Systems Engineering Cost/Risk Analysis Capability Roadmap Progress Review

Stephen Cavanaugh, NASA Chair
Dr. Alan Wilhite, External Chair
April 6, 2005
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<th>Time</th>
<th>Topic</th>
<th>Speaker</th>
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<tr>
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<td>Continental Breakfast</td>
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<td>8:00</td>
<td>Welcome and Review Process, Panel Chair &amp; NRC Staff</td>
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<td>8:15</td>
<td>NASA Capability Roadmap Activity</td>
<td>Vicki Regenie, NASA</td>
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<td>8:30</td>
<td>15.0 Systems Engineering Cost/Risk Analysis Overview</td>
<td>Stephen Cavanaugh, NASA</td>
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<td>-Sub-Team Presentations-</td>
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<td>9:00</td>
<td>15.1 Systems Engineering</td>
<td>Dr. Alan Wilhite, Georgia Tech</td>
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<td>11:15</td>
<td>15.2 Life Cycle Costing</td>
<td>Dr. David Bearden, Aerospace Corporation</td>
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<td>12:00</td>
<td><strong>Lunch</strong></td>
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<td>12:45</td>
<td>15.3 Risk Management</td>
<td>Theodore Hammer, NASA</td>
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<td>1:30</td>
<td>15.4 Safety and Reliability Analysis</td>
<td>Dr. Homayoon Dezfuli, NASA</td>
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<td>2:15</td>
<td>Concluding Summary</td>
<td>Stephen Cavanaugh, NASA</td>
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<td><strong>Break</strong></td>
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<td>3:00</td>
<td>Open Discussion</td>
<td>NRC Panel</td>
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Co-Chairs
NASA: Stephen Cavanaugh, LaRC
External: Dr. Alan Wilhite, Georgia Tech

Team Members
Government
Dr. Michael Gilbert, LaRC
Theodore Hammer, HQ
Dr. Homayoon Dezfuli, HQ
Stephen Creech, MSFC
Phil Napala, HQ
CAPT Daven Madsen, Navy/NSSO
Dr. Steve Meier, NRO
Richard Westermeyer, Navy/NSSO

Industry
Dr. David Bearden, Aerospace
Dr. Leonard Brownlow, Aerospace
Gaspare Maggio, SAIC
Steven Froncillo, SAIC

Academia
Dr. Alan Wilhite, Georgia Tech

Consultants
Stephen Kapurch, HQ
David Graham, HQ
Dale Thomas, MSFC
Stephen Prusha, JPL
Chuck Wiesbin, JPL
Ron Moyer, HQ

Coordinators
Directorate: Vicky Hwa, HQ Technical
Doug Craig, HQ Integration
Betsy Park, HQ Integration
APIO: Victoria Regenie, DFRC
Capability Definitions

- **Systems engineering** is a robust approach to see to it that the system is designed, built, and operated so that it accomplishes its purpose in the most cost-effective way possible, considering performance, cost, schedule, and risk.

- **Life-Cycle Cost** is an integrated, process-centered, and disciplined approach to life cycle management of projects providing real and tangible benefits to all project stakeholders.

- **Risk Management** identifies potential problem areas early enough to allow development and implementation of mitigation strategies to control cost, schedule and mission success.

- **Safety and Reliability Analysis** maximizes Mission Success while managing safety risk and affordably meeting mission objectives.
This Capability Roadmap scope does not include performing the integration of all fifteen Capability Roadmaps. Roadmap coordinators (MD, Center, & APIO) comprise the Integration Team and facilitate the integration process by capturing Roadmap data and dependencies and documenting in relational database tool.
Need for Systems Engineering

- The President has challenged NASA to undertake exploration of the solar system
- In the face of tight budgets and mission risks, it is critical that these missions be executed flawlessly
  - Requires sound approach to Systems Engineering
    - Tools, methods, processes
      - Continuous improvement
    - Best of industry and government
    - Standard processes
      - All centers
      - All missions
      - All programs/projects
- System Engineering must be a “value added proposition” not an overhead burden
  - Consistent with the spirit of CAIB Recommendation

NASA’s new vision requires, more than ever, excellence in an integrated systems engineering cost/risk analysis capability
1st – Processes & Concepts
(What)

2nd – Performance Aids
(How)

3rd – Workforce
(Who)

4th – How well organization implements and supports the framework with:
- Policies & Procedures
- Process Improvement
- Human Resources
- Training
- Milestone & Decision Gate Review Criteria
- Management of Quality

Capability
Complexity is a Major Issue

• Systems-of-Systems are Complex
  – As More Systems Are Added, the Interfaces Grow in a Non-Linear Fashion
  – Many of the Existing Systems Are Old and Not Built for These Interfaces
  – Conflicting or Missing Interface Standards Make It Hard to Define Interface Interactions

• Systems Engineering Must Deal With This Complexity
  – End-to-End Systems Engineering Is Needed, Including “Reengineering” Of Old Systems
  – Robust M&S, Verification And Validation Testing Are A Must
  – Need To Upgrade Modeling And Simulation Tools For Both Concept Definition And Verification And Validation Phases

Northrop Grumman Integrated Systems
Project Constellation Timeline

Critical Milestones during System Integration and Demonstration (Notional Only)

- Systems Engineering
- Vision
- Requirements
- Level 0, 1...

Spiral 1
- Crewed Space Flight in LEO
- Moon Ext. Duration (2015-2020)
- Mars (2020+)

Spiral 2
- Tech Maturation for Spiral Insertion

Non-advocacy Reviews
- Independent Cost Reviews
- Non-advocacy Reviews
- Independent Cost Reviews

Critical Milestones during System Integration and Demonstration (Notional Only)

- System Integration
- System Demonstration
- Design Readiness Review

Entry, Exit, and Mission Milestones
- CEV Init Flt
- 1st Launch Lunar Robotic Orbiter
- 1st Unmanned CEV Flt
- 1st Crewed CEV Flt
- 1st Human Moon Mission

Program Initiation

- FRP
- Decision

Production & Deployment
- OT&E
- Decision
Dear RADM Steidle:

At your request, the National Research Council recently established the Committee on Systems Integration for Project Constellation.

The following quotes were taken from the report:

“Strengthening the state of systems engineering is also critical to the long-term success of Project Constellation. A competent systems engineering capability must be resident within the government and industry”.

“NASA’s human spaceflight systems engineering capability has eroded significantly as a result of declining engineering and development work, which has been replaced by operational responsibilities”.

“The demand for experienced systems engineers, who can function credibly in a system-of-systems environment, is particularly acute”.

“Plans should be developed for maintaining a satisfactory base of systems engineering throughout the duration of this program”.
“Systems Integration” Will Take Place At Multiple Tiers
- Tiers structured around functional responsibilities
- Must be prepared to support with maximum efficiency, minimum bureaucracy
- Need to support Directorate and Technology Themes, as well as Constellation
- SE&I authority should reside at lowest possible level

System-of-Systems Integration Demands Creative Solution
- No single model evaluated by NRC offers complete solution
- Complete expertise and competence is not available in any one sector
- Certain functions can only be executed by government personnel
- “Hybrid model” using government, FFRDC, and industry is attractive

ESMD SE&I Capability Will Be Phased-In Over Time
- Government will perform SE&I work needed to complete Spiral 1 SRR
- Near-term solution may evolve to different Long-term solution
Capability Roadmapping
Process & Approach

- National Standards and State of Art Practices for SE, Risk, Cost, Safety
- Develop Team Schedule and Deliverables
  - Develop Capability Model
  - Assess NASAs’ Capability Requirements
    - Identify Capability Readiness and Gaps
    - Develop Interrelationship Matrix with Strategic and Capability Roadmaps
      - Develop and Prioritize Mitigation Strategies
        - Define Development Schedule, Cost, Deliverables, and Readiness Maturity for Critical Capability Needs
          - Document Roadmap Plan

- Workshop 1
  - December 8-9, 2004
- Workshop 2
  - February 1-2, 2005
- SE Benchmarking Activity @ Fort Belvoir
  - February 22-23, 2005
- Workshop 3
  - March 2-3, 2005

- NASA Chief Engineer’s SE Study
  - June 2005 Completion
Quality Function Deployment (QFD)
- A quality system that implements elements of Systems Thinking (viewing the development process as a system) and Psychology (understanding customer needs)

Benchmarking – Chief Engineers Fort Belvoir Workshop on February 22-23, 2005
- Learning from the experience of others in Industry, DoD, and Other Agencies

Literature Search – mostly Internet

Limitations of Assessment
- Budget limitations keep team small and limited in scope
- QFD assessment limited to team size – small sample of NASA
- Assessment more Qualitative vs. Quantitative
Capability readiness rating assignments are intended for future exploration missions and as such they should not be interpreted as capability ratings to perform the current missions.
Capability Team 15: Systems Engineering
Top Level Capability Roadmap

Key Assumptions:
 Exploration & Science

2008 CEV Initial Flight
2011 James Webb
2013 Comet Surface Sample Return
2015 Prepare for Human Lunar Missions

Capability Roadmap
15: Systems Engineering Risk/Cost Analysis

15.1 Systems Engineering
Initial SE Implementation

15.2 Life Cycle Cost
Agency-wide LCC Models & Process
Continuous Cost Risk Management
Integrated Life Cycle Cost Models
Life Cycle Cost linked to Project Management

15.3 Risk Management
Integrated Risk Tools and Mitigation plans
Standardized Simulation Based Risk Analysis
Probabilistic Risk Analysis and Mitigation

15.4 Safety & Reliability
Advanced Physics-based QRA
Next-generation Hazard Analysis Techniques

Legend
PLM – Product Life Cycle Management
SBM – Simulation Based Modeling
CMMI – Capability Maturity Model Integration
QRA - Quantitative Risk Assessment
LCC - Life Cycle Cost

Major Event / Accomplishment / Milestone
Ready to Use

Major Decision
Future State Required to Meet NASA Exploration Vision

- **Process (What)** – Need a common process for Systems Engineering, Cost, Risk and Safety. NASA Policy Requirements, guidelines and handbooks for this Capability need to be developed along with a need for an audible process.

- **Tools (How)** – Need a standardized approach for Systems Analysis. This includes a framework for advanced tools.

- **People (Who)** – Need qualified personnel. Training & Education programs including certification tied to job criteria and performance standards.

