



# Acquisition Directorate

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## Program Executive Officer

# NSC Risk Brief

CG-93 | RDML Ronald Rábago  
CG -00 | 30 Aug 2007



# Outline

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**Opening Remarks**

**NSC Risks**

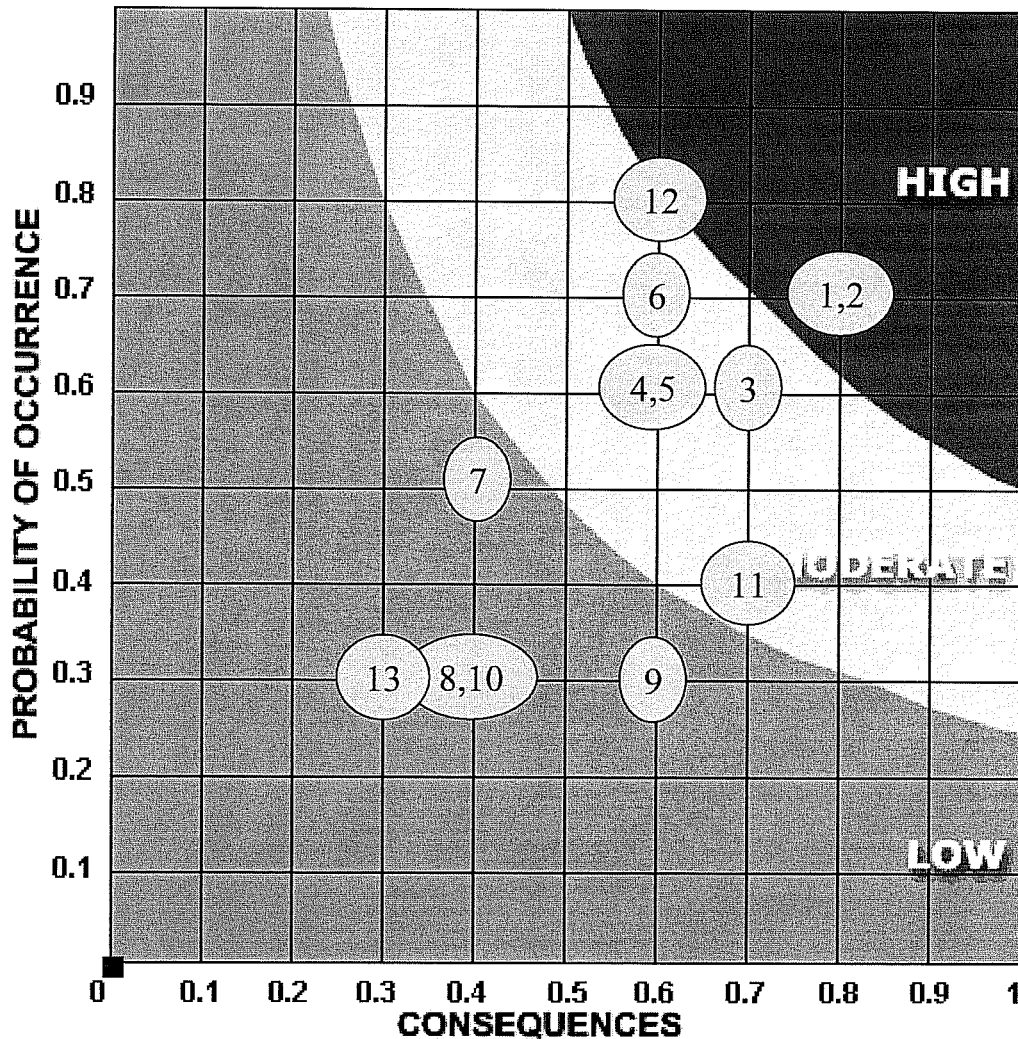
- C4ISR
- HM&E

**Post DD250 Worklist**

**Focus Areas for PEO**



# Risk Summary



## NSC Risk Report

1. TEMPEST (.56) - Delivery
2. Information Assurance (.56) - Delivery
3. CGC2 (.42) - Delivery
4. External Communications (.36) - PSA
5. Internal Communications (.36) - Delivery
6. NSC 1 Schedule (.42) - Delivery
7. Stern Launch (.20) - PSA
8. Weight Growth (.12) - PSA
9. Vital Space Egress (.18)
10. Flight Deck Certification (.12) - PSA
11. HH65C Helo Availability (.28) - PSA
12. VUAV Not Available (.48) - Delivery
13. NVG Compatible (.09) - Delivery



