



Selected Acquisition Report (SAR)

RCS: DD-A&T(Q&A)823-560



Joint Primary Aircraft Training System (JPATS)

As of FY 2011 President's Budget

Defense Acquisition Management
Information Retrieval
(DAMIR)

Table of Contents

Common Acronyms and Abbreviations for MDAP Programs	3
Program Information	5
Responsible Office	5
References	5
Mission and Description	6
Executive Summary	7
Threshold Breaches	8
Schedule	9
Performance	10
Track to Budget	12
Cost and Funding	13
Low Rate Initial Production	29
Foreign Military Sales	30
Nuclear Costs	30
Unit Cost	31
Cost Variance	34
Contracts	38
Deliveries and Expenditures	40
Operating and Support Cost	41

Common Acronyms and Abbreviations for MDAP Programs

Acq O&M - Acquisition-Related Operations and Maintenance
ACAT - Acquisition Category
ADM - Acquisition Decision Memorandum
APB - Acquisition Program Baseline
APPN - Appropriation
APUC - Average Procurement Unit Cost
\$B - Billions of Dollars
BA - Budget Authority/Budget Activity
Blk - Block
BY - Base Year
CAPE - Cost Assessment and Program Evaluation
CARD - Cost Analysis Requirements Description
CDD - Capability Development Document
CLIN - Contract Line Item Number
CPD - Capability Production Document
CY - Calendar Year
DAB - Defense Acquisition Board
DAE - Defense Acquisition Executive
DAMIR - Defense Acquisition Management Information Retrieval
DoD - Department of Defense
DSN - Defense Switched Network
EMD - Engineering and Manufacturing Development
EVM - Earned Value Management
FOC - Full Operational Capability
FMS - Foreign Military Sales
FRP - Full Rate Production
FY - Fiscal Year
FYDP - Future Years Defense Program
ICE - Independent Cost Estimate
IOC - Initial Operational Capability
Inc - Increment
JROC - Joint Requirements Oversight Council
\$K - Thousands of Dollars
KPP - Key Performance Parameter
LRIP - Low Rate Initial Production
\$M - Millions of Dollars
MDA - Milestone Decision Authority
MDAP - Major Defense Acquisition Program
MILCON - Military Construction
N/A - Not Applicable
O&M - Operations and Maintenance
ORD - Operational Requirements Document
OSD - Office of the Secretary of Defense
O&S - Operating and Support
PAUC - Program Acquisition Unit Cost

PB - President's Budget
PE - Program Element
PEO - Program Executive Officer
PM - Program Manager
POE - Program Office Estimate
RDT&E - Research, Development, Test, and Evaluation
SAR - Selected Acquisition Report
SCP - Service Cost Position
TBD - To Be Determined
TY - Then Year
UCR - Unit Cost Reporting
U.S. - United States
USD(AT&L) - Under Secretary of Defense (Acquisition, Technology and Logistics)

Program Information

Program Name

Joint Primary Aircraft Training System (JPATS) (JPATS)

DoD Component

AirForce

Joint Participants

USAF; USN

Responsible Office

Mr. J. DAVID SCHAIRBAUM
664 AESS/CL
Building 11A Room 201-I
1970 Monahan Way
WPAFB, OH 45433-7211

Phone: 937-904-4315

Fax: 937-656-7201

DSN Phone: 674-4315

DSN Fax:

Date Assigned: July 30, 2007

James.Schairbaum@wpafb.af.mil

References

SAR Baseline (Production Estimate)

Air Force Acquisition Executive (AFAE) Approved Acquisition Program Baseline (APB) dated February 28, 2002

Approved APB

Air Force Acquisition Executive (AFAE) Approved Acquisition Program Baseline (APB) dated September 26, 2007

Mission and Description

The Joint Primary Aircraft Training System (JPATS) is a United States Air Force (USAF)/United States Navy (USN) program to replace USAF's T-37B aircraft, USN's T-34C aircraft, and the associated Ground Based Training Systems (GBTS). The aircraft and GBTS are being used to train entry-level students in the fundamentals of flying so they can transition into advanced training tracks leading to rated qualification.

The program represents a systems approach to aviator training requiring the purchase of air vehicles (767 production units), aircrew training devices (122), associated ground based training devices, an integrated training management system (TIMS), instructional courseware, as well as the entire logistics and sustainment of the training system which includes contractor logistics support (CLS).

The USAF will train at six bases and the USN at three bases. Each operational training location will be equipped with a full complement of operational flight trainers, instrument flight trainers, unit training devices and egress training devices. Courseware has been developed for the T-6A and converted from existing courseware for other platforms where appropriate. The TIMS will provide a training and scheduling management capability which will tie the efforts and activities of all Air Education and Training Command (AETC) and Chief of Naval Air Training operating locations together.

The USAF will have CLS for most of the off-aircraft equipment maintenance. The on-aircraft equipment maintenance will be performed by third party contractor or organically supported. The USN will employ total CLS for the entire aircraft. The GBTS will be a total CLS effort for both services.

Executive Summary

JPATS is performing well in the field and meeting or exceeding all requirements. The T-6 aircraft and the Aircrew Training Devices (ATDs) are exceeding availability requirements. As of December 31, 2009, the contractor is 21 aircraft ahead of delivery schedule and ATDs are currently meeting contract delivery schedule.

Significant accomplishments in 2008 include award of the Indefinite Delivery, Indefinite Quantity follow-on contract in March encompassing the remaining air vehicle and ATD production lots; the T-6A Texan II arrival ceremony at Sheppard Air Force Base (AFB), TX in April followed by the Initial Operational Capability (IOC) in August; and completion of Air Force T-6A ATD production with deliveries to Sheppard AFB, TX in June 2008. Also in 2008, the program office received approval to purchase initial spares and support equipment. The \$72.8M investment will save the Air Force an estimated \$709M in program life cycle costs.

In July 2009, the Avionics Upgrade Project received approval to enter into production and in August, the United States Navy Training Air Wing Five accepted the first two T-6B aircraft and four ATDs at a fly-in ceremony and reception at Naval Air Station (NAS) Whiting Field. Preparations continue for IOC at NAS Whiting Field in April 2010 as well as procurement of the remaining U.S. Navy aircraft and ATD lots.