“An immediate transformation imperative for all programs is to focus more attention on the application of Systems Engineering principles and practices throughout the system life cycle”

USAF Chief of Acquisition Memo, “Incentivizing Contractors for Better Systems Engineering, 9 Apr 03
Capability 15.1 Systems Engineering

Presenter:
Dr. Alan Wilhite
Benefits of Systems Engineering

- Requirements driven – build the right system
- Process driven – build the system right
- Integrated engineering and management for informed decisions
- Less cost / Less duration
Systems Engineering and Integration

Systems Management

- Requirements, Requirements flowdown, Interfaces and Integration
- Performance, Specifications, Verification and Validation
- Technical Risk, Cost

Systems Engineering And Integration

- Technology Selection, Performance trades
- Requirements trades
- Min Performance Criteria, Investment Strategy, Best System, Verification and Validation, Technical Risk

Engineering and Analysis

Program/Project Management

- Planning, Development, Production, Operations,
- Decision Analysis and Criteria, Cost and Schedule Risk

Ref. GaTech AE 6322
The Systems Engineering Process
(Ref. Mil STD 499B)

Process Input
- Customer Needs/Objectives/Requirements
- Missions
- Measures of Effectiveness
- Environments
- Constraints
- Technology Base
- Output Requirements from Prior Development Effort
- Program Decision Requirements
- Requirements Applied Through Specifications and Standards

Requirements Analysis
- Analyze Missions & Environments
- Identify Functional Requirements
- Define/Refine Performance & Design Constraint Requirement

System Analysis & Control (Balance)
- Trade-Off Studies
- Effectiveness Analysis
- Risk Management
- Configuration Management
- Interface Management
- Performance Measurement
  - SEMS
  - TPM
  - Technical Reviews

Functional Analysis/Allocation
- Decompose to Lower-Level Functions
- Allocate Performance & Other Limiting Requirements to All Functional Levels
- Define/Refine Functional Interfaces (Internal/External)
- Define/Refine/Integrate Functional Architecture

Requirement Loop

Design Loop
- Transform Architectures (Functional to Physical)
- Define Alternative System Concepts, Configuration Items & System Elements
- Select Preferred Product & Process Solutions
- Define/Refine Physical Interfaces (Internal/External)

Verification

Synthesis

Process Output
- Development Level Dependant
  - Decision Data Base
  - System/Configuration Item Architecture
  - Specification & Baseline

Related Terms:
Customer = Organization responsible for Primary Functions
Primary Functions = Development, Production/Construction, Verification, Deployment, Operations, Support Training, Disposal
Systems Elements = Hardware, Software, Personnel, Facilities, Data, Material, Services, Techniques
Scope of SE Standards

- **IEEE 1220 Application & Management of the SE Process**
- **ANSI/EIA 632 Processes for Engineering Systems**
- **ISO/IEC 15288 System Life Cycle Processes**
- **MIL-STD-499B * Systems Engineering**

**Breadth of Scope**

* Mil-Std-499C has more detail (similar to 15288) than Mil-Std 499B and has more breadth (similar to IEEE 1220)
CMMI – DoD developed integrated model for systems engineering, software engineering, integrated product process development, and supplier sourcing

CMMI used as initial basis for strategic planning
Overview of the “State”

• The Standish Group (which exists solely to track IT successes and failures) surveyed 13,522 projects in 2003 and showed the following:
  – 34% of projects succeed (these projects are defined as those which deliver the contracted capabilities on time and on budget).
  – 15% of projects are out and out failures (these projects are defined as those abandoned midstream).
  – The rest (51%) are "challenged", meaning over budget, and/or over schedule, and/or deliver less capability / functionality than agreed upon and contracted for.

• According to a Lake & Sheard paper
  – Systems Engineering is practiced in a quagmire of SE Standards
    • MARC Proceedings 1999

• According to the AF Center for Systems Engineering:
  – “Systems Engineering is not broken.”
    • GEIA-G47 meeting January 2005

Systems Engineering is not broken but needs significant advancement to improve NASA’s program success rate
System Engineering Processes
## SE Capability Team Assessment

### Integrated rollup of Importance and Present Capability

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<td>ORGANIZATIONAL INNOVATION AND DEPLOYMENT</td>
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- **Critical Gap**
- **Significant Gap**
- **No or Minor Gap**
### Other Identified SE Capability Gaps

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<thead>
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<th>Critical Gap</th>
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<td>Facilitate Advanced Technology</td>
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<td>Estimate and Manage Costs</td>
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<td>Advanced Collaborative Environment</td>
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**Refs.**

- NRC SE&I Study, 2004
- NASA SE Workshop, 2005
Quagmire of SE Standards

- But SE standard writers can’t agree on what should be in a standard – Hence a quagmire!
Scope of SE Standards

IEEE 1220 Application & Management of the SE Process

ANSI/EIA 632 Processes for Engineering Systems

ISO/IEC 15288 System Life Cycle Processes

MIL-STD-499B * Systems Engineering

CMMI/SE

* Mil-Std-499C has more detail (similar to 15288) than Mil-Std 499B and has more breadth (similar to IEEE 1220)

Ref: Lake Briefing at February 2005 Ft Belvoir NASA Chief Engineer Workshop
CMMI Recommended Maturation Path

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<th>ML</th>
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SE Gap Assessment indicates that CMMI Maturity Levels 2 and 3 should be developed in parallel for NASA.
Systems Engineering Support to Program Management

Program Management
- Planning
- Organizing
- Directing
- Monitoring
  - Maintaining insight or assessing
- Control

Common Areas
- Risk Mgt
- Config Mgt
- Performance
- Evaluation
- Mission Assurance

Systems Engineering
- Requirements & Functional Analysis and Allocation
- Design Synthesis
- Systems Analysis & Control (Balance)
- Integration & Verification

SE Gap Assessment also agrees with CMMI that Systems Engineering and Program Management must be integrated for NASA
**Enterprise Systems versus Program Systems Engineering**

<table>
<thead>
<tr>
<th>Single Systems Engineering (Stand Alone System)</th>
<th>Enterprise Systems Engineering (System-of-Systems)</th>
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| • End state well defined  
  • Engineered and developed within a fixed budget and cost  
  • Well known schedule, technical, and benefit baseline  
  • Often replaces a “legacy” System  
  • Priority often  
    - Technical/Security  
    - Operational  
    - Cost  
    - Political | Dynamic end state Systems-of-Systems evolves over time  
  Subject to annual budget revisions  
  Facilitates Senior Decision Makers  
  Priority often  
  - Political  
  - Cost  
  - Operational  
  - Security  
  - Technical |

**Competing Forces Addressed by Systems Engineering**

- Technical
- Security
- Cost
- Operational
- Political
Recommended NASA SE Process Development

- **Tier 1**: SE Agency Policy and Process Improvement Processes
  - Process application policy
  - Architecture, Base and General Processes
  - Knowledge Management and Continuous Process Improvement

- **Tier 2**: Process Area Procedures
  - Specific standards and references identified
  - Process interfaces (HQ-Center, HQ-Contractor, Center-Contractor)
  - System of Systems integration
  - Can be tailored to specific directorate

- **Tier 3**: Detailed Guidebooks
  - Best practices of how to implement SE
  - General tools and methods

- **Tier 4**: System Engineering Management Plans
  - Technical program
  - Specific plans on SE implementation
  - Engineering specialty integration
  - Specific tools and methods selected
  - Organizational and contract interfaces defined
## System Engineering Processes
### Assessment and Vision

<table>
<thead>
<tr>
<th>Typical Today</th>
<th>5-Year Vision</th>
<th>10-Year Vision</th>
<th>15-Year Vision</th>
</tr>
</thead>
<tbody>
<tr>
<td>• national standard processes exist but in a quagmire of interfaces</td>
<td>• A systems engineering policy, guidelines, and implementation strategies</td>
<td>• A collaborative / distributive advanced engineering environment for product</td>
<td>• an expert system for systems engineering exists to aid in the training and use of the validated advanced engineering environment for complex systems-of-systems developments</td>
</tr>
<tr>
<td>• NASA has a SE guideline (NASA SP-6105) that is only sporadically followed</td>
<td>based on national standards and NASA/DoD/contractor best practices has been</td>
<td>life-cycle engineering and management has been developed based on system</td>
<td>• Knowledge management has revolutionized the startup of new programs with reuse of processes and tools</td>
</tr>
<tr>
<td>• no NASA-wide policy on systems engineering exists</td>
<td>developed</td>
<td>engineer and management processes for systems development and workforce</td>
<td>• All decisions are based on validated simulations and virtual and surgical</td>
</tr>
<tr>
<td>• NASA, DoD, and contractor teams use different processes and terminology</td>
<td>• Annual audits of NASA's systems engineering process model ensures best</td>
<td>training</td>
<td>physical testing for performance, cost, safety, uncertainty, and risk (and</td>
</tr>
<tr>
<td></td>
<td>practices are used and distributed</td>
<td>• Systems engineering, life-cycle</td>
<td>politics!!)</td>
</tr>
<tr>
<td></td>
<td>• A systems engineering certification program requiring continual</td>
<td>cost, risk, and safety have been integrated for robust solutions of complex</td>
<td>• a completed integrated international organization is optimized for the</td>
</tr>
<tr>
<td></td>
<td>education and training has been institutionalized</td>
<td>systems-of-systems development</td>
<td>collaborative distributed environment</td>
</tr>
<tr>
<td></td>
<td>• A knowledge management system for capturing and reuse of best practices</td>
<td>• All NASA centers have achieved the top level of systems engineering maturity</td>
<td></td>
</tr>
<tr>
<td></td>
<td>and knowledge repository for cost, reliability, validated systems analyses</td>
<td>• A certified (educated, trained, and experienced) systems engineering staff</td>
<td></td>
</tr>
<tr>
<td></td>
<td>and simulations, software, and hardware has been initiated</td>
<td>exists for engineering, management, and decision making</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• A completely digital product life-cycle management system for systems</td>
<td>• the organization interfaces and throughput is optimized through dynamic</td>
<td></td>
</tr>
<tr>
<td></td>
<td>engineering and management for program/project control has been developed</td>
<td>simulations</td>
<td></td>
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<tr>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

Skills (Workforce)
• Definition of a Systems Engineering Architect/Expert
  – Architect network centric and systems of systems
  – System Integrator
  – Drives next generation of mission solutions

