INCOSE/OMG MBSE Initiative PBSE Patterns Challenge Team



Meeting: May 19, 2015

Today's meeting . . .

- In addition to announcements and updates, . . .
- Today's meeting will focus on technical matters.

As discussed by members in the April meeting . . .

(Schedule adjustable as needed)

Meeting Agenda: INCOSE PBSE Patterns Challenge Team of MBSE Initiative (Web conferenced)

Tuesday, May 19, 2015, 4:00 - 5:00 PM Eastern Time

	: http://www.omgwiki.org/MBSE/doku.php?id=mbse:patterns:patterns ngwiki.org/MBSE/doku.php?id=mbse:patterns:patterns challenge team mtg 0	4.21.15							
		4:00 – 5:00 PM EST							
Meeting start up:									
 Review of meeting objectives and agenda – <u>at re</u> 	quest of members, today's meeting returns to more technical focus	4:00 – 4:05							
 Introduction of participants 									
 Why the Patterns Challenge Team exists: Goals a 	ind approach								
Announcements and updates:									
 Our team's co-chair, Troy Peterson, named INCO 	SE Asst. Director for SE Transformation to MBSE								
) 2015: Cleveland, October 23-25, 2015; submissions, registration:								
	events/2015/01/14/incose-great-lakes-9th-regional-conference-2015-(glrc9)								
	ttle, July: Pickard (best paper award); Cook; Peterson; Sanyal; Schindel								
	team feedback (thank you!), for INCOSE MBSE Methodologies submission								
	: w/Agile WG) host enterprise workshops to begin August; five orgs in pipeline	4:05 – 4:15							
SE Social Network Pattern Project started (Hoffman), for presentation at GLRC2015 in October									
Health Care Delivery Pattern Application (Joint with Health Care WG) started (Thukral), for presentation at GLRC2015 in Oct									
INCOSE Chapter presentations on PBSE: Northern Ohio (May 19); Previous: Crossroads of America, Chicagoland, Enchantment,									
Michigan, Finger Lakes	n onlo (May 15), The Model Grossionas of America, chicagolana, Enchandrency								
Other announcements or updates?									
PBSE technical subjects—discussion of four related subj	ects, in progression:								
Brief review of HLR (high level requirements frame)									
Criticality of Interactions to the heart of MBSE ar	• •	4:15 - 4:50							
Viewing Requirements Statements as non-linear		1125 1100							
	the above and applications in understanding system patterns								
Planning discussion:	are above and approachers in anderstanding system patterns								
	allenge Team meeting at IS2015 in July; meeting schedule for same								
Future (Third Wave) Projects Pipeline Candidates									
Mapping PBSE to COTS Tools and Information Systems	Example SOS Pattern (Joint with SoS WG)	4:50 - 5:00							
Mapping to ISO 15288; Processes vs. Data (Maps vs. Itineraries) PBSE Implementation Strategies	Supporting INCOSE objective for SE model-based; Case for Stronger Model Semantics Other interests from team members	4150 5100							
Example Product Line Engineering (PLE) Pattern (Joint w/PLE WG)	other interests from reality incliners								
Future meetings schedule: Pace, rate, calendar									
•	le—other INCOSE WGs that are natural Patterns applications. Ideas?								

For more information, contact--

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Troy Peterson peterson troy@bah.com

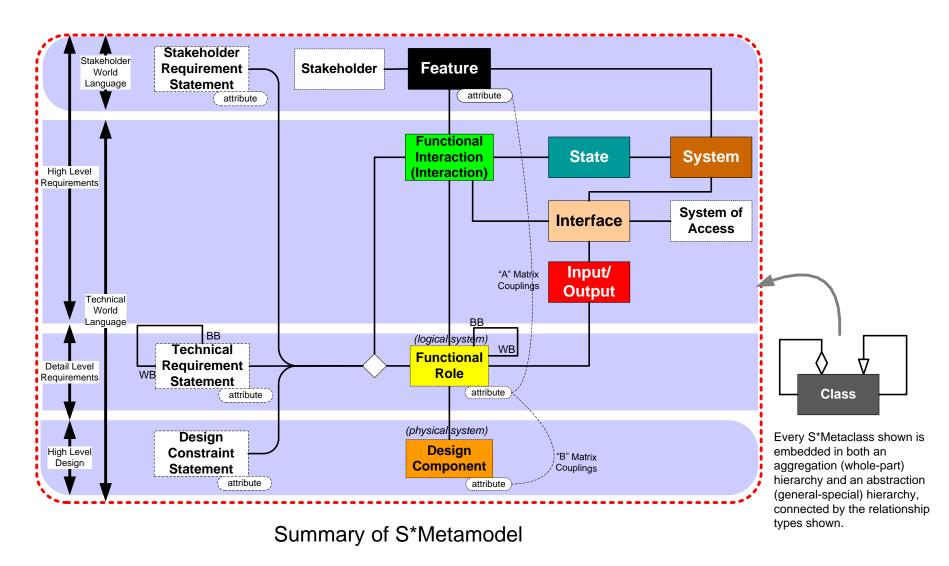
The MBSE Initiative Patterns Challenge Team: Who are we?

- Our most active members come from across diverse domains:
 - Automotive
 - Advanced Manufacturing
 - Aerospace
 - Consumer Products
 - Defense
 - Health Care, Medical Devices, Pharmaceuticals
 - Others
 - Today's attendees?
- During the last 18 months, over 100 colleagues have participated in Patterns Challenge Team activities:
 - Team meetings, work sessions, and tutorials
 - Construction of system patterns
 - Writing related papers for IS, IW, and regional INCOSE conferences
 - Invited presentations of our team's work to INCOSE chapter meetings

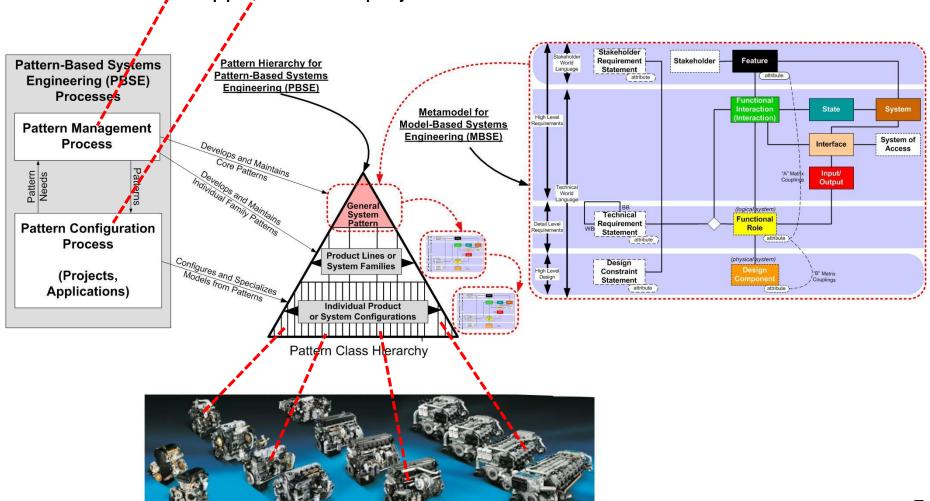
What does the Patterns Challenge Team <u>do</u>?

