

Toward a methodology for the AltaRica modelling of multi-physical systems

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ABSTRACT: Numerous works deal with the use of the formal language AltaRica to improve the safety assessment process of industrial systems. In this context, the paper aims at describing and applying a common methodology to model physical systems. The example of a mechanical system and a hydro-mechanical system will be taken.

1 INTRODUCTION

According to international airworthiness regulations, TURBOMECA has to demonstrate to authorities that its products (turboshaft engines) satisfy several safety requirements. Aeronautical standards propose practices widely accepted in order to demonstrate that a system is safe. In particular, ARP4754 (SAE 1996a) provides guidelines about processes that can support the safety assessment of complex systems. ARP4761 (SAE 1996b) recommends methods to assess the safety of a system such as Failure Modes and Effects Analysis (FMEA) and Fault Tree Analysis (FTA). This kind of analysis is performed to identify the scenarios leading to undesired events and to calculate the occurrence probability of undesired events.

However, if these analyses are still widely used in the industry, they have difficulties to take into account the constraints inherent to new industrial systems. First, the size and the complexity of current industrial systems increase. Moreover, they become more and more reconfigurable. Hence performing current safety analysis to identify all failure scenarios becomes heavy to manage. Moreover, today, there is a gap between system analysis and safety analysis. So, a communication link is needed to share safety information with system engineers.

By overcoming these limitations, we believe that we can significantly improve the efficiency of safety analyses. Thus, several works propose to base the system safety assessment on formal models of system and dedicated tools for simulation, automatic generation of fault trees or automated search of fault

scenarios leading to undesired events (see for instance (Bouissou et al. 1991), (Papadopoulos & Maruhn 2001), (Bieber et al. 2004), (Bozzano et al. 2003), (Joshi et al. 2003)).

Amongst all candidate formal languages and tools, we choose to use AltaRica (Arnold et al. 2000) which was initially designed to ease the modelling and the analysis of system dependability. Previous works shown that AltaRica can be used to model various kinds of models (e.g. hydraulic and electrical systems (Bieber et al. 2004) or computer based systems (Humbert et al. 2008b), (Bieber et al. 2008)). This article aims at generalizing the use of the AltaRica language to support the fault propagation modelling in physical systems. We present an AltaRica modelling methodology for multi-physical systems and we focus on two main physical domains: mechanical and hydro-mechanical ones. From both the state of the art and our experience, we give some best practices to help modelling activities. For it, the paper is organised as follows. Section 2 describes the system of interest considered in the paper. Section 3 presents an overview of the classical safety analysis process. The AltaRica language is introduced in section 4. In section 5, we expose our AltaRica modelling methodology. In section 6, 7 and 8, we apply the methodology to the different sub-systems of our case study. Last section presents a conclusion of our work.

2 SYSTEM OF INTEREST

In order to be clear and readable, the presented system is inspired from the real system but is drastically simplified. In this section, we introduce our case study and the considered failure conditions.

During the flight, the turboshaft engine can possibly be subjected to an overspeed, i.e. the speed of the engine is over than the normal one. This overspeed can be due to several reasons: mechanical (shaft breakdown), hydro-mechanical (too much fuel), software (bad setting) or operational (pilot action). In every case, the overspeed has to be mitigated.

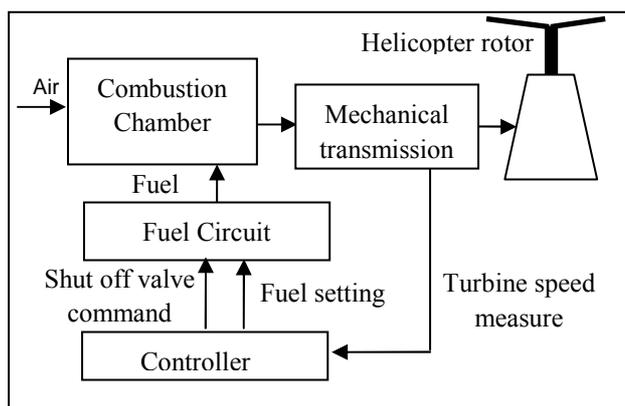


Figure 1 : Case study

2.1 Description

Considering the Figure 1, three sub-systems are particularly interesting to cover multi-physics modelling: the mechanical sub-system {Mechanical transmission}, the fuel circuit and the controller. The combustion chamber is present only for the global comprehension of the system.