The program office is working with Hawker Beechcraft Corp (HBC) to resolve T-6 technical issues. In early 2008, the T-6 fleet began experiencing an increased trend toward propeller shaft sleeve touchdown (PSTD) events which resulted in loss of engine thrust. A successful collaborative effort between the United States Government, HBC, and the engine manufacturer, Pratt-Whitney Canada, resulted in determining the major root cause drivers of the engine PSTD events. The engine team is currently implementing the phased corrective action plans.

HBC incorporated the solution for the T-6 fuselage skin cracks into the production line in late 2008, and all aircraft delivered since May 2009 have the preventive fix. The program office issued a delivery order to repair fielded aircraft on an "as needed" basis and withdrew the assertion of latent defect claim. The program office and HBC are negotiating to address a full fleet retrofit plan.

In Jan 2009 a high pressure fuel pump (HPFP) failed in flight during a "touch and go" training mission causing engine shutdown. At that time, the event was attributed to improper maintenance. In late summer 2009, another HPFP failure occurred and investigation of this event did not find any previous link to maintenance activity in the fuel pump area. The root cause investigation is ongoing.

The program office continues to monitor HBC progress on the friction collar certification plan/project being prepared for the Federal Aviation Administration (FAA) Airworthiness Directive (AD) addressing the T-6 nose landing gear (NLG) shimmy. FAA has put AD activities on hold while HBC completes certification and qualification testing on the collar solution. The Current HBC schedule shows a planned FAA certification date of May 2010. In addition, the program office and an independent review team are working with HBC to determine if the NLG shimmy is contributing to cracks recently found in the T-6 NLG strut housing.

The increase in the MILCON budget resulted in an Acquisition Program Baseline (APB) breach. The increase in MILCON is required to pay for unexpected real estate purchases to support runway extensions at the Naval Air Station (NAS) Corpus Christi and the NAS Whiting.

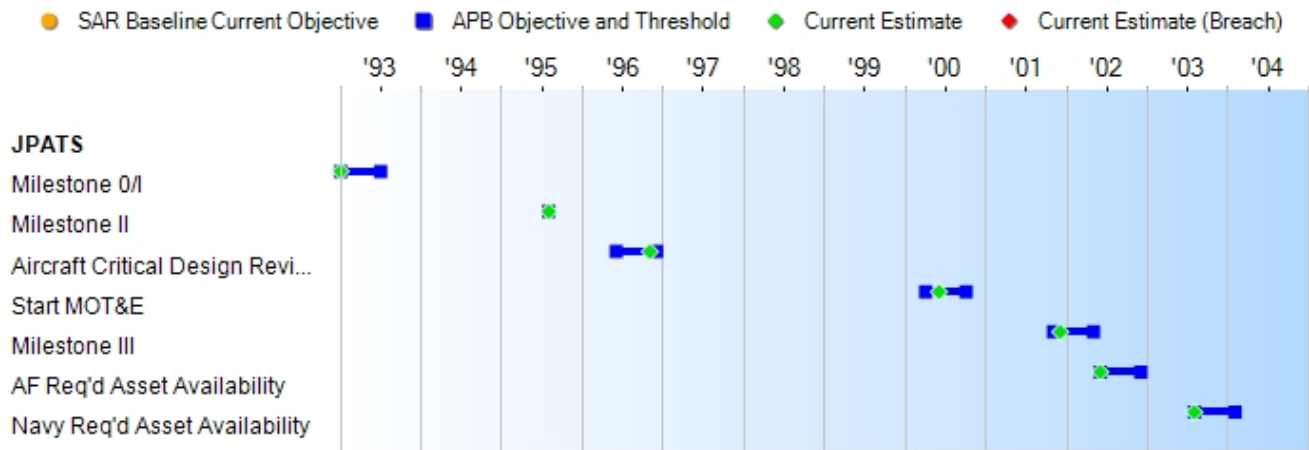
There are no significant software issues with this program.

Threshold Breaches

APB Breaches		Explanation of Breach	
Schedule	<input type="checkbox"/>	The increase to the MILCON budget pays for an unexpected real estate purchase needed to extend a runway at Corpus Christi and NAS Whiting.	
Performance	<input type="checkbox"/>		
Cost	RDT&E		<input type="checkbox"/>
	Procurement		<input type="checkbox"/>
	MILCON		<input checked="" type="checkbox"/>
	Acq O&M		<input type="checkbox"/>
O&S Cost	<input type="checkbox"/>		
Unit Cost	PAUC		<input type="checkbox"/>
	APUC	<input type="checkbox"/>	

Nunn-McCurdy Breaches		
Current UCR Baseline		
	PAUC	None
	APUC	None
Original UCR Baseline		
	PAUC	None
	APUC	None

Schedule



Schedule Events				
Events	SAR Baseline Production Estimate	Current APB Production Objective/Threshold	Current Estimate	
Milestone 0/I	Jan 1993	Jan 1993	Jul 1993	Jan 1993
Milestone II	Aug 1995	Aug 1995	Aug 1995	Aug 1995
Aircraft Critical Design Review (CDR)	Jun 1996	Jun 1996	Dec 1996	Nov 1996
Start MOT&E	Apr 2000	Apr 2000	Oct 2000	Jun 2000
Milestone III	Nov 2001	Nov 2001	May 2002	Dec 2001
AF Req'd Asset Availability	Jun 2002	Jun 2002	Dec 2002	Jun 2002
Navy Req'd Asset Availability	Aug 2003	Aug 2003	Feb 2004	Aug 2003