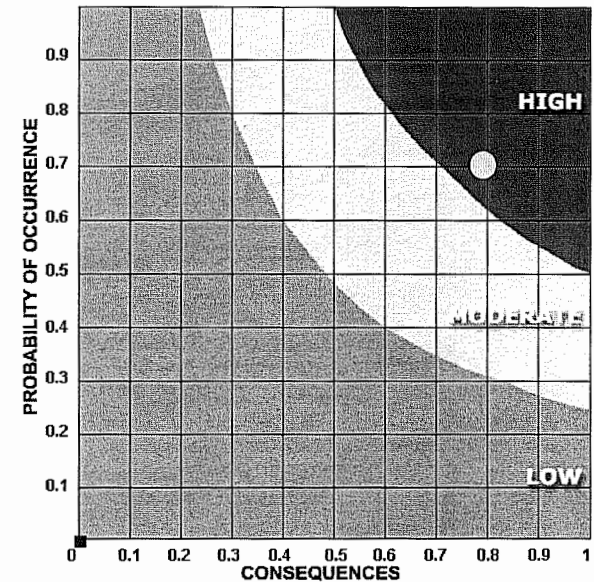
# Risk 1 - TEMPEST

## Description:

If NSC1 does not meet TEMPEST requirements of IA 5239.31, IA 5239.22 and NSTISSAM TEMPEST/2-95 by delivery, then the cutter will be unable to process classified information.

## Mitigation Strategy:

- ✓ Conduct early Visual TEMPEST Inspection (VTI)
- ✓ Conduct Pre-Instrumented TEMPEST survey (ITS) on cabinets
- ✓ CCA clarified TEMPEST contract requirements
- Work-Off identified TEMPEST discrepancies
- Charter Working Group to provide execution focus on design issues
- PMRO will conduct periodic inspections to ensure discrepancies are addressed
- Conduct VTI after discrepancies are addressed
- Conduct Full Ship ITS



Program Managers Assessment:	
Partially Complete	Production
Complete	Delivery

**Contract Requirement**

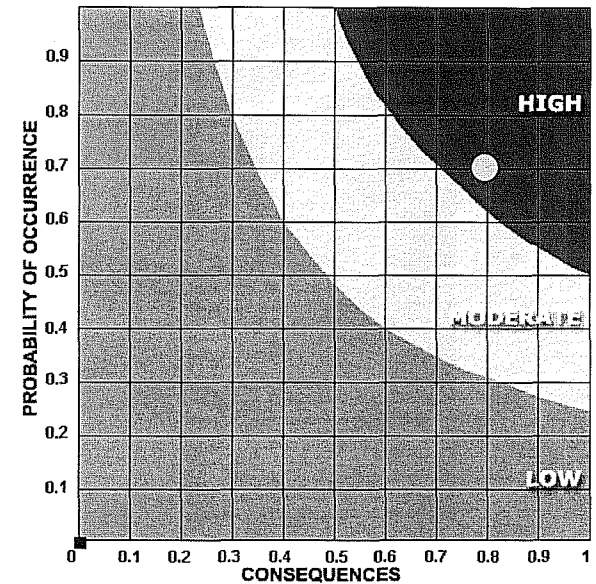
# Risk 2 – Information Assurance

## Description:

If the NSC is not granted IATO/ATO by the DAA before delivery, then it will not be able to connect to SIPRNET or CGDN+. IATO/ATO is heavily dependent on DIACAP and FISMA requirements.

