

A Software Crisis



Denver International Airport

- Approved for construction in 1989
- First major airport to be built in the United
 States in over 20 years.
- Three terminals + several runways
- Built on 53 square miles of land (Twice the size of Manhattan Island!)

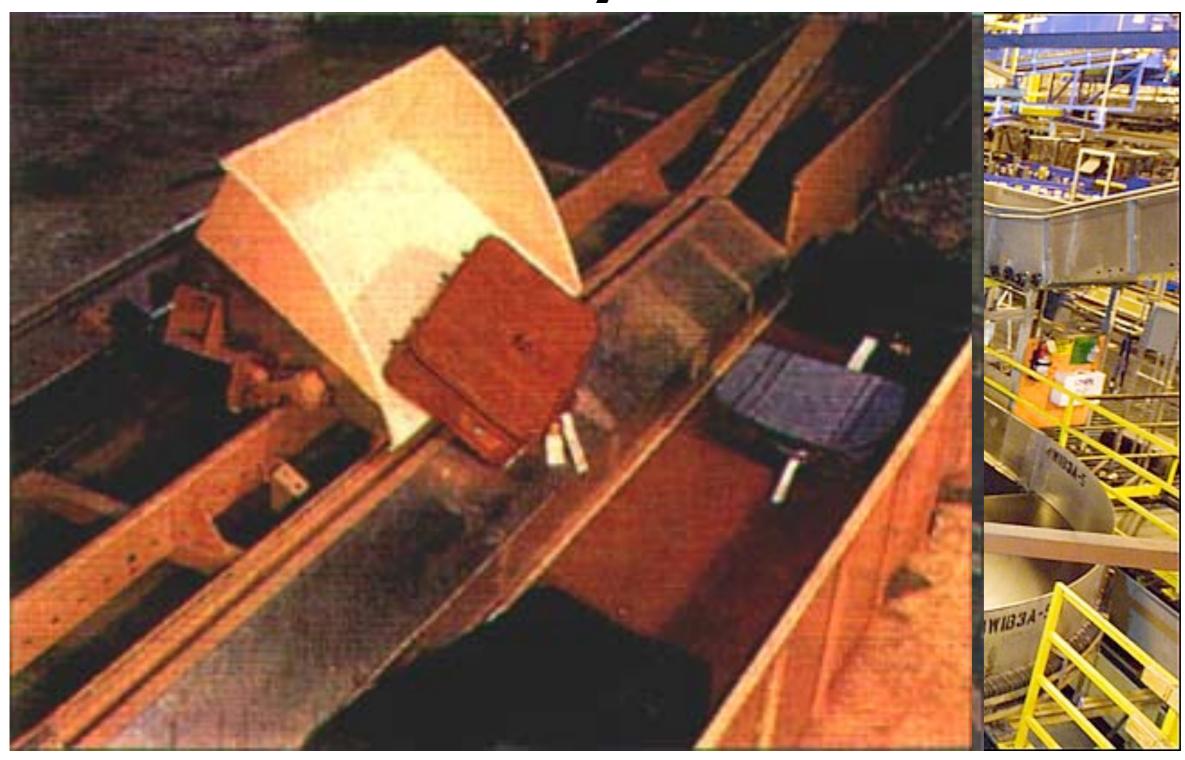
BAE Contract

- Original assumption: Every company builds its own baggage transport system
- United (70% Denver traffic) was the only to begin planning; contract with BAE
- First fully automated baggage system
- Later, Denver airport extended contract to entire airport – three times original size

The Scope

- 20 miles of track
- 6 miles of conveyor belts
- 56 laser arrays that read bar coded tags
- 400 frequency readers
- 3,100 standard size baggage 'Telecars'
- 450 6.5 ft by 4 ft oversize cars
- 55 separate computers

The System



The Timeframe

- BAE started work 17 months before scheduled opening October 31, 2003
- In Munich (similar system), engineers had spent two years just testing the system (with 24/7 operation six months before the airport opened)

More Risks

- Most of buildings were already done, so BAE had to accommodate system (sharp turns, narrow corridors...)
- BAE paid little attention to German sister project and devised system from scratch
- Little communication within BAE

Final Blunder

 The decision to broadcast the preliminary test of the "revolutionary" new baggage system on national television



A Disaster

- Carts jammed together
- Damaged luggage everywhere, some bags literally split in half
- Tattered remains of clothing strewn about caused subsequent carts to derail
- Half the luggage that survived the ordeal ended up at the wrong terminal