Change Explanations

None

Acronyms and Abbreviations

MOT&E - Multi-Service Operational Test and Evaluation

Performance

Performance Characteristics				
SAR Baseline Production Estimate	Current APB Production Objective/Threshold	Demonstrated Performance	Current Estimate	
Syllabus Maneuvers Mission Profiles (Contact, Familiarization, Precision Aerobatics, Instrument, and Navigation -High and Low)				
Accomplish all five mission profiles	Accomplish all five mission profiles	Accomplish all five mission profiles	Demonstrated all five mission profiles	Demonstrated all five mission profiles
Sustained Speed at 1000 ft MSL, hot day (KTAS)				
270	270	250 (270 Dash)	250 (270 Dash)	250 (270 Dash)
Operational G Envelope (Gs)				
+7 to -3 symmetric	+7 to -3 symmetric	+6 to -3 symmetric; +4 to 0 asymmetric	+7 to -3.5 symmetric +4.0 to 0 asymmetric	+7 to -3.5 symmetric +4.0 to 0 asymmetric
Pressurization (PSI Differential)				
5.0	5.0	3.5	3.5	3.5
Bird Strike Capability (4 lb bird, no catastrophic damage) (KTAS)				
Max Low Level Airspeed	Max Low Level Airspeed	270	270	270
Ejection Seat with Survival Kit (Altitude/Airspeed in Knots)				
0/0	0/0	0/60	0/0	0/0
Able To Perform an Engine Out Landing				
Unprepared surface	Unprepared surface	Runway	Runway	Runway
Anthropometric Accommodation (Sitting Height in inches)				
31.0 to 40.0	31.0 to 40.0	32.8 to 40.0	31.0 to 40.0	31.0 to 40.0
Cockpit Configuration				
Interchange-able Instructor/ Student	Interchange-able Instructor/ Student	Yes	Interchangeable Instructor/Student	Interchangeable Instructor/Student
Cockpit Seating Configuration				
0 Degree Over-the-Nose Visibility from the Rear Cockpit at Design Eye Height	0 Degree Over-the-Nose Visibility from the Rear Cockpit at Design Eye Height	Stepped Tandem	Stepped Tandem	Stepped Tandem
Exterior Noise				
FAR Part 36, Most Restrictive Applicable Standard	FAR Part 36, Most Restrictive Applicable Standard	FAR Part 36, Most Restrictive Applicable Standard	FAR Part 36, Most Restrictive Applicable Standard	FAR Part 36, Most Restrictive Applicable Standard

Takeoffs/Touch & Go/Land (Wx, Weight, Configuration) at Main Operating Bases (Runway Length - FT)				
4000	4000	5000	4000	4000
IFR Certified Instrumentation				
All Digital except Backups	All Digital except Backups	IFR Certified (Selectable EADI/EHSI)	IFR Certified (Select-able EADI/EHSI)	IFR Certified (Select-able EADI/EHSI)
Visual System For IFT/OFT				
Yes	Yes	Provide a visual field of view commensurate with the JPPT syllabus training requirements	Provide a visual field of view commensurate with the JPPT syllabus training requirements	Provide a visual field of view commensurate with the JPPT syllabus training requirements

Requirements Reference

Operational Requirements Document (ORD) 005-88-III dated April 1, 2000

Change Explanations

None

Notes

Demonstrated performance for JPATS meets all Key Performance Parameters.

Acronyms and Abbreviations

EADI - Electronic Attitude/Directional Indicator
 EHSI - Electronic Horizontal Situation Indicator
 FAR - Federal Aviation Regulation
 FT - Feet
 G - Gravitational Acceleration
 IFR - Instrument Flight Rules
 IFT - Instrument Flight Trainer
 JPPT - Joint Primary Pilot Training
 KTAS - Knots True Airspeed
 lb - Pound
 MOT&E - Multiservice Operational Test and Evaluation
 MSL - Mean Sea Level
 OFT - Operational Flight Trainer
 PSI - Pounds Per Square Inch
 Wx - Weather

Track to Budget

RDT&E

Appn	BA	PE	
Navy	1319	0603208N	
	Project	Name	
		Training System Aircraft	(Sunk)
Air Force	3600	05 0604233F	
	Project	Name	
	4102	Specialized Undergraduate Pilot Training	

Procurement

Appn	BA	PE	
Navy	1506	03 0804745N	
	Line Item	Name	
	033900	Undergraduate Pilot Training	
Air Force	3010	03 0804740F	
	Line Item	Name	
	JPAT00	New AETC Aircraft Systems	
Air Force	3010	05 0804740F	
	Line Item	Name	
	JPATS0	AETC Aircraft Systems Modification	

MILCON

Appn	BA	PE	
Air Force	3300	0804741F	
	Project	Name	
		Undergraduate Pilot Training	
Navy	1205	0805796N	
	Project	Name	
		Base Operations, Training	

Cost and Funding

Cost Summary

Total Acquisition Cost							
Appropriation	BY 2002 \$M			BY 2002 \$M	TY \$M		
	SAR Baseline Production Estimate	Current APB Production Objective/Threshold		Current Estimate	SAR Baseline Production Estimate	Current APB Production Objective	Current Estimate
RDT&E	289.2	302.4	332.6	305.6	275.5	293.3	297.0
Procurement	4177.1	4512.4	4963.6	4453.5	4699.2	5139.0	5003.9
Flyaway	--	--	--	3585.8	--	--	4042.4
Recurring	--	--	--	3544.6	--	--	3991.8
Non Recurring	--	--	--	41.2	--	--	50.6
Support	--	--	--	867.7	--	--	961.5
Other Support	--	--	--	635.4	--	--	707.4
Initial Spares	--	--	--	232.3	--	--	254.1
MILCON	62.7	103.8	114.2	131.5 ¹	66.4	120.5	153.5
Acq O&M	0.0	0.0	--	0.0	0.0	0.0	0.0
Total	4529.0	4918.6	N/A	4890.6	5041.1	5552.8	5454.4

¹ APB Breach

Cost Notes

JPATS maintains a single APB and tracks Avionics Upgrade Project (AUP) Engineering Change Proposal (ECP) delta costs separately. The current AUP ECP cost is (\$230.6M TY) and (\$182.6 BY 2002). These totals also reflect the current estimate.

Total Quantity			
Quantity	SAR Baseline Production Estimate	Current APB Production	Current Estimate
RDT&E		1	1
Procurement		782	767
Total		783	768

Quantity Notes

The quantity of T-6s being procured by the Navy was reduced due to a congressional mark, which adjusted the quantity from 315 to 314. This reduction resulted in a total USN and USAF T-6 procurement of 766 instead of 767 aircraft.