The first sub-system {Mechanical transmission} is composed of several mechanical components such as turbines, mechanical gears, bearings... The main function of the system is to transform gas (from combustion chamber) into mechanical torque. This torque is then transmitted to the helicopter rotor. Moreover, two sensors transmit the speed of the turbine to the controller.

The controller controls the fuel flow with several parameters measured on the engine, and monitors the engine behaviour. In particular, if an overspeed is detected, it shuts off the fuel arrival (the controller activates a shut off valve in the fuel circuit).

The fuel circuit ensures the fuel supply, metering and distribution to several injectors. Concerning our case study, the fuel circuit contains the shut off valve activated by the controller. If this valve is opened, the fuel returns to the tank and the engine will shut down.

2.2 Failure conditions

On the above case study, we are interested in two particular failure conditions:

- An untimely in flight shut down of the engine;
- An overspeed of the engine.

3 CLASSICAL SAFETY PROCESS

3.1 Definition

Before describing the classical safety analyses, some definitions, strongly inspired from (SAE 1996a), are introduced.

- Failure: the inability of an item to perform its intended function.
- Failure condition: Condition with an effect on the system and its users, caused by one or several failures. It depends on both operational and environmental conditions.
- Failure mode: the way in which the failure of an item occurs.

3.2 Classical safety analyses

Safety engineering ensures that the safety requirements (extracted from international standards, helicopter manufacturer specification...) are satisfied by the system considering all potential failure modes of each component. In this purpose, safety studies aim at defining the safety requirements for each system and then ensure that the system fulfils its required properties. In aeronautical practice, we can distinguish the following types of safety requirements.

- Assessment of qualitative requirements. The objective is to demonstrate that no combination of events with less than N individual failures leads to the failure condition (N depends on the severity of the failure condition).
- Assessment of quantitative requirements. The objective is to compute the occurrence probability of failure condition.

To perform the safety analyses, safety engineers traditionally use the Failure Modes and Effects Analysis (FMEA) and the Fault Tree Analysis (FTA) (Villemeur 1992).

Building a FMEA consists in identifying all the potential failure modes of each system component and analysing their local and global effects on the system.

A FTA is a top down approach which illustrates the way in which low level component failures contribute to the global system failure condition. Thus, an FTA begins with a defined failure condition and breaks it down progressively into a boolean combinations of basic failure modes identified in the FMEA. The resulting set of boolean equations can be used to compute both the occurrence probability

of the top level failure condition and the minimal sets of events leading to this failure condition.

3.3 Toward model based safety assessment

Although FMEA and FTA are classical methods, several limits can be seen.

- The size and the complexity of current industrial systems grow. They become highly reconfigurable and performing the identification of failure scenarios without model can be error prone;
- Because a fault tree describes only one failure condition, it can be heavy to build all fault trees for all failure conditions;
- Even if the formalism of fault trees allows an easy computation of qualitative and quantitative results, this formalism is different from the representation of the system. The fault trees can be difficult to read for someone outside the safety domain, especially when the number of elementary events is important.