More Issues

- Carts got stuck in narrow corridors
- Wind blew light baggage from carts
- 5% of the labels were read correctly
- Normal network load was 95%

Complexity: Empty Carts

- Empty carts need to go where they are needed
- Cart has to be at its "cannon" at the right moment
- Lanes have limited length → traffic jam
- All controlled by single central system

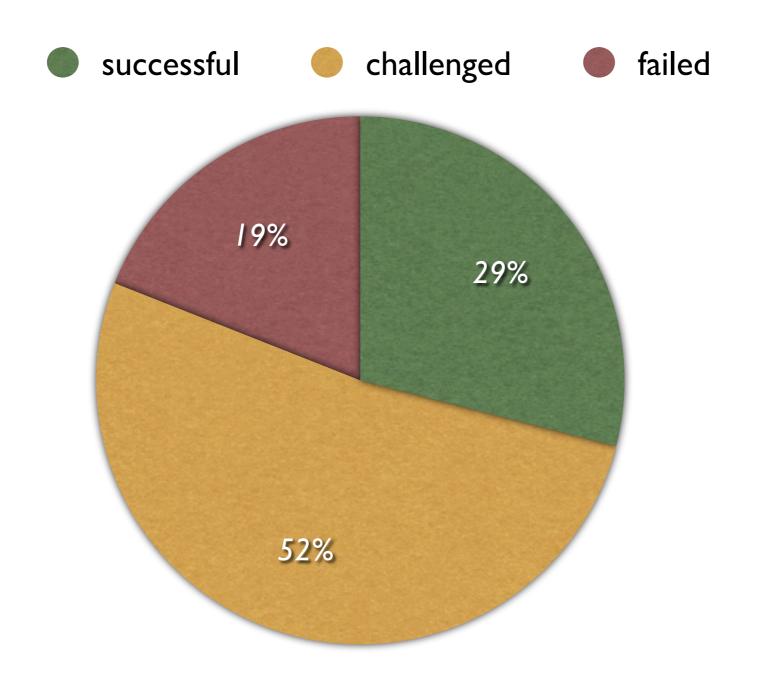
Consequences

- Airport opening delayed four times overall, sixteen months late
- New engineering firm
 - split system in three (one per terminal)
 - implemented manual backup system
- BAE got bankrupt
- Overall damage: I.3 bln USD

Glass' Law

Requirement deficiencies are the prime source of project failures.

Project Success



Source: Standish Group CHAOS Report, 2015 based on 50,000 software projects around the world

Project Success by Size

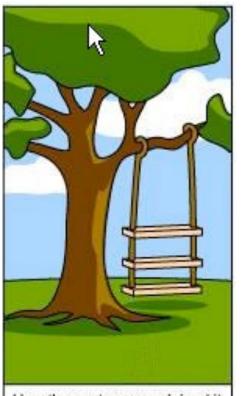
	SUCCESSFUL	CHALLENGED	FAILED
Grand	2%	7%	17%
Large	6%	17%	24%
Medium	9%	26%	31%
Moderate	21%	32%	17%
Small	62%	16%	11%
TOTAL	100%	100%	100%

Source: Standish Group CHAOS Report, 2015, based on 50,000 software projects around the world

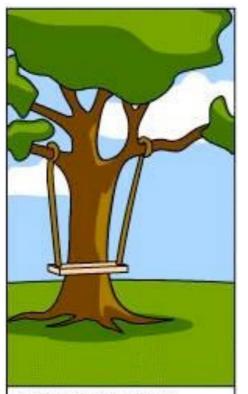
More Examples

- Mariner I (1962)
 Missing overbar crashes Venus probe
- Eole I (1971)
 72 weather balloons get wrong cmd
- Nimbus 7 (1978)
 Satellite misses ozone hole for 6 yrs
- HMS Sheffield (1982)
 Exocet rocket id'ed as "friend"
- Stanislaw Petrow (1983)
 Russia detects global nuclear attack
- Therac 25 (1985)
 Radiation overdose kills six
- Stock crash (1987)
 Dow Jones loses 22% in one day