• Attributes
  – Experienced technical leader
  – Experienced in working with the customer, understand their needs and customer value and to serve as the customer’s primary technical interface
  – Expert in fundamentals – cost, schedule, risk, processes
  – System lifecycle experience from pre-proposal to logistics support
  – Understand hardware, software, mission and big picture
  – Solid interpersonal skills, verbal and written communications

• Lack of senior level experienced systems engineers/architects
  – Many self-proclaimed systems engineers
  – Exists both in industry and government
Degreed workforce is a shrinking pool.
The Resource Picture

- Degreed workforce is a shrinking pool
  - Many graduates are not US citizens
  - Total engineering enrollments continue to decrease
- 20-30 year cycle between major system developments and 10 year development cycle
  - Lack of SE experience on large complex systems
  - Experienced SE engineers are retiring faster than being trained
- NASA systems engineering for human spaceflight has eroded and systems of systems is particularly acute (NRC 2004 NASA Systems Integration Study)
- Existing university / industry partnerships are not having enough impact
  - SE is not a standard discipline (EE, ChemE, ME etc.)
  - More penetration at undergraduate level
- Need new ways to attract and develop system engineers
  - Additional learning
  - On-the-job experience
  - Virtual simulation
# NRO SE Certification Requirements

<table>
<thead>
<tr>
<th>Level</th>
<th>Experience</th>
<th>Training</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>2 yrs. SE</td>
<td>SE-501 Acquisition Systems Engineering and SE-502 Designing Space Missions or 6 SE-related graduate credits or SPRDE Level II Certified</td>
</tr>
<tr>
<td>II</td>
<td>4 yrs. SE</td>
<td>Complete 4 from below: Requirements Development/Management Risk Management Measurement &amp; Analysis Concept &amp; Architecture Development Formal Decision Making Integration, Verification &amp; Validation or 12 SE-related graduate credits or 6 after Level 1 or SPRDE Level III Certified</td>
</tr>
<tr>
<td>III</td>
<td>7 yrs. SE</td>
<td>INCOSE Certification or 18 total SE-related graduate credits or 6 after Level 2</td>
</tr>
</tbody>
</table>

NASA needs to develop a SE certification program to develop systems engineering to meet future program requirements.
• Establish SE development policy including SE certification requirements for promotions

• Establish Government, industry, and academia SE education, training, and job experience partnerships

• Develop guidelines and process for SE graduated certification. Include integration with program management education and training

• Measure progress in SE workforce development and changes in program SE metrics
## Workforce and Education Assessment and Vision

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<th>15-Year Vision</th>
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<tbody>
<tr>
<td>“erosion of knowledge, experience and skills” in &quot;systems engineering, project management discipline, cost, schedule management, and technology management”. &quot;particularly acute&quot; for systems of systems integration. (NRC Systems Integration for Project Constellation, 2004)</td>
<td>• A systems engineering certification program requiring continual education and training has been institutionalized</td>
<td>• Technological obsolescence of workforce virtually eliminated by a certified (educated, trained, and experienced) systems engineering staff for engineering, management, and decision making</td>
<td>• Systems Engineering experience gained through simulation and on-the-job training</td>
</tr>
<tr>
<td>• DOD has &quot;essentially eliminated its systems engineering capability&quot;. (NRC, 2004)</td>
<td>• just-in-time training via intelligent tutoring and advisory systems</td>
<td>• learning centers at each of NASA’s Collaborative Engineering Environment facilities</td>
<td>• Advanced Engineering Environment technologies and systems replicated at the university and used for maintaining a strong fundamental core course structure, with simultaneous links to the math and science departments and virtual links to industry and government laboratories</td>
</tr>
<tr>
<td>• only a single capstone design course in undergraduate engineering</td>
<td>• training support using standard NASA and enterprise product and process models</td>
<td>• university use of collaborative, distributed- learning consortia</td>
<td>• national team teaching in engineering, math, science, management, and the humanities</td>
</tr>
<tr>
<td>• courses taught in traditional classrooms</td>
<td>• focused training tuned to new opportunities and the best match with different employee skills and working styles</td>
<td>• practical experience of new engineers using validated system simulations</td>
<td>• personal learning experience emphasized — anytime, anywhere via an advanced Internet with high bandwidth</td>
</tr>
<tr>
<td>• some video and Web-based Courses</td>
<td></td>
<td>• technological obsolescence of workforce virtually eliminated</td>
<td>• just-in-time personal/virtual training and tutoring</td>
</tr>
</tbody>
</table>

Systems Engineering Tools and Methods
Effect of Requirements Definition Investment on Program Costs

Target Cost Overrun, Percent

Requirements Cost/Program Cost, percent

PAY NOW OR PAY LATER

GOES I-M, CEN, LAND76, EDO (recent start), TETH, TDRSS, GRO78, OMV, IRAS, HST, Gali, ERO82, VOYAGER, HEAO, ISEE, GOES I-M, CEN, LAND76, EDO (recent start), TETH, TDRSS, GRO78, OMV, IRAS, HST, Gali, ERO82, VOYAGER, HEAO, ISEE
systems analysis and simulation drive the entire systems engineering process
Integrated Systems Engineering and Life-Cycle Management

System of System Management
- Planning Process
- Assessment Process
- Control Process

Acquisition & Supply
- Supply Process
- Acquisition Process

System of System Design
- Requirements Definition Process
- Solution Definition Process

Systems Realizations
- Implementation Process
- Transition to Use Process

Systems of Systems Operations
- Introduction Process
- Integration Planning Process
- Mission Ops. Process

System of System Technical Evaluation
- Systems Analysis Process
- Requirements Process
- System Verification Process
- SOS Validation Process
- SOS Performance Process

Systems of Systems SE Processes

Random Process

Product Life-Cycle Management

Integrated Process Product Development

Simulation Based Models

Knowledge Management

Product Life Cycle Engineering and Management Focus
**IPPD Defined:** A management process that integrates all activities from product concept through production/field support, using a multi-functional team, to simultaneously optimize the product and its manufacturing and sustainment processes to meet cost and performance objectives. Its key tenets are as follows:

- Customer Focus
- Concurrent Development of Products and Processes
- Early and Continuous Life Cycle Planning
- Maximize Flexibility for Optimization
- Use of Contractor Unique Approaches
- Encourage Robust Design and Improved Process Capability
- Event Driven Scheduling
- Multidisciplinary Teamwork
- Empowerment
- Seamless Management Tools
- Proactive Identification and Management of Risk
Product Life-Cycle Management

Systems Requirements
Configuration Items Specifications
CAD/CAM Standard Database
Change/Configuration Management
Virtual/Real System Models
V/R Production Models
V/R Verification Requirements and Management
V/R Validation Requirements and Management
Comprehensive Production and Quality History
Resource Management
Supply Chain Management
Fully Integrate Total NASA/Industry Systems Engineering and Management
<table>
<thead>
<tr>
<th>Engineering Discipline Tools</th>
<th>- Mostly very good for detailed analysis; however needs standards for multidisciplinary integration for design and speed increases for optimization and uncertainty analyses.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specialty Engineering (&quot;ilities&quot;) Tools</td>
<td>- Little confidence in prediction of causal relationships for reliability, maintainability, supportability, operability, availability, safety, etc.</td>
</tr>
<tr>
<td>Life Cycle Cost</td>
<td>- NASA has continually underestimated the life-cycle cost (technology, development, production, operations, logistics). Needs causal models to assist engineering system and lifecycle design.</td>
</tr>
<tr>
<td>Program/Project Management</td>
<td>- Many excellent tools available for cost, schedule, and configuration management; needs total integration including risk and engineering mitigation planning</td>
</tr>
<tr>
<td>Product Life-cycle Management</td>
<td>- Many new COTS capabilities are being developed. Need to assess and select for NASA applications. Integration with simulation based SE modeling required. NASA wide and industry integration required.</td>
</tr>
</tbody>
</table>
Advanced Tools and Processes
- High Fidelity Numerical Simulations
- Non-Traditional Methods
- Rapid Synthesis Methods
- Life Cycle Frameworks
- Life Cycle Cost Simulations
- Risk Simulations
Integration of risk analysis with decision processes

Risk-informed Decision-making
(Integrated Consideration of all Performance Measures and Deliberation)

TECHNICAL RISK

Risk Metric (Loss of Crew)
Risk Metric (Loss of Science)
Risk Metric (Injury to Public)

Performance Measures (Quantities of interest to Decision-Maker)

Key Uncertainties

INTEGRATION OF QUALITATIVE AND QUANTITATIVE SYSTEM SAFETY ANALYSIS

FM  EFFECT  CR
Device A Fails  Loss of X  1
Device B Fails  Loss of Y  3

Decision Option
<table>
<thead>
<tr>
<th>Performance</th>
<th>Probability of Success</th>
<th>Schedule</th>
<th>Safety</th>
<th>R&amp;D Costs</th>
<th>Ops Costs</th>
<th>Growth Potential</th>
<th>Delivery Costs</th>
<th>Critical Development Problem Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>EOR</td>
<td>15300</td>
<td>Aug 1969</td>
<td>18.2</td>
<td>$6490 E6</td>
<td>$1240</td>
<td>12</td>
<td>$88.4 E6</td>
<td>a. Earth orbit rendezvous b. propellant transfer c. C-5 launch vehicle d. standard apollo capsule</td>
</tr>
<tr>
<td>LOR</td>
<td>12,600 5,000 LEM</td>
<td>Feb 1969</td>
<td>16.1 (CM) 22.0 (LEM)</td>
<td>$5840 E6</td>
<td>$620</td>
<td>10*</td>
<td>$77.4 E6*</td>
<td>a. lunar orbit rendezvous b. LEM and personnel transfer c. C-5 launch vehicle d. standard apollo capsule</td>
</tr>
<tr>
<td>C-5 Direct</td>
<td>9210</td>
<td>Oct 1968</td>
<td>16.7</td>
<td>$5690 E6</td>
<td>$510</td>
<td>12</td>
<td>$61.4 E6</td>
<td>a. high energy return b. light weight capsule c. C-5 launch vehicle</td>
</tr>
<tr>
<td>Nova Direct</td>
<td>15300</td>
<td>May 1970</td>
<td>18.0</td>
<td>$6160 E6</td>
<td>$630</td>
<td>15</td>
<td>$55.4 E6</td>
<td>a. Nova launch vehicle b. standard apollo capsule</td>
</tr>
</tbody>
</table>
Objectives:

