engineer's ability to say, "A beam that long will break." Instead, all that can be said is "My experience leads me to think that adding that new feature will cause severe unintended consequences." Les has been working on trying to bring measurement to software quality evaluation, but has concluded (not without a great deal of time and effort) that we are more likely to improve the safety and reliability of systems containing software by pursuing the traditional engineering virtues of redundancy and designing for failure than by pursuing studies of the fabric of software.

This is a very brief summary and doesn't include the stimulating after-dinner talk by Air Marshal Julian Young, the panel session nor the to-and-fro around the exhibitors' displays, across the coffee cups and the lunch plates, and during the beer tasting.

Dick Selwood is a freelance writer with a strong interest in safety and related matters.

SCSC would like to thank all speakers, session chairs and organisers for a wonderful 25th Anniversary Symposium. We look forward to seeing you all again next year at the Principal Hotel, York, 6th - 8th February 2018.

Working Group Report: Safety of Autonomous Systems

by Rob Alexander and Philippa Ryan

Building on the success of the long-established Data Safety Initiative Working Group, SCSC has recently established new Working Groups, to address various pressing issues in system safety engineering. To date, three further groups have been established: the Safety of Autonomous Systems Working Group, the Assurance Cases Working Group and the Service Assurance Working Group. *Safety Systems* will be reporting on developments within the Working Groups. In this issue, the focus is on the Safety of Autonomous Systems Working Group (SASWG).

The SASWG has been formed to produce clear guidance on how autonomous systems and autonomy technologies should be managed in a safety-related context, in a way that reflects emerging best practice. The first meeting was held at Conekt in Solihull on 17th January. The discussion was interesting and wide-ranging, and considered, among other things, domains and applications of interest and terms of reference. The group agreed to produce an outline – content list and candidate structure – of a cross-sector guidance document by the end of the year. We plan to hold meetings roughly once a month for the foreseeable future.

The second meeting was held on 9th March at the Transport Systems Catapult in Milton Keynes. A number of domain-specific examples were presented, from automotive, medical, civil aerospace, defence, rail, maritime and space. These were used to establish the zone of interest for the guidance, in terms on internal and contextual complexity.

The third meeting will be held in early May. Location to be confirmed. For further details, please contact Rob Alexander: rob.alexander@york.ac.uk.

See the *Events Guide* on page 36 for details of other forthcoming Working Group meetings and other Club events.