



Selected Acquisition Report (SAR)

RCS: DD-A&T(Q&A)823-554



Multifunctional Information Distribution System (MIDS)

As of FY 2016 President's Budget

Defense Acquisition Management
Information Retrieval
(DAMIR)

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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

Multifunctional Information Distribution System (MIDS)

DoD Component

Navy

Joint Participants

Air Force; Army

Navy is the lead Component as of July 24, 2012.

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References

SAR Baseline (Production Estimate)

Navy Acquisition Executive (NAE) Approved Acquisition Program Baseline (APB) dated March 22, 2006

Approved APB

Assistant Secretary of the Navy (Research, Development & Acquisition) (ASN(RDA)) Approved Acquisition Program Baseline (APB) dated November 12, 2013

Mission and Description

The Multifunctional Information Distribution System (MIDS) program consists of two (2) products, MIDS Low Volume Terminal (MIDS-LVT) and MIDS Joint Tactical Radio System (MIDS JTRS).

The MIDS-LVT is the product of the MIDS International Program Office (IPO), a multinational (U.S., France (FRA), Germany (DEU), Italy (ITA), and Spain (ESP)) cooperative development program with joint service participation (U.S. Navy (USN), U.S. Army (USA), and U.S. Air Force (USAF)). The DoD established the program to design, develop and deliver low volume, lightweight tactical information system terminals for U.S. and Allied fighter aircraft, bombers, helicopters, ships, and ground sites. MIDS-LVT provides interoperability with North Atlantic Treaty Organization (NATO) and non-NATO users, significantly increasing force effectiveness and minimizing hostile actions and friend-on-friend engagements. Three (3) principal configurations of the terminal are in production and use an open system, modular architecture. MIDS-LVT(1) includes voice, Tactical Air Navigation (TACAN) and variable power transmission and provides a Link 16 capability to the F/A-18, which was previously unable to use Joint Tactical Information Distribution System (JTIDS) due to space and weight limitations. MIDS-LVT(2) is an Army variant of MIDS-LVT tailored as a functional replacement for the JTIDS Class 2M terminal. MIDS-LVT(3), also referred to, as MIDS Fighter Data Link (FDL), is a reduced function terminal for the Air Force (no voice, no TACAN). MIDS-LVT contracted for Block Upgrade 2 (BU2) to incorporate Cryptographic (Crypto) Modernization (CM), Enhanced Throughput (ET), and Frequency Remapping (FR) in the MIDS-LVT terminal.

MIDS JTRS is designed as a U.S. Only Pre-Planned Product Improvement (P3I), executed as an Engineering Change Proposal (ECP) to the production MIDS-LVT configuration, and is fully compatible with MIDS-LVT. MIDS JTRS completed qualification in first quarter of FY 2010 (1QFY10). It facilitated the Joint PEO (JPEO) JTRS incremental approach for fielding advanced JTRS transformational networking capability and transformed the MIDS-LVT into a four (4) channel, Software Communications Architecture (SCA) compliant, Joint Tactical Radio. A form-fit-function replacement to MIDS-LVT, MIDS JTRS also adds three (3) programmable 2 Megahertz (MHz) to 2 Gigahertz (GHz) channels capable of hosting the JTRS legacy and networking Waveforms (WFs). In addition to the Link 16, TACAN, and voice functionality found in MIDS-LVT, and MIDS-LVT BU2, MIDS JTRS adds capabilities such as CM, ET, FR, software programmability, Four Net Concurrent Multi-Netting with Concurrent Contention Receive (CMN-4), and Tactical Targeting Network Technology (TTNT). CMN-4 and TTNT are integral components of Naval Integrated Fire Control – Counter Air (NIFC-CA) and link together aircraft carrier strike group E-2Ds and EA-18s, and the aircraft carrier itself.