## Mitigation Strategy:

- ✓CG-6 identify DAA/CA
- ✓Add contract scope for HM&E systems
- Charter IA Leadership Team to provide visibility and mgmt oversight
- Charter IA Working Group to provide execution focus on design issues
- Break out from Test Cert Schedule an IA POA&M to focus on:
  - Identifying requirements and architecture
  - Developing SSAA documentation
  - Scanning and hardening information systems



Program Managers Assessment:	
Partially Complete	Delivery
Complete	PDA

**Partial  
Contract Requirement**



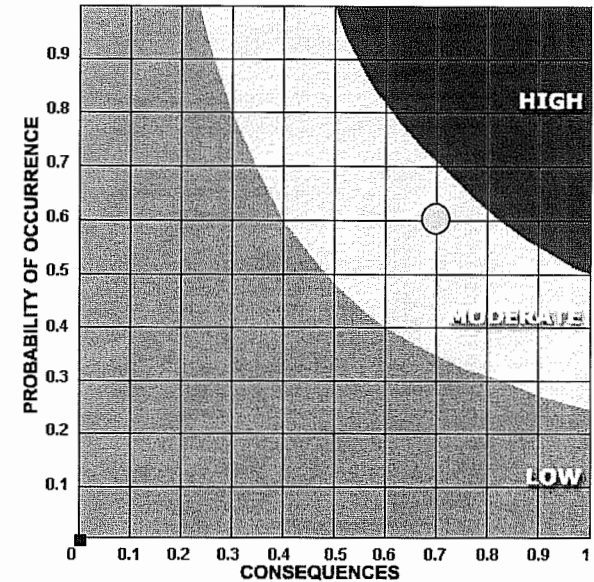
# Risk 3 – CGC2 Performance

## Description:

If the CGC2 system is unable to perform consistently by delivery, then the NSC will not be able to execute all mission requirements.

## Mitigation Strategy:

- ✓ Mitigate Shipboard Integration risk at MDAC & TRACEN
- ✓ Adjust software build process from lessons learned at D7 and 123
- ✓ Establish USCG insight and oversight through IPTs and ECB/CCB
- Conduct rigorous oversight of Shipboard Testing Program
- Review and revise management approach and contracting vehicle of software fixes, upgrades and security maintenance



Program Managers Assessment:	
Partially Complete	Production
Complete	Delivery

**Contract Requirement**

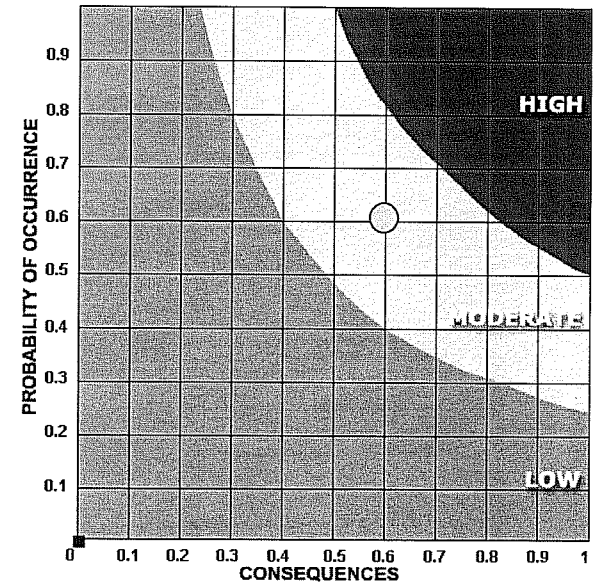
# Risk 4 - External Communications

## Description:

If the External Communications (ExComms) change proposals are not completed at PSA, then the NSC will be unable to meet multiple circuit capability requirements in HF, UHF (including UHF MILSATCOM) and VHF bands.

## Mitigation Strategy:

- ✓ Partner with NSWCDD-ITD to conduct topside analysis
- ✓ Develop technical solution for ExComms Upgrades
- Develop or modify ECP for consideration by NSC CCB
- Schedule SCIF design review with CG2/3/4/6 representatives
- Develop change package, procure equipment and fund shipalt at PSA