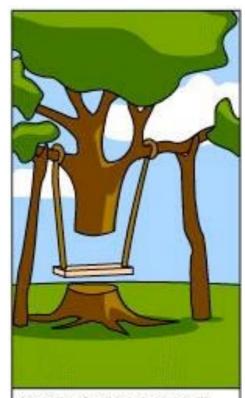
- Vincennes (1988)
 Passenger jet mistaken to be F-14
- Patriot (1991)
 Misses to shoot down Iraqi Scud
- Climate Orbiter (1999)
 Confuses metrics and imperial
- US Blackout (2003)
 50 mln affected for 5 days
- Apple SSL bug (2012)
 18 months w/o SSL authentication
- Heartbleed bug (2014)
 Silent data leak in major SSL code
- Stagefright MMS (2015) All Android <5.1 vulnerable



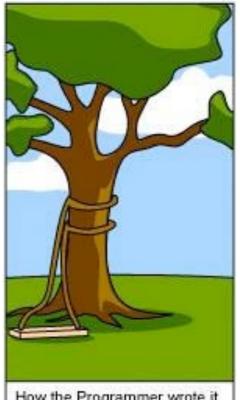
How the customer explained it



How the Project Leader understood it



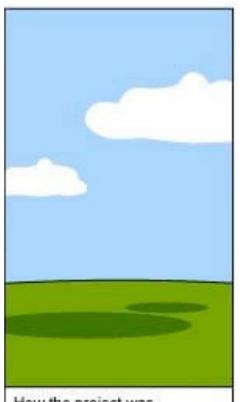
How the Analyst designed it



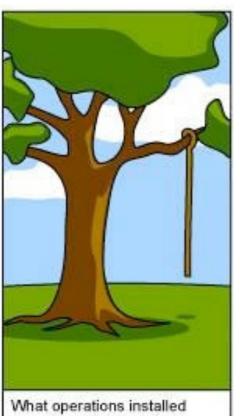
How the Programmer wrote it

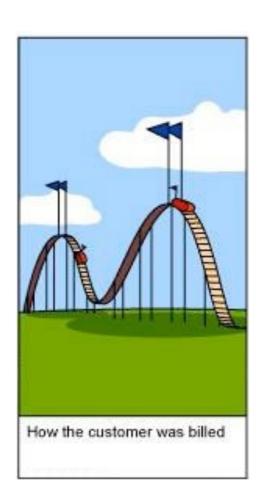


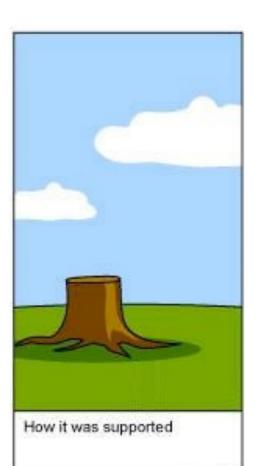
How the Business Consultant described it

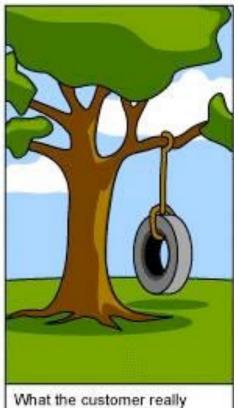


How the project was documented









needed

Challenges

- Why does it take so long to get software finished?
- Why are the development costs so high?
- Why can't we find all errors?
- Why do we spend so much time and effort maintaining existing programs?
- Why is it difficult to measure progress?

Topics

- Requirements Engineering
- Software Specification
- Software Design and Architecture
- Software Quality Assurance and Testing
- Software Maintenance and Evolution
- Software Project Management

Your Lecturers

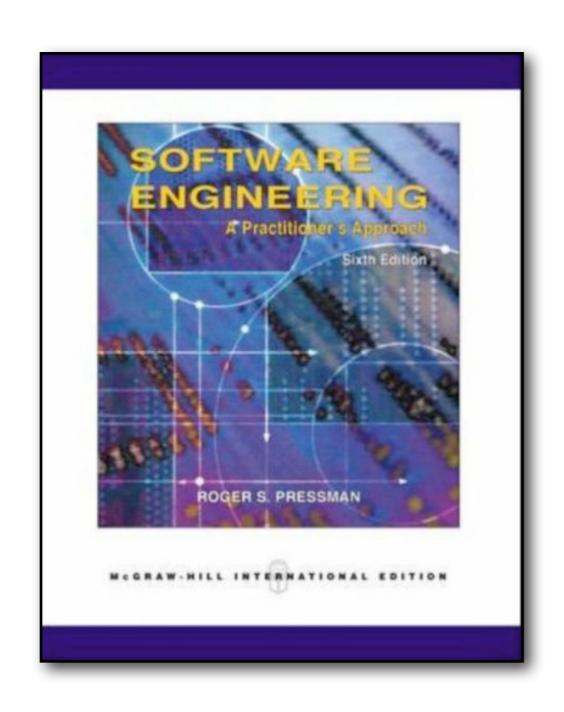
- Andreas Zeller
- Dr. Alessio Gambi
- Dr. María Gómez Lacruz
- Lecture every Tue+Thu 8:30 here in E2.2
- Start with 2x/week, later 0x/week