Executive Summary

The MIDS Program Office (MPO) consists of two products, the MIDS Low Volume Terminal (MIDS-LVT) and the MIDS Joint Tactical Radio System (MIDS JTRS). The MIDS PM has implemented an acquisition strategy that maintains continuous competition between the two U.S. production contractors, Datalink Solutions (DLS) and ViaSat, a software contract with BAE, and directed procurements to EuroMIDS for MIDS-LVT. DLS is a consortium between BAE Systems and Rockwell Collins. EuroMIDS is a consortium among Airbus Defence & Space (formerly Cassidian), Indra, SELEX, and Thales.

The MIDS JTRS Block Cycle 2 (BC2) incorporating MIDS on Ship (MOS) requirements conducted a Program Management / Trouble Report (PM/TR) Critical Design Review (CDR) on January 30, 2014. The CDR was chaired by Space and Naval Warfare System Command (SPAWAR) 5.0 with membership from MPO Engineering and Program Management Warfare (PMW-150). All Requests for Action (RFAs) were closed.

A MIDS Program Management Review (PMR) with PEO for Tactical Aircraft (PEO(T)) was held on February 11, 2014. The PMR provided PEO(T) an updated status on the From the Air Advanced Tactical Data Links (FTA ATDL) Strategy. At the PMR, the MIDS FTA ATDL Team was presented the "PEO(T) Excellence in Acquisition Award".

The Tactical Targeting Network Technology (TTNT) Justification and Approval (J&A) was approved by Assistant Secretary of the Navy (Research, Development, and Acquisition (ASN(RD&A))) for TTNT Development on February 26, 2014. This J&A authorized completing the design and development of the TTNT capability; design and development of the MIDS JTRS TTNT Amplifiers for multiple airborne platforms; build, test, and delivery of the MIDS JTRS TTNT Production Representative Terminals (PRTs); and providing support to platforms for integration, testing and qualification.

The MIDS-LVT Steering Committee (SC) #51 was held in Paris, France (FRA) on March 11-13, 2014, and focused on MIDS-LVT Block Upgrade 2 (BU2) status. MIDS JTRS was a significant topic of discussion for the SC and U.S. Bilateral discussions were held individually with each of the MIDS Nations (FRA, Germany (DEU), Italy (ITA), and Spain (ESP)). The MIDS Nations desire to further pursue MIDS JTRS cooperative opportunities in the Software Defined Radio (SDR) field and/or future waveform applications.

The FTA ATDL Technical Coordination Meeting (TCM) for SPAWAR Leadership was held on March 27, 2014 in San Diego, CA. The meeting provided FTA ATDL awareness and governance plans to SPAWAR Headquarters (HQ) and SPAWAR Systems Center Pacific (SSC PAC) personnel.

Deputy Assistant Secretary of the Navy for Command, Control, Computers, Communications, Intelligence, Information Operations and Space (DASN C4I/IO and Space) delegated the Link 16 waveform to the MIDS Program managed by PEO (T) on March 28, 2014. This aligns Link 16 waveform maintenance, sustainment, and upgrades with MIDS JTRS fielded by USN and USAF.

The MIDS International Communications Security (COMSEC) Working Group (MICWG) was held in Rome, ITA on April 1-4, 2014. The focus of the MICWG centered on MIDS-LVT BU2 upgrades to Cryptographic (Crypto) Modernization (CM), Enhanced Throughput (ET), and Frequency Remapping (FR). Discussions were held on various technical engineering and infrastructure issues.

The MIDS Releasability and Sales Policy meeting was conducted on April 24, 2014, in Washington, DC. Commands represented included PEO(T), Deputy Assistant Secretary of the Navy (Air Programs), Navy International Programs Office (NIPO), Defense Technology Security Administration (DTSA), and Department of State. The MPO provided an update on all current MIDS Releasability issues regarding MIDS-LVT and MIDS JTRS terminals.

A Multiple Award Contract (MAC) J&A was approved by ASN(RD&A) on April 25, 2014. This J&A authorized the issuance of two new, limited source, Indefinite Delivery/Indefinite Quantity (IDIQ) contracts to DLS and ViaSat for the award of Delivery Orders (DOs) for Production, Systems Engineering and Integration (SE&I), and Sustainment requirements for MIDS JTRS terminals.