Cost and Funding

Funding Summary

Appropriation Summary									
FY 2011 President's Budget / December 2009 SAR (TY\$ M)									
Appropriation	Prior	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	To Complete	Total
RDT&E	283.2	2.3	2.3	2.3	2.3	2.3	2.3	0.0	297.0
Procurement	3637.1	321.7	313.1	350.1	326.7	34.5	18.4	2.3	5003.9
MILCON	57.5	23.9	30.8	31.1	10.2	0.0	0.0	0.0	153.5
Acq O&M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PB 2011 Total	3977.8	347.9	346.2	383.5	339.2	36.8	20.7	2.3	5454.4
PB 2009 Total	3923.9	415.5	394.9	356.6	224.4	102.9	66.1	50.0	5534.3
Delta	53.9	-67.6	-48.7	26.9	114.8	-66.1	-45.4	-47.7	-79.9

Quantity Summary										
FY 2011 President's Budget / December 2009 SAR (TY\$ M)										
Quantity	Undistributed	Prior	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	To Complete	Total
Development	1	0	0	0	0	0	0	0	0	1
Production	0	613	37	38	43	35	0	0	0	766
PB 2011 Total	1	613	37	38	43	35	0	0	0	767
PB 2009 Total	1	614	44	43	43	23	0	0	0	768
Delta	0	-1	-7	-5	0	12	0	0	0	-1

Cost and Funding

Annual Funding By Appropriation

Annual Funding							
1319 RDT&E Research, Development, Test, and Evaluation, Navy							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
1994	--	--	--	--	--	--	3.6
1995	--	--	--	--	--	--	3.7
1996	--	--	--	--	--	--	1.1
1997	--	--	--	--	--	--	1.7
1998	--	--	--	--	--	--	0.3
1999	--	--	--	--	--	--	0.6
2000	--	--	--	--	--	--	0.3
Subtotal	--	--	--	--	--	--	11.3

Annual Funding 1319 RDT&E Research, Development, Test, and Evaluation, Navy							
Fiscal Year	Quantity	BY 2002 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
1994	--	--	--	--	--	--	4.0
1995	--	--	--	--	--	--	4.0
1996	--	--	--	--	--	--	1.2
1997	--	--	--	--	--	--	1.8
1998	--	--	--	--	--	--	0.3
1999	--	--	--	--	--	--	0.6
2000	--	--	--	--	--	--	0.3
Subtotal	--	--	--	--	--	--	12.2

Annual Funding							
3600 RDT&E Research, Development, Test, and Evaluation, Air Force							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
1992	--	--	--	--	--	--	0.9
1993	--	--	--	--	--	--	1.9
1994	--	--	--	--	--	--	2.6
1995	--	--	--	--	--	--	35.4
1996	--	--	--	--	--	--	27.1
1997	--	--	--	--	--	--	40.9
1998	--	--	--	--	--	--	49.4
1999	--	--	--	--	--	--	38.3
2000	--	--	--	--	--	--	36.4
2001	--	--	--	--	--	--	23.8
2002	--	--	--	--	--	--	1.8
2003	--	--	--	--	--	--	1.8
2004	--	--	--	--	--	--	1.8
2005	--	--	--	--	--	--	1.6
2006	--	--	--	--	--	--	1.6
2007	--	--	--	--	--	--	2.5
2008	--	--	--	--	--	--	1.9
2009	--	--	--	--	--	--	2.2
2010	--	--	--	--	--	--	2.3
2011	--	--	--	--	--	--	2.3
2012	--	--	--	--	--	--	2.3
2013	--	--	--	--	--	--	2.3
2014	--	--	--	--	--	--	2.3
2015	--	--	--	--	--	--	2.3
Subtotal	1	--	--	--	--	--	285.7

Annual Funding							
3600 RDT&E Research, Development, Test, and Evaluation, Air Force							
Fiscal Year	Quantity	BY 2002 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
1992	--	--	--	--	--	--	1.0
1993	--	--	--	--	--	--	2.1
1994	--	--	--	--	--	--	2.9
1995	--	--	--	--	--	--	38.4
1996	--	--	--	--	--	--	28.8
1997	--	--	--	--	--	--	43.0
1998	--	--	--	--	--	--	51.6
1999	--	--	--	--	--	--	39.6
2000	--	--	--	--	--	--	37.0
2001	--	--	--	--	--	--	23.9
2002	--	--	--	--	--	--	1.8
2003	--	--	--	--	--	--	1.8
2004	--	--	--	--	--	--	1.7
2005	--	--	--	--	--	--	1.5
2006	--	--	--	--	--	--	1.4
2007	--	--	--	--	--	--	2.2
2008	--	--	--	--	--	--	1.6
2009	--	--	--	--	--	--	1.9
2010	--	--	--	--	--	--	1.9
2011	--	--	--	--	--	--	1.9
2012	--	--	--	--	--	--	1.9
2013	--	--	--	--	--	--	1.9
2014	--	--	--	--	--	--	1.8
2015	--	--	--	--	--	--	1.8
Subtotal	1	--	--	--	--	--	293.4

Annual Funding								
3010 Procurement Aircraft Procurement, Air Force								
Fiscal Year	Quantity	TY \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
1995	9	59.9	--	--	59.9	20.6	80.5	
1996	4	13.7	--	--	13.7	1.2	14.9	
1997	11	37.7	--	--	37.7	22.7	60.4	
1998	22	65.2	--	--	65.2	6.7	71.9	
1999	22	76.7	--	--	76.7	31.1	107.8	
2000	29	71.7	--	--	71.7	35.7	107.4	
2001	34	101.7	--	--	101.7	37.8	139.5	
2002	40	178.2	--	--	178.2	40.8	219.0	
2003	35	171.0	--	--	171.0	64.1	235.1	
2004	52	220.5	--	--	220.5	61.7	282.2	
2005	53	264.6	--	--	264.6	46.3	310.9	
2006	54	284.6	--	--	284.6	49.5	334.1	
2007	48	232.2	--	--	232.2	97.2	329.4	
2008	39	194.8	15.3	--	210.1	36.6	246.7	
2009	--	--	19.7	--	19.7	37.7	57.4	
2010	--	--	33.0	--	33.0	18.2	51.2	
2011	--	--	34.1	--	34.1	0.5	34.6	
2012	--	--	31.5	--	31.5	--	31.5	
2013	--	--	16.4	--	16.4	--	16.4	
2014	--	--	16.5	--	16.5	--	16.5	
2015	--	--	16.8	--	16.8	--	16.8	
2016	--	--	2.3	--	2.3	--	2.3	
Subtotal	452	1972.5	185.6	--	2158.1	608.4	2766.5	