- Schedule
- Budget
- Reduce LCC
- Increase Affordability
- Increase Safety
- Increase Sustainability

Robust Design Simulation

Subject to

Design & Environmental Constraints

Technology Infusion
- Physics-Based Modeling
- Activity and Process-Based Modeling

Robust Solutions

Objectives:
- Schedule
- Budget
- Reduce LCC
- Increase Affordability
- Increase Safety
- Increase Sustainability

Customer Satisfaction
Technology Trends

Innovation Focus Throughout the Life Cycle

INNOVATION

INNOVATION FOCUS TODAY

Concept Design Manufacturing Logistics Production Maintenance

Tomorrow's savings

Optimizing the re-use of Data and Corporate Knowledge
Systems Engineering Evolution

Integrated Virtual and Real Design, Test, Production, and Operations

Integrated SE Processes

Knowledge Capture and Management

Product Life-Cycle Modeling

Design & Manufacturing

Manual SE Integration

2D

3D

3D Collaboration Tools

Knowledge

Inside

PPR

VPM

Early Requirements Development

Analysis of Alternatives

Reconfigurable Designs

Real/Virtual Integration

Human/Machine Performance

Safety, Reliability, Cost Trades

Systems of System Integrated Performance and Decision Analysis

Rapid Validation of Virtual Models for Confident Decision Analysis
Define, Monitor, and Control the Physical World

VIRTUAL

Product & Process Knowledge

INTELLECTUAL PROPERTY

PHYSICAL

Production

REAL OPERATIONS
• Design is Authored as Models

• Simulation Verifies the Design

• Physical Test Verifies the Simulation

Better Decisions / Shorter Development Times
Validated virtual simulation may compensate for lack of physical Systems Engineering experience.
Simulation Based Modeling (SBM) Build Progression

1. Subjective Assessments
   - QFD / AHP
   - System Engineering Tools

2. Engineer in the Loop
   - Conceptual/Prelim Engineering
   - Risk – Flight, Development, RMS
   - Cost – Complete Life-Cycle

3. Operator in the Loop
   - Ground Operations
   - Mission Operations
   - Supply Chain Management

4. Hardware/Software in the Loop
   - Test Program Def & Refinement
   - Hardware & Software Testing
   - System Integration Modeling

5. Pilot in the Loop
   - Ground and Flight Sims
   - Validate Engr Concepts & Techs

6. Manufacturer/Tester in the Loop
   - Technology / Producibility Plan
   - Factory Layout / Tooling
   - Virtual/Real Test Integration

- Operations Analysis
- Logistic Planning
- Mission Planning
- Flight Readiness Validation

- Architecture and Technology Trade Studies
- Requirements Definition
- Requirements Validation
- Contractor Source Evaluation
- System Optimization/Robust Design

Integration and Testing
A geographically distributed, integrated, secure, collaborative environment which enables life cycle design and analysis capability, enabling world-class engineering and science applications.
Modeling Management Structure
For STS Logistics, Management and Planning ~70%

**STS Budget “Pyramid”**
(FY 1994 Access to Space Study)

<table>
<thead>
<tr>
<th>Generic Operations Function</th>
<th>Total $M FY94</th>
<th>Total (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elem. Receipt &amp; Accept.</td>
<td>1.4</td>
<td>0.0%</td>
</tr>
<tr>
<td>Landing/Recovery</td>
<td>19.6</td>
<td>0.6%</td>
</tr>
<tr>
<td>Veh Assy &amp; Integ</td>
<td>27.1</td>
<td>0.8%</td>
</tr>
<tr>
<td>Launch</td>
<td>51.5</td>
<td>1.5%</td>
</tr>
<tr>
<td>Offline Payload/Crew</td>
<td>75.9</td>
<td>2.3%</td>
</tr>
<tr>
<td>Turnaround</td>
<td>112.3</td>
<td>3.3%</td>
</tr>
<tr>
<td>Vehicle Depot Maint.</td>
<td>237.5</td>
<td>7.1%</td>
</tr>
<tr>
<td>Traffic/Flight Control</td>
<td>199.4</td>
<td>5.9%</td>
</tr>
<tr>
<td>Operations Support Infra</td>
<td>318.6</td>
<td>9.5%</td>
</tr>
<tr>
<td>Concept-Uniq Logistics</td>
<td>842.7</td>
<td>25.1%</td>
</tr>
<tr>
<td>STS Ops Plan’g &amp; Mgmt</td>
<td>1477.4</td>
<td>43.9%</td>
</tr>
<tr>
<td><strong>Total ($M FY94)</strong></td>
<td><strong>3363.4</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>Percent</strong></td>
<td><strong>100.0%</strong></td>
<td></td>
</tr>
</tbody>
</table>

CM McCleskey/NASA KSC
Management and Organization integration is a major percentage of program costs.

Information flow, decision paths, and process graphs can be stochastically modeled for duration, human capital, and impact on total program costs.

Currently, no organizational model has been developed to analyze NASA program organizational performance.

Validated organizational simulations may have as much impact as system simulation and optimization.
<table>
<thead>
<tr>
<th>Steps in the Design and Development of Products and Processes</th>
<th>Typical Today</th>
<th>5-Year Vision</th>
<th>10-year Vision</th>
<th>15-Year Vision</th>
</tr>
</thead>
</table>
| **1. Mission Requirements Analysis/Product System Strategy** | • traditional systems engineering methods / non-standard application across NASA  
• little integration and reuse of engineering analyses  
• late trades of requirements versus system specs, performance, and cost  
| • establishment of NASA-wide policy and guidelines for systems engineering  
• integrated life-cycle analysis tools for system and requirements trades for acquisition  
| • integrated systems engineering and management systems for technical and programmatic risk  
• validated life-cycle simulation of all mission requirements  
• seamless transitioning of technical simulations to management and control simulation  
| • all life-cycle engineering functions are seamlessly integrated for system design, development, manufacture, and operation  
• all mission and enterprise requirements can be traded with functional and physical models for the systems of systems environment  
| • complete emersion of stakeholder in the design/requirements process  
| **2. Product Specification** | • competitive comparisons  
• projections of future products  
• interviews and focus groups of customers and others  
• demonstrations  
• output is written documentation  
| • complete linkage of customer requirements, functional requirements, physical architecture, and operational requirements  
• virtual prototypes for specification validation  
| • knowledge base for construction of systems analyses for a proposal with a "selected" level risk  
• reliable specifications even for first-of-a-kind products  
| • reliable “batch of one” methods for unique products  
• product created on demand  
• ability to write in preferences and requests  
| • maximum reuse of hardware, software, infrastructure, and knowledge for the enterprise  

<table>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>3. Concept Development</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• target setting</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• brainstorming on product and process alternatives</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• development of product and process concepts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• iterative, largely manual, bottom-up, non-optimized</td>
<td>• integrated, predictive life-cycle cost and profitability models</td>
<td>• complete life-cycle optimizations trading safety, performance, life-cycle cost, technical/performance risk, and schedule</td>
<td>• concept is optimized to meet mission and enterprise requirements (hardware, software, and knowledge reuse known)</td>
</tr>
<tr>
<td></td>
<td>• expert opinion for concept initiation</td>
<td>• optimization of shared resources</td>
<td>• full automation of subsystem and component tracking and trade-offs</td>
<td>- sensitivities, robustness, uncertainties are automatically generated for decision analysis</td>
</tr>
<tr>
<td></td>
<td>• rules of thumb</td>
<td>• better models of cost and &quot;ilities&quot; for concept trades with customer requirements</td>
<td>• collaborative engineering environment for complete enterprise participation in engineering and management with contractors</td>
<td>• expert system generates alternatives</td>
</tr>
<tr>
<td></td>
<td>• innovation relies on experienced practitioners</td>
<td>• virtual prototyping for manufacturing, integration, testing, ground and fight operations</td>
<td>• optimized, top-down concept development process</td>
<td>• optimized, top-down concept development process</td>
</tr>
<tr>
<td></td>
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<th>15-Year Vision</th>
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</thead>
<tbody>
<tr>
<td><strong>4. Preliminary Product and Process Design</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• high-level definition of product and process designs</td>
<td>• iterative, largely manual, largely bottom-up, heuristic</td>
<td>• rapid iteration of product and process design</td>
<td>• some degree of iteration implied, but guided by optimization capability</td>
<td>• single-pass product and process design and concurrent evaluation with multifunction optimization and automatic cascade to next lower level of design</td>
</tr>
<tr>
<td>• evaluation of product and process designs vs. targets</td>
<td>• derivations of existing designs</td>
<td>• object-oriented models scalable from macro to micro levels</td>
<td>• analytical evaluation of all attributes, 200 to 300 times faster than current methods</td>
<td>• automated generation of details about component and subsystem design and manufacturing details from high-level descriptions and desired attributes</td>
</tr>
<tr>
<td>• high-level system trade-offs</td>
<td>• progressive definition</td>
<td>• single interoperable data set</td>
<td>• integrated; single data source</td>
<td>• single product life-cycle data source</td>
</tr>
<tr>
<td></td>
<td>• coarse definition, mostly manual from scratch</td>
<td>• automated process model creation</td>
<td>• full automation of subsystem and component tracking and trade-offs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• unequal levels of definition for new and reused parts</td>
<td>• analytical evaluation of all attributes, including cost and producibility</td>
<td>• virtual manufacturing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 20% of product and process attributes evaluated analytically using simplified models</td>
<td>• multifunctional optimization</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• reliance on physical prototypes</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 5. Refinement and Verification of Detailed Product and Process Designs

- development of designs for components, subsystems, and manufacturing processes
- geometry creation
- prediction and evaluation of all product and process attributes
- tracking and trade-offs of subsystems and components

<table>
<thead>
<tr>
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<th>15-Year Vision</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. Refinement and Verification of Detailed Product and Process Designs</td>
<td>• detailed process and product definition mostly manual and from scratch</td>
<td>• distributed, collaborative processes within NASA</td>
<td>• automatic configuration control and tracking of system and processes</td>
<td>• automatic verification of the system and processes generated within the NASA advanced engineering environment</td>
</tr>
<tr>
<td></td>
<td>• limited reuse of design geometries for new parts</td>
<td>• physical prototypes essentially eliminated</td>
<td>• distributed, collaborative processes (NASA and contractors)</td>
<td>• immersive design and evaluation environment from the total NASA/contractor engineers, managers, and decision makers</td>
</tr>
<tr>
<td></td>
<td>• analytical evaluation of one-third of product and process attributes using detailed models</td>
<td>• real-time sharing of design information</td>
<td>• design advisors</td>
<td>• international distributed, collaborative processes</td>
</tr>
<tr>
<td></td>
<td>• some model sharing</td>
<td></td>
<td>• minimal, “surgical” testing</td>
<td></td>
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<tr>
<td></td>
<td>• reliance on physical prototypes</td>
<td></td>
<td>• no late trade-offs and no errors</td>
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<tr>
<td></td>
<td>• attribute prediction and evaluation partially automated, but not integrated with design evolution</td>
<td></td>
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</tbody>
</table>

