Eliminating Inter-Domain Vulnerabilities in Cyber-Physical Systems: **An Analysis Contracts Approach**

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A wheel-hub sensor detects the number of rotations to help determine the car's location.

- Safety, efficiency, fault-tolerance
 - Formal verification, control theory, reliability engineering, ...

HACKERS REMOTELY KILL A JEEP ON THE HIGHWAY—WITH ME IN IT

Hackers Remotely Kill a Jeep on the Highway—With Me in It



Researcher Hacks Self-driving Car Sensors

By Mark Harris Posted 4 Sep 2015 | 19:00 GMT

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Firewalls can't protect today's connected cars









Hacker: 'Hundreds of thousands' of vehicles are at risk of attack



Update: Chrysler recalls 1.4M vehicles after Jeep hack



Senators call for investigation of potential safety, security threats from...

on IDG Answers A If I buy a Chromebook and can't get to grips with OS can I convert to windows?



Cyber-Physical Systems and Vulnerabilities

- Software-controlled distributed autonomy
- Complex physical behavior



- Diverse interactions: networks, physics, ...
 - Potentially malicious
- Diverse attack surfaces and vulnerabilities

Outline

- Security in cyber-physical systems
- Inter-domain vulnerabilities
- Analysis contracts approach
- Discussion



- One car follows another car, which is stopping.
- Senses position, distance, and velocity.
- Safety: must brake and stop without crashing.
 - Depends on effective control: slows down smoothly (esp. on ice)
 - Depends on *reliability:* stops even if a sensor malfunctions
 - Depends on sensor security: stops even if a sensor is spoofed

Cyber-Physical Systems Vulnerabilities Analysis Contracts Discussion

Braking Subsystem Architecture



Full model: github.com/bisc/collision_detection_aadl

Exploiting Sensors

- Adversary models:
 - Knows the system's architecture
 - Internal or external (not all-powerful)
 - Spoofs data for respective sensor type
- Attack steps (online):
 - 1. Find a vulnerable set of sensors in a car
 - 2. Spoof all of the sensors in the set

Impact: the control is misled and possibly crashes

Analyses (offline)



Analysis 1: FMEA

- Failure Modes and Effects Analysis [Schneider1996]
 - Mature and common in reliability engineering
- Goals:
 - 1. Determine most likely "failure modes"
 - Configurations where some components failed



2. Augment the system to reduce failure likelihood

Analysis 2: Sensor Trustworthiness

- Goal: determine trustworthiness of each sensor
 - Given an attacker model [Miao2013]







Analysis 3: Secure Control



- Goals: [Fawzi2014]
 - 1. Tune controllers and state estimators
 - 2. Determine if control is safe and smooth
- Minimal sensor trust assumption: at least 50% sensors are providing trustworthy data (for each sensed variable)











Problem: Inter-Domain Vulnerabilities

- Uncontrolled *analysis interactions* may lead to introduction of vulnerabilities into CPS.
- *Cause:* unsatisfied dependencies and assumptions.
- Introduced offline, exploited online.

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Possible Solutions

- Cybersecurity **online**: IDS, firewalls
 - Oblivious of diverse engineering analyses
- Cybersecurity offline: encryption, secure protocols, secure-by-design
 - May not work with physical world
- Control-theoretic CPS security [Fawzi2014]
 - Does not consider fault-tolerance and other factors
- **Component** modeling, interface theories
 - Focuses on system parts, not quality concerns

Analysis Contracts Approach

- 1. Model the system's architecture
- 2. Formalize contracts for analyses [Ruchkin2014]
 - Inputs, outputs, assumptions, guarantees
- 3. Execute analyses correctly (offline)
 - Dependencies met
 - Assumptions satisfied
- *Expectation:* inter-domain vulnerabilities are detected and prevented

Step 1: Architecture Modeling

- AADL Architecture Analysis and Design Language [Feiler2005]
- Provides standardized high-level vocabulary
 - *Components and connectors:* sensors, controllers, actuators, ...
 - *Properties:* sensor variables, trustworthiness, attacker model, ...
 - Modes: configurations of components, connectors, and their properties