Annual Funding 3010 Procurement Aircraft Procurement, Air Force							
Fiscal Year	Quantity	BY 2002 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
1995	9	63.5	--	--	63.5	21.8	85.3
1996	4	14.3	--	--	14.3	1.3	15.6
1997	11	39.1	--	--	39.1	23.5	62.6
1998	22	67.1	--	--	67.1	6.9	74.0
1999	22	78.1	--	--	78.1	31.7	109.8
2000	29	71.9	--	--	71.9	35.8	107.7
2001	34	101.0	--	--	101.0	37.5	138.5
2002	40	174.8	--	--	174.8	40.0	214.8
2003	35	165.0	--	--	165.0	61.9	226.9
2004	52	207.3	--	--	207.3	58.0	265.3
2005	53	241.7	--	--	241.7	42.3	284.0
2006	54	253.3	--	--	253.3	44.1	297.4
2007	48	201.4	--	--	201.4	84.3	285.7
2008	39	166.4	13.1	--	179.5	31.2	210.7
2009	--	--	16.6	--	16.6	31.7	48.3
2010	--	--	27.4	--	27.4	15.1	42.5
2011	--	--	27.8	--	27.8	0.4	28.2
2012	--	--	25.3	--	25.3	--	25.3
2013	--	--	12.9	--	12.9	--	12.9
2014	--	--	12.8	--	12.8	--	12.8
2015	--	--	12.8	--	12.8	--	12.8
2016	--	--	1.7	--	1.7	--	1.7
Subtotal	452	1844.9	150.4	--	1995.3	567.5	2562.8

Annual Funding 1506 Procurement Aircraft Procurement, Navy								
Fiscal Year	Quantity	TY \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
2000	12	44.1	--	--	44.1	14.5	58.6	
2001	24	77.0	--	--	77.0	3.6	80.6	
2002	7	34.6	--	0.1	34.7	4.1	38.8	
2003	4	18.8	--	0.1	18.9	10.6	29.5	
2004	2	8.0	0.5	0.2	8.7	14.3	23.0	
2005	3	12.0	1.2	0.2	13.4	4.7	18.1	
2006	2	11.1	0.7	5.5	17.3	4.8	22.1	
2007	20	117.1	1.6	3.8	122.5	30.2	152.7	
2008	44	255.6	9.8	0.1	265.5	48.2	313.7	
2009	43	246.9	7.1	2.4	256.4	46.4	302.8	
2010	37	219.7	4.9	4.0	228.6	41.9	270.5	
2011	38	234.8	1.8	0.3	236.9	41.6	278.5	
2012	43	277.5	1.5	6.0	285.0	33.6	318.6	
2013	35	242.6	1.6	11.5	255.7	54.6	310.3	
2014	--	--	1.6	16.4	18.0	--	18.0	
2015	--	--	1.6	--	1.6	--	1.6	
Subtotal	314	1799.8	33.9	50.6	1884.3	353.1	2237.4	

Annual Funding 1506 Procurement Aircraft Procurement, Navy								
Fiscal Year	Quantity	BY 2002 \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
2000	12	44.3	--	--	44.3	14.6	58.9	
2001	24	76.4	--	--	76.4	3.6	80.0	
2002	7	33.9	--	0.1	34.0	4.0	38.0	
2003	4	18.1	--	0.1	18.2	10.1	28.3	
2004	2	7.5	0.5	0.2	8.2	13.3	21.5	
2005	3	10.9	1.1	0.2	12.2	4.3	16.5	
2006	2	9.8	0.6	5.0	15.4	4.2	19.6	
2007	20	101.4	1.4	3.3	106.1	26.2	132.3	
2008	44	218.2	8.4	0.1	226.7	41.2	267.9	
2009	43	208.4	6.0	2.0	216.4	39.2	255.6	
2010	37	183.0	4.1	3.3	190.4	35.0	225.4	
2011	38	192.6	1.5	0.2	194.3	34.1	228.4	
2012	43	223.9	1.2	4.8	229.9	27.1	257.0	
2013	35	192.4	1.3	9.1	202.8	43.3	246.1	
2014	--	--	1.2	12.8	14.0	--	14.0	
2015	--	--	1.2	--	1.2	--	1.2	
Subtotal	314	1520.8	28.5	41.2	1590.5	300.2	1890.7	

The quantity of T-6s being procured by the Navy was reduced due to a congressional mark, which adjusted the quantity from 315 to 314. This reduction resulted in a total USN and USAF T-6 procurement of 766 instead of 767 aircraft.

Annual Funding 3300 MILCON Military Construction, Air Force	
Fiscal Year	TY \$M
	Total Program
1998	2.5
1999	3.3
2000	3.2
2001	--
2002	--
2003	6.0
2004	2.2
2005	--
2006	3.0
Subtotal	20.2

Annual Funding 3300 MILCON Military Construction, Air Force	
Fiscal Year	BY 2002 \$M
	Total Program
1998	2.6
1999	3.4
2000	3.2
2001	--
2002	--
2003	5.7
2004	2.0
2005	--
2006	2.6
Subtotal	19.5

Annual Funding 1205 MILCON Military Construction, Navy and Marine Corps	
Fiscal Year	TY \$M
	Total Program
1998	1.4
1999	1.4
2000	5.2
2001	5.4
2002	--
2003	--
2004	--
2005	--
2006	--
2007	--
2008	23.9
2009	--
2010	23.9
2011	30.8
2012	31.1
2013	10.2
Subtotal	133.3

Annual Funding 1205 MILCON Military Construction, Navy and Marine Corps	
Fiscal Year	BY 2002 \$M
	Total Program
1998	1.4
1999	1.4
2000	5.2
2001	5.4
2002	--
2003	--
2004	--
2005	--
2006	--
2007	--
2008	20.4
2009	--
2010	19.9
2011	25.2
2012	25.0
2013	8.1
Subtotal	112.0

The increase in the MILCON budget resulted in an Acquisition Program Baseline (APB) breach. The increase in MILCON is required to pay for unexpected real estate purchases to support runway extensions at the Naval Air Station (NAS) Corpus Christi and the NAS Whiting.

Low Rate Initial Production

Item	Initial LRIP Decision	Current Total LRIP
Approval Date	8/9/1995	2/21/2001
Approved Quantity	108	170
Reference	ADM	ADM
Start Year	1996	1996
End Year	2000	2004

Low Rate Initial Production (LRIP) is greater than 10% of the total procurement buy. LRIP for 108 aircraft was included in Acquisition Decision Memorandum (ADM) dated August 9, 1995. LRIP quantity increased to 170 aircraft in ADM dated February 21, 2001 to insure maintenance of efficient manufacturing capability.