Program Managers Assessment:	
Partially Complete	Delivery
Complete	PSA

**Partial  
Contract Requirement**



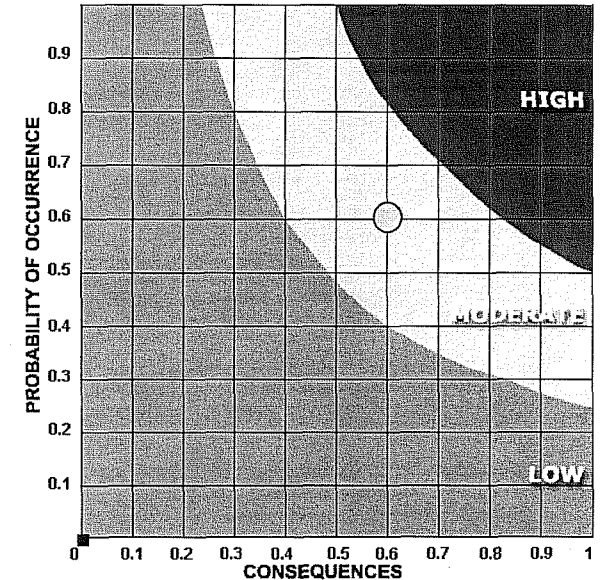
# Risk 5 – Interior Communications

## Description:

If the Internal Vessel Communication System (IVCS) is not accredited by delivery, then the crew of the NSC will be unable to discuss classified information over this system and the Interior Communication system will need to be modified.

## Mitigation Strategy:

- ✓ Submit Type Accreditation Package
- ✓ Partner with the USN on accreditation of the IVCS
- Monitor NSA evaluation and provide amplifying information as needed
- Await results of the NSA accreditation



Program Managers Assessment:	
Partially Complete	Production
Complete	Delivery

**Contract Requirement**



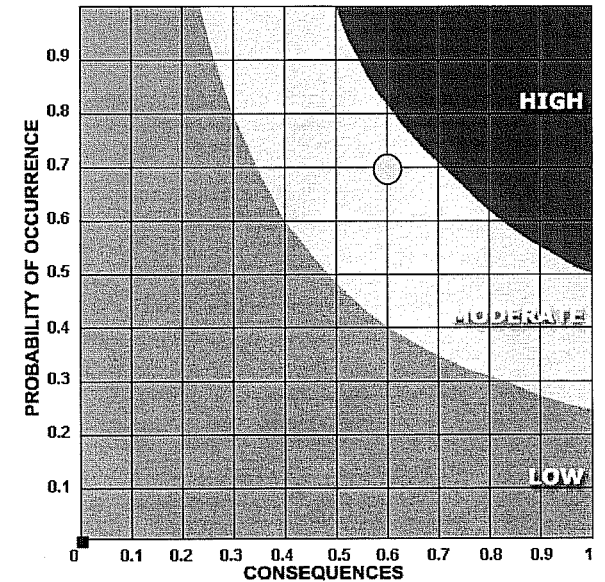
# Risk 6 – NSC 1 Schedule

## Description:

If the Builder's and Acceptance Trials of NSC 1 do not occur on time, then the ship may not be delivered by the end of February 2008.

## Mitigation Strategy:

- ✓ Program Office monitoring progress carefully
- ✓ Pushing ICGS for a revised, realistic schedule to DD-250
- ✓ PMRO adjusting staff resources to support aggressive schedule and ensure QA is not compromised
- ✓ Program Office established teams to focus on IA issues
- Coordinate with INSURV revised AT date once known to ensure INSURV can support