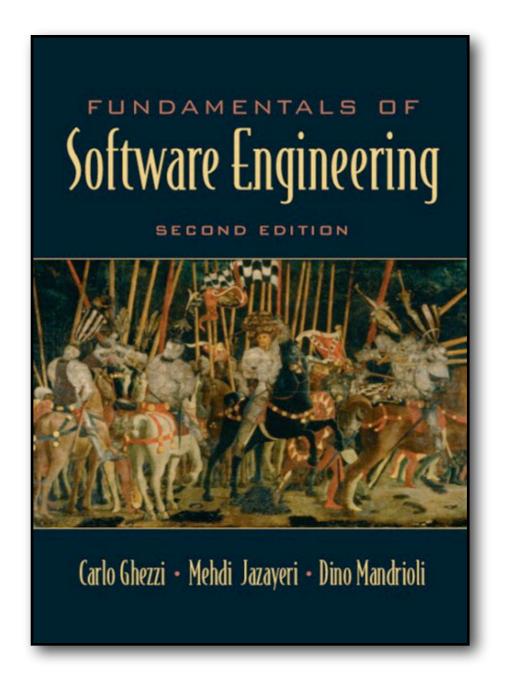
Your Tutors

- Ezekiel Soremekun Olamide (course manager)
- Abbas Rezaey
- Adekunle Onaopepo
- Aditya Gulati
- Ahmad Taie
- Alyona Morozova
- Chirag Shah

- Firuza Sharifullaeva
- Jyoti Prakash
- Muhammad Muaz
- Petr Tikhonov
- Timo Gühring
- Tri Huynh

Books





Exam



(+ extra exam beginning of September)

Projects

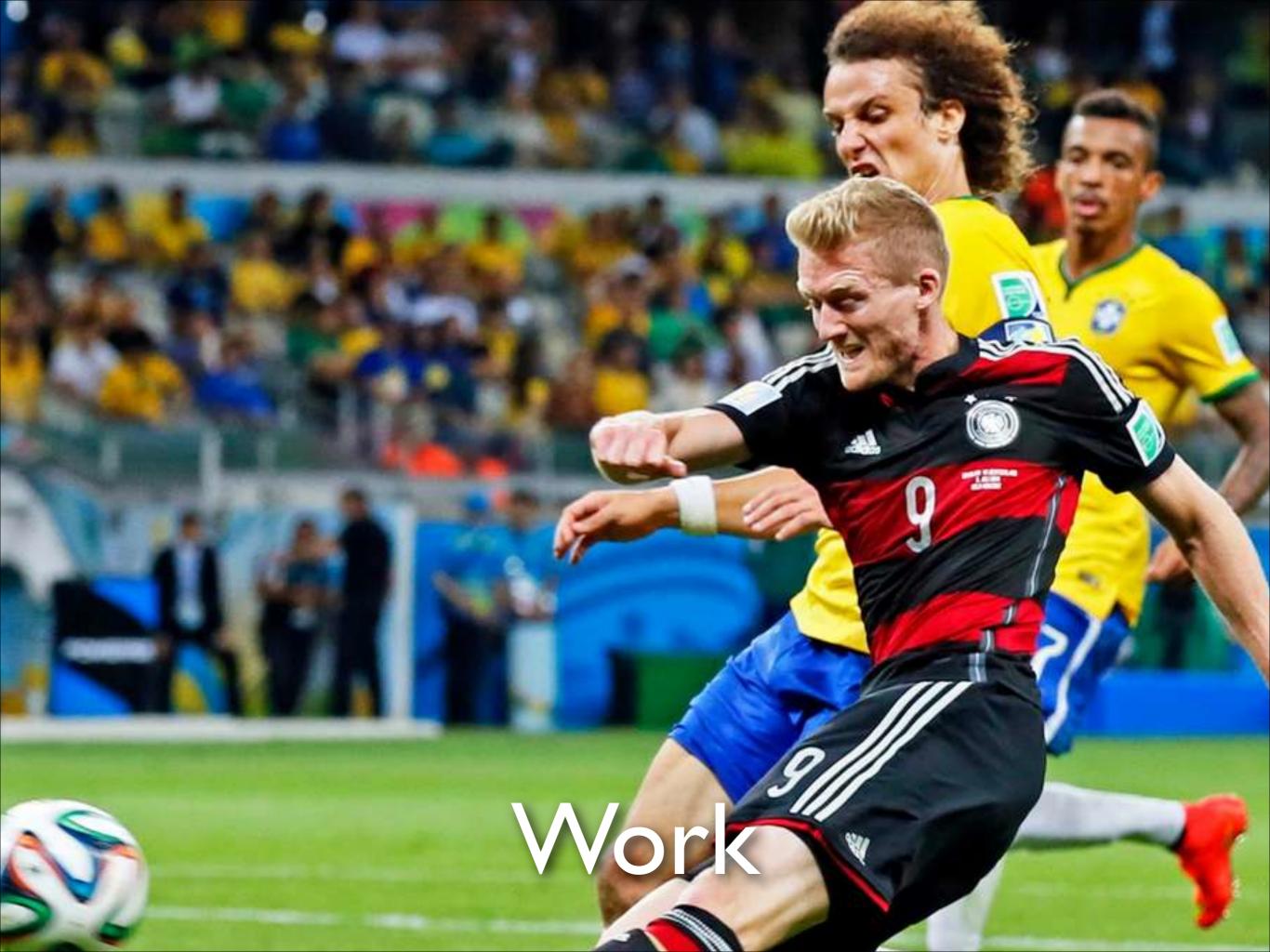
- SW Engineering is best learned by doing (There is no "theory of software engineering")
- Therefore, projects make up 2/3 of course