- This Challenge Team is concerned with <u>configurable, re-usable system models</u>, called "S*Patterns":
 - Models containing a certain minimal set of elements are called <u>S*Models</u> (S is short for "Systematica")
 - 2. Those underlying elements are called the S*Metamodel, which was inspired by the physical sciences
 - 3. S*Models using those elements may be expressed in any modeling language (e.g., SysML, or other languages)
 - S*Models can be created and managed in many different COTS modeling tools.
 - 5. Re-usable, configurable S*Models are called <u>S*Patterns</u>
 - 6. By "Pattern-Based Systems Engineering" (PBSE) we mean MBSE enhanced by these generalized assets
 - 7. These are system-level patterns (models of whole managed platforms), not just smaller-scale component design patterns

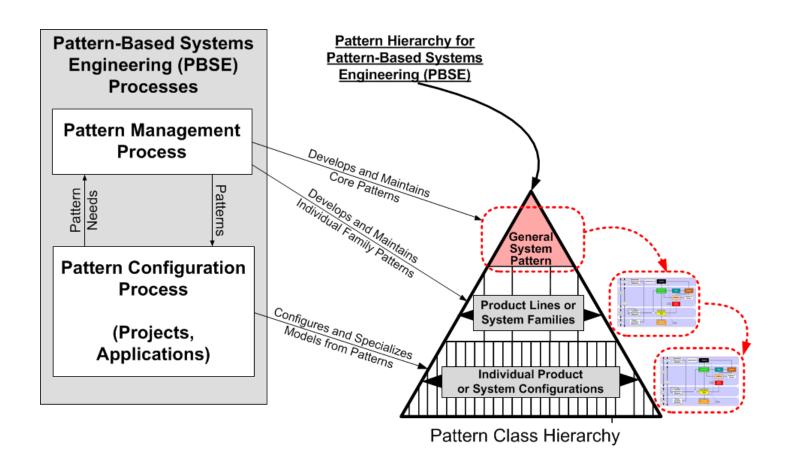
Summary of some major S*Metamodel classes and relationships—the underlying semantics of all S*Models (Refer to S*Glossary for definitions)



- Pattern-Based Systems Engineering (PBSE) has two overall processes:
 - Pattern Management Process: Generates the general pattern, and periodically updates it based on application project discovery and learning;
 - Pattern Configuration Process: Configures the pattern into a specific model for application in a project.



Business process optimized for PBSE fulfill a different vision:



Why do most representations of the systems engineering process appear to assume starting from no formal knowledge about the system of interest & its domain?

Team Announcement and Updates

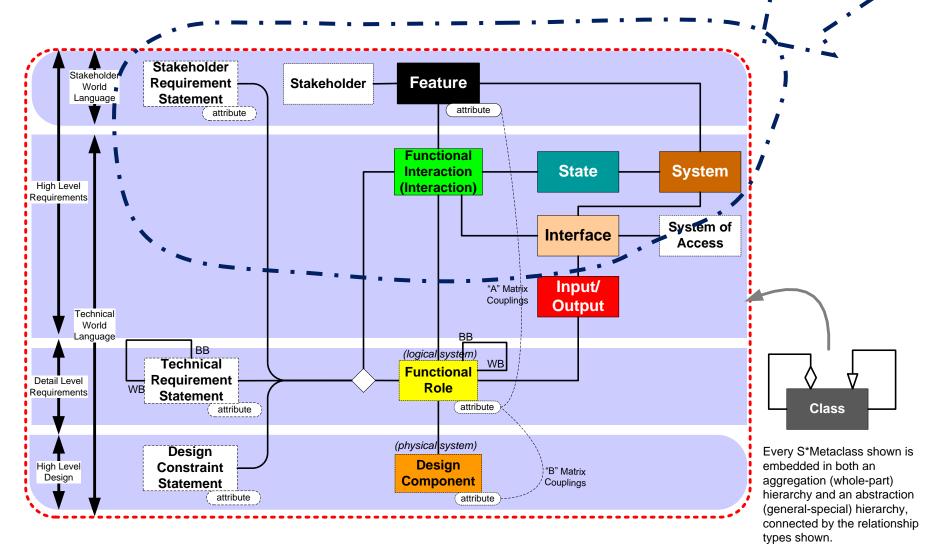
- Our team's co-chair, Troy Peterson, named INCOSE Asst. Director for SE Transformation to MBSE
- INCOSE Great Lakes Regional Conference (GLRC9) 2015: Cleveland, October 23-25, 2015; submissions, registration:

 https://www.incose.org/newsevents/currentevents/2015/01/14/incose-great-lakes-9th-regional-conference-2015-(glrc9)
- Look for five or our team's papers at IS2015, Seattle, July: Pickard (best paper award); Cook; Peterson; Sanyal; Schindel
- Updated PBSE Methodology Summary, based on team feedback (thank you!), for INCOSE MBSE Methodologies submission
- Agile SE Life Cycle Model (ASELCM) Project (joint w/Agile WG) host enterprise workshops to begin August; five orgs in pipeline
- SE Social Network Pattern Project started (Hoffman), for presentation at GLRC2015 in October
- Health Care Delivery Pattern Application (Joint with Health Care WG) started (Thukral), for presentation at GLRC2015 in Oct
- INCOSE Chapter presentations on PBSE: Northern Ohio (May 19); Previous: Crossroads of America, Chicagoland, Enchantment, Michigan, Finger Lakes
- Other announcements or updates?