Foreign Military Sales

Country	Date of Sale	Quantity	Total Cost \$M	Description
Iraq	6/23/2009	7	100.0	The Letter of Offer and Acceptance (LOA) signed June 23, 2009 is E4 D SBU using Iraq Special Forces Fund FY09 appropriated funds for 7 T-6A aircraft which will be delivered by the end of 2010.
Iraq	5/20/2009	8	110.0	The LOA signed May 20, 2009 for 8 T-6A aircraft is IQ D SAD using IQ funds. All aircraft have been delivered.
Israel	9/11/2008	20	153.6	Fourteen of the 20 T-6A aircraft have been delivered to date. The (2) Operational Flight Trainers are being stood up. Acceptance testing is scheduled for the week of March 21, 2010. Next delivery of aircraft is scheduled for November/December 2010.
Morocco	6/18/2008	24	205.9	Morocco signed an LOA in June 2008 to procure 24 T-6C aircraft including initial sustainment via FMS. The initial aircraft delivery is scheduled for January 2011.

Notes

Iraq: The Iraq LOA was split in two to accommodate reduced Iraq funds availability.

Greece: General discussions with the Hellenic air Force (HAF) were held December 3, 2009 regarding a follow-on support case for their fleet of T-6 aircraft bought direct commercially. The HAF is currently assessing their options.

Nuclear Costs

None

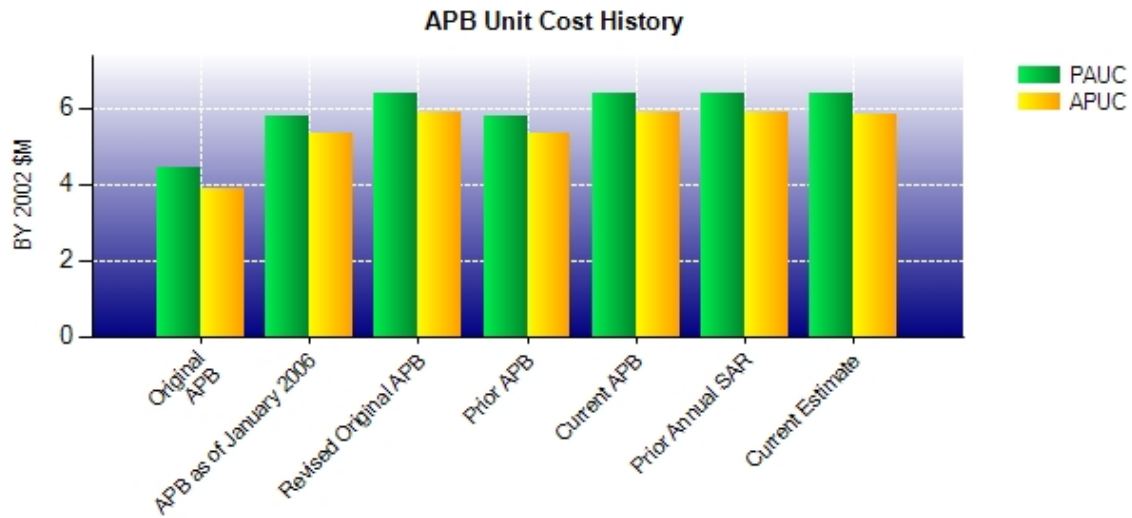
Unit Cost

Unit Cost Report

Item	BY 2002 \$M	BY 2002 \$M	% Change
	Current UCR Baseline (Sep 2007 APB)	Current Estimate (Dec 2009 SAR)	
Program Acquisition Unit Cost			
Cost	4918.6	4890.6	
Quantity	768	767	
Unit Cost	6.404	6.376	-0.44
Average Procurement Unit Cost			
Cost	4512.4	4453.5	
Quantity	767	766	
Unit Cost	5.883	5.814	-1.17

Item	BY 2002 \$M	BY 2002 \$M	% Change
	Revised Original UCR Baseline (Sep 2007 APB)	Current Estimate (Dec 2009 SAR)	
Program Acquisition Unit Cost			
Cost	4918.6	4890.6	
Quantity	768	767	
Unit Cost	6.404	6.376	-0.44
Average Procurement Unit Cost			
Cost	4512.4	4453.5	
Quantity	767	766	
Unit Cost	5.883	5.814	-1.17

Unit Cost History



Item	Date	BY 2002 \$M		TY \$M	
		PAUC	APUC	PAUC	APUC
Original APB	Aug 1995	4.439	3.861	5.689	5.068
APB as of January 2006	Feb 2002	5.784	5.342	6.438	6.009
Revised Original APB	Sep 2007	6.404	5.883	7.230	6.700
Prior APB	Feb 2002	5.784	5.342	6.438	6.009
Current APB	Sep 2007	6.404	5.883	7.230	6.700
Prior Annual SAR	Dec 2007	6.399	5.877	7.206	6.676
Current Estimate	Dec 2009	6.376	5.814	7.111	6.533

SAR Unit Cost History

Initial SAR Baseline to Current SAR Baseline (TY \$M)									
Initial PAUC Development Estimate	Changes								PAUC Production Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
5.689	-0.750	-0.035	-0.155	0.000	1.550	0.000	0.139	0.749	6.438

Current SAR Baseline to Current Estimate (TY \$M)									
PAUC Production Estimate	Changes								PAUC Current Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
6.438	-0.009	0.029	0.079	0.574	0.015	0.066	-0.082	0.673	7.111

Initial SAR Baseline to Current SAR Baseline (TY \$M)									
Initial APUC Development Estimate	Changes								APUC Production Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
5.068	-0.753	0.021	-0.151	0.000	1.680	0.000	0.144	0.941	6.009

Current SAR Baseline to Current Estimate (TY \$M)									
APUC Production Estimate	Changes								APUC Current Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
6.009	-0.009	0.020	0.079	0.561	-0.047	0.000	-0.082	0.523	6.533

SAR Baseline History					
Item	SAR Planning Estimate	SAR Development Estimate	SAR Production Estimate	Current Estimate	
Milestone I	N/A	Jan 1993	Jan 1993	Jan 1993	
Milestone II	N/A	Aug 1995	Aug 1995	Aug 1995	
Milestone III	N/A	Sep 1999	Nov 2001	Dec 2001	
IOC	N/A	Jun 2002	N/A	N/A	
Total Cost (TY \$M)	N/A	4050.6	5041.1	5454.4	
Total Quantity	N/A	712	783	767	
PAUC	N/A	5.689	6.438	7.111	

IOC is equal to AF Req'd Assets Availability (RAA) and occurred JUN 2002.