Projects



Team



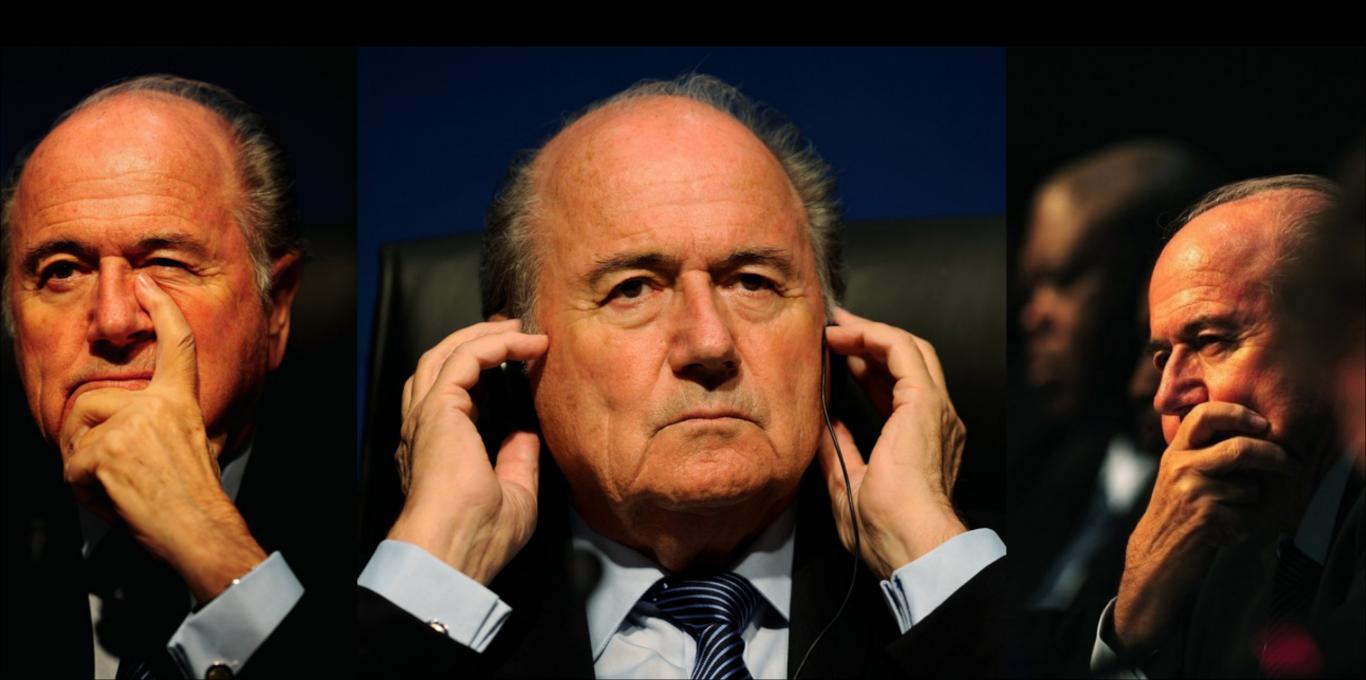








Client



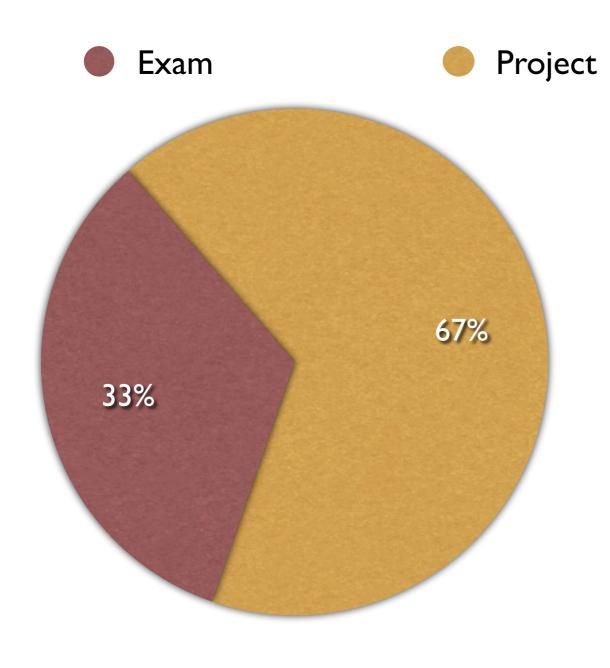
Project Details

- Non-trivial piece of software
- Suggested by client (mostly CS members)