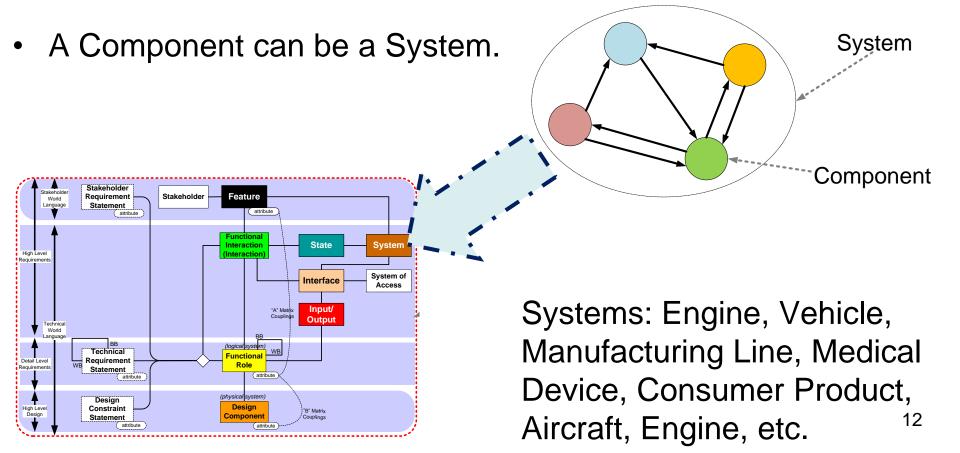
Today's Session: Four Related PBSE Technical Subjects

- Brief review of HLR (the high level requirements framework) portion of S*Metamodel
- Criticality of Interactions to the heart of MBSE and PBSE, science and engineering
- Understanding Requirements Statements as non-linear Transfer Functions
- Gestalt Rules in PBSE and their connections to the above and applications in understanding <u>system</u> patterns

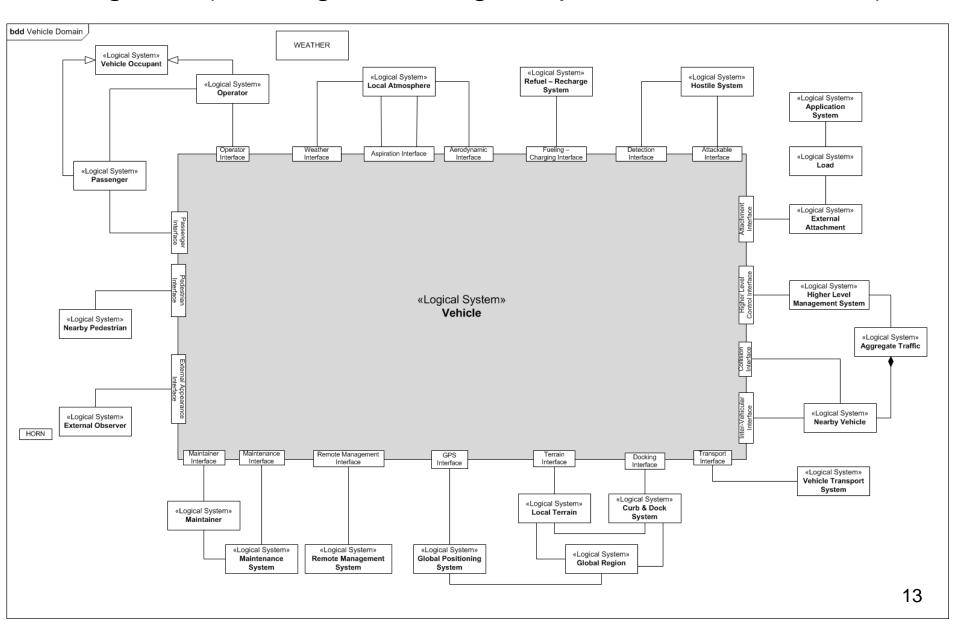
Brief review of HLR (the high level requirements framework) portion of S*Metamodel



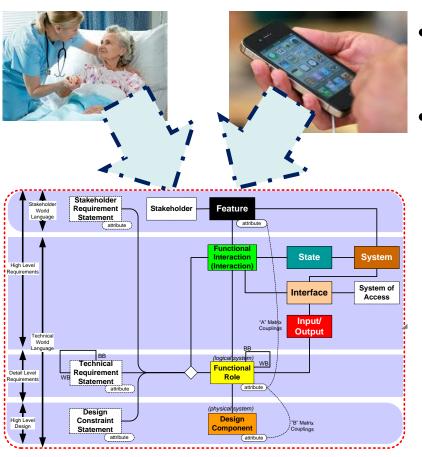
- A <u>System</u> is a collection of interacting Components.
- By "interact", we mean exchanges of energy, force, mass, or information, so that one component changes the state of another component.



In S*Models, <u>Domain</u> Systems are described by <u>Domain</u> <u>Diagrams</u> (showing interacting components of the domain)

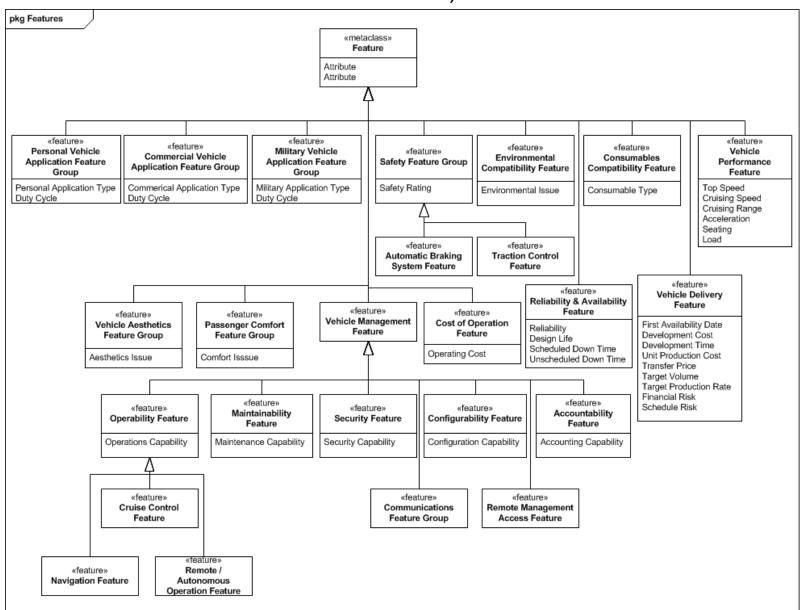


- A <u>Stakeholder</u> is a person, organization, community, or other entity with a stake in the behavior of a system.
- A <u>Feature</u> is a system behavior or capability having value to a Stakeholder, described in Stakeholder concepts & language.
- Features are the basis of Stakeholder <u>selection</u> of systems.