Cost Variance

Summary TY \$M				
Item	RDT&E	Procurement	MILCON	Total
SAR Baseline (Production Estimate)	275.5	4699.2	66.4	5041.1
Previous Changes				
Economic	+1.6	+34.8	+0.1	+36.5
Quantity	--	-76.0	--	-76.0
Schedule	--	+57.8	--	+57.8
Engineering	+10.3	+430.7	--	+441.0
Estimating	+5.9	+50.2	+54.0	+110.1
Other	--	--	--	--
Support	--	-76.2	--	-76.2
Subtotal	+17.8	+421.3	+54.1	+493.2
Current Changes				
Economic	-0.2	-41.5	-2.0	-43.7
Quantity	--	-4.8	--	-4.8
Schedule	--	+3.0	--	+3.0
Engineering	--	-0.6	--	-0.6
Estimating	+3.9	-86.2	-16.0	-98.3
Other	--	--	+51.0	+51.0
Support	--	+13.5	--	+13.5
Subtotal	+3.7	-116.6	+33.0	-79.9
Total Changes	+21.5	+304.7	+87.1	+413.3
Current Estimate	297.0	5003.9	153.5	5454.4

Summary BY 2002 \$M				
Item	RDT&E	Procurement	MILCON	Total
SAR Baseline (Production Estimate)	289.2	4177.1	62.7	4529.0
Previous Changes				
Economic	--	--	--	--
Quantity	--	-58.5	--	-58.5
Schedule	--	+10.4	--	+10.4
Engineering	+8.9	+335.6	--	+344.5
Estimating	+4.7	+95.6	+41.2	+141.5
Other	--	--	--	--
Support	--	-52.4	--	-52.4
Subtotal	+13.6	+330.7	+41.2	+385.5
Current Changes				
Economic	--	--	--	--
Quantity	--	-3.8	--	-3.8
Schedule	--	-0.1	--	-0.1
Engineering	--	-0.5	--	-0.5
Estimating	+2.8	-70.2	-13.5	-80.9
Other	--	--	+41.1	+41.1
Support	--	+20.3	--	+20.3
Subtotal	+2.8	-54.3	+27.6	-23.9
Total Changes	+16.4	+276.4	+68.8	+361.6
Current Estimate	305.6	4453.5	131.5	4890.6

Previous Estimate: December 2007

RDT&E	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	-0.2
Adjustment for current and prior escalation. (Estimating)	-0.1	-0.1
Increase due to baseline extension(AF). (Estimating)	+2.9	+4.0
RDT&E Subtotal	+2.8	+3.7

Procurement	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	-41.5
Quantity buys were decreased in FY 2009 by 1, decreased in FY 2010 by 7, and decreased in FY 2011 by 5, but were increased in FY 2013 by 12 (Navy). (Schedule)	0.0	+3.1
Total Quantity variance resulting from a decrease of one aircraft from 315 to 314 (Navy). (Subtotal)	-4.4	-5.5
Quantity variance resulting from a decrease of one aircraft from 315 to 314 (Navy). (Quantity)	(-3.8)	(-4.8)
Allocation to Engineering resulting from Quantity change. (Engineering) (QR)	(-0.5)	(-0.6)
Allocation to Schedule resulting from Quantity change. (Schedule) (QR)	(-0.1)	(-0.1)
Correction to align support and flyaway. (Subtotal)	0.0	0.0
(Estimating)	(+0.2)	(+0.2)
(Support)	(-0.2)	(-0.2)
Adjustment for current and prior escalation. (Estimating)	+8.5	+10.3
Adjustment for current and prior escalation. (Air Force) (Estimating)	+0.2	0.0
Adjustment for current and prior escalation. (Navy) (Estimating)	+0.3	+0.3
Adjusted funding to match the total budget authority in the official accounting system (Estimating)	-10.7	-11.8
On Board Oxygen Generation System (OBOGS) Low Pressure Switch effort did not get on contract until FY 2010 and the remaining effort was pushed out accordingly (Estimating)	+1.0	+1.2
Decrease due to Traffic Advisory System (TAS) retrofit program being cheaper than originally estimated (Estimating)	-4.9	-5.9
Other support decreased due to the quantity of aircraft in FY 2010 decreasing from 44 to 37 (Estimating)	-6.9	-8.3
Correction to prior SAR to properly categorize other support. (Estimating)	-5.5	-6.5
Correction to Prior SAR to properly categorize initial spares. (Estimating)	-12.5	-14.8
Decrease to original estimate for inter-seat sequence and landing gear door spring. (Estimating)	-0.4	-0.5
Increase due to Military Flight Operations Quality Assurance (MFOQA) and Trim Actuator redesign awarding a year later than originally scheduled. (Estimating)	-1.9	-2.3
Correction to prior SAR to properly categorize funds as Non End Item Related. (Estimating)	+15.8	+19.4
Additional funds to support increase in procurement buy profile during FY 2013. (Estimating)	+15.8	+20.0
Decrease to the USN funding in FY 2015 and FY 2016. (Estimating)	-29.6	-38.8
The T-6 engine PT2 Blade was fixed by Pratt & Whitney, causing the return of budgeted engine modification dollars (Estimating)	-34.3	-42.7

Initial spares funding for FY 2006 is decreased to zero to correct error in prior SAR (Estimating)	-5.3	-6.0
Adjustment for current and prior escalation. (Support)	+1.7	+1.7
Decrease in Other Support (Navy). (Support)	-75.9	-98.0
Increase in Initial Spares due to error in prior SAR(Navy). (Support)	+6.1	+7.2
Decrease in Other Support (Air Force). (Support)	-12.3	-3.8
Increase in Initial Spares (Air Force). (Support)	+100.9	+106.6
Procurement Subtotal	-54.3	-116.6

(QR) Quantity Related

MILCON	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	-2.0
Adjustment for current and prior escalation. (Estimating)	+1.1	+1.3
MILCON funding moved to the right (Estimating)	-14.8	-17.6
The increase to the MILCON budget pays for an unexpected real estate purchase needed to extend a runway at Corpus Christi and NAS Whiting. (Other)	+41.1	+51.0
Increase due to adjustment of inflation index (Estimating)	+0.2	+0.3
MILCON Subtotal	+27.6	+33.0

Change Explanations Notes

The original APB established in the Nunn-McCurdy for FY 2009 initial spares was \$14.8M but was originally categorized as something else in the FY2007 SAR.