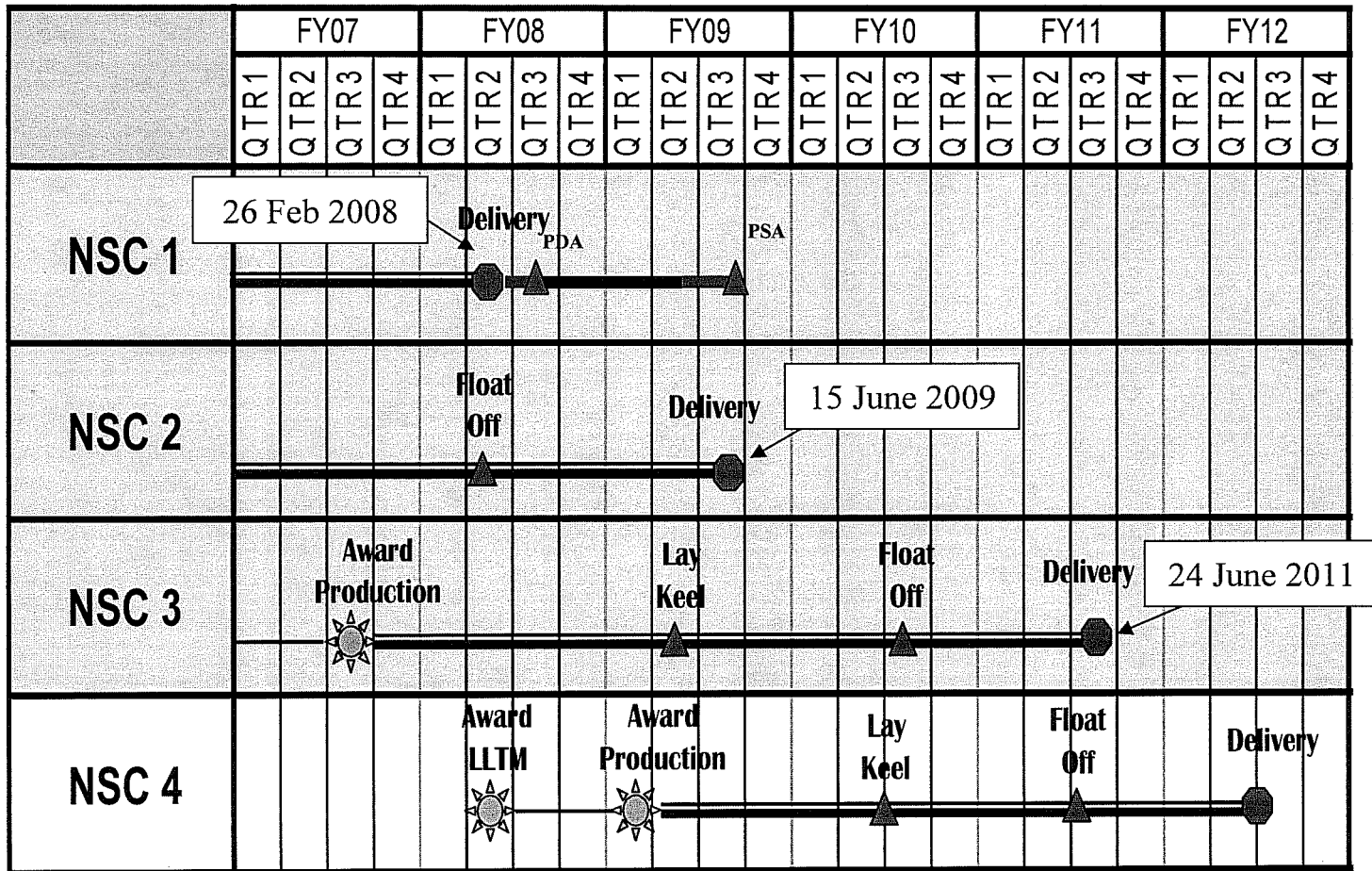


Program Managers Assessment:	
Partially Complete	N/A
Complete	Delivery

**Contract Requirement**



# Schedule Summary



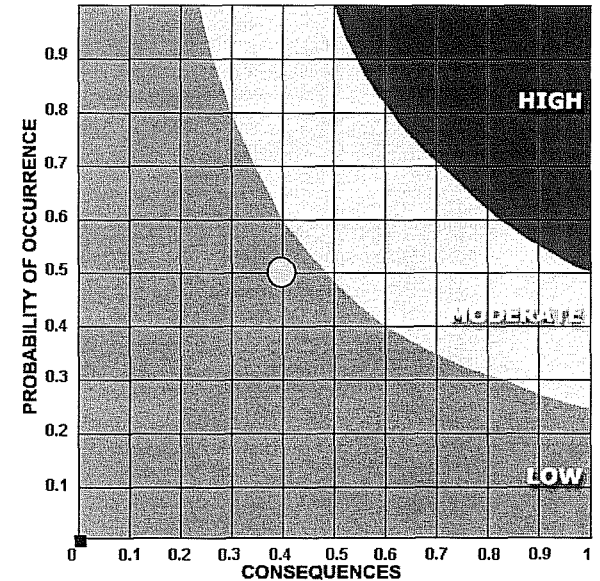
# Risk 7 - Stern Launch and Recovery

## Description:

If any remaining safety and engineering concerns cannot be resolved at PSA, then the NSC may not be able to safely and effectively launch and recover its small boats from the stern ramp.