### Systems Engineering Tools and Methods

**Assessment and Vision**

<table>
<thead>
<tr>
<th>Steps in the Design and Development of Products and Processes</th>
<th>Typical Today</th>
<th>5-Year Vision</th>
<th>10-year Vision</th>
<th>15-Year Vision</th>
</tr>
</thead>
<tbody>
<tr>
<td>6. System Prototype Development</td>
<td>• analytical evaluation required for more than half of all product attributes</td>
<td>• integrated database for development of rapid prototypes</td>
<td>• complete virtual prototyping of system, systems, manufacturing, integration, tests, and operations</td>
<td>• validated virtual models - limited experiments required</td>
</tr>
<tr>
<td></td>
<td>• real and virtual prototypes available for form, fit, and function demonstrations and tests</td>
<td>• virtual prototypes becoming the norm for NASA</td>
<td></td>
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<tr>
<td></td>
<td>• experimental refinement of product attributes that do not meet targets</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>7. Production, Testing, Certification, and Delivery</td>
<td>• virtual shop floor modeled</td>
<td>• product life-cycle model used to integrate production with resources, supply chain, workforce, and management</td>
<td>• all production hardware, software, infrastructure, workforce, and processes developed and tested virtually</td>
<td>• complete integrated virtual environment for supply chain, production, integration, verification, and validation</td>
</tr>
<tr>
<td></td>
<td>• discrete event optimized production flow</td>
<td>• products with 100% quality—getting it right the first time</td>
<td>• complete supply chain modeled and integrated with production</td>
<td>• virtual design and manufacturing process with zero defects</td>
</tr>
<tr>
<td></td>
<td>• on-line statistical process control</td>
<td></td>
<td>• off-line robust design</td>
<td>• only minor facility reconfigurations required for single product runs</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Steps in the Design and Development of Products and Processes</th>
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<th>15-Year Vision</th>
</tr>
</thead>
</table>
| 8. Operation, Support, Decommissioning, and Disposal        | • sequential, historically based modeling approach  
• a lot of manual operations | • consideration of remanufacturing in design  
• limited autonomous systems  
• simulation models based on operational processes  
• improved automation of support activities  
• supply chain modeled for impacts on design | • autonomous systems  
• operations driven supply chain fully modeled and managed  
• design for easy repair  
• design for disassembly  
• design for reuse and remanufacture | • autonomous systems  
• self-healing  
• self-disassembly  
• self-disposal |

Capability 15.1 Systems Engineering Roadmap

Key Assumptions:
Exploration & Science

2008 CEV Initial Flight

2011 James Webb

2013 Comet Surface Sample Return

2015 Prepare for Human Lunar Missions

Capability Roadmap 15: Systems Engineering Risk/Cost Analysis

15.1 Systems Engineering

15.1.1 Processes

15.1.2 Skills

15.1.3 Tools and Methods

NASA HQ SE Policy

NASA HQ SE Standard With Systems of Systems

NASA HQ SE Guidelines

Integrated SE, PM, & RM (CMMI Level 3)

CMMI Level 5

Initial Life-Cycle Management Capability

Integrated System Engineering and Management Capability

Collaborative/Distributive PLEM Simulation-Based Capability

Initial SE Implementation

Validated, Integrated SE Environment

Collaborative/Distributive PLEM Simulation-Based Capability

SE Certification Policy & Program

Initial Certified Class

Integrated PLM

Initial SE Implementation

Validated PLM

Hardware in Loop SBM Build 4

Pilot in Loop SBM Build 5

SBM Build 1

SBM Build 2

SBM Build 3

SBM Build 4

SBM Build 5

National NASA/Industry SE Integration

Distributed SE’s Throughout NASA

Integrated PLM

Legend
PLM – Product Life Cycle Management
SBM – Simulation Based Modeling
CMMI – Capability Maturity Model Integration
QRA - Quantitative Risk Assessment
LCC - Life Cycle Cost

Major Decision

Major Event / Accomplishment / Milestone

Ready to Use

2005

2010

2015

Capability Roadmap

Key Assumptions:
Exploration & Science

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2011 James Webb

2013 Comet Surface Sample Return

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Capability Roadmap 15: Systems Engineering Risk/Cost Analysis

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Major Event / Accomplishment / Milestone

Ready to Use

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2010

2015
Capability 15.1 Systems Engineering Roadmap

Key Assumptions:
- Exploration & Science

Capability Roadmap
15: Systems Engineering Risk/Cost Analysis

15.1 Systems Engineering

- 15.1.1 Processes
- International SE Standards
- Validated SE L5 PLM Environment

- 15.1.2 Skills
- International Certified SE’s

- 15.1.3 Tools and Methods
- International Collaborative Total PLM Environment

Major Event / Accomplishment / Milestone

- 2018 Deep Drill & Completed Initial Human Landing
- 2025 Extended Lunar Capability & Life Finder Telescope
- 2030 Prepare for Human Mars Mission

Legend
- PLM – Product Life Cycle Management
- SBM – Simulation Based Modeling
- CMMI – Capability Maturity Model Integration
- QRA – Quantitative Risk Assessment
- LCC – Life Cycle Cost

Major Decision
- Ready to Use
Summary

• Systems Engineering in NASA needs to be improved for large complex systems of systems projects

• Standard system engineering policy needs to be developed at the Agency level for guidance to Centers

• The training and education of systems engineering needs to be institutionalized

• Advanced Engineering Environment can greatly enhance program execution, workforce training, and search for innovation and improved science
Capability - 15.2 Life Cycle Cost

Presenter:
Dr. David Bearden
What is a Life Cycle Cost (LCC)?

- An integrated, process-centered, and disciplined approach to life cycle management of projects provides real and tangible benefits to all project stakeholders.

- A LCC estimate includes total cost of ownership over the system life cycle, all project feasibility, project definition, system definition, preliminary and final design, fabrication and integration, deployment, operations and disposal efforts.

- A LCC estimate provides an exhaustive and structured accounting of all resources necessary to identify all cost elements including development, deployment, operation and support and disposal costs.

*Definitions provided by the NASA Cost Estimation Handbook, 2004*
Benefits of the Life Cycle Cost

- “Ensure cost realism and accuracy”
  - The President’s Commission

- Improve confidence in selection process
  - Enables better budgeting

- Predict cost impact of change

- Limit potential for significant overruns
  - Increases mission success

- Gauge economic impact of decisions
Cost Team Process

- Evaluated current Capability Readiness Level (CRL) of cost discipline, at the lowest cost team WBS level
  - Cost Analysts at NASA HQ, MSFC, JPL, SAIC and The Aerospace Corporation evaluated the readiness level and importance of the current State of the Practice
  - Scored Robotic Spacecraft and Human Space Flight separately

- Interviewed Agency cost estimating leaders for current status / initiatives

- Identified remaining near-term gaps after implementation of current initiatives
  - Recommended additional measures for near-term

- Envisioned ideal state for cost estimating
  - Five and twenty year horizons
Current State-of-the-Practice for Life Cycle Cost

**Tools**
- Primarily system level parametric models with broad application
- Medium fidelity models for development and operations
- Low fidelity requirements (Physics) based models for instruments
- High fidelity component models limited in application
- Immature technology development capability
- Scattered, sparsely-populated databases deployed across centers and industry
- Databases with limited content, pre full-cost accounting and not normalized

**Skills**
- Limited formal cost training in academia
- Limited career path

**Process**
- Program costs rolled up from several models
- Costs validated through comparison of bottom’s up to parametric (top down)
- Periodic intersection of cost estimation with project development
- Immature linkage to Schedule Analysis
- Minimal understanding of relationship of LCC to mission risk and safety
Maturity Level – State of the Practice for 15.2 Life Cycle Cost

Results indicate a strong need for Technology Maturation Cost Estimation Capabilities
Observations on Maturity

- Capability ratings trended higher for Robotic Spacecraft than Human Spaceflight primarily because of better data availability (function of more recent, relevant missions)

- Capability ratings for Technology maturation cost estimating low in all areas

- Production and Development estimating limited by data available in Human Spaceflight area

- Operations cost estimating readiness low due to less mature tools and processes and availability of fewer estimators
Missions Driving Requirements

- Primarily driven by ESMD
  - Prometheus
  - Crew Exploration Vehicle
  - Human Exploration of Moon/Mars

- Large SMD Projects
  - James Webb Space Telescope

- Scale of large ESMD and SMD projects increases budgetary impact of overruns, poor estimation, and requirements creep

Additional reports that drive capability

- NPR 7120.5C
Elements of LCC Roadmap

• Tools
  – One NASA Cost Engineering (ONCE) Database
  – Technology Development Estimation Capability
  – Integrated Cost, Risk, & Schedule Models
  – Integrated Life Cycle Models with Improved Operations Models
  – Requirements (Physics) based Models
  – Economic Modeling

• Skills
  – Continuous Development
  – Formal Academic Education

• Process
  – CADRe (Cost Analysis Data Requirement) feeds data to ONCE
  – CCRM (Continuous Cost Risk Management)
  – Standard WBS
  – CAIG-like (Cost Analysis Improvement Group) implementation
“Enable a more agile cost estimating capability that interacts effectively with the project management function”

- Improved models
  - Representative Initiative: Integrated Life Cycle parametric system level models
  - Remaining Gap: Importance of accurate cost information justifies more investment to build higher fidelity integrated models

- Improved database
  - Representative Initiative: CADRe -> ONCE
  - Remaining Gap: Better coordination and cooperation by data owners (data sharing by centers/involved parties), data availability is a long-term problem

- Enhanced process to enable use of LCC estimating as an input to the project management function
  - Representative Initiative: CCRM
  - Remaining Gap: CCRM implementation will be challenging
Capability 15.2 Life Cycle Cost Roadmap

Key Assumptions: Exploration & Science

2008 CEV Initial Flight
2011 James Webb
2013 Comet Surface Sample Return
2015 Prepare for Human Lunar Missions

Capability Roadmap 15: Systems Engineering Risk/Cost Analysis

15.2 Life Cycle Cost
- Agency-wide LCC Models & Process
- Continuous Cost Management
- Integrated Life Cycle Cost Models
- Life Cycle Cost linked to Project Management

15.2.1 Tools
- Initial LCC Capability
- Cost/Risk/Schedule
- Technology Models
- Life Cycle
- Requirements Based
- Safety Based
- Initial Integrated LCC Tool

15.2.2 Skills
- Training program established
- CADRe & CCRM start
- Current Center Databases Linked
- ONCE IOC
- Industry Databases Linked
- Expanded ONCE IOC
- Experienced teams at Centers
- Experienced team at HQ
- Academic Offering Cost in SE Curriculum

15.2.3 Process
- Std. WBS
- Continuous Cost Risk Management
- Established
- Expanded CADRe Start

15.2.1 Tools
- ONCE start
- ONCE IOC

Major Decision
△ Major Event / Accomplishment / Milestone
Ready to Use
“Create a cost estimating capability that simulates the economic system and interacts seamlessly with management and systems engineering throughout the project”

- Understand the whole economic system and simulate to understand the effects of design and programmatic decisions have at the industry base level
  - Model not only design solution, but economic business case for industry

- Link the project management and systems engineering process with cost analysis
  - Simulate technology changes, process changes, etc.

