

DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEMS COMMAND, WASHINGTON NAVY YARD, DC 20376-4065
NAVAL SUPPLY SYSTEMS COMMAND, MECHANICSBURG, PA 17055-0791
SPACE AND NAVAL WARFARE SYSTEMS COMMAND, SAN DIEGO, CA 92110-3127
NAVAL AIR SYSTEMS COMMAND, PATUXENT RIVER, MD 20670-1547

NAVAIR
5400
Ser 00/593
14 OCT 03

SPAWAR
5400
Ser 00/375
10 Oct 03

NAVSUP
5400
Ser 00/035
4 Oct 03

NAVSEA
5400
Ser 00/078
21 Oct 03

VIRTUAL SYSCOM MEMORANDUM OF AGREEMENT - VS-MOA-09
BETWEEN
COMMANDER, NAVAL SEA SYSTEMS COMMAND
COMMANDER, NAVAL SUPPLY SYSTEMS COMMAND
COMMANDER, SPACE AND NAVAL WARFARE SYSTEMS COMMAND
AND
COMMANDER, NAVAL AIR SYSTEMS COMMAND

Subj: COMMAND, CONTROL, COMPUTERS, COMMUNICATION AND
INTELLIGENCE (C4I) CHIEF ENGINEER ADDITIONAL DUTY (ADDU)
RESPONSIBILITY AND SUPPORT

Ref: (a) 112123Z OCT 02 ASSTSECNAV RDA WASHINGTON DC

Encl: (1) Technical Authority Definition

1. By reference (a) the Assistant Secretary of the Navy for Research, Development and Acquisition (ASN-RDA) designated Commander, Space and Naval Warfare Systems Command (COMSPAWAR) as the C4I Chief Engineer for the Navy. As part of that assignment, COMSPAWAR was also assigned Additional Duty (ADDU) to Commander, Naval Air Systems Command (COMNAVAIR) and Commander, Naval Sea Systems Command (COMNAVSEA) for C4I systems. The purpose of that assignment was to ensure that all C4I capability and systems fielded across the Systems Commands (SYSCOMs) are fully interoperable (not only with other Navy systems, but also with USMC systems that are integrated aboard some platforms) and are built to the architectural standards that will define FORCENet and the Joint C4I architecture of the future. This structure is also necessary to facilitate the cross-coordination of the SEAPOWER 21 pillars, which will drive the requirements for that architecture. In order to effectively perform these duties, it is essential that COMSPAWAR have

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visibility into and influence over the C4I architecture and standards compliance of systems within each of the SYSCOMs and their field activities. This letter assigns appropriate technical authority to COMSPAWAR to accomplish that end.

2. There are numerous and substantial challenges associated with this undertaking. Many systems developed and fielded by NAVAIR and NAVSEA, are highly integrated in design and functionality, and have safety and/or effectiveness requirements for which direct technical authority must be retained within and exercised by the associated systems command. This will remain the case even when some level of C4I functionality is embedded within such systems. Recognition of this requirement suggests an approach that does not depend on categorizing systems strictly as either "C4I" or "non-C4I" in nature. An approach is required that balances technical authority for C4I architecture and standards compliance with the authorities that must continue to be directly exercised by NAVAIR and NAVSEA.

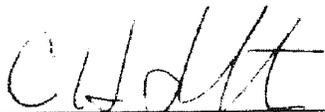
3. It is imperative that the execution of technical authority by the C4I CHENG is compatible with existing implementations in NAVAIR, NAVSEA and MARCORSYSCOM, which have evolved to support the technical disciplines required for acquisition, design, development, tests and in-service support of aircraft, ships, submarines, and weapons. The Virtual SYSCOM Level II C4I Senior Leadership Team chaired by COMSPAWAR as the C4I Chief Engineer is charged with development and implementation of processes to satisfy the capability requirement. As a first step to begin implementation of these processes, programs are currently being identified (by the Virtual SYSCOM Level 1 Governance team) to "pilot" inclusion of FORCENet requirements into existing and future acquisitions. The C4I CHENG will provide a checklist to aid Milestone Decision Authority judgment of FORCENet Compliance at acquisition milestones. The checklist will also provide SYSCOMs, PEOs and other personnel a tool for use in the development of acquisition strategies to ensure acquired systems are interoperable with the FORCENet architecture and that FORCENet conformance is inherent in the contract language. It is envisioned that the Virtual SYSCOM Level II C4I Senior Leadership and the associated C4I governance process will adjudicate issues between C4I technical authority and PEO programmatic authority in a manner consistent with existing implementations of technical authority in NAVAIR and NAVSEA. All proposed actions recommended by the C4I Chief Engineer will be fully coordinated with the appropriate Program Executive

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Offices (PEOs) and will be reported to the Virtual SYSCOM through the governance process. Enclosure (1) provides a definition of technical authority as a point of departure for this assignment.

4. C4I Chief Engineer involvement is critically important to the integration of our systems with respect to C4I interoperability. All NAVAIR, NAVSEA, SPAWAR and their associated activities will fully support the C4I Chief Engineer in the execution of these ADDU responsibilities.

For the Virtual SYSCOM:



C. H. JOHNSTON
Commander (Acting)
Naval Air Systems Command



K. D. SLAGHT
Commander
Space and Naval Warfare
Systems Command



J. D. McCARTHY
Commander
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DASN C4I

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CNO (09)

Technical Authority Definition

Technical Authority: Technical authority is the authority, responsibility and accountability to establish, monitor and approve technical products (including their interfaces) and policy in conformance to higher tier policy. Individuals warranted as technical authorities are entrusted and empowered to make technically sound engineering decisions, and must do so with integrity and discipline using publicly accepted system engineering standards. This allows decisions to be made in a timely and responsive manner, not requiring excessive review and oversight.