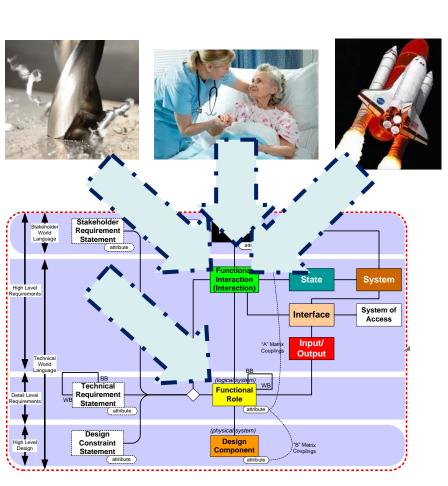


- Features are parameterized by Feature Attributes.
- These measures of effectiveness are in Stakeholder terms, so are frequently subjective and non-technical.

Features: Patient Monitoring, Threshold Detection, Production Capacity, Storage Capability, etc. In S*Models, Feature models are summarized by Stakeholder Models and associated Feature Frameworks (Including Feature Attributes, Definitions, and Stakeholder associations with the Features)



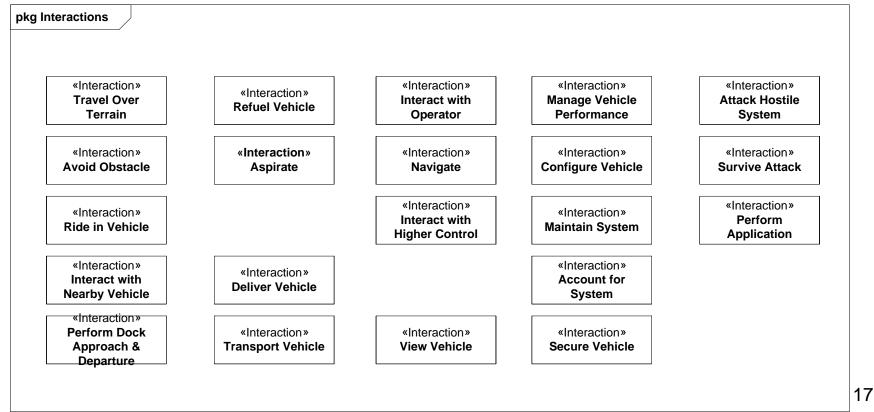
- A (Functional) <u>Interaction</u> is an exchange of energy, force, mass, or information, by two or more entities, said to play (Functional) <u>Roles</u> in the Interaction.
- All behavior occurs in the context of Interactions.



- Functional Role behaviors are parameterized by (technical)
 Role Attributes
- These describe behavior variables in objective, technical terms—the language of science and engineering.

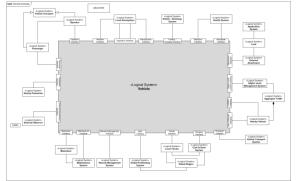
Interactions: Bore Hole, Examine Patient, Perform Ascent

- In the High Level Requirements (HLR) framework subset of an S*Model, the Interactions are summarized by name, definition, and active role-players.
- The HLR framework provides a place to associate each Interaction with related Actors, Features, and States.
- In the Detail Level Requirements (DLR) subset of an S*Model, each Interaction can be detail modeled, leading to detail Requirements and other aspects.

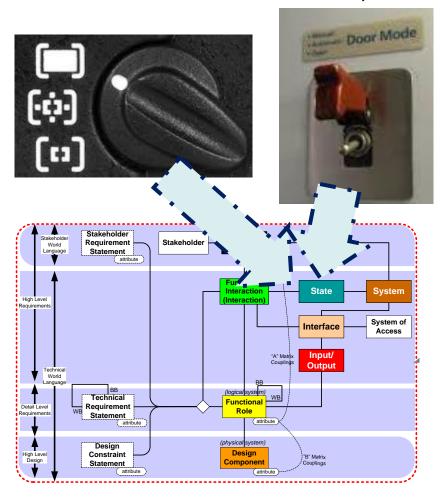


Vehicle Interactions: Which Actors Participate in Interaction?

1			Actors																			
2	Interaction Name	Interaction Definition	Vehicle	Operator	Passenger	Yehicle Occupant	Nearby Pedestrian	Observer	Maintenance	System Local	Refuel System	Hostile System	External Attachment	Load	Application System Higher parel	Management	Nearby Vehicle Vehicle	Transport Curb & Dock	System Local Terrain	Global Region	Remote Management System	Global Positioning Sustem
3	Account for Sustem	The interaction of the vehicle with its external managers, in which it accounts for vehicle utilization.	×	х				- ;							$\overline{}$	×					x	
4	Aspirate	The interaction of the vehicle with the Local Atmosphere, through which air is taken into the vehicle for operational purposes, and gaseous emissions are expelled into the atmosphere.	×							×												
5	System	The interaction of the vehicle with an external hostile system, during which the vehicle projects an attack onto the hostile system's condition.	×									x										
		The interaction of the vehicle with an external object, during which the vehicle minimizes contact with or proximity to the object.	X				X											\perp				
		The interaction of the vehicle with people or systems that manage its arrangement or configuration for intended use.	X			Ш		:	(X	\perp						\perp		\perp				
8		The interaction of the vehicle with the process of its delivery, including manufacture, distribution, and development. This includes delivery of each configured version and update of the vehicle product line or family.																				
	Higher Control	The interaction of the vehicle with an external higher level management system, along with the vehicle operator, through which the vehicle is fit into larger objectives.	×													×						
10	Interact with Nearby Vehicle	The intearction of the vehicle with another vehicle, in which information is exchanged to identify one vehicle to another.																				
	Interact with Operator	The interaction of the vehicle with its operator.																				
12		The interaction of the vehicle with a maintainer and/or maintenance system, through which faults in the vehicle are prevented or corrected, so that the intended qualified operating state of the vehicle is maintained.	×					٠,	۲ ×													
		The interaction of the vehicle with its operator and/or external management system, through which the performance of the vehicle is managed to achieve its operational purpose and objectives.	×	×																		
14		The interaction of the vehicle with the Global Positioning System, by which the Vehicle tracks is position on the Earth.	X																			X
	Perform Application	The interaction of the vehicle with an external Application System, through which the vehicle performs a specialized application.	×												x							
		The interaction of the vehicle with an external docking system, through which the vehicle arrives at, aligns with, or departs from a loading funloading dock.	×															,	۲			
17	Refuel Vehicle	The interaction of the vehicle with a fueling system and its operator, through which fuel is added to the vehicle.	X								×											
18	Ride In Vehicle	The interaction of the vehicle with its occupant(s) during, before, or after travel by the vehicle.	X	X	X	X																
19		The interaction of the vehicle with external actors that may or may not have privileges to access or make use of the resources of the vehicle, or with actors managing that vehicle security.	×	×																		
20	Survive Attack	The interaction of the vehicle with an external hostile system, during which the vehicle protects its occupants and minimizes damage to itself.	×									×				\neg						
		The interaction of the vehicle with a Vehicle Transport System, through which the Vehicle is transported to an intended destination.	x						\top	\top	1	П		\neg		\neg		₹	\top			
		The interaction of the vehicle with the terrain over which it travels, by means of which the vehicle moves over the terrain.	×											\neg		\neg			×			
		The interaction of the vehicle with an external viewer, during which the viewer observes the vehicle.	×					x	\top		1	П										
		<u>-</u>	_					_	_	_	_			_		_			_	_		