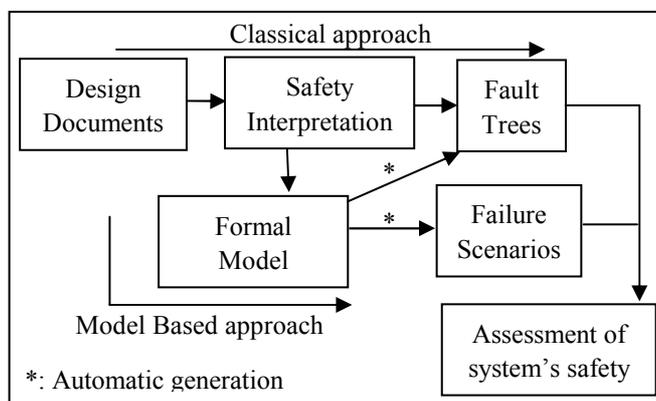


Figure 2 : The two approaches

We think these limits can be overcome by performing the safety analysis activities on formal model of the system under development. Instead of building one fault tree for each failure condition, we provide a formal model describing both the nominal behaviour and the dysfunctional behaviour of the system. On this model, several failure conditions can be studied. The failure scenarios as well as the FTA could be automatically generated.

4 ALTARICA

Amongst all the languages available in the literature to perform MBSA, we have chosen to use AltaRica, a formal modelling language, developed at LaBRI to describe both functional and dysfunctional behaviour of a system (Arnold et al. 2000). Moreover, the language is carried out by several tools. We use the tool Cecilia™ OCAS from Dassault Aviation to edit graphically the model then to analyse it by several means: simulation, automatic generation of minimal

cuts (i.e. the shortest scenarios leading to the failure condition) or sequences (i.e. ordered cuts).

An AltaRica model is a network of interconnected components so called “nodes”. A node is atomic or composed of interconnected sub-nodes.

Each node has a finite number of:

- *flow* variables. They are the inputs and the outputs of the node used to link the node and its environment (other nodes).
- *state* variables. These internal variables memorize current or previous functioning mode (for example, failure mode). In our models, these variables (flow and state) belong to finite domains of values (Boolean or enumerated)
- *events*. They label changes of the value of state variables. They model the occurrences of fault, human action or a reaction to a change of one input value.

The node dynamic is defined by:

- *init*. This is used to assign initial value to state variables
- *transitions*. They describe how the state variables are modified. They have the following format: “ $G(s,v) \mid - E \rightarrow s_*$ ” where $G(s,v)$ is a Boolean condition on state variables s and input variables v , E is the event and s_* is the effect of the transition on state variables. If the condition G is true, then the event E can be triggered and state variables are modified as described in s_* .
- *assertions*. These equations describe how output variables are computed from inputs and state variables.

These concepts are illustrated by the following example.

```

node Pipe
//declaration of variables and events
flow
input: bool: in;
output: bool: out;
state
ST = {ok, ko};
event
Leakage;
//dynamic of the states
init
ST:=ok;
trans
ST=ok | - leakage -> ST:= ko;
//function performed in each states
assert
output = case { ST=ok : input,
                else false } ;
edon

```

This component has one *input* and one *output* variables both ranging over the Boolean domain {true, false}, one state variable *ST* ranging over the domain {ok, ko} and one event *Leakage*. At the initial instant, the node is in state “ok”. The event *Leakage* describes a failure which leads the node into the state “ko”. “Leakage” can be triggered only if the node is in state “ok”. The assertion means that the output value is equal to the input one if the node is in state “ok”. In other cases, the output value is “false”.

5 INFORMATION NEEDED TO BUILD ALTARICA MODELS

This section aims at identifying the information needed to build a set of AltaRica nodes relevant for the safety assessment of a detailed system design. In (Humbert et al. 2008a), a process is proposed to identify the information useful to model computer based systems. We give here an overview of this approach that was generalized to deal with multi-physics systems. Details will be given further for the application of the methodology to mechanical and hydro-mechanical domains.

5.1 Model purpose and requested preliminary analysis

The model perimeter shall fully cover the system under study and it shall enable the analysis of a set of failure conditions on this perimeter.

To reach this goal, the model shall focus on the fault propagation inside the studied perimeter. The faults are propagated between components that are functionally or physically dependant. The fault can be detected and tolerated by specific mechanisms that shall occur inside the model.