- Improve tools and databases to allow for high-fidelity analysis
  - Cost as a function of safety, risk, schedule, and technology
**Capability 15.2 Life Cycle Cost Roadmap**

**Key Assumptions:**
- Exploration & Science

**2018**
- Deep Drill & Completed Initial Human Landing

**2020**
- Higher Fidelity Databases Available

**2025**
- Linked LCC Models for all phases of project
- Open Economic based LCC models
- Continuous cost risk analysis broadly used within agency
- LCC Skills readily available

**2030**
- Prepare for Human Mars Mission
- LCC used for all Agency decisions

**Capability Roadmap 15: Systems Engineering Risk/Cost Analysis**

**Major Decision Major Event / Accomplishment / Milestone**

2018: Deep Drill & Completed Initial Human Landing

2020: Higher Fidelity Databases Available

2025: Linked LCC Models for all phases of project, Open Economic based LCC models

2030: Prepare for Human Mars Mission, LCC used for all Agency decisions
### Life Cycle Cost Goals

<table>
<thead>
<tr>
<th>Capability</th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 25</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MODELS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost Accuracy</td>
<td>30%</td>
<td>20%</td>
<td>10%</td>
</tr>
<tr>
<td>Schedule Accuracy</td>
<td>30%</td>
<td>20%</td>
<td>10%</td>
</tr>
<tr>
<td><strong>DATABASE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of Programs w/ Complete CADRe</td>
<td>50%</td>
<td>90%</td>
<td>100%</td>
</tr>
<tr>
<td><strong>SKILLS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% Staff w/ Formal Training within NASA</td>
<td>50%</td>
<td>75%</td>
<td>90%</td>
</tr>
<tr>
<td><strong>PROCESS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% Programs implementing full CCRM process</td>
<td>30%</td>
<td>60%</td>
<td>90%</td>
</tr>
</tbody>
</table>
Summary

- Evaluated current capability of cost estimation discipline
- Envisioned ideal future state for cost estimating
- Performed gap analysis taking into account current initiatives
- Developed roadmap from current state-of-practice to envisioned state
**Capability** – 15.3 Risk Management

**Presenter:**
Theodore Hammer
Risk Management identifies potential problem areas early enough to allow development and implementation of mitigation strategies. This includes contingency planning, descope approaches, and qualitative and quantitative assessments. As complexity of systems grows the importance of risk analysis increases in managing cost, schedule and mission success.

The Risk Management sub-element needs to be thoroughly integrated with other aspects of systems engineering.

Risk management includes tools, processes, and skills.
Key Points/Benefits

- Risk Management most effective when integrated with program/project and technical management

- Gaps exist within the present risk management state of the practice

- First End State targets elimination of existing gaps

- End States target delivery of capabilities five years prior to a milestone

- Regular evaluation critical

- A formal integrated risk management capability benefits implementation of highly complex systems by
  - Enabling cost effective implementation and problem avoidance
  - Increasing probability of mission success
  - Reducing programmatic problems (e.g., cost and schedule)
Current State-of-the-Practice for Risk Management Within NASA

- Risk Management policy and requirements exist
- Conduct annual NASA Risk Management conference
- Risk Management planning widely used
- Assessments are highly qualitative
- Quantitative assessments using such tools as PRA are limited
- Risk mitigation planning and implementation widely used, but not well integrated into the project planning (e.g., cost/work breakdown, integrated schedules)
- Various risk management tools have been used, however, based on NASA trade studies ESMD has selected a state-of-the-art risk tool as the Directorate standard: Active Risk Manager (Strategic Thought, LLP)
- Formal risk management training exists based on Software Engineering Institute risk management process

Evaluation based on OSMA and NASA Center RM POC assessments.
### Evaluation of Risk Management

#### State of the Practice

<table>
<thead>
<tr>
<th>Risk Management</th>
<th>Skill</th>
<th>Tool</th>
<th>Process</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Prepare for Risk Management</strong></td>
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<tr>
<td>Determine Risk Sources and Categories</td>
<td></td>
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<td>Define Risk Parameters</td>
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<tr>
<td>Establish a Risk Management Strategy</td>
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<tr>
<td><strong>Identify and Analyze Risks</strong></td>
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<tr>
<td>Identify Risks</td>
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<td></td>
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<tr>
<td>Quantitative</td>
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<td></td>
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<tr>
<td>Qualitative</td>
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<td></td>
</tr>
<tr>
<td>Evaluate, Categorize, and Prioritize Risks</td>
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<tr>
<td>Planning</td>
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<tr>
<td>Track/Control/Communicate</td>
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<tr>
<td><strong>Mitigate Risks</strong></td>
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<tr>
<td>Develop Risk Mitigation Plans</td>
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<tr>
<td>Implement Risk Mitigation Plans</td>
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</tr>
</tbody>
</table>

- **Critical Gap**
- **Significant Gap**
- **No or Minor Gap**
Gaps

• **Prepare R**
  – Insufficient level of integration of risk management and risk assessment with other capabilities
  – Lack of regular collection of data to assess the level of compliance and practice of risk management and assessment
  – Limited skill, tools and process for in-depth identification of risk sources
  – Limited skill, tools and process for an integrated risk strategy

• **Identify R**
  – Lack of standardization in risk management tools used
  – Inconsistent level of skill and knowledge for Risk Management practitioners
  – Insufficient application of quantitative techniques to identify risks, and limited qualitative assessment skills
  – Insufficient skills and tools for a consistent approach to monitoring, tracking, control/feedback and communication (e.g., external) of risks

• **Mitigate Y**
  – Limited skill and tools for mitigation planning
  – Limited skill, tools and process for the implementation of mitigation activities
Requirements/Assumptions for 15.3 Risk Management

- Key Assumption is capability to support key milestones must be in place 5 years prior:
  - 2011 James Webb Telescope
  - 2015 Prepare for Human Lunar Missions
  - 2018 Initial Human Lunar Landings
  - 2025 Extended Lunar Capability
  - 2030 Prepare for Human Mars Mission

- Requirements and assumptions for increased risk management capabilities
  - Increased complexity of systems
  - Increased inter-dependency of complex systems
  - Distributed implementing organizations
  - Environment uncertainty
  - Longer mission durations/complex logistics requirements
  - Tougher science requirements
  - Challenge of implementation and verification of advanced instrument technology (e.g., increased detector sensitivity)
  - Increase future IT capabilities at lower costs
FY 2010 Lunar Support

- **Prepare**
  - Change process and skills to effect integration of risk management
  - Regular collection of self assessment data
  - Institute skills, tools and process for:
    - In-depth identification of risk sources
    - Integrated risk strategies

- **Identify**
  - Standardize risk management tools used
  - Define skills/knowledge criteria for risk practitioners; conduct training
    - Including quantitative techniques
  - Institute skills, tools: Monitoring, tracking, control/feedback and communication (e.g., external) of risks

- **Mitigate**
  - Institute skill and tools for mitigation planning
  - Institute skill, tools and process for the implementation of mitigation activities
Integration of risk analysis with decision processes

Risk-informed Decision-making
(Integrated Consideration of all Performance Measures and Deliberation)

TECHNICAL RISK

Key Uncertainties

Decision Option

INTEGRATION OF QUALITATIVE AND QUANTITATIVE SYSTEM SAFETY ANALYSIS

FM EFFECT CR
Device A Fails Loss of X 1
Device B Fails Loss of Y 3

Risk Metric (Loss of Crew)
Risk Metric (Loss of Science)
Risk Metric (Injury to Public)

Risk Metric (Schedule)
Risk Metric (Cost)

Performance Measures (Quantities of Interest to Decision-Maker)
FY 2014 Human Lunar Landing Support

• **Prepare**
  – Improved risk source identification; expanded to include routine operational environment challenges
  – Risk sensitivity analysis for interdependent complex systems

• **Identify**
  – Simulation-based risk identification
  – Increased depth and fidelity of quantitative techniques
  – Improved risk communication, including risk uncertainties

• **Mitigate**
  – Integration of mitigation activities into project schedules
FY 2020 Extended Lunar Support

• **Prepare**
  – Risk sensitivity analysis techniques for interdependent systems
  – Improved risk source identification; plans for expanded extended lunar operational environment challenges

• **Identify**
  – Predictive risk capability and tools
  – Interactive risk identification; knowledge based providing a connection to risk decisions made in the past

• **Mitigate**
  – Capture of risk mitigation successes/failures to predict mitigation approach probability
FY 2025 Human Mars Support

• Prepare
  – Improved risk sensitivity analysis techniques for interdependent complex systems
  – Improved risk source identification; plans for expanded Mars operational environment challenges

• Identify
  – Improved predictive risk capability and tools
Capability 15.3 Risk Management Roadmap