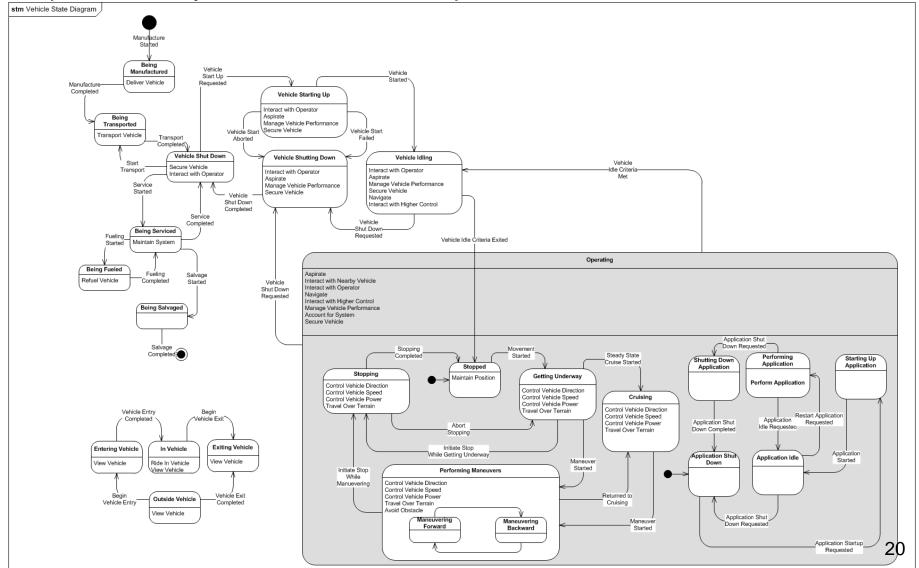
- A <u>State</u> is a condition of a system that determines its future behavior.
- Some state variables are continuous (e.g., position, velocity), and others are discrete (e.g., operational states).
- For the discrete case, Finite State Machine models are used.



 The fact that different behavior is expected in the different (finite) states is represented by associating different Interactions with different (finite) States.

Finite States: Idle Mode, Off, Powering Up, Cruising, Recharging, Opening

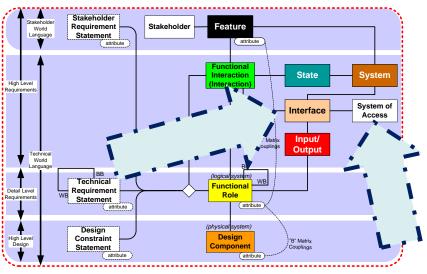
- In the High Level Requirements (HLR) subset of an S*Model, the State Model establishes a high level temporal (time) model of the system.
- The scope of such a State Model may be the entire System Life Cycle, an Operational Cycle, or other time scope.



An <u>Interface</u> is an association of (1) a system (which <u>has</u> the interface), (2) a set of Input-Outputs (which pass through the Interface), (3) a set of Interactions (which describe behavior at the Interface), and (4) a System of Access (which provides the physical transport at the Interface).



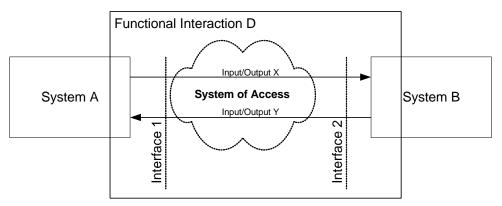








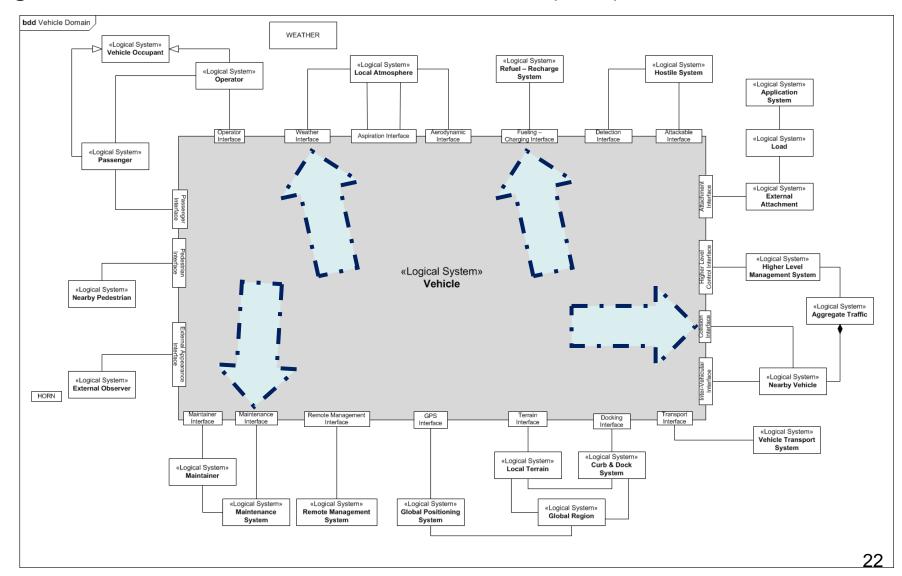
S*Models show that there are <u>multiple</u> interfaces between systems:



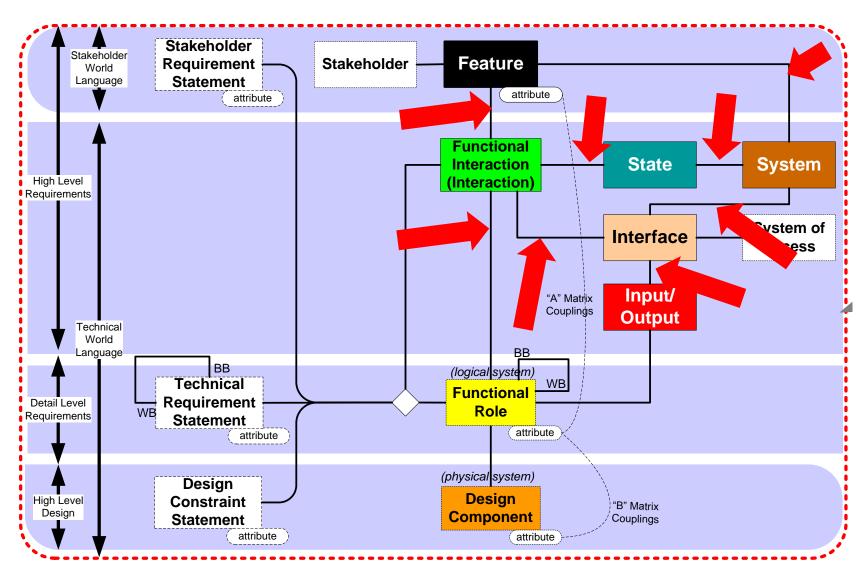
Systems of Access: Cabling, Hydraulic Lines, Internet, Mouse Driver, Pedals, Keyboard.