MIDS-LVT BU2 Integrated Baseline Reviews (IBRs) were held with BAE, DLS and ViaSat, and EuroMIDS vendor facilities throughout the month of April 2014. The IBRs enabled the MPO to conduct interviews with the individual Control Account Managers (CAMs) and assess the contractors' production baselines.

The MIDS International Review Board (MIRB) #21 met in Vienna, Austria (AUT) on May 19-23, 2014. A record 33 nations with more than 260 participants attended. The MIRB addressed lifecycle support and continued interoperability for users of MIDS-LVT, the growth of MIDS JTRS requirements among the FMS community, the future of Link 16 and other tactical datalink tools, and the primary goal of ensuring interoperability in the future.

The TTNT Preliminary Design Review (PDR) was held on June 3-4, 2014, in San Diego. ATDL Systems of Systems, Platform Integration, ATDL Governance, Cyber Security and TTNT waveform and terminal design were evaluated. All RFAs were closed.

The MIDS-LVT BU2 PDR was held at BAE facilities in Wayne, New Jersey on June 9-12, 2014. All MIDS-LVT Industries partners and the Warner Robbins Software Support Activity (SSA) supported the PDR. All RFAs were closed.

The MIDS-LVT Problem Report Review (PRR) / International Communications Security (COMSEC) Working Group (ICWG) / Technical Working Group (PRR/ICWG/TWG) was held in Paris, FRA on June 24-26, 2014. Attendees from the MIDS Nations, MPO, MIDS-LVT Platforms and MIDS Vendors participated. Topics included MIDS-LVT BU2 program status, MIDS-LVT Cryptographic Module (LCM)/Signal Message Processor (SMP) status and concerns, Remote Power Supply (RPS) redesign background and solution initiatives, MIDS-LVT(12) variant status, and country/platform specific subjects.

A successful MIDS JTRS Four Net Concurrent Multi-Netting with Concurrent Contention Receive (CMN-4) Test Readiness Review (TRR) was conducted on July 9, 2014, at ViaSat in Carlsbad, CA. Contractor First Article Qualification Testing (CFAQT) commenced July 31, 2014, to deliver terminals for F-18 Developmental Testing (DT)/Operational Assessment (OA).

The MIDS JTRS Test and Evaluation Master Plan (TEMP) Annex J for MIDS JTRS CMN-4 was signed by the Director, Operational Test and Evaluation (DOT&E) on July 15, 2014.

The FTA ATDL Interim Program Review (IPR) #2 brief to ASN(RD&A) was held on July 24, 2014. The entrance and exit criteria for IPR #2, and the FTA ATDL strategy were approved by ASN(RD&A).

The updated MIDS Acquisition Strategy (AS) was signed by ASN(RD&A) on July 28, 2014.

The MIDS JTRS Joint Logistics Working Group (JLWG) was held at ViaSat, Carlsbad, CA on July 29-30, 2014, with participation from MPO, Industry vendors, and platform and service representatives. Briefings facilitated discussions on current, historical, and future logistics life cycle factors affecting the MIDS JTRS terminals and associated platforms.

MIDS-LVT Lot 15 DOs totaling \$27M for 133 terminals and associated spare parts were awarded on August 8, 2014, to DLS and ViaSat.

MIDS JTRS Lot 3 DOs totaling \$31M for 87 terminals were awarded on August 8, 2014, to DLS and ViaSat.

The MIDS-LVT U.S. JLWG was held in Hampton, VA on August 11-15, 2014. The JLWG included discussions on MIDS-LVT BU2 Logistics Integrated Product Team (IPT) #2 and the United States Air Force (USAF) Warner Robbins Air Logistics Command (WR-ALC) Link 16 PMR. The JLWG had representatives from all Services and multiple platforms interested or equipped with MIDS-LVT.

