

ODP 9-1656
14 NOV 1979

MEMORANDUM FOR: Director of Communications

FROM: Bruce T. Johnson
Director of Data Processing

SUBJECT: Bus Communications

REFERENCE: Memo fm D/ODP to D/OC dtd 17 Sept. 1976,
same subject (ODP 1833-76)

1. It must have been apparent from my reaction at the close of our meeting on 9 November that I was surprised by your assertion that the wideband Bus being developed by the Consolidated SAFE Project Office (CSPO) would serve only SAFE, not the other wideband communications requirements of CIA. We in ODP, including CSPO, have had a rather different view of the general utility of the Bus being designed by [REDACTED] the SAFE contractor.

2. Your comment caused me to turn to the Memorandum of Understanding prepared on this subject and attached to reference. In it I find the following statement (in para. 3):

"Since SAFE is the driving requirement for a broadband communications system, which will handle both data and image transmissions, SAFE will be responsible for the development of such a system through the initial operational stage. At that time it will become a facility of the Office of Communications (OC) to be operated by OC as a general purpose communications facility."

The memo goes on to provide for the creation of a Bus Communications Branch under CSPO, staffed primarily with OC personnel, and then says (in para. 4.d.):

"A requirements document will be developed which encompasses the SAFE/[REDACTED] requirement. Other data communications requirements within the Agency which might take advantage of such a system will be gathered by OC and screened to the Bus Communications Branch as OC deems appropriate."

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3. These statements in a memorandum signed by the Directors of the two offices concerned led personnel in ODP to believe that the Bus architecture developed to support SAFE must have general applicability. This expectation, coupled with the recognition of a need for transparent access from SAFE terminals to ODP services in the Ruffing Center, gave impetus to the efforts by systems planners in ODP to ensure adequate definition of all of ODP's wideband communications requirements, not just those of SAFE.

4. The definition of what the Bus is to be, and assurance that the Bus will serve all of ODP's needs and by extension the needs of its customers, are of paramount importance to us. Given the apparent divergence of views on how the Bus should be developed, I believe we should schedule a meeting at which the managers, principal designers, and planners of the two offices can explore these differing views and their implications. ODP's conference room (2D-03) could be used, or we could come to [REDACTED] at your convenience. I suggest that we attempt to resolve this issue before the 7 December technology conference called by the DDA. I would expect to bring about eight people to the meeting. Please let me know when we can get together.

/s/ Bruce T. Johnson

Bruce T. Johnson

Att: a/s

O/D/ODP/BJohnson:ee/11-14-79

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ODP-1833-76
17 SEP 1976

MEMORANDUM FOR: [REDACTED]

FROM : Clifford D. May, Jr.
Director of Data Processing

SUBJECT : Bus Communications

REFERENCE : ODP-1579-76, dated 12 August 1976,
Subject: Development of Bus Communications
System

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Bill:

1. The enclosed memorandum of understanding has been modified to reflect your 2 September memorandum (OCM-76-576). The initial staffing will be critical as this system is central to virtually all SAFE functions and must be defined very early in the development cycle and brought to initial operation before the rest of the system can be tested. We should agree on the personnel to be assigned and the starting date should be 4 October 1976 or as soon thereafter as is possible.

2. If you concur on this memorandum then I will distribute it as indicated.

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[REDACTED]
Clifford D. May, Jr.

Att. a/s

MEMORANDUM FOR THE RECORD

SUBJECT: Memorandum of Understanding concerning Bus Communications Development

BUS COMMUNICATIONS PLAN OUTLINE

The following outlines the rationale and plan for the Project SAFE involvement in the "BUS" Communications development:

1. The BUS concept of broad-band communication has been investigated by ORD for technical and practical feasibility in data communication for the Agency. Concurrently, the SAFE Project has been investigating Communications schemes for connecting a network system of over [REDACTED] terminals and multiple processors.
2. With the exception of SAFE, the currently projected data communications requirements of the Agency can be met by the currently installed metal grid for the next five years. This does not include the image distribution problem of SAFE, [REDACTED] which for various reasons has not been projected as a concrete need.
3. Since SAFE is the driving requirement for a broad-band communications system which will handle both data and image transmissions, SAFE will be responsible for the development of such a system through the initial operational stage. At that time it will become a facility of the Office of Communications (OC) to be operated by OC as a general purpose communications facility.
4. The BUS Communications Project will be handled within the SAFE organization as follows:
 - a. The BUS Communications Branch will be established within the System Development Group of the SAFE Project.

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- b. This Branch will be staffed primarily with OC personnel on assignment for the period of development, augmented by SAFE development personnel.
- c. The initial staff and slot will consist of a Branch Chief supplied by OC, and one professional from the SAFE development staff. The Branch Chief slot will be at the GS-14 level. Up to two additional OC engineers will be made available as the needs arise either on a part time or full time basis as found necessary by the Oversight Committee.
- d. A requirements document will be developed which encompasses the SAFE [REDACTED] requirement. Other data communications requirements within the Agency which might take advantage of such a system will be gathered by OC and screened to the BUS Communications Branch as OC deems appropriate.
- e. A management Oversight Committee will be formed consisting of the D/ODP, D/OC, and D/ORD. This committee will be briefed on the status of the project on a bimonthly basis beginning 1 December 1976. The objective is to insure that responsible management is aware of the status of the project and is able to influence its direction.
- f. At the point at which the system is fully operational, responsibility for its continued operation, maintenance and development will revert to OC along with the OC slots and personnel.
- g. ORD will continue the concurrent investigative effort [REDACTED] until the SAFE Project is ready to phase into these activities. ORD will continue current document viewing contracts.
- h. The SAFE Project will supply the funds required for contracting on the actual design and development of the BUS Communications system. This does not apply to ORD's current [REDACTED] contract.

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- i. Except as noted in e. above this effort will be reported as an integral part of the SAFE project.

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Clifford D. May, Jr.

CONCUR:



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