## Mitigation Strategy:

- ✓ Side launch davit was added to mitigate stern launch risk situations
- ✓ 2 SRP's have been modified for use in both stern launch and side launch davits
- ✓ L/R Working group established
  - ✓ Near term focus on test planning, training and safety
  - Post Delivery effort to develop operational guidance and expand op envelop
  - Long term focus R&D planning with CG-926
- Develop confidence building measures with trials during increasing sea states. Any required modifications will be scheduled for PSA



Program Managers Assessment:	
Partially Complete	Delivery
Complete	PSA

**Contract Requirement**



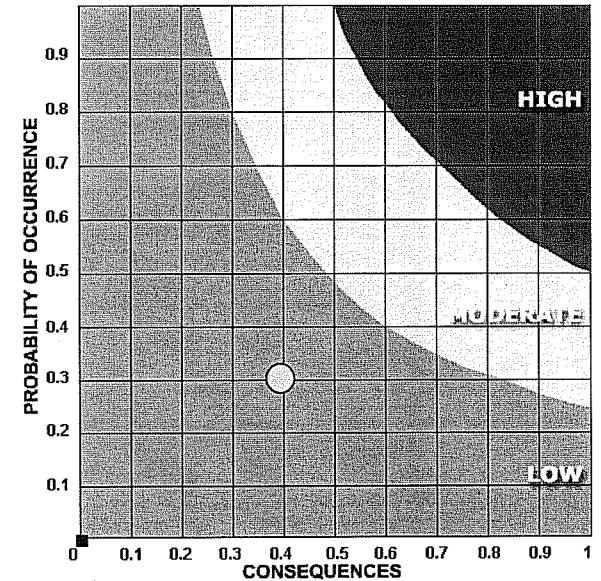
# Risk 8 - NSC Weight Growth

## Description:

If weight growth cannot be offset with a corresponding increase in limiting displacement at PSA, then the NSC will have less weight margin reserved for service life growth.

## Mitigation Strategy:

- Performing the inclining experiment and deadweight survey prior to Builder's trials will provide opportunity to reassess further weight growth
- V-line structural modifications to NSC 1/2 will increase the max displacement to 4,700 LT, bringing the service life margin to 278 LT
- NSC 3 will include max displacement at 4,700 LT at delivery
- Future ECPs must be weight neutral



Program Managers Assessment:	
Partially Complete	NA
Complete	PSA

**Contract Requirement**



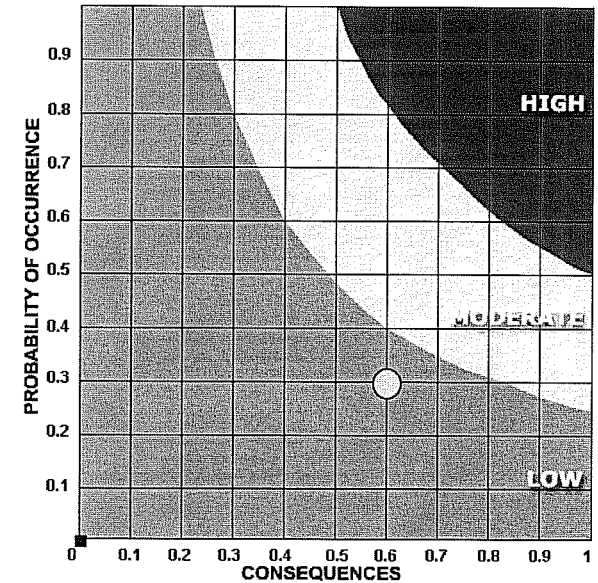
# Risk 9 - Vital Space Access/Egress

## Description:

If effective access and egress routes from certain vital spaces on the NSC are not created, then the NSC will not meet Navy GENSPEC requirements.