- Client is busy (spends max 15 hrs total)
- Client is vague (on purpose)

Deliverables

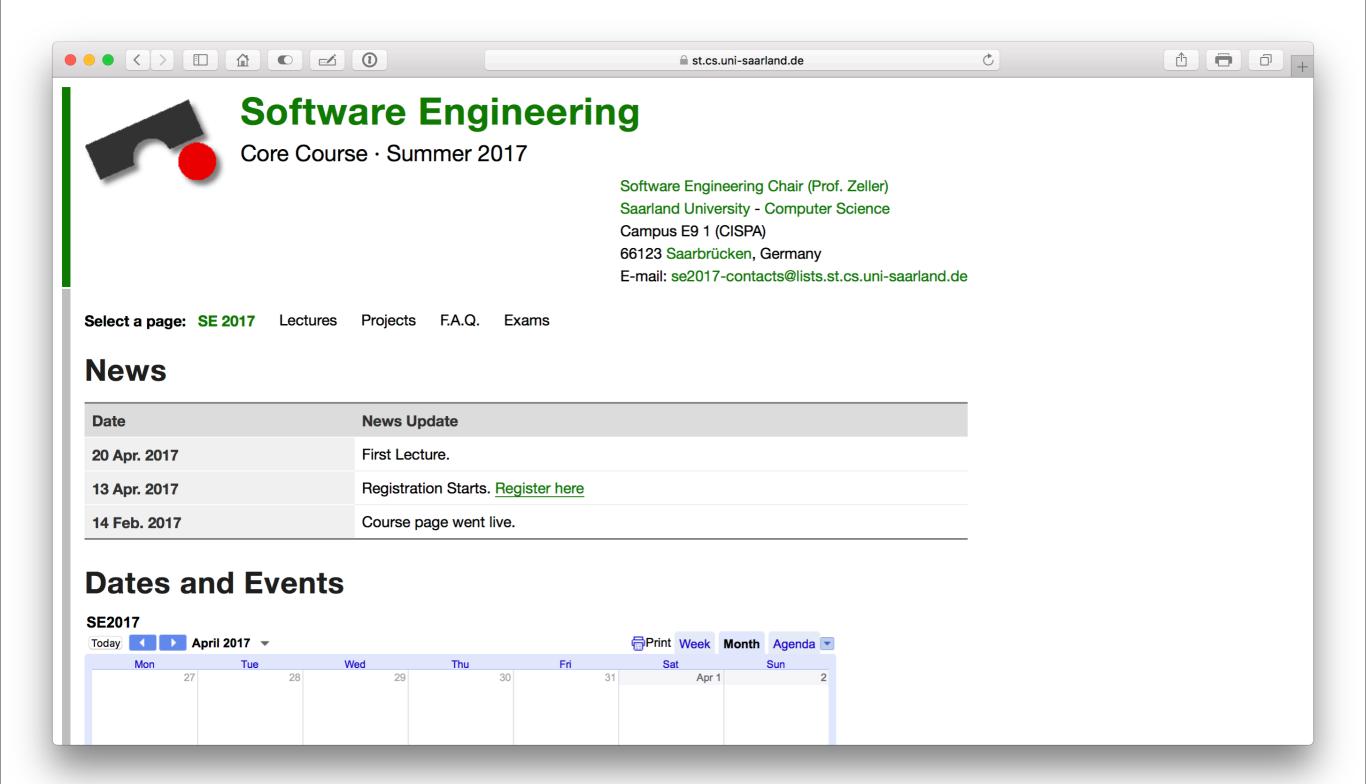
- Full set of requirements
- User interface design
- Architecture design
- Project plan
- Prototype

