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J. L. Farrell



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Interface specifications for common electronic subsystems provide only rudimentary outputs, *e.g.*, adequate for CRT display. Corresponding information with form, timeliness, and precision capable of supporting modern operation is internal – and thus accessible only to the supplier. Combined with widespread practices in system requirement genesis (definition of specs by those with limited experience / understanding) and software management (withholding of system engineering support, the design-by-coder expedient, adoption of marginally related "baseline" designs), with minimal coordination across module designs and little emphasis on testability, the result is poor performance at a huge price tag. Ramifications are multifaceted – cutting across nav, surveillance, cooperative as well as bi- and multistatic track, command, control, software development / verification / reuse, compatibility between subsystems from different suppliers; – and the manner of defining those subsystems' requirements.

A giant step toward reducing this problem could be taken by a common-sense updating of antiquated interface standards – which were adopted long before modernization. Just making information available where needed – with no need for massive budgets nor scientific breakthroughs – would enable a quantum jump in performance and economy. The ingredient needed is the will to make the change; ***the status quo has support from budget-control, business, and career interests.***

Dr. James L. Farrell, author of *Integrated Aircraft Navigation*, with over 35 years experience in the aerospace field, will did discuss these issues on Tuesday, January 14, at 1:30 – 2:00 P.M. His presentation (supported by operational system examples) will be followed by open discussion for the remainder of the afternoon.