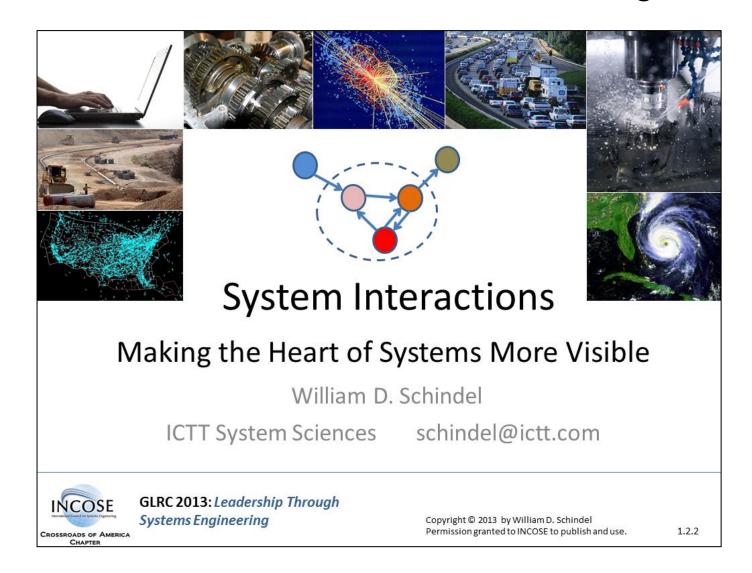
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In S*Models, external Interfaces can appear at the edge of systems (i.e., in Domain Diagrams), and queries can be used to generate Interface Control Document (ICD) views.



To be ready for a later section below, it is important to be very aware of the web of <u>S*Relationships</u> linking the classes we have been discussing (the lines in the S*Metamodel):





System Interactions

Making the Heart of Systems More Visible

William D. Schindel

ICTT System Sciences schindel@ictt.com

GIRC 2013: Leadership Through
Systems Engineering

Groupspie 0 2013 by villnams Schindel
Permissing and the Confert to publish and use. 1.3.2

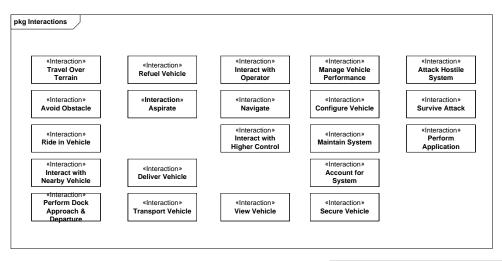
For more detail, see -->

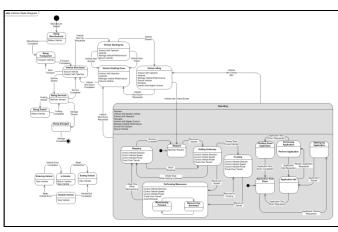
In a nutshell:

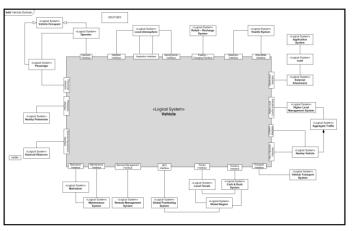
- Physical interaction models provide the context for all the laws of the hard sciences (Newton, Maxwell, Boltzmann, etc.).
- Explicit models of physical interactions are perfectly legal in MBSE models (collaboration, activity, etc.), but are frequently under-emphasized in them.
- All physical behavior occurs in the context of interactions—there is no behavior we know except behavior in interactions.
- All system "black box (BB) requirements" are descriptions of "one side" of behavior – what a subject system does during interactions.
- Engineers frequently model only "one side"—what "my system does", but not the overall interactions it has with its (equally active) environment.
- This leads to missed assumptions and requirements.
- To find all system BB requirements, find all system external Interactions.
- These Interactions can be systematically discovered through three independent relational paths—through associated Interfaces (Actors), States (Modes), and (Stakeholder) Features; this enhances ability to discover more Interactions.
- "White box interactions" are equally powerful representations of design.

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 The <u>HLR</u> model identifies (names, defines) Interactions, <u>who</u> participates in them, <u>when</u> they occur, and <u>why</u> (the stakeholder Features they support):

