

COCOTS Breakout Group

October 26, 2000

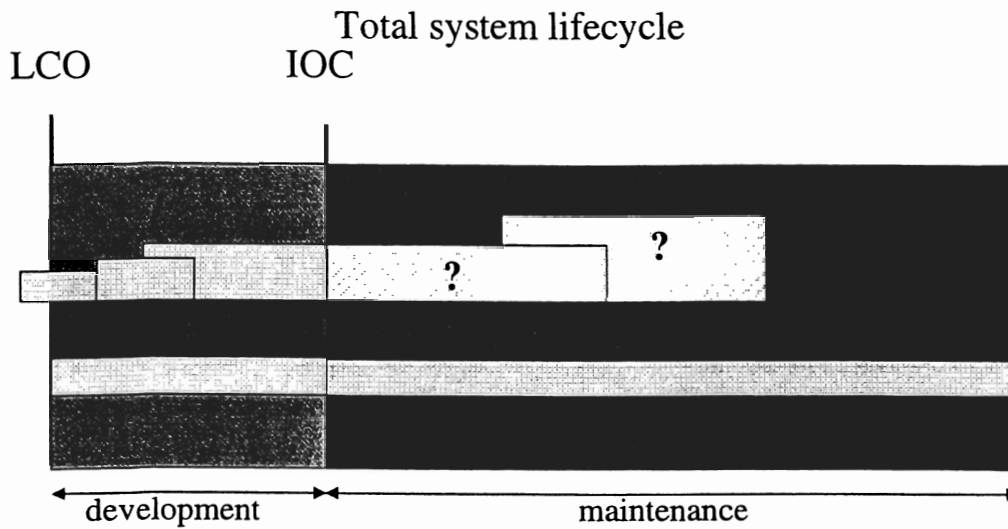
15th International Forum on COCOMO and Software Cost Modeling

MODERATOR: Chris Abts (USC-CSE)

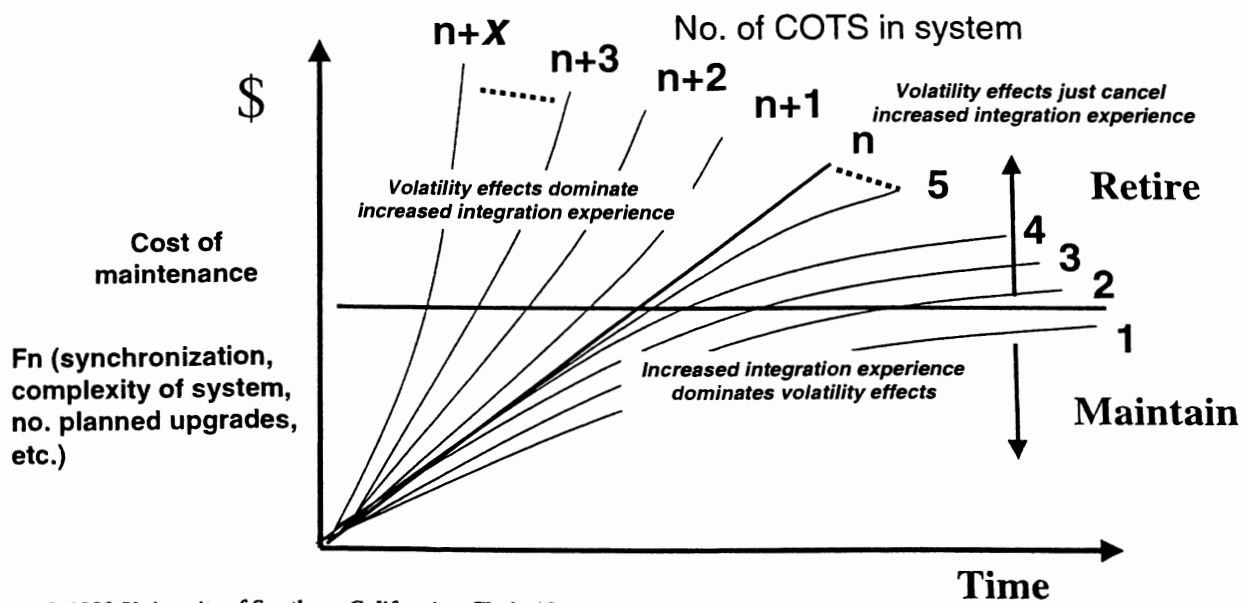
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COCOMO vs. COCOTS Cost Sources (COTS in System)



A COTS Lifecycle Modeling Approach using Systems Dynamics Modeling Techniques: COTS-LIMO Model



ACTIVITIES

High Priority

- Training(existing COTS, upgrade COTS)
 - * An accounting cost?; or prepwork in model, actual training an accounting cost
- Configuration Management
- Operations Support
- Integration Analysis
- Managing Requirements

S-spiked C-constant
SC (dep. Turnover)

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Medium Priority

- Certification
- Market watch
- Distribution
- Vendor management
- Business case evaluation

S
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(FAA/DOD/MOD)

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Low Priority Activities

- administering COTS licenses

C

Issues

- Normal Maintenance vs. Volatility-related
- AID in helping to decide whether to deal with volatility or not.
- COST Driver

Safety/Mission Critical

- Redelivery of system

Non-Safety/Mission Critical

- Swapping elements in & out

- Look at COCOMO II maintenance cutoff %

Types of Maintenance

Adaptive

e.g. Less adherence to standards => More adaptive effort

Corrective (COTS/Vendor Maturity dependent)

e.g. Less maturity => More corrective effort

Perfective

e.g. Optimization:

Greater # COTS => More perfective effort

COTS Life Cycle Anchor Points

LCO-- LCA--IOC---??-----??----??----??---Retirement

Suggested Anchors:

IOR -> Initial Operating Rollout (1st Revenue Release)

COR -> Completion Of Rollout

Where is Transition accounted for?

- How is it defined?
- Warranty Period in Contract?
- From Initial Site Installation to Final Site?
- Overlap between Transition & Maintenance, i.e. 1st and Last site?

WHAT IS NEEDED NEXT

- Tighter definitions of major items listed in FAA workshop notes.
 - More structured analysis of FAA notes

- COTS WBS

- Define a maintenance lifecycle with Anchor Points and activities
 - Assumptions?
 - COTS Upgrade? No COTS upgrade between anchor points?
 - Major/Minor Anchor Points?