The FTA ATDL TCM hosted by Program Management Air (PMA)/PMW-101 was held in Patuxent River, MD on August 20, 2014. Senior leadership, including USAF, Commander Operational Test and Evaluation Force (COMOPTEVFOR) and Deputy Chief of Naval Operations for Information Dominance (OPNAV N2/N6) supported the meeting. The meeting highlighted that the migration from legacy Link 16 terminals to the MIDS JTRS SDR is critical to achieve mission success.

The MIDS JTRS TTNT Full Development Contract was awarded to DLS and ViaSat on August 21, 2014.

MIDS JTRS BC1+ and MIDS JTRS CMN-4 retrofit DOs were awarded to DLS and ViaSat on September 8 and 9, 2014, to retrofit USAF terminals to BC1+ and F/A-18 test terminals to MIDS JTRS CMN-4. MIDS JTRS BC1+ upgrades USAF terminals with CM and includes fixes for several Problem Reports (PRs) and ECPs. The MIDS JTRS CMN-4 terminals will be used for MIDS JTRS CMN-4 DT/Operational Test (DT/OT).

The MIDS-LVT SC #53 was hosted by in Madrid, ESP on September 23-25, 2014. MIDS-LVT Decision Points were obtained from the five MIDS Nations (FRA, DEU, ITA, ESP, and U.S.) on funding, contracts and documentation release to MIDS-LVT Third Party Nations. The focus of the meeting centered on the cost, schedule and performance of the MIDS-LVT BU2 contracts. As requested through previous SC actions, the U.S. policy for Direct Commercial Sales (DCS), FMS and U.S Policy for future Link 16 SDR efforts between U.S. and MIDS European Partner Nations was discussed, successfully closing the U.S. SC actions.

The MIDS-LVT MICWG met in San Diego, CA on October 1-2, 2014, with representatives from the five MIDS Nations Ministries of Defense (MoDs). MIDS-LVT COMSEC was addressed including MIDS-LVT BU2 specifics on cryptographic key loading and logistics for getting the new initial production crypto modules to Thales, FRA. A cryptographic loading demo was presented and discussions were held on various technical engineering and infrastructure issues.

The MIDS-LVT International Logistics Working Group (ILWG) was held in Paris, FRA on October 20-21, 2014. Discussions included MIDS-LVT BU2 retrofit planning and other European logistics issues.

The delivery of the first four MIDS JTRS CMN-4 terminals for laboratory integration testing in the F/A-18 was completed on October 20, 2014. DLS and ViaSat each delivered a PRT to F/A-18 Advanced Weapons Laboratory (AWL) at Naval Air Warfare Center, Weapons Division (NAWCWD), China Lake, CA, and to Boeing in St Louis, MO.

The MIDS IPO conducted MIDS-LVT PMRs with ViaSat in Carlsbad, CA on October 14-15, 2014, with EuroMIDS in Paris, FRA on October 22-23, 2014, and with MIDS IPO DLS in Wayne, NJ on October 29-30, 2014. The objective of the PMRs was to status each vendor's hardware readiness scheduled for CDR in February 2015.

Mr. Kurt Reese, PMW/PMA-101 Deputy PM (DPM), assumed duties as PMA/PMW-101 PM (Acting) effective October 28, 2014.

The MIDS JTRS Block Cycle 2 TRR was conducted on November 6, 2014, in Carlsbad, CA. Industry presented a thorough review of dry run Formal Qualification Test (FQT) results, the plan ahead to complete dry runs, and the plan to conduct FQT testing.

The MPO released a Request for Proposal (RFP) on November 17, 2014, for a MIDS JTRS Multifunction Advanced Data Link (MADL) demonstration. The objective demonstrated the MADL waveform in the MIDS JTRS CMN-4 terminal and to maintain compatibility and interoperability with the current MADL waveform implemented by the F-35 program. Proposals for this delivery order were received in December, 2014. Statements of Work (SOWs) were sent to Industry on January 14, 2015 with award anticipated in April 2015. This demo is being funded by the USAF.