Grading



- Need to pass exam and project to pass
- Project grades based on group performance (with bonus for individuals)

Web Site



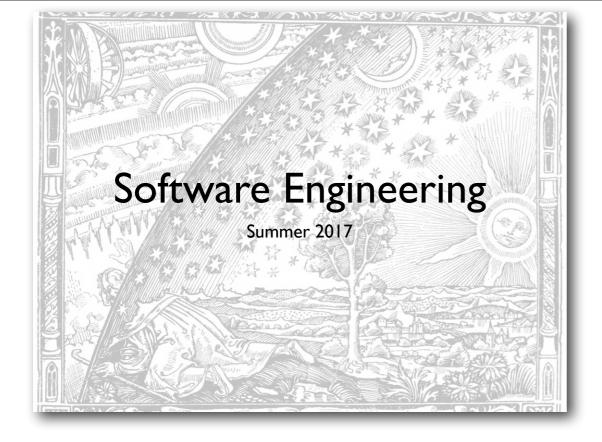
Sign up!

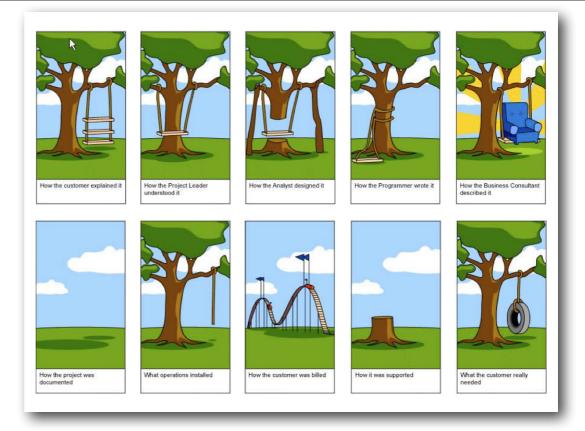
News Update

First Lecture.

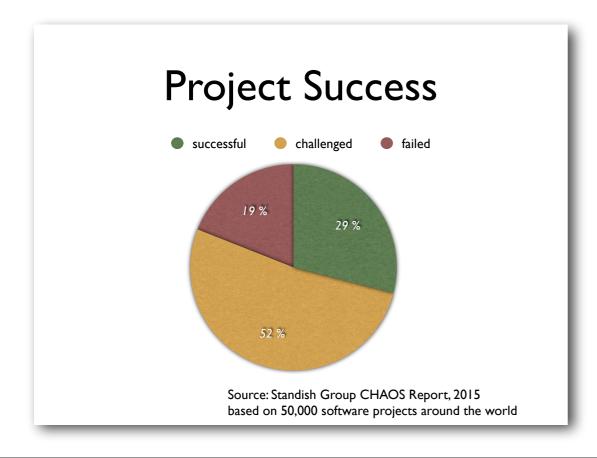
Registration Starts. Register here

Course page went live.





Summary



Challenges

- Why does it take so long to get software finished?
- Why are the development costs so high?
- Why can't we find all errors?
- Why do we spend so much time and effort maintaining existing programs?
- Why is it difficult to measure progress?