USAF funding increased to initiate initial spares funding. FY 2007 omnibus reprogramming dollars allowed the United States Government to buy out contractor owned spares, allowing future savings of over \$700M.

Contracts

Contract Identification

Appropriation: Procurement
Contract Name: JPATS Follow-on Production Lots 9-13
Contractor: Hawker Beechcraft Corporation
Contractor Location: Wichita, KS 67201
Contract Number: F33657-01-C-0022/13
Contract Type: Firm Fixed Price (FFP)
Award Date: December 27, 2005
Definitization Date: December 27, 2005

Contract Price								
Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)		
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager	
278.5	N/A	56	337.3	N/A	56	337.3	337.3	

Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to

Cost and Schedule Variance Explanations

Cost and Schedule Variance reporting is not required on this (FFP) contract.

Notes

Current target price increase is due to engineering and contract change proposal activities.

All deliveries have been made. Contract is complete and will no longer be reported.

Contract Identification

Appropriation: Procurement
Contract Name: JPATS Follow-on Production Contract Lot 16
Contractor: Hawker Beechcraft Corporation
Contractor Location: Wichita, KS 67201
Contract Number: FA8617-07-D-6151/16
Contract Type: Firm Fixed Price (FFP)
Award Date: February 24, 2009
Definitization Date: February 24, 2009

Contract Price								
Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)		
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager	
263.9	3000.0	43	266.9	3000.0	43	266.9	266.9	

Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to

Cost and Schedule Variance Explanations

Cost and Schedule Variance reporting is not required on this (FFP) contract.

Notes

Current target price increase is due to engineering and contract change proposal activities.

Deliveries and Expenditures

Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	1	1	1	100.00%
Production	470	491	766	64.10%
Total Program Quantity Delivered	471	492	767	64.15%

Expended and Appropriated (TY \$M)			
Total Acquisition Cost	5454.4	Years Appropriated	19
Expended to Date	3071.5	Percent Years Appropriated	76.00%
Percent Expended	56.31%	Appropriated to Date	4325.7
Total Funding Years	25	Percent Appropriated	79.31%

Operating and Support Cost

Assumptions and Ground Rules

The operating and support costs are based on the purchase of 767 operational aircraft, 122 Aircrew Training Devices (ATDs), Training Integration Management System (TIMS), development and conversion courseware, and Contractor Logistic Support (CLS) which will be provided by Hawker Beechcraft Corp.

This section consists of seven elements. Mission Personnel includes the cost of military and civilian system-related personnel involved in the operation of this system. Unit Level Consumption includes the cost of fuel resources and unit level consumables.

The Joint Primary Aircraft Training System (JPATS) logistics support concept assumes that organizational, intermediate and depot support are CLS; therefore, there is no additional cost for intermediate or depot level maintenance. Maintenance costs for contract support include contract labor, materials, and overhead incurred in providing the logistics support required by an aircraft system, subsystem or associated support equipment. Ground Based Training System (GBTS) CLS support is provided separately.

Sustaining Support includes the costs of replacement support equipment, modification kits, sustaining engineering, software maintenance, and simulator operations for the aircraft system. Indirect Support includes the costs of personnel support for specialty training, permanent changes of station, and medical care.

This reflects the information briefed by the Air Force Cost Analysis Improvement Group prior to the Milestone III decision reflecting the JPATS Most Probable Life Cycle Cost supporting the Full Rate Production Decision on November 6, 2001.

The antecedent system is the T-37 for the Air Force. Navy antecedent system costs are not available. At the JPATS Milestone I decision, the requirement for a Cost/Operational Effectiveness Analysis (COEA) was waived due to the streamlining initiatives for pilot programs. Thus, the direct comparison to the antecedent systems was not prepared.

JPATS Operations and Support (O&S) cost elements are combined Air Force and Navy requirements for the Air Vehicle and GBTS for a typical steady state operating year (post Full Operational Capability) in Base Year 2002 dollars. Source for all costs is the JPATS Milestone III Cost Analysis Improvement Group (CAIG) briefing, November 6, 2001.

The \$431M reflects the Service Cost Position of annual steady state cost for both the Air Force and Navy during the Fiscal Year (FY) 2013-2024 timeframe when all 767 production aircraft are in operation. Due to the varying timelines for major time change and inspection items, this value is the average during the full operations timeframe and not the specific value in each year. The \$9426.3M reflects the costs of operating both fleets during their useful life as reflected in the projected buy/delivery profiles at the time of the estimate. Useful life for the Air Force is FY2000-2035 (36 years), and FY2003-2039 for the Navy (37 years.)

Cost Estimate Reference:

None

Sustainment Strategy:

None

Antecedent Information:

None

Unitized O&S Costs BY2002 \$M			
Cost Element	JPATS		Antecedent: T-37 Only (Antecedent)
	Per Steady State Year (All Aircraft)		Per Steady State Year (AF Only)
Mission Pay & Allowance	125.200		89.700
Unit Level Consumption	22.600		109.100
Intermediate Maintenance	0.000		0.000
Depot Maintenance	0.000		5.500
Contractor Support	176.100		25.900
Sustaining Support	75.900		12.500
Indirect	31.200		69.100
Other	--		--
Total	431.000		311.800

Unitized Cost Comments:

None

Item	Total O&S Cost \$M			
	JPATS		Antecedent: T-37 Only (Antecedent)	
	Current Production APB Objective/Threshold	Current Estimate		
Base Year	N/A	N/A	9426.3	N/A
Then Year	N/A	N/A	14036.3	N/A

Total O&S Cost Comment

None

Disposal Estimate Details

Date of Estimate:

Source of Estimate:

Disposal/Demilitarization Total Cost (BY 2002 \$M):