

Barry Kirwan

List of Publications by Year in descending order

Source: <https://exaly.com/author-pdf/8314018/publications.pdf>

Version: 2024-02-01

48
papers

2,222
citations

218677

26
h-index

254184

43
g-index

52
all docs

52
docs citations

52
times ranked

1130
citing authors

#	ARTICLE	IF	CITATIONS
1	Development and application of a human error identification tool for air traffic control. Applied Ergonomics, 2002, 33, 319-336.	3.1	225
2	The validation of three human reliability quantification techniques " THERP, HEART and JHEDI: Part 1 " technique descriptions and validation issues. Applied Ergonomics, 1996, 27, 359-373.	3.1	168
3	Human error identification in human reliability assessment. Part 1: Overview of approaches. Applied Ergonomics, 1992, 23, 299-318.	3.1	130
4	Human error identification techniques for risk assessment of high risk systems"Part 1: review and evaluation of techniques. Applied Ergonomics, 1998, 29, 157-177.	3.1	125
5	Safe by design: where are we now?. Safety Science, 2007, 45, 305-327.	4.9	102
6	Human error identification in human reliability assessment. Part 2: Detailed comparison of techniques. Applied Ergonomics, 1992, 23, 371-381.	3.1	100
7	The SACADA database for human reliability and human performance. Reliability Engineering and System Safety, 2014, 125, 117-133.	8.9	90
8	The validation of three Human Reliability Quantification techniques " THERP, HEART and JHEDI: Part II " Results of validation exercise. Applied Ergonomics, 1997, 28, 17-25.	3.1	88
9	Human error in European air traffic management: the HERA project. Reliability Engineering and System Safety, 2002, 75, 257-272.	8.9	76
10	Validation of human reliability assessment techniques: Part 1 " Validation issues. Safety Science, 1997, 27, 25-41.	4.9	71
11	Development of a methodology for understanding and enhancing safety culture in Air Traffic Management. Safety Science, 2013, 53, 123-133.	4.9	65
12	The validation of three human reliability quantification techniques " THERP, HEART and JHEDI: part iii " Practical aspects of the usage of the techniques. Applied Ergonomics, 1997, 28, 27-39.	3.1	62
13	Measuring safety culture in a research and development centre: A comparison of two methods in the Air Traffic Management domain. Safety Science, 2007, 45, 669-695.	4.9	59
14	Validation of human reliability assessment techniques: Part 2 " Validation results. Safety Science, 1997, 27, 43-75.	4.9	57
15	Safety <i>sans FrontiÃres</i>: An International Safety Culture Model. Risk Analysis, 2015, 35, 770-789.	2.7	56
16	The relationship between national culture and safety culture: Implications for international safety culture assessments. Journal of Occupational and Organizational Psychology, 2016, 89, 515-538.	4.5	54
17	Human error identification techniques for risk assessment of high risk systems"Part 2: towards a framework approach. Applied Ergonomics, 1998, 29, 299-318.	3.1	51
18	The development of a nuclear chemical plant human reliability management approach: HRMS and JHEDI. Reliability Engineering and System Safety, 1997, 56, 107-133.	8.9	50

#	ARTICLE	IF	CITATIONS
19	Safety culture and power: Interactions between perceptions of safety culture, organisational hierarchy, and national culture. <i>Safety Science</i> , 2020, 121, 550-561.	4.9	47
20	Human reliability data requirements. <i>International Journal of Quality and Reliability Management</i> , 1995, 12, 24-46.	2.0	43
21	Human error data collection as a precursor to the development of a human reliability assessment capability in air traffic management. <i>Reliability Engineering and System Safety</i> , 2008, 93, 217-233.	8.9	39
22	Nuclear Action Reliability Assessment (NARA): A Data-Based HRA Tool. , 2004, , 1206-1211.		38
23	Managing emergencies and abnormal situations in air traffic control (part II): Teamwork strategies. <i>Applied Ergonomics</i> , 2010, 41, 628-635.	3.1	37
24	Soft systems, hard lessons. <i>Applied Ergonomics</i> , 2000, 31, 663-678.	3.1	36
25	Collection of offshore human error probability data. <i>Reliability Engineering and System Safety</i> , 1998, 61, 77-93.	8.9	33
26	Managing emergencies and abnormal situations in air traffic control (part I): Taskwork strategies. <i>Applied Ergonomics</i> , 2010, 41, 620-627.	3.1	33
27	The role of the controller in the accelerating industry of air traffic management. <i>Safety Science</i> , 2001, 37, 151-185.	4.9	29
28	Nuclear action reliability assessment (NARA): a data-based HRA tool. <i>Safety and Reliability</i> , 2005, 25, 38-45.	0.6	26
29	CARA: A Human Reliability Assessment Tool for Air Traffic Safety Management – Technical Basis and Preliminary Architecture. , 2007, , 197-214.		26
30	Coping with accelerating socio-technical systems. <i>Safety Science</i> , 2001, 37, 77-107.	4.9	25
31	Safety in design – Can one industry learn from another?. <i>Safety Science</i> , 2007, 45, 129-153.	4.9	25
32	Incident reduction and risk migration. <i>Safety Science</i> , 2011, 49, 11-20.	4.9	24
33	Agent-based organizational modelling for analysis of safety culture at an air navigation service provider. <i>Reliability Engineering and System Safety</i> , 2011, 96, 515-533.	8.9	22
34	An overview of a nuclear reprocessing plant Human Factors programme. <i>Applied Ergonomics</i> , 2003, 34, 441-452.	3.1	18
35	Factor interaction influences on human performance in air traffic control: The need for a multifactorial model. <i>Work</i> , 2012, 41, 159-166.	1.1	14
36	Safety informing design. <i>Safety Science</i> , 2007, 45, 155-197.	4.9	8

#	ARTICLE	IF	CITATIONS
37	The interaction between safety culture and degraded modes: A survey of national infrastructures for air traffic management. <i>Risk Management</i> , 2009, 11, 241-284.	2.3	8
38	Task Complexity: What Challenges the Crew and How Do They Cope. , 2010, , 233-251.		8
39	Systems Change in Transport Control: Applications of Cognitive Work Analysis. <i>The International Journal of Aviation Psychology</i> , 2011, 21, 62-84.	0.7	7
40	The safety culture stack â€“ the next evolution of safety culture?. <i>Safety and Reliability</i> , 2018, 38, 200-217.	0.6	7
41	Assessing and Advancing Safety Management in Aviation. <i>Safety</i> , 2022, 8, 20.	1.7	7
42	The need for a multi-factorial model of safe human performance in air traffic control. , 2010, , .		5
43	Divergent perceptions of safety culture between occupational groups. <i>Proceedings of the Human Factors and Ergonomics Society</i> , 2016, 60, 1622-1626.	0.3	5
44	Human reliability assessment. , 2005, , 833-875.		2
45	Nuclear Action Reliability Assessment (Nara), Further Development of a Data-Based Hra Tool. , 2008, , 164-169.		2
46	Towards the harmonisation of Just Culture across organisations: the London Luton Airport case. <i>MATEC Web of Conferences</i> , 2019, 304, 06006.	0.2	1
47	Human reliability assessment in the UK nuclear power and reprocessing industries. , 1996, , 277-311.		1
48	Advancing Safety in Organisations: Application via the Luton Safety Stack. <i>MATEC Web of Conferences</i> , 2019, 273, 01002.	0.2	0