out)
}
App_Main(){
    App_Init()
    while(1) {
        sb_receive_msg(msg, timeout)
        if (msg == tick) {
            Simulink_Step(dt, In, Out)
            sb_send_msg(Out) /* app update */
        } else {
            If (msg == app_update) /* Process other App Msgs */
                App_Update_Inputs(msg, Out)
            else Process_Msg(msg) /* HK, Cmds, etc… */
        }
    }
}
New Efforts

- 3DOF Simulator
- Command Queueing
- Parameter Tables
- Command & Telemetry Dictionary - XTCE
- Snapshot/Snapshot Recall
- Latency Reduction
  - Output Message triggers “Step” of Next Module
  - Retains Modularity
Summary

• NASA Ames developing infrastructure for rapid flight software development
• Model based process leverages Mathworks Simulink, RTW-EC
• Developed modular approach to integrate auto-generated code with GSFC’s cFE.
• Successfully demonstrated on HTV
• Being Utilized on NASA’s LADEE mission
Backup
cFE IMU App Loop

```c
IMU_Main(){
    while(1) {
        struct imu_input_str imu_in
        read_msg_que(imu_in, timeout) /* VxWorks Msg Que */
        sb_send_msg(imu_msg)
        Send_tick()
    }
}

Cnt = 0;
Send_tick() {
    sb_send_msg(400HZ_Tick)    /* Do we need 400HZ Tick or key off of IMU Data? */
    if ((Cnt % 2) == 0)     sb_send_msg(200HZ_Tick)
    if ((Cnt % 4) == 0)     sb_send_msg(100HZ_Tick)
    if ((Cnt % 40) == 0)   sb_send_msg(10HZ_Tick)
    if ((Cnt % 400) == 0) sb_send_msg(1HZ_Tick)
    Cnt++;
}

/* Note: Other Apps same as IMU without the Send_tick() */
```
• Simulink/SystemBuild Only (No Autocode)
• Early in development process
• Algorithm Development
• Requirements Analysis
• Models autocoded and running on RT processors
• Inexpensive “flight-like” processor
• Tests autocoding process & integration with C&DH software
• Integration with Telemetry Software allows early development/testing of downlink
• Can be used for initial code size and resource utilization analysis
Flight code runs on Flight Avionics EDU
Provides testing of FSW with Avionics I/O
Definitive answers on resource utilization
Highest fidelity simulations for verification/validation
Motivation for Moving to Simulink

• Industry appears to be moving that direction.
• Mathworks Extensive support network.
• Mathworks tools for Requirements management, Documentation, and V&V.
• Bus concept makes model management easier.
• Monolithic SystemBuild models not conducive to Reuse and V&V.