MIRB #22 met on November 17-21, 2014, in Seville, ESP, in conjunction with the Joint International Configuration Review Board (JICRB). The meeting was attended by more than 300 participants from 28 countries, including MIDS Nations and MIDS international customer nations/agencies. The agenda covered Link 16 topics of interest to include MIDS-LVT BU2, MIDS JTRS, MIDS JTRS CMN-4 and network development.

A MIDS JTRS BC2 High Power Amplifier (HPA) contract modification was awarded to ViaSat on November 19, 2014 and to DLS on November 25, 2014. This modification will add the interface needed for the MIDS JTRS terminal to function with the Link 16 HPA under development for MOS and E-2D.

MIDS JTRS CMN-4 Electromagnetic Interference (EMI) testing for DLS and ViaSat was completed on November 20, 2014. Environmental Thermal and Tactical Air Navigation (TACAN) Functional Performance Test (FPT) testing were also both complete (passed 100% of test cases).-

The MIDS Technology Transfer and Security Assistance Review Board (TTSARB) was signed by the Chief of Naval Operations (CNO) and ASN(RD&A) on November 24, 2014. The approved update to the MIDS TTSARB provides guidance

on foreign disclosure for MIDS JTRS CMN-4 and MIDS-LVT BU2.

MIDS JTRS conducted an Italian RFA PMR with ViaSat, Selex, and Italian MoD representatives on December 4, 2014, and reviewed current program and test status.

The MIDS Quarterly PMR and Program Overview were presented to PEO(T) in San Diego, CA on December 8, 2014. In-depth reviews of MIDS JTRS, TTNT, MIDS-LVT BU2, MIDS IPO, and Force Modernization were provided.

MIDS JTRS conducted a Production PMR in Carlsbad, CA, with ViaSat on December 9, 2014, and reviewed program status, risks, issues, delivery schedules, and logistics/repair status. more than 100 participants from the MIDS Nations and industry partners. MIDS-LVT PRs, Engineering Change Proposals (ECPs), Qualification Testing, and logistics issues were discussed. A Government only session on December 10, 2014, identified key issues and action items to be mitigated prior to MIDS-LVT BU2 CDR in 2nd Quarter (2Q) FY2015.

The Naval Integrated Fire Control - Counter Air (NIFC-CA) Information Assurance (IA) team completed the TTNT key specification on 10 December enabling developmental key production and verification for TTNT development phase.

The MPO conducted the quarterly Joint Link 16 PMR with PMW-150 and OPNAV N2/N6 in San Diego, CA on December 10, 2014. Updates were provided on MIDS JTRS BC2, Link 16 HPA interface, and the MIDS JTRS BC2 – MIDS JTRS CMN-4 baseline merge.

The TTNT 1000 Watt HPA Technology Development Contract covering the period December 2014 to E-2D PDR was awarded to DLS and ViaSat on December 11, 2014.

ViaSat delivered a MIDS JTRS CMN-4 PRT to China Lake AWL on December 12, 2014, used for F/A-18 ground testing. This testing facilitates a 2QFY2015 first flight of a MIDS JTRS CMN-4 terminal.

MIDS JTRS conducted a Technical Interchange Meeting (TIM) with the F-22 System Program Office (SPO) in San Diego on December 15-16, 2014, to begin technical and programmatic discussions on development and integration of MIDS JTRS in the F-22. Discussions continued on December 17-18, 2014, at Lockheed Martin in Fort Worth, TX, with participation from MPO, F-22 SPO, DLS, ViaSat and Lockheed Martin.

PMA/PMW-101 participated in two PMA-298 T&E meetings at China Lake AWL on December 9-10, 2014. Meetings included an overview and status update of the MIDS JTRS CMN-4 and TTNT Behavioral models, explored what Constructive analysis the models can support, limitations to Virtual integration in reference to the Live Virtual Constructive NIFC-CA testing strategy, and determined Link 16 network loads to be used in MIDS JTRS CMN-4 DT and OT. Participants included VX-9, COMOPTEVFOR, PMA-265, PMA-298, PMA/PMW-101, and the Link 16 Network