Finally, the failure condition shall be observable inside the model.

So before starting the modelling activity, three main kinds of data shall be specified:

- perimeter and structure of the system;
- expression of the failure conditions in relationship with the model perimeter;
- propagation laws inside each atomic components that results both from functions performed in the nominal case and from potential faults and observable failure modes.

First, we propose to carry on the following preliminary analysis steps:

- functional analysis of the system and the sub-systems;
- decomposition of the global system into sub-systems;
- identification of the interfaces between these sub-systems;

- identification of the system failure conditions and associated requirements;
- declination of system failure conditions (and their requirements) to sub-systems;
- in each sub-system, identification of components which have an impact on the failure conditions;
- in each sub-system, identification of the interfaces between these components;
- identification of potential component faults and failure modes.

Let us now clarify how the results of this preliminary analysis are used to specify the needed data.

5.2 Characterization of the model overall structure

When an AltaRica model is built to assess a detailed system design, the choice and the granularity of the AltaRica nodes used to cover the system perimeter depend first on pre-existing design choice. When the system was decomposed into sub-systems and components, the model structure will reflect as much as possible the predefined structure of the system. When the structure does not present any hierarchy, it is interesting to identify sub-systems made of groups of physically homogeneous components: as we will see in the next sections, the fault propagation inside components of a same physical domain can generally be achieved by a set of homogeneous physical parameters.

This granularity can be refined accordingly to the functional analysis to make explicit functions integrated into organic components. In particular, fault detection, isolation and recovery mechanisms shall be identified and handled in some nodes.

Conversely, a set of organic or functional components may be removed or grouped into one equivalent node for sake of efficiency. This is particularly meaningful when the abstracted components do not impact the studied failure conditions. The soundness of such a choice can be justified either by the functional analysis or by the failure mode analysis.

Then, for each identified nodes, the choice of input-output flows shall reflect physical or functional points of dependency between the node and its environment. It is worth noting that, if the concept of input/output oriented flows corresponds to a physical reality for computer based systems, it is less natural for electrical, hydro-mechanical or mechanic system. In these last cases, the functional analysis helps to identify the physical parameters handled by the nodes as we will see in section 7.

5.3 Characterization of observable failure condition

As written in section 5.1, the studied failure conditions shall be observable inside the model. For this purpose, we begin by expressing the global system failure condition in relationship with the model perimeter (i.e. declining the system failure condition to the sub-system). Then, the choice of input-output flows and their granularities (i.e. their definition domains) shall allow the depiction and the observation of these failure conditions.

Practically and to perform this observation, special nodes (called *observer*) are defined in the AltaRica model.

5.4 Characterization of an atomic node

Once the model overall structure and the failure condition to observe defined, we shall model the propagation laws in each identified node of the model. For this purpose, we first refined the high level input-output (I/O) flows (defined in section 5.2) into concrete flows. For it, we use 1) the functional analysis of the component, 2) the FMEA and 3) the failure conditions to observe (i.e. the objectives of the model). Although the choice of these flows remains highly subjective some recommendations shall be made:

- choosing physical greatneses to refined high level I/O flows allow the propagation of information in the model;
- depending on the goal of the model, we can propagate by I/O flows the value of a greatness (nominal, low,...) or its quality (correct / erroneous);
- I/O flows could be unidirectional or bidirectional (in several physical domains, a fault has consequences on components located both downward and upward).

Once the I/O concrete flows identified, we are interested in the different events to take in account in the model. For it, we shall identify, for each component, the functions performed in the nominal case, its potential failure modes and the failure propagation inside the component.

Practically, the functions performed in the nominal case are identified thanks to the functional analysis and available design documents.