## Mitigation Strategy:

- Initiate Safety Assessment
- Evaluate ECPs to modify NSC 1 post delivery
- Explore ECP's for NSC 2/3 during construction



Program Managers Assessment:	
Partially Complete	Delivery
Complete	PSA

**Contract Requirement**

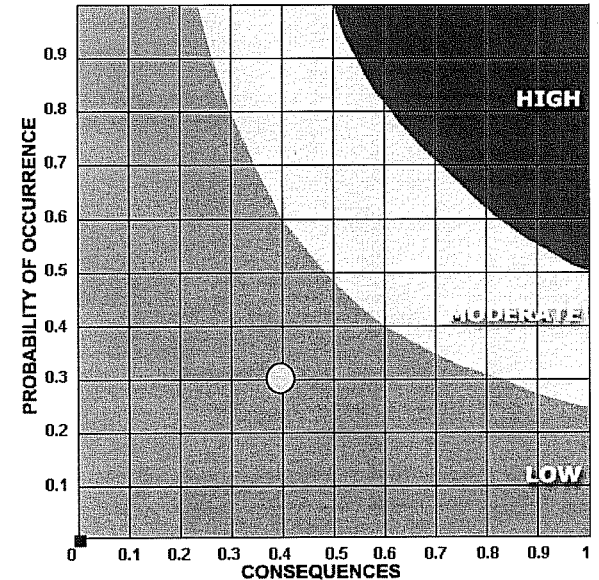
# Risk 10 – Flight Deck Certification

## Description:

If essential ship modifications are not accomplished at PSA, then the NSC will not achieve full NAVAIR certification as required by the CPD.

## Mitigation Strategy:

- ✓ Active involvement of NAVAIR, CG-933, Ship-Helo Branch in aviation facilities working group
- 2 changes planned for PDA to achieve Interim Certification
  - NAVAIR-certified MORIAH wind indicating system
  - Flight Deck AFFF Sprinkling for landing armed helicopters
- Add De-ionized Water for HH-65C engine washdown



Program Managers Assessment:	
Partially Complete	Delivery
Complete	PDA

**Partial  
Contract Requirement**



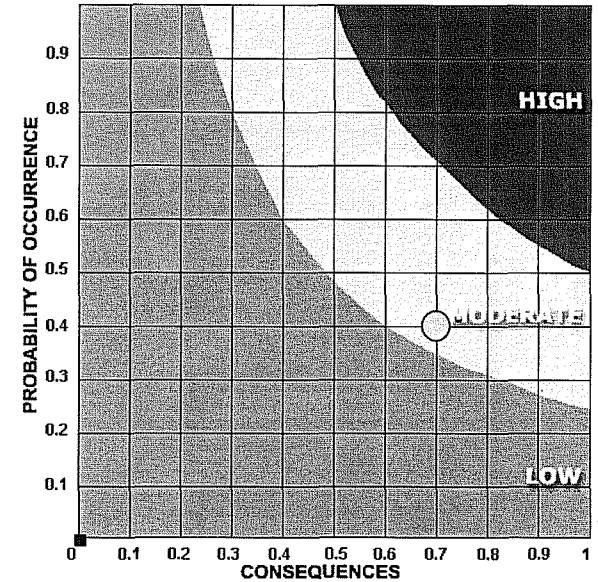
# Risk 11 – HH65C Helo Unavailable

## Description:

If the HH65C helicopters are not modified to accommodate the ASIST probe at PSA, then the NSC will not be able to deploy with an ASIST equipped aircraft and will require additional personnel to conduct flight operations.

## Mitigation Strategy:

- ✓ Aviation Community planning on default pitch/roll limits pending DI Testing with ASIST
- ✓ Working with USN to test ASIST using Navy H-60 until USCG HH-65C is available
- ✓ Reprogrammed NSC funds to support aircraft modification
- ARSC will modify the first two HH65C's
- Conduct Shipboard Flight Testing



