

Web Site Notes

You may have noticed our web pages being added and expanded (e.g., SMP, RCL, PTC). In some cases, web pages have been added with some initial content to be followed in the future with additional detail. Changes are taking place daily.

For those of you who have not noticed, there is a "news" section on the home page (www.hcrq.com/home_page.html) A recent news item was the announcement of the PTC NPRM.

There is also an events page (www.hcrq.com/events.html) which lists national and international safety-related meetings and conferences like the ones we listed in last month's newsletter (e.g., SAFECOMP, ISSC, RSAC). Our intent is to provide one-stop event shopping for people with safety interests.

Courses—Price Increase

Despite the current recession, many costs have continued to climb.

Regrettably, we are forced to increase our course prices as well. We are confident; however, that the quality of our courses more than offsets these price increases.

Increases are scheduled to go into effect September 1, so we encourage you to make your course reservations before then.

Newsletter Subscription

Our newsletter service began in June 2008. These newsletters have been free and, hopefully, have been providing you with useful information. We also enjoy producing them.

This said, it takes time to assemble the material, format it and review it. We had hoped to receive articles, announcements, lessons learned, etc. from our readers which would have off-loaded us; however, this has not taken place. In addition, we do not have the benefit of advertising revenue which would offset our costs. For these reasons, it has become impossible for us to continue to distribute them free of charge.

Consequently, this will be our last free newsletter. Exceptions will be our active clients.

Subscription information is available at www.hcrq.com/subscription.html.

System Safety Auditing Tip

If one is tasked to perform a system safety audit do not audit the PHA if the hazard log has been created. Focus your attention on the hazard log which is inherently more accurate and complete. This serves to reiterate a point made within an earlier newsletter.

Questions From Our Readers

Q. In June's newsletter you stated "FTs should be accompanied by the minimal cut sets, minimal cut set analysis, and common cause analysis." Per SAE ARP4761, Common Cause Analyses (CCA) consists of three major components:

- (1) Particular Risk Analyses (PRA)
 - (2) Common Mode Analysis (CMA)
 - (3) Zonal Safety Analysis (ZSA)
- Did you mean Common Mode Analysis?

A. Yes, we meant CMA. Thank you. CCA is the term often used (incorrectly) by fault tree analysis tool vendors. By the way, heads up everyone who is unfamiliar with 4761. It has excellent coverage of CCA!

Q. In June's newsletter you mentioned "the FAA SSMP". Can you point me to your reference?

A. FAA NAS Modernization System Safety Management Program, ASD-100-SSE-1, Rev. 10, December 2004.

Comment. In June's newsletter you mentioned "There are also a few DIDs which cover SARs". I use Data Item Description (DID) number DI-SAFT-80102B, Safety Assessment Report as my primary guide for flowing down requirements to suppliers, because it contains all the data I need as an aircraft level system integrator to satisfy safety requirements.

Response. Yes, that is one. There are other SAR DIDs which we have accumulated from our aviation contract work. Perhaps we will endeavor to

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compare DID content and specify an optimal DID (hmmm, an idea for a future newsletter!). The biggest dilemma is assuring oneself that the SAR DID is sufficient in cases where DIDs are not provided. Some of our clients have had us assist them in producing a set of guidelines that their system safety engineers and subcontractors will follow to create various safety documents and safety analyses. See http://www.hcrq.com/system_safety_guidelines.html.

Question For You

Some of you work on projects involving both system safety engineers and human factors engineers. The HFEs may be producing an HFE Program Plan, Critical Task Analysis (CTA), etc. The question is, you have HFE and system safety analyses being conducted concurrently, how do you integrate the analyses?

Look for the answer in the next issue.

More On Fault Trees

Some of our readers have used a type of bottom event they have coined BENEFIT event. For the "benefit" of others, this event type is used in situations where (a) the mandate is to provide a system as safe as or safer than the existing system, and (b) where it is obvious (i.e., does not require formal proof) that the probability of failure of the BENEFIT subtree (if it were to be developed) would be lower than the subtree which would be representative of the existing system. In other words, a BENEFIT is being provided.

Look for more insight in future issues.

Start Your Safety Library

MIL-STD-882C
MIL-STD-882B 300 Series Tasks
SAE ARP4754, ARP4761
IEC 61508
SAE ARP5580
MIL-STD-1629A (it continues to be used)
DEF STAN 00-56
NRC Fault Tree Handbook

More coming in the next issue.

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