Step 2: Analysis Contract Specification

Analysis	Input	Output
FMEA	Fault-tolerance requirements	Sensors, controllers, modes
Trustworthiness	Sensors , attacker model	Sensor trustworthiness
Control	Sensors, controllers	Control safety

Analytic Dependencies



Assumptions and Guarantees

- Logically specify for each analysis
- Ctrl analysis assumption (minimal sensor trust):

 $\forall m \in \mathbb{M} \cdot |m.S_{trustworthy}|/|m.\mathbb{S}| \geq 0.5$

• Actual second-order encoding in SMTv2:

$$\begin{split} \forall m \in \mathbb{M} \ \forall c \in m.\mathbb{R}, v \in c. \mathsf{VarsR} \\ \exists f: \ \mathbb{S} \to \mathbb{S} \ \cdot \forall s_u \in m.\mathbb{S} \\ v \in s_u. \mathsf{VarsS} \land s_u. \mathsf{Trust} = \bot \implies \\ \exists s_t \in m.\mathbb{S} \cdot v \in s_t. \mathsf{VarsS} \land s_t. \mathsf{Trust} = \top \land f(s_t) = s_u \end{split}$$

Step 3: Contract Verification

- Deterministic: first-order predicate logic
 - Implemented in the ACTIVE tool [Ruchkin2014] using the Z3 solver
 - Doesn't support second-order yet
- Probabilistic
 - Not fully designed, or implemented
 - Plan to:
 - Incorporate Probabilistic Computation Tree Logic (PCTL) in the language
 - Use probabilistic model checking tools: PRISM or MRMC

Detecting Vulnerability

 $\forall m \in \mathbb{M} \cdot |m.S_{trustworthy}|/|m.\mathbb{S}| \geq 0.5$



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Limitations

- Generality
 - Approach applicable to other domains?
- Scalability & expressiveness
 - Will verification be feasible in other cases?
- Practicality
 - Is the up-front formal effort worth it?

Future Work

- Richer contracts
 - Behavioral models for security
 - Probabilistic statements
 - Something else?
- Incorporating relevant domains
 - Suggestions?
- Validation
 - NOT building a self-driving car from scratch
 - Ideas?

Summary

Described inter-domain vulnerabilities

Vulnerabilities

- Demonstrated the analysis contracts approach
 - Specified analysis contracts
 - Determined dependencies

Cyber-Physical Systems

- Verified deterministic assumptions
- *Future work:* more models and analyses, richer contracts, and validation

Email me:iruchkin@cs.cmu.eduACTIVE tool:github.com/bisc/activeCar model:github.com/bisc/collision_detection_aadl





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AADL Example

system implementation avoidance_subsystem.impl

subcomponents

avoidance_process_A: process collision_threat_handler.A; avoidance_process_B: process collision_threat_handler.B; watchdog_process: process watchdog_proc.impl; vehicle_processor: processor basic_computing::real_time.one_ghz; vehicle_memory: memory basic_computing::ram.standard; vehicle_bus: bus basic_computing::basic_bus.standard; bus_driver: device basic_devices::bus_driver.standard; event distributor: device basic_devices::event_distributor.standard;

modes

```
-- sensor failure modes
nominal: initial mode;
fail_mode_1: mode;
fail_mode_2: mode;
fail_mode_3: mode;
nominal-[condition_1]->fail_mode_1;
nominal-[condition_2]->fail_mode_2;
nominal-[condition_3]->fail_mode_3;
fail_mode_1-[condition_nominal]->nominal;
fail_mode_2-[condition_nominal]->nominal;
```

fail mode 3-[condition nominal]->nominal;

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35
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Probabilistic Contracts

• *Reliability assumption:* "probabilities of sensors not working are independent."

 $\forall c_1, c_2 \in \mathbb{S} \cdot P(\neg c_1.\mathsf{Avail} \mid \neg c_2.\mathsf{Avail}) \le P(\neg c_1.\mathsf{Avail}) + \epsilon_{fail}$

• Security assumption: "probabilities of sensors not working are dependent."

 $\exists c_1, c_2 \in \mathbb{S} \colon P(\neg c_1.\mathsf{Avail} \mid \neg c_2.\mathsf{Avail}) \ge P(\neg c_1.\mathsf{Avail}) - \epsilon_{trust}$