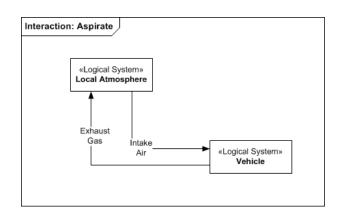


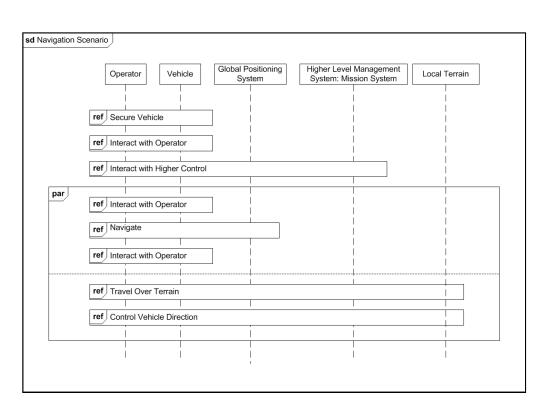




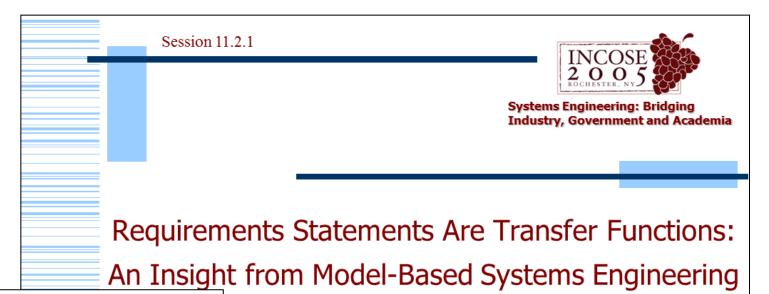
1			Actors																				
2	Interaction Name	Interaction Definition	Vehicle	Operator	Passenger	Vehicle Occupant	Nearby Pedestrian	Observer	Maintainer	System	Atmosphere Refuel Sustem	Hostile	External Attachment	Load	Application System	Higher Level Management	Nearby Vehicle	Transport	System	Global Begion	Remote	Management System Global	Positioning
2	Account for	The interaction of the vehicle with its external managers, in which it accounts for vehicle utilization.	×	×				\neg		x	\top				\neg	x	\neg	\neg		\top		×	_
4	Sustem Aspirate	The interaction of the vehicle with the Local Atmosphere, through which air is taken into the vehicle for operational purposes, and gaseous emissions are expelled into the atmosphere.	×							-	×						\forall	\top		$^{+}$		+	
5	Attack Hostile System	The interaction of the vehicle with an external hostile system, during which the vehicle projects an attack onto the hostile system's condition.	×									×										\Box	
6		The interaction of the vehicle with an external object, during which the vehicle minimizes contact with or proximity to the object.	×				x	\perp		\perp							\neg	\neg		\perp		=	
7	Configure	The interaction of the vehicle with people or systems that manage its arrangement or configuration for intended use.	×	\vdash	⊢		-	-	x	x	+	+	-		\vdash	_	-	\rightarrow	_	+	+	$^{+}$	
8	Deliver Vehicle	The interaction of the vehicle with the process of its delivery, including manufacture, distribution, and development. This includes delivery of each configured version and update of the vehicle product line or family.						\perp										\perp		\perp		\perp	
9	Higher Control	The interaction of the vehicle with an external higher level management system, along with the vehicle operator, through which the vehicle is fit into larger objectives.	×					\perp								×		\perp		\perp		\perp	
10	Interact with Nearby Vehicle	The intearction of the vehicle with another vehicle, in which information is exchanged to identify one vehicle to another.																					
11	Interact with Operator	The interaction of the vehicle with its operator.																					
12		The interaction of the vehicle with a maintainer and/or maintenance system, through which faults in the vehicle are prevented or corrected, so that the intended qualified operating state of the vehicle is maintained.	×						×	×												\perp	
13	Performance	The interaction of the vehicle with its operator and/or external management system, through which the performance of the vehicle is managed to achieve its operational purpose and objectives.	×	×																		\perp	
14	Navigate	The interaction of the vehicle with the Global Positioning System, by which the Vehicle tracks is position on the Earth.	X					\rightarrow	_	\perp		_					\rightarrow	\rightarrow		\perp		\rightarrow	X
15	Perform Application	The interaction of the vehicle with an external Application System, through which the vehicle performs a specialized application.	×					\perp							×			\perp		\perp		\perp	
	Departure	The interaction of the vehicle with an external docking system, through which the vehicle arrives at, aligns with, or departs from a loading funitoading dock.	×																×				
	Refuel Vehicle	The interaction of the vehicle with a fueling system and its operator, through which fuel is added to the vehicle.	X								X											\Box	
18		The interaction of the vehicle with its occupant(s) during, before, or after travel by the vehicle.	×	×	х	x			_	\perp	-	_			\Box	_				\perp	_		
19	Secure Vehicle	The interaction of the vehicle with external actors that may or may not have privileges to access or make use of the resources of the vehicle, or with actors managing that vehicle security.	×	×							\perp									\perp		\perp	
20		The interaction of the vehicle with an external hostile system, during which the vehicle protects its occupants and minimizes damage to itself.	×									×											
21	Transport	The interaction of the vehicle with a Vehicle Transport System, through which the Vehicle is transported to an intended destination.	×				\Box	\perp		\perp	\perp	\perp					\neg	X			_	J	
	Travel Over Terrain	The interaction of the vehicle with the terrain over which it travels, by means of which the vehicle moves over the terrain.	×																3	· 2	26	辶	
23	View Vehicle	The interaction of the vehicle with an external viewer, during which the viewer observes the vehicle.	×				$ \top$	x	- T	-T	$\neg \cap$					-T	-T	Τ	-T			-T	

- The <u>DLR</u> model identifies what occurs during an <u>individual</u> Interaction, as an exchange of Energy, Force, Mass, or Information between interacting functional roles.
- Typical DLR model views include Collaboration Diagrams, Activity Diagrams, Timing Diagrams, FFBDs, etc.:





Understanding Requirements Statements as non-linear Transfer Functions



INCOSE 2005 Symposium "Best Paper" Award in Modeling and Tools

Requirements Statements Are Transfer Functions: An Insight from Model-Based Systems Engineering

William D. Schindel ICTT, Inc., and System Sciences, LLC 100 East Campus Drive, Terre Haute, IN 47802 812-232-2062 schindel@ictt.com

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Abstract. Traditional systems engineering pays attention to careful composition of prose requirements statements. Even so, prose appears less than what is needed to advance the art of systems engineering into a theoretically-based engineering discipline comparable to Electrical, Mechanical, or Chemical Engineering. Ask three people to read a set of prose requirements statements, and a universal experience is that there will be three different impressions of their meaning. The rise of Model-Based Systems Engineering might suggest the demise of prose requirements, but we argue otherwise. This paper shows how prose requirements can be productively embedded in and a valued formal part of requirements models. This leads to the practice-impacting insight that requirements statements can be non-linear extensions of linear transfer functions, shows how their ambiguity can be further reduced using ordinary language, how their completeness or overlap more easily audited, and how they can be "understood" more completely by engineering tools.

Systems Engineering Prose

Traditional Requirements Discipline. Composing good requirements statements prose has a

Bill Schindel,
ICTT, Inc. and System Sciences, LLC



m D. Schindel. Published and used by INCOSE with permission.

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Understanding Requirements Statements as non-linear Transfer Functions

For more detail, see -->

Requirements Statements Are Transfer Functions: An Insight from Model-Based Systems Engineering Bill Schindel, ICTT, Inc. and System Sciences, LLC

In a nutshell:

The "Transfer Function" perspective of signals and systems fully characterizes the (externally visible) behavior of a system, as a sort of "ratio of outputs to inputs":

Subject System
PID Controller H(s)

Proportional
K₁

Integrator
K₃/s

Differentiator
K₂ s

 $H(s) = (K_1 + (K_2 s) + (K_3 / s))$

- However, Transfer Functions are limited to linear systems, and describes their behavior in the frequency domain. Systems generally are not linear, and frequently not described by available mathematical equations!
- However, for general systems we can extend the idea of (linear) Transfer Functions, as a way to understand Requirement Statements . . .

