SYSTEM SAFETY SOCIETY
Organized 1962
Incorporated 1973
Professionals Dedicated to the Safety of Systems, Products & Services

January 2008

Newsletter
The System Safety Society
Eastern Canada Chapter
Ottawa, Ontario, Canada

http://www.russona.com/ECC-SSS
www.system-safety.org

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Dave Mohan

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Russ McDowell
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Look for Chapter messages on our web site:
http://www.russona.com/ECC-SSS

Ottawa Chapter:

http://www.russona.com/ECC-SSS/

System Safety Society:

http://www.system-safety.org/

Member News

Dave Mohan

Dave Mohan (Vice President of the ECC) has just completed his Master's in Human Factors through the Lund University School of Aviation (L.U.S.A), Sweden, under the direction of Sidney Dekker.

Robert (Bob) Fletcher

After a successful career in Aviation Safety at NAV CANADA, Bob Fletcher has moved into a Consultant role with his own firm; Robert Fletcher System Safety, Inc. His initial contract is to provide system safety engineering expertise for the Canadian Forces CH-148 Cyclone procurement. As he becomes more established as a Consultant, Bob will seek out other opportunities in the areas of establishing Safety Management Systems and conducting system safety engineering within organizations that develop, maintain or operate safety critical systems.

Alex Richman

AlgoPlus Consulting Limited has extensive experience in the development of analytic SMS software for airlines, maintenance organizations, manufacturers, airports and oversight organizations. Alex Richman (arichman@algoplusaviation.com) has applied his US aviation safety patented software to Safety Management Systems and Quality assurance of aircraft models (both fixed wing and rotorcraft) specific aircraft parts and airports.

A group of nine-persons from Shanghai International Airports and from Civil Aviation University of China visited Halifax October 17th to discuss the implementation of analytic SMS procedures with AlgoPlus' ARMIS (Airport Risk Management Information System).

The groups were headed by Mr. Wang Shiqin, Vice President of Safety at Shanghai International Airport and by Professor Sun Ruishan, Director of the Research Institute

of Civil Aviation Safety at Civil Aviation University of China. The meeting culminated with each Chinese group signing a Joint Agreement to collaborate with AlgoPlus in the development of analytic Safety Management Systems for airports.
Photograph follows

Algoplus participated in the Second International Helicopter Safety Symposium at Montreal this fall. Alex Richman in collaboration with Leonard MacLean presented a paper on Helicopter Safety Management Systems: Implementation for Smaller Operators, Measuring Performance and Goals. The Symposium is an international effort to reduce helicopter accidents by 80% by 2016. Implementation of a Safety Management system is the first and foremost need identified by the Joint Helicopter Safety Analysis team

International System Safety Society
Conference #26 - Vancouver
25- 29 August 2008

This year's conference will be held in Vancouver.
Web Site:
http://www.system-safety.org/~issc2008/

Dr. Jeff Joyce is the General Conference Chair. This is a "virtual conference" so although many of the members of the Organizing Committee are from Canada there many who come from throughout the USA. Volunteers are still needed to during the conference with hosting speakers and registrants and setting up for presentations so if you would like to get involved in this way, please contact Jeff at <jeff.joyce@cslabs.com>.

All Chapter members and others working in system safety activities should plan to attend. The conference will showcase Canada in a setting of system safety professionals. This year's conference will for the first time provide a strong component addressing system safety in a medical setting.

Vancouver Tourism will provide a Tourism & Sightseeing Information session on Monday at 9 AM, 25 August 2008 for all Spouses and Families of Conference Registrants at the conference hotel. This is the place to be to plan the full week of activities with fun and exciting things to do and see.

Upcoming Activity

System Safety Presentation: Friday, February 1, 2008

The System Safety Society, Eastern Canada Chapter Presents: Proactive safety management: runway incursions as a case study

Date & Time: Friday, February 1 at 11:45 am

Cost: FREE!

Location: 330 Sparks Street, Ottawa

Transport Canada, Tower C, Lower Food Court

Conference Rooms Baddeck – Vittoria St. John (FC - 29/30)

Abstract: An overview of safety management in a "perfect world" will provide the backdrop for the examination of initiatives being taken to manage the risks of runway incursions at Canadian airports in terms of a Safety Management System (SMS). Following the presentation, participation from the audience will be encouraged in order to discuss proactive safety management.

Presenters: Monica Mullane and Terry Kelly

Monica Mullane has an extensive background in aviation. She started her career in 1981with Transport Canada as a Flight Service Specialist, and she has worked with NAV CANADA since its inception in 1996. During her career, she worked in the Northwest Territories, British Columbia, Alberta and Ontario. Monica has worked as an instructor at the NAV CANADA Training Institute, as an education specialist and as an investigator. Shortly after obtaining her MBA (Laurentian University) in 1999, she began working as an analyst in aviation safety.