Key Assumptions: Exploration & Science

2008 CEV Initial Flight

2011 James Webb

2013 Comet Surface Sample Return

2015 Prepare for Human Lunar Missions

Capability Roadmap 15: Systems Engineering Risk/Cost Analysis

15.3 Risk Management

15.3.1 Prepare

15.3.2 Identify

15.3.3 Mitigate

Legend

PLM – Product LC Management
SBM – Sim. Based Modeling
CMMI – Capability Maturity Model Integration
QRA - Quantitative Risk Assessment

Major Event / Accomplishment / Milestone

Major Decision

Ready to Use

Integrated Risk Tools and Mitigation plans

Standardized Simulation Based Risk Analysis

Probabilistic Risk Analysis and Mitigation

Data base of Self Assessment Established

Generic Risk Strategies Data Base Developed

Operational Environment included in Risk Analysis

Simulation Based Risk Identification

Probabilistic/Sensitivity Analysis Risk Identification

Risk Mitigations Tracked against Identified Risks

Risk Mitigations Integrated into Project Schedules

Initial Life-Cycle Management Capability

Integrated System Engineering and Management Capability

Collaborative/Distributive PLEM Simulation-Based Capability

Initial Life-Cycle Management Capability

Risk Mitigation Plans Routinely Used

Data base of Self Assessment Established

Standardized Risk Tools Used

Generic Risk Strategies Data Base Developed

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**2025** Extended Lunar Capability & Life Finder Telescope

**2030** Prepare for Human Mars Mission

**Capability Roadmap 15: Systems Engineering Risk/Cost Analysis**

15.3 Risk Management
- 15.3. Interdependent Risk Analysis
  - Interdependent Systems Risk analysis
  - Extra-terrestrial operational environments included in risk analysis
- 15.3 Interactive Risk Identification and Mitigation
  - Interdependent System of Systems Risk analysis
  - Project-based Real-time risk identification and mitigation
- 15.3 Accurate Risk Analysis in Uncertain Environments
  - Accurate Risk Analysis in Uncertain Environments

15.3.1 Prepare
- Interdependent Systems Risk analysis
- Predictive tools/Processes
- Generic Risk Mitigations data base developed

15.3.2 Identify
- Interactive Risk Identification

15.3.3 Mitigate
- Interactive Risk Identification and Mitigation
- Accurate Risk Analysis in Uncertain Environments

Legend:
- PLM – Product LC Management
- SBM – Sim. Based Modeling
- CMMI – Capability Maturity Model Integration
- QRA - Quantitative Risk Assessment

Major Decision
- Major Event / Accomplishment / Milestone
- Ready to Use
# Maturity Goals

## RISK MANAGEMENT

### Prepare for Risk Management

<table>
<thead>
<tr>
<th></th>
<th>2009</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change process and skills to effect integration of RM</td>
<td>6</td>
<td>7</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Regular collection of self assessment data</td>
<td>1/YR</td>
<td>1/YR</td>
<td>1/YR</td>
<td>1/YR</td>
</tr>
<tr>
<td>Institute skills, tools and process</td>
<td>80%</td>
<td>100%</td>
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<td>Sensitivity analysis techniques for interdependent complex systems</td>
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<td>Improved risk source identification; extended lunar operations</td>
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<td>Improved risk source identification; expanded Mars ops</td>
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### Identify and Analyze Risks

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<td>Standardize risk management tools used</td>
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<td>Define skills/knowledge criteria for risk practitioners</td>
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<td>Institute skills, tools: Monitoring, tracking, control/feedback and communication</td>
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<td>Simulation-based risk identification</td>
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<td>Increased depth and fidelity of quantitative techniques</td>
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<td>Improved risk communication, including risk uncertainties</td>
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<td>Predictive risk capability and tools</td>
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<td>Interactive risk identification; knowledge based connection to risk decisions made in the past</td>
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<td>Improved predictive risk capability and tools</td>
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### Mitigate Risks

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<tr>
<td>Institute skills and tools for mitigation planning</td>
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<tr>
<td>Institute skill, tools and process for the implementation of mitigation activities</td>
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<td>Integration of mitigation activities into project schedules</td>
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<tr>
<td>Capture of risk mitigation successes/failures to predict mitigation approach probability</td>
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Summary

- Risk Management most effective when integrated with program/project and technical management

- First End State targets achieving RM integration with program/project and technical management, and elimination of existing gaps

- End States target delivery of capabilities five years prior to milestone that would benefit most from those capabilities

- Regular evaluation critical to determining capability maturity and success in meeting end state objectives
Capability - 15.4 Safety & Reliability Analysis

Presenter:
Homayoon Dezfuli, Ph.D, NASA
Team Lead
Objectives of System Safety & Reliability Analysis

• Evaluation and management of
  – Safety risk
  – Mission success

• Includes processes and techniques used to provide organized, disciplined approach to:
  – Identify and resolve risks as effectively as possible
    • Personnel
    • Equipment
    • Mission success
  – Assess safety and reliability through all phases of the life cycle
  – Risk-informed management of safety & reliability

• Assessment tools and processes should provide integrated evaluation of the entire system:
  – Hardware
  – Software
  – Physical environments
  – Operations
  – Human
  – Interactions of systems
Ensuring Safety and Mission Success in an Ideal Decision-making Framework

Ensure Safety and Mission Success

Develop and Meet Requirements & Standards

Monitor Performance and Analyze Operating Experience

Conduct Test, Research, and Assessment to Reduce Uncertainties

Conduct System Safety and Reliability, and Manage Risk

Protect the Safety and Health of the Public

Protect the Safety and Health of the Partners

Protect those Assets the Nation Entrusted to us

Requires Some or All Activities Below

The Focus of this Presentation

Ensure Safety and Mission Success

System Safety

Reliability Analysis

Safety and Mission Risk Management

Trend and Precursor Analysis

Dissemination of Lessons Learned

Inspection, Audit, & Review to Detect Noncompliance

Formulate and Meet Requirements and Standards

Meet Federal Laws and Regulations (e.g., OSHA)

Meet States Laws and Regulations

Transition of Requirements into Contracts

Fundamental Goal

The Focus of this Presentation

PREREQUISITE: A SAFETY CULTURE IN WHICH MISSION OBJECTIVES ARE CLEARLY STATED AND PROMOTES QUALITY, ACCOUNTABILITY, COLLABORATION, AND COMMUNICATION
• Benefit: Ensure safety and mission success while affordably meeting program objectives

• This benefit will be realized when safety, reliability and risk analyses are standardized and are integrated with decision processes under a single decision-making framework
  – Integrate information on safety, reliability and risk under one umbrella (integration)
    • Elimination of organizational and process barriers
  – Systematize the hazard identification process (modeling standardization)
  – Analyze safety and mission risk (measurement of safety and mission performance)
    • Assessment of aggregate risks
    • Identification of weaknesses and vulnerabilities
    • Identification and assessment of uncertainties
  – Manage safety and mission risk (decision-making)
    • Performance of trade-off studies
    • Development of risk reduction strategies
Current State-of-the-practice for 15.4 Safety & Reliability Analysis

- **Hazard analysis is widely used**
  - Focuses on specific contributors
  - Limited applicability to complex systems-of-systems
    - generally the result of brainstorming

- **Fault Tree Analysis and Failure Modes and Effects Analysis are widely used**
  - Typically applied when completed design information is available
  - Primarily applied at subsystem level
  - Limited ability to affect early design decisions

- **Risk Matrix is widely used**
  - Applied to top-level risk issues
  - Interaction between risk items is difficult to discern
  - Is unsuitable for combining risks to obtain aggregate risk
  - Uncertainties are not formally accounted for
• A Typical State-of-Practice System Safety Assessment Technique
  – Analyst postulates a failure or a deviation and assesses its consequences
    • Typically one failure or deviation is analyzed at a time
  – Analyst qualitatively judges how often a failure or deviation can occur
  – Analyst qualitatively judges the severity of the outcome or assumes the worst-case outcome
  – Analyst maps each analyzed failure into one of three risk categories (Green, Yellow, Red)
Current State-of-the-practice for
15.4 Safety & Reliability Analysis (Cont.)

- The state-of-practice safety analyses does not readily reveal whether safety is improving, declining or staying the same
  - Not designed to measure safety
  - Without safety performance measures (safety risk metrics) one cannot manage safety risk
design and operational system

System safety and risk analyses are organizationally remote from design
They are add-on to traditional engineering analysis
“System safety engineering and management is separated from mainstream engineering, is not vigorous enough to have an impact on system design, and is hidden in the other safety disciplines at NASA Headquarters.”
• NASA has begun applying probabilistic risk assessment (PRA) techniques for evaluating safety performance
  – PRA is shown to be an effective tool
    • To integrate qualitative and quantitative safety models
    • To quantify risk metrics relating to the likelihood and severity of events adverse to safety or mission success including gaining an understanding of uncertainties

• Probabilistic risk models have not yet been used for design decisions
  – Models for software-intensive systems, unique space environment, and human decision-making and human-automation interactions have not been fully developed
  – Model developments are hampered by lack of PRA skills and limited and fragmented safety-related reliability databases
Robust and effective Safety and Reliability Assessment will be necessary to safely and affordably meet all the goals in the mission framework:

- ~ 14 launches FY05-FY10 (not including Shuttle and ISS)
- Over a hundred launches between FY10-FY30
- Planetary missions using nuclear technology
- Human mission to Mars by 2030
- Sample & return missions to Mars in 2014
- Potential for 3 month stay on the Moon
- Complex science missions (telescopes and solar exploration)

Not limited to human safety and crew survival,

- Must include loss of mission, loss of equipment, and adverse environmental impacts
### Maturity Level – Capabilities for 15.4 Safety & Reliability Analysis

#### Risk and Safety Management
- Risk Tradeoffs, Risk Acceptance and Risk Communication
- Appreciation and Quantification of Uncertainties
- Mishap Investigation
- Trend and Precursor Analysis
- Dissemination of Lessons Learned

#### Systems Safety
- Qualitative Systems Safety Analysis (hardware, software, phenomenological, human)
- Quantitative Systems Safety Analysis (hardware, software, phenomenological, human)

#### System Reliability
- Reliability Prediction Models
- Reliability Database

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| Key: |
| Minor or No Gap |
| Significant Gap |
| Critical Gap |

Text in red indicates a gap
Objective: Integration of qualitative and probabilistic methods to support design evaluation

- Integrated qualitative and probabilistic methods are usually not conducted until late in the system life-cycle