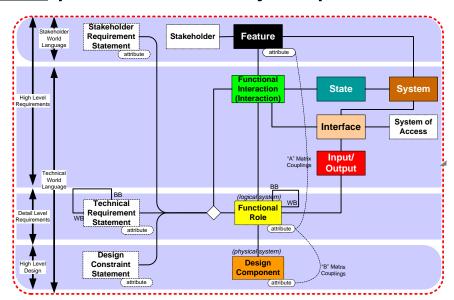
Understanding Requirements Statements as non-linear Transfer Functions



- We can <u>borrow a key idea</u> from the "Transfer Function perspective":
 - Characterizing a system's behavior by stating the externally visible relationships between its inputs and outputs
 - In words, and only infrequently as equations, and often not in the frequency domain, and usually not linear.
- All Requirement Statements then become descriptions of relationships (quantitative, temporal, functional, statistical, etc.) between system inputs and outputs:
 - Offers a powerful way to understand that the only thing Requirements
 Statements can describe are those relationships, parameterized by
 requirements parameters (efficiency, delay, yield, reliability, capacity, 30
 etc.)

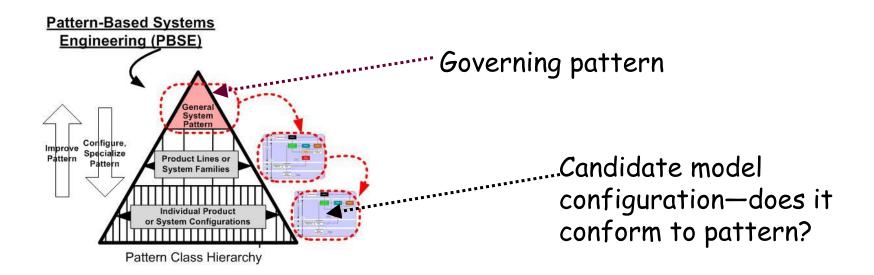
Gestalt Rules in PBSE – and their connections to the above and applications in understanding system patterns

- The above three discussions were about a web of systemic relationships in the descriptions (models) of systems:
 - 1. Relationship webs in the HLR models of systems
 - 2. Relationship webs in the DLR models of systems
 - 3. Including understanding Requirement Statement prose as a form of input-output Relationship (non-linear Transfer Function)
- What does this tell us about patterns (repeating regularities) that are <u>systemic</u> patterns—not just patterns of <u>parts</u>?



Gestalt Rules in PBSE – and their connections to the above and applications in understanding system patterns

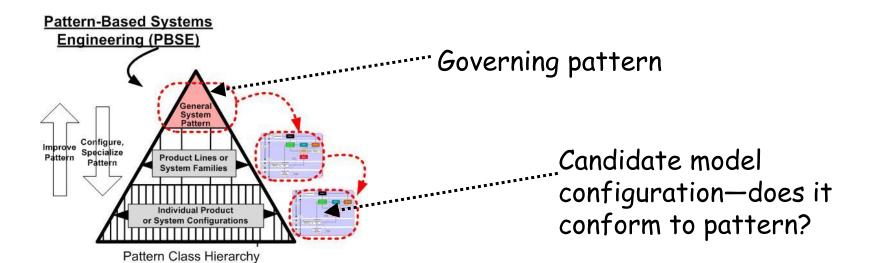
- Gestalt Rules express what is meant by holistic conformance to a system pattern:
 - Expressing regularities of whole things, versus same "parts"





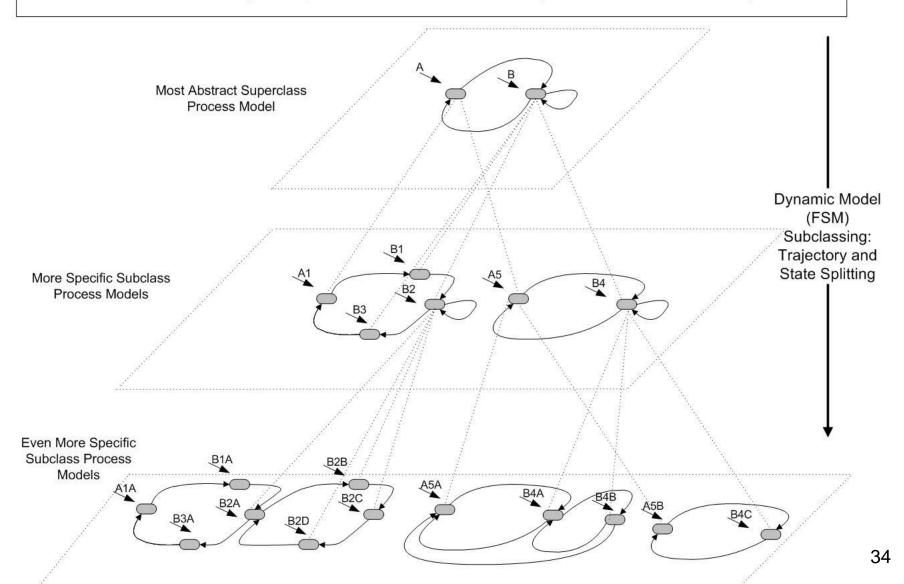
The Gestalt Rules

- 1. Every component class in the candidate model must be a subclass of a parent superclass in the pattern—no "orphan classes".
- 2. Every relationship between component classes must be a subclass of a parent relationship in the pattern, and which must relate parent superclasses of those same component classes—no "orphan relationships".
- 3. Refining the pattern superclasses and their relationships is a permissible way to achieve conformance to (1) and (2).



<u>Example</u>: State Model Pattern—illustrates how <u>visual</u> is the "class splitting" and "relationship rubber banding" of the Gestalt Rules

Class Hierarchy of Dynamic Process Models (Finite State Machines)



Planning Discussion: Next and Future Activities

- Discussion of candidates for focus of Patterns Challenge Team meeting at IS2015 in July; meeting schedule for same
- Future (Third Wave) Projects Pipeline Candidates:

Mapping PBSE to COTS Tools and Information	Example SOS Pattern (Joint with SoS WG)
Systems	
Mapping to ISO 15288; Processes vs. Data	Supporting INCOSE objective for SE model-
(Maps vs. Itineraries)	based; Case for Stronger Model Semantics
PBSE Implementation Strategies	Other interests from team members
Example Product Line Engineering (PLE) Pattern	
(Joint w/PLE WG)	

- Future meetings schedule: Pace, rate, calendar
- Outreach: Who else should be involved? Example—other INCOSE WGs that are natural Patterns applications.
 Ideas?
- Next Team Meeting: Tuesday, June 16, 4:00 PM EST