Terry Kelly is the Managing Director of SMS Aviation Safety Inc., based in Ottawa. He has been employed in aviation for 30 years—as a pilot, accident investigator, safety analyst, safety evaluator, and safety advisor to corporate and regulatory executives. Much of his current work focuses on custom-designing safety management systems for airports, airlines and ANS providers; on the proactive safety management of change; and on developing and applying practical tools for the proactive measurement of safety performance.

Career Opportunity

A leading international electronics and systems group, serving commercial, defense, aerospace and security markets worldwide, supported by a comprehensive services offering is seeking a progressive leader within its engineering group.

The organization has profiled RAMS (Reliability, Availability, Maintainability and Safety) as a key and distinct component to the overall engineering group. With this change, our client is looking for a progressive leader who can provide the vision, leadership and indispensable knowledge that will impact the complete project delivery life cycle of our clients' system and product line. Based at the company's north-western Toronto facility, the Director RAMS (Commercial) will have a wide sphere of influence across all domestic and international projects.

Success in the role will depend upon the ability to influence the overall development lifecycle and to bring significant reliability and safety engineering strength to the company. The role will influence the entire development cycle, and in this light the candidate will have had significant exposure to disciplines such as systems engineering, software and hardware development and safety engineering analytical techniques, ideally in a safety-mission-critical environment.

The position will report to the Vice President, Engineering and will have three direct management reports with a total staff of 40 to 50 team members. Their peer group will include five other Director level positions that make up the overall engineering group. The ability to influence design and provide broad RAMS process applications will be a key aspect of the role.

This position is accountable for the development and maintenance of effective value driven relationships through out the company.

This company offers a compelling compensation and benefits package with optional relocation assistance.

To learn more about this exciting leadership opportunity with a global leader, please contact:

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Excel: Database for Safety Information

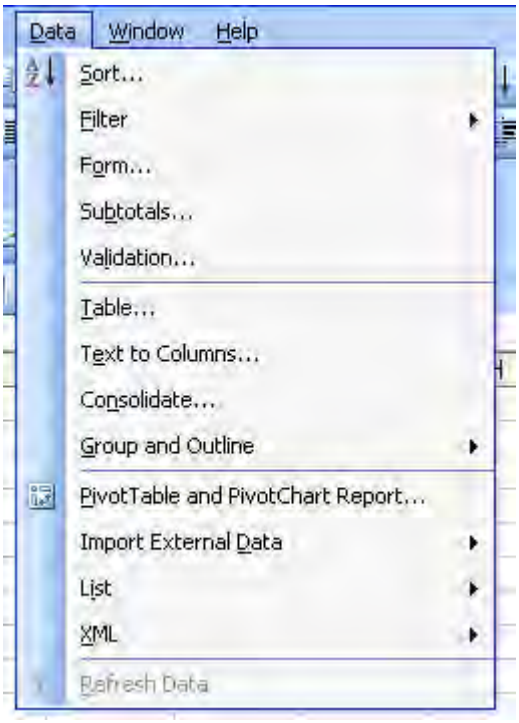
In environmental scanning for safety related issues, one of the steps is to find a method to structure the information identified. In order to identify the types of incidents or events that might be safety related, it is necessary to create some type of searchable database. One of the most inexpensive ways to start would be to use Microsoft Excel. Certainly it might not serve the purpose for large datasets. As an initial tool, it allows you to start identifying the type of things that you need to track.

Producing evidence of a safety problem requires good data. Microsoft Excel can be an excellent starting point. When the time is right the processes that you develop in EXCEL can be used when identifying automation requirements to a business analyst when working out the requirements for a more sophisticated system.

The key features to use are the Sorting and Filtering features of EXCEL. These lend themselves well to identifying trends while the Pivot Table feature radically expands the usefulness of any spreadsheet.
Microsoft ACCESS is a more powerful database tool, but starting out EXCEL with its flat database is easier to understand.

Unfortunately much training in Excel concerns itself with formatting so as to make the table look pretty.

To use EXCEL as a database, we must concentrate on the Data drop down menu.



If the data is entered correctly then, we can use the powerful features of Sort and Filter shown in the screen shot.
In the EXCEL sheet, each Column must have a different name. Each event must have its own row.

There is much information available on Microsoft Excel in books and through the Web. However to use an EXCEL spreadsheet effectively as a small database, invest your time in using these sources in order to use Filter and Sort.

One of the best websites for tips on using excel is
http://www.mrexcel.com/.

(Monica Mullane regularly uses Microsoft Excel in her work as an analyst.)

Call for Articles

Educating others throughout Canada regarding the use of the system safety process is our goal.

We welcome articles of approximately 200 words, in which you share your thoughts and experiences.

What “system” have you analysed? How did you conduct the analysis? What were the hazards you identified and the mitigation that was enacted to reduce the level of risk associated with each hazard? What safety techniques did you use? How did you measure the level of risk after the mitigation was completed?

We are also interested in receiving articles on Safety Management Systems (SMS). What is the framework or structure that was established for your SMS? What are the key policies and procedures within your SMS?

Please send your articles to Robin Rousham at robin.solange@sympatico.ca. He will review the articles and prepare the newsletter for distribution. Your help is most sincerely appreciated.