Program Managers Assessment:	
Partially Complete	Production
Complete	PSA

**Not a  
Contract Requirement**



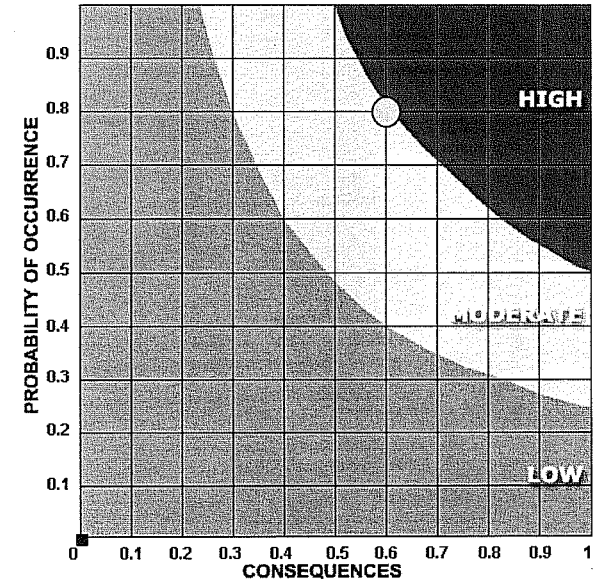
# Risk 12 – VUAV

## Description:

If replacement maritime surveillance capability is not found by delivery, then the NSC will fail Surveillance Critical Test Parameter.

## Mitigation Strategy:

- R&D Center working on Surveillance alternatives
  - ✓ Phase 1 Study
  - ✓ Phase 2 Study
  - Phase 3 Study; pends funding
- Implementation of surveillance solution



Program Managers Assessment:	
Partially Complete	Unknown
Complete	Unknown

**Not a  
Contract Requirement**



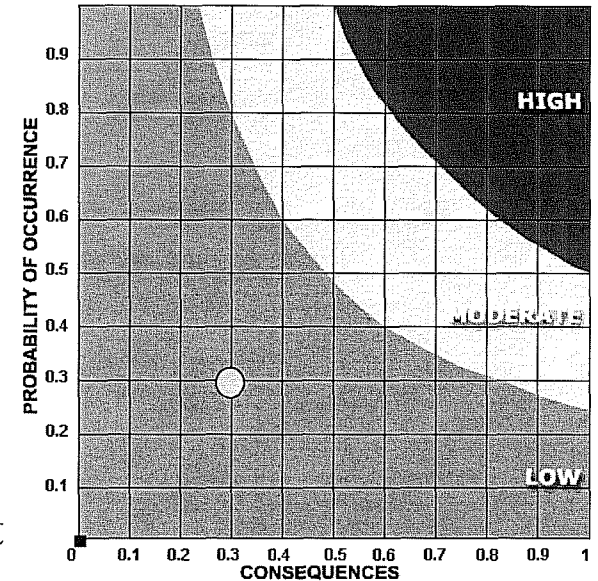
# Risk 13 – NVG Operations

## Description:

If an NVG compatible system is not provided by delivery, then the NSC will not be able to conduct night helicopter operations without illuminating the flight deck.

## Mitigation Strategy:

- ✓ Align with USN Next Generation VLA development
- ✓ Work with NAVAIR to define ASIST mod
- Address legacy capability post delivery and implement an ECP, if needed
- Implement ASIST mod during PSA, if needed



Program Managers Assessment:	
Partially Complete	PSA
Complete	Pends USN

**Not a  
Contract Requirement**



# Post DD250 Activities

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## Post-Delivery Availability

**MORIAH Wind Measuring  
& Indicating system**

**AFFF flight deck sprinklers**

**Water de-ionizing system for  
helo engine wash**

**SBU LAN/Additional  
SWIII's installed**

**NAVMACS/messaging**

## Post-Shakedown Availability

**SCIF**

**Structural modifications**

**Radio Direction Finder**

**Battle Force Electronic  
Warfare Trainer (BEWT)**

**SSX-1(SEI)**

**OMNI antenna removal**

**Add 2<sup>nd</sup> SSDG day tank**



# Focus Areas for PEO

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## Program Perspective:

- **Ensure newly chartered, Government-led IPTs are aggressively managing all Risk Areas and Issues.**
- **Communicate known Risks and Issues (& mitigation plans) to all stakeholders.**
- **Increase frequency of IMT meetings to ensure prompt communication of Program, Sponsor and Tech Authority concerns as NSC#1 enters the home stretch.**
- **When released, address OAA report findings as appropriate (findings not expected to address CPD).**
- **Tech Authority Involvement in IA (CG-6):**
  - Facilitate CA and SSAA team support
  - Facilitate increased access to DAA as needed





# Acquisition Directorate

## Questions?