State-of-practice focuses at this stage

Applying integrated system safety and reliability analyses for assessment and trade-off studies early in the design process to improve the effectiveness of decision-making
Integration of risk analysis with decision processes

Risk-informed Decision-making
(Integrated Consideration of all Performance Measures and Deliberation)

TECHNICAL RISK

Risk Metric (Loss of Crew)
Risk Metric (Loss of Science)
Risk Metric (Injury to Public)

FY10

INTEGRATION OF QUALITATIVE AND QUANTITATIVE SYSTEM SAFETY ANALYSIS

FM | EFFECT | CR
---|--------|---
Device A Fails | Loss of X | 1
Device B Fails | Loss of Y | 3

Performance Measures (Quantities of Interest to Decision-Maker)

Key Uncertainties

Decision Option
Top-level Objective for FY10 15.4
Safety & Reliability Analysis (Continued)

Assess the Impact of Each Decision Option on Performance Measures (Quantities of Interest to Decision-maker)

- Metric for Crew Safety
- Metric for Public Safety
- Metric for Mission Success
- Metric for schedule
- Metric for cost

Decision Options

Stakeholders Deliberation

Analysis

MAKING A DECISION: Consideration of all pertinent performance measure with their appropriate importance and their interrelationships

With Knowledge of
- Requirements,
- Engineering Insights,
- Engineering Standards and Operational Experience

With Knowledge of
- Technical Risk Metrics,
- Their Uncertainties, and
- Stakeholders' Preferences (relative weights of performance indicators)

Decision
Choose the most suitable option or reduce uncertainty (do more research)
FY15 Vision for 15.4
Safety & Reliability Analysis

- Safety, consistent with mission requirements, is designed into the system in a timely and cost-effective manner
  - Standardization of safety and reliability analyses and processes and their integration with systems engineering process
  - Ability to trade safety & reliability against performance, cost, design options, diverse management paths
  - Extend analysis philosophy to development stages of system design
  - Developing risk acceptance process and criteria
  - Ability to assess and quantify uncertainties
  - Ability to perform trend and precursor analysis
  - Systems knowledgeable safety experts

- Physics-based Probabilistic Risk Assessment Models that fully integrate all elements of risk; including technical, organizational, and cost
  - Centralize existing safety, reliability, system design/operating limitations, and risk focused database
  - Assessing expected performance of a design / operational strategy, based on probabilistic simulation of time histories and explicit evaluation of performance (risk) metrics for those time histories
  - User-friendly, intuitive safety & reliability tool interfaces
  - Risk models linked directly to database with automated evaluation updates
Top-level Objective for FY15
15.4 Safety & Reliability Analysis

Defining acceptable risk regions specific to the program

Risk assessment of decision options

Assessment of uncertainties

consideration of risk results including their uncertainties in decision-making
Example Integrated Future Capability

Architecture Definition

Mission Profile

Operational Parameters

Failures Modeling

Failure Event Response Model

Probability Aggregation

Uncertainty Assessment

Failure Modeling

Data Analysis

Reliability Database

Inputs

Loss-of-Crew (LOC) Probability Distribution
Loss-of-Vehicle (LOV) Probability Distribution
Loss-of-Mission (LOM) Probability Distribution
Other Risk Metrics

Outputs
FY30 Vision for 15.4
Safety & Reliability Analysis

- **System safety and reliability activities** incorporated in a risk-informed decision-making framework, capable of
  - Responding to mishaps in real time
  - Allocating resources (presents solutions, evaluates mitigation options)
  - Effective communication of safety issues
  - Monitoring performance using well defined risk metrics

- **Virtual life-cycle simulation model of safety & reliability**
  - Next-generation hazard analysis techniques that evaluate
    - New hardware technology
    - Software
    - Human performance
    - Organizational factors
  - Safety and reliability models that interface with
    - Quality control processes
    - Testing processes
    - Assembly and manufacturing
    - Maintenance and operational processes
Example of a Simulation-based Risk Model

Branch Points (BP)
- System Hardware State BP
- Physical Variables BP
- Human Action BP
- Software BP
- End State

Prob.(End State) = P_1P_2P_3P_4P_5

Source: UMD Presentation: April 04
15.4 Safety & Reliability Analysis

Key Assumptions: Exploration & Science

2005

15.4.1 System Safety
Knowledgeable technical experts performing safety analysis

2008 CEV Initial Flight

15.4.2 System Reliability
Integrated Hazard Database

2011 James Webb

15.4.3 Safety Management
Integrated Reliability & Safety Database

2013 Comet Surface Sample Return

2015 Prepare for Human Lunar Missions

Legend
PLM – Product Life Cycle Management
SBM – Simulation Based Modeling
CMMI – Capability Maturity Model Integration
QRA - Quantitative Risk Assessment
LCC - Life Cycle Cost
Concluding Summary

Presenter:
Stephen Cavanaugh
# Capabilities Current State

## Systems Engineering

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<thead>
<tr>
<th>SE-CMMI</th>
<th>Team Assessment</th>
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<td>REQUIREMENTS DEVELOPMENT</td>
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<td>INTEGRATED PROJECT MANAGEMENT FOR IDFD</td>
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## Risk Management

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<tr>
<td>Prepare for Risk Management</td>
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<td>Determine Risk Sources and Categories</td>
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<td>Define Risk Parameters</td>
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<td>Establish a Risk Management Strategy</td>
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<td>Evaluate, Categorize, and Prioritize Risks</td>
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<td>Track/Control/Communicate</td>
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<td>Mitigate Risks</td>
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<td>Develop Risk Mitigation Plans</td>
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<td>Implement Risk Mitigation Plans</td>
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## Life Cycle Costing

### Robototic Spacecraft

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### Human Spaceflight

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## Safety & Reliability Analysis

### Risk and Safety Management

- Risk Tradeoffs, Risk Acceptance and Risk Communication
- Appreciation and Quantification of Uncertainties
- Mishap Investigation
- Trend and Precursor Analysis
- Dissemination of Lessons Learned

### Systems Safety

- Qualitative Systems Safety Analysis (hardware, software, phenomenological, human)
- Quantitative Systems Safety Analysis (hardware, software, phenomenological, human)

### System Reliability

- Reliability Prediction Models
- Reliability Database

### Critical Gap

- Minor or No Gap
- Significant Gap
- Critical Gap

### Key

- Green: Minor or No Gap
- Yellow: Significant Gap
- Red: Critical Gap
- Text in red indicates a gap
• Development Metrics (process, skills, tools)
  – Annual SE NASA modified CMMI audit of maturity (levels 1-5) and capability readiness (levels 1-5)
  – Number of NASA certified engineers in Systems Engineering, Life-Cycle Costing, Risk Management, and Safety
  – Percentage of programs using integrated Systems Engineering, Project Management, Life-Cycle Costing, Risk Management, and Safety tools

• Performance Metrics (implementation)
  – Number of cancelled programs and termination reviews per year
  – Average percent cost of overrun per year
  – Accuracy of cost and schedule predictions
  – Percent of program cost dedicated to Systems Engineering
  – Number of mission failures per total number of missions
  – Number of hits (requests) from Knowledge Management databases in Cost, Reliability, Safety, Risk, and Systems Engineering
Do the Capability Roadmaps provide a clear path way to technology and capability development?
- Yes. All Roadmap sections address skills, tools (including database creation from which Models are developed to address current gaps), and new process.

Are technology maturity levels accurately conveyed and used?
- Yes. CRL were assessed by the community, and programs created to address areas with low level CRLs.

Are proper metrics for measuring advancement of technical maturity included?
- Yes. The development and performance metrics assigned are appropriate to measure progress towards increasing the validity of the discipline, and reflect current Government criticism.

Do the Capability Roadmaps have connection point to each other when appropriate?
- Yes. The capability is a discipline which connects to all other roadmaps.
• An active Senior Sponsor is **absolutely essential** due to the complexity of future NASA Exploration missions
• Develop an Integrated organization of Systems Engineering, Cost, Risk, & Safety
  – Application needs to be strategic and tactical implementation
  – Capability to integrate across Agency are currently uneven
• Develop a Systems Engineering, Cost, Risk and Safety Professional Certification program to develop a qualified skill base
  – Require SE certification level for all SE positions
  – Require as a performance objective in personnel reviews
  – Reward progress
• Establish an independent review process for each program that provides a gate keeping processes to ensure project success
• Create a centralized archival database with best practices, skill base, processes, and lessons learned

The state of systems engineering as practiced at NASA needs to be improved to successfully achieve the Exploration Vision.
DoD Partnering Possibilities

- Both part of the U.S. government with all the general rules, regulations and procedures that entails
- Share a common industrial base
- Anticipate a large turn over of the workforce in the near future
- Funding constraints, including uncertainties from budget cuts
- Moving towards capabilities-based acquisition and evolutionary development
- Increasing complexity with more system-of-systems and families-of-systems
- Share some technology overlap
- Need a strong role of Systems Engineering Systems Engineering, Cost, Risk and Safety within our programs to be successful

Opportunity exists to collaborate with DoD & NROs Systems Engineering Professional Development Program and the established Systems Engineering Education programs at DAU & AFIT.
Next Steps/Forward Work

Make changes to roadmaps based on NRC feedback
Review and Assess all applicable Strategic Roadmaps and their requirements for Systems Engineering capabilities
- Suggest possible opportunities for Strategic Roadmaps
Make changes to roadmaps to ensure consistency with Strategic Roadmaps requirements
- Additional metrics to determine if achievements will be reached
Continue to work with other Capability roadmaps to ensure consistency and completeness
Develop rough order of magnitude cost estimates for the Systems Engineering, Cost, Risk and Safety Capability Roadmap
Prepare for 2\textsuperscript{nd} NRC Review which will address 4 additional questions:
- Are there any important gaps in the capability roadmaps as related to the strategic roadmap set?
- Do the capability roadmaps articulate a clear sense of priorities among various elements?
- Are the capability roadmaps clearly linked to the strategic roadmaps, and do the capability roadmaps reflect the priorities set out in the strategic roadmaps?
- Is the timing for the availability of a capability synchronized with the scheduled need in the associated strategic roadmap?
SE Back Up Slides
7 – Commercial processes/tools widely used by industry and NASA

6 – Commercial processes/tools sparsely used by NASA

5 – Specialized NASA developed processes/tools used in current programs

3 – Processes/tools under development for existing projects/programs

1 – Ideas of processes/tools that could enhance NASAs Systems Engineering