Concerning the potential failure modes to model, they are derived from both the functional analysis and the FMEA. The second one (used to describe the internal and organic failure modes of the component) is too detailed: for a given component, two different failure modes can lead to the same functional effect). So, the first one allows the identification of high level failure modes. Then, the AltaRica model will embed, as much as possible, these high level failure modes; each of these ones corresponding to one ore

more organic failure mode described in the FMEA. From another point of view, if two (or more) events of the FMEA have the same effect on the component, we can model them as one unique AltaRica event (of course, the probability of this resulting event has to be computed from the probability of the two initial events).

Concerning the fault propagation inside the component, we have to identify a set of failure modes which can be propagated to the input of the component.

The previous steps allow the identification of I/O flows and events to propagate by and through the components. Now, we shall identify the definition domain of these I/O flows. According to us, an adequate solution is to choose these definition domains in order to model the necessary and sufficient information to both propagate the identified events and observe the considered failure conditions.

At this stage, we have defined the static parts of the node, i.e. the flow and state variables, the events. Here, we want to define the dynamic of the AltaRica node, i.e. the transitions. To achieve this goal, two main kinds of data shall be specified.

The first one is the trigger mechanism of each identified events, i.e. the condition under which an event can be triggered (for example, an event can be trigger only if the component is in a specific state). On AltaRica model, this step leads to the definition of the transition guards and allow, among other things, to model faults in domino effect.

Secondly, for each identified event, we have to identify if this event is permanent or transient (for example, to model transient failure). In case of transient event, we add to the model a “reverse event” and a transient state. The associated transitions will be described such as

```
// Transitions associated with transient event
ST=ok |- Transient_event -> ST:= transient;
// Transitions associated with reverse event
ST:= transient |- Reverse_event -> ST:=ok;
```

We have now to model the AltaRica assertions. Such assertions will be defined as decision tables: each output is defined depending on the value of the state variables (the current state of the node) and the value of the input flow variables.

Thus, this methodology aims at abstracting systematically details of physics so that the formal safety models provide information at meaningful granularity level for safety experts. The following sections aim at applying the methodology for the case study. In this purpose, the section 6 develops the preliminary analysis of the global system. Then, the method is applied to mechanical system in

section 7. Results for hydro-mechanical and computer-based systems are described in section 8 and 9.

6 PRELIMINARY ANALYSIS OF THE CASE STUDY

6.1 Model overall structure

According to Figure 1, the global system can be decomposed into three systems of interest:

- A mechanical system: the mechanical transmission from turbines to the helicopter rotor;
- A hydro-mechanical system: the fuel circuit of the engine;
- A control system which adapts the engine to the helicopter power requirements whilst remaining within defined limits.

About the interfaces between these three sub-systems, they are depicted on Figure 1:

- The mechanical system speed measure is transmitted to the control system by sensors;
- The control system transmits to the fuel circuit 1) the fuel quantity setting, 2) the command for the fuel shut off valve;
- The fuel circuit transmits the fuel to the combustion chamber (i.e. to the mechanical system).

6.2 Declining failure conditions to sub-systems

Let us remind that studied high level failure conditions are 1) the In Flight Shut Down (IFSD) of the engine and 2) an overspeed of the engine. In the following table, we call them FC1 and FC2 and we decline them to the three sub-systems of interest.

Table 1. Failure conditions declined to sub-systems

	FC1	FC2
Mechanical system	Loss of the transmission	Overspeed of the transmission
Hydro-mechanical system	No more fuel is injected in the engine	Too much fuel is injected in the engine
Control system	The fuel quantity setting is set to idle	The fuel quantity setting is set to the maximum value

7 APPLICATION TO MECHANICAL SYSTEM

7.1 Preliminary analysis: architecture of the mechanical sub-system

To identify the components which have an impact on the considered failure conditions, we use the failure

analysis (the FMEA). Thus, components with an impact of the studied failure conditions will be modelled; components without impact on considered failure conditions will not be modelled; components without effect on the safety of the system will not be modelled.

We identify the architecture of the mechanical sub-system. Without details, this system is typically composed by mechanical gears, bearings, shafts, screws...

