

# Software Governance and Licensing at ESA PANEL SESSION

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- What is your experience with software IPR management in relation with ESA? Does all the above make sense, or do you foresee potential issues?
- What is your approach to the OSS?
- How does it fit in your business model?
- How do you see the application of OSS to avionics? Embedded and/or tools? What would be the governance?

# Question 1



- What is your experience with software IPR management in relation with ESA? Does all the above make sense, or do you foresee potential issue?
  - RTEMS: makes sense, no issue

➔ AUDIENCE: Questions about the ESA software IPR management

- ESA must avail its IP
- Authorisation to export outside MS Pb of risk of infringement of 3<sup>rd</sup> party (reuse)
- License scheme must fit the intended (re-)use, can be complex
- Reuse → check compatibility of license
- ESA board ESLB to verify licensibility
- Contractual clause to describe the IPR/License of each delivered sw
- General Case / Operational / Open Source
- Esa will use BlackDuck to check the sw package
- 5 Scenarios for the use of Open Source
- Export control applicable to open source → Esa Community License (not OSS), but also ESA Public License weak/strong copyleft & permissive (for industry competitiveness)

# Question 2



- What is your approach to the OSS?
  - RTEMS GPL, or GPL
  - Separation of source code license and qualification data package
  - Eclipse Modeling Framework
  - OOS technology (even prototypes) can be shared, understood, changed, adapted (also for special/competitive/business sensitive needs), and optionally redistributed (under new, or extended IPs)
  - DLR: Importance (license, selection, approval stds, best practices); standard license, **brochure (checklist, decision tree)**, training, help, support, **e-mail**. Catalogue. DLR-Forge. BSD, Apache, Eclipse.
  - AIRBUS: **Security**, group of a dozen of person, training, synergy, take but also **contribute!** (otherwise expensive)

- How does it fit in your business model?
  - Services over RTEMS allows direct participation in space missions
  - Different conditions Member State or not
  - Enabler of new tools, dedicated services
  - European Providers can improve their competitiveness by offering services on the OOS technology (training, maintenance, adaption)

# Question 4



- How do you see the application of OSS to avionics? Embedded and/or tools? What would be the governance?
  - Instruments, data handling, IMA
  - ESA should push for the development and maintenance of OOS technology to support the common needs of the Space European Industry
  - The Space European Industry may share the cost for the development of basic, interoperable, reference tools and drive the requirements for their evolution
    - The evolution, adoption and standardization of OOS tools would be much faster
  - The degree of collaboration (and competitiveness) among Space European Industries would improve
  - AIRBUS: cannot avoid, improve productivity, focus on added value. Polarsys **COTS management tool**

ESA could have  
a role here

- What is the Community prepared to share?
  - IPR & License management
  - Who pays for what?
  - Who steer the technology
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- Compatibility Esa licenses with Eclipse?