Then, we use the design documents to identify the functional interfaces between the different components. Thus, we construct a first architecture of the sub-system.

From this point, we suppose that 1) we have a list of components to model and 2) we know the objectives of the model, i.e. the list of failure conditions to observe on the model (Cf. Table 1).

In this section, we consider the example of a mechanical shaft. This shaft is a simple rotating shaft which transmits power from an input point to an output point.

7.2 High level input-output flows

To identify high level input-output (I/O) flows, we perform a functional analysis (Figure 3) of the component (the shaft). In this analysis, we identify all functional inputs and outputs, i.e. all functional interfaces between the component and its environment.

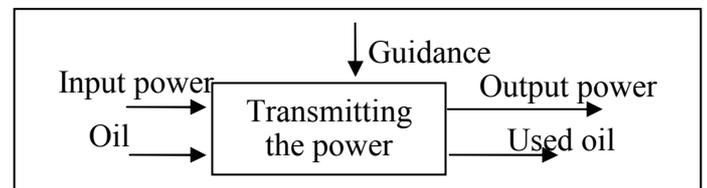


Figure 3 : Functional analysis of the shaft

These high level I/O flows are refined in the further steps of the method. In the paper, we are mainly interested in the input and output power.

7.3 Characterization of the behaviour

In this section, we identify 1) the AltaRica events; 2) the AltaRica transitions; 3) the level of details of I/O flows variables.

As already explained in section 5.4, events (functional and dysfunctional) are identified from the functional analysis and from the FMEA. Without details, the considered events are here the breakdown of the shaft and the emission of metallic particles.

Once these events identified, we can picture the functional and dysfunctional states of the component. Here, there is one functional state (transmission ok and no emission of particles) and

three dysfunctional states ($\{\text{transmission ko, no particles}\}$; $\{\text{transmission ok, particles emitted}\}$; $\{\text{transmission ko, particles emitted}\}$).

By combining the events and these states, we can describe the transitions between these states.

To refine the high level I/O flows (input and output power), we are interested in fault propagations in the model. The model of the shaft shall propagate both its own events (breakdown) and the event of its environment (other components). For it, we identify possible events in the system which can have an effect on the input of the component. Here, we identify one event: a breakdown of the transmission between the engine and the helicopter. Considering the FMEA, the described failures have effects on 1) the torque transmitted and 2) the rotation speed of the mechanical component. A failure can affect the torque, the speed or the two. So, we choose to propagate the couple $\{\text{torque, speed}\}$.

Moreover and because a mechanical system is a continuous system, a fault of the shaft has consequences on components located downward and also upward. So, the propagation of the couple $\{\text{torque, speed}\}$ has to be bidirectional.

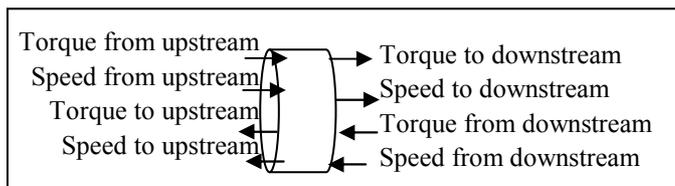


Figure 4 : Input / output variables for the propagation of failures in a mechanical sub-system

About the “Oil” and “Used Oil”, we propagate in the mechanical model two variables: 1) the presence or the absence of oil and 2) the presence or the absence of particles in the oil. Both of these variables are Booleans. The propagation is unidirectional (upstream to downstream).

About the guidance of the shaft, we propagate the correct realization (or not) of the function. So, the guidance is modelled with a unique Boolean variable. The propagation is unidirectional (upstream to downstream).

Now, we have to identify the level of details of these variables. About this level of details and according to us, an adequate solution is to propagate the necessary and sufficient information to achieve the objectives of the model. Here, the failure modes to propagate are breakdowns. Also, we have to propagate the overspeed in the system. So, because we want here observe the loss and the overspeed of the transmission, we choose as level of detail:

- $\{\text{ok, null, too high}\}$ for the torque variable;
- $\{\text{ok, null, overspeed}\}$ for the speed variable.

Table 2. Modelling of a breakdown

Outputs	Value
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Torque to upstream	Null
Speed to upstream	Null
Torque to downstream	Null
Speed to downstream	Null

8 RESULTS FOR HYDRO-MECHANICAL SYSTEM

In this section, we present the crucial information about the modelling of a hydro-mechanical system.

Architecture of hydro-mechanical system. Typically, such a system is composed with several pumps (move fluid and create pressure), filters (protect system by retaining particles), valves (supply fluid under conditions) or pipes (supply fluid).

Events. Typically, events are leakage or clogging of the component. Several level of severity could be considered for these events.

I/O flows. To propagate these events and observing the failure conditions (section 6.2), we propagate the couple $\{\text{fluid flow, fluid pressure}\}$ in the model. The propagation is bidirectional. For these variables, we choose as level of detail:

- $\{\text{ok, no, too high}\}$ for the fluid flow variable;
- $\{\text{ok, no, overpressure}\}$ for the fluid pressure variable.

Other variables are also considered such as the temperature of the fuel (Boolean: normal or too hot), the presence of particles in the fuel (Boolean), the behaviour of the flow (Enumerated: normal, stucked constant, oscillation). All of these variables are unidirectional (propagated to downstream components).

9 SOFTWARE MODELLING

In this section, we present the crucial information about the modelling of a computer based system.

Architecture of computer based system. A computer based system relates to the digital components of a system.

Events. (Bieber et al. 2004) define three essential failure modes: loss, untimely delivery and erroneous operation of function.

I/O flows. This kind of system differs in several ways from other physical systems already introduced. If the thread of the method remains constant, the study is stopped to the functional level and propagation information are generally limited to the quality of the realized functions. Moreover, digital components have well identified inputs and outputs. Thus, a failure of a component will have

direct consequences only on components which use specifically the result of the function. Thus, we only have to propagate the failure (i.e. if the signal is reliable, erroneous or lost) to other components which are functionally downstream the component under study.

10 CONCLUSION

This paper presents research works that has been carried out in the aeronautic field to enhance the safety assessment of physical systems. A common methodology can be used to help the formalization of the failure propagation inside systems made of various technologies (mechanical, hydro-mechanical or computer-based systems). The methodology aims at abstracting systematically details of physics so that the formal safety models provide information at meaningful granularity level for safety experts. Moreover, they enable tackling significant systems, without losing completeness and soundness, with respect to the results provided by equivalent traditional safety analysis.

Thus, this paper presents the application of the methodology for the AltaRica modelling of mechanical, hydro-mechanical and computer-based systems. Today, AltaRica approach becomes more and more operationally used in industry (For example, Dassault, Airbus, Turbomeca) and it highlights another domain dependant successful use of formal methods. Nevertheless, some languages limits deserve to be considered. The observations of failure conditions and the propagation of failures need some modelling artefacts. For instance, bidirectional propagation is achieved by decomposing component interfaces into two variables: one input variable and one output variable. Also, it could be quite difficult to model interfaces without physical links between two components. In a more general way, it is difficult to model components where inputs and outputs are not well identified. The proposed methodology leads to tractable and accurate models. However, the model is not easy to validate.

To follow this direction, further works deal currently with ways to integrate more and more rigorously these formal models in the overall safety and design process. For instance, we are studying how to validate systematically a new library or a given model before using it for safety assessment.

Another issue is more related to system engineering practices. Indeed, it may be hard to find a specification of the system behaviour at a good abstraction level. Accurate details can often be found in design documents but these details need to be abstracted for the safety analysis purpose. We believe that the modelling task is easier if system formal specifications already exist. So, our work is

on-going to define a formal specification of the system. This specification will be beginning of the AltaRica modelling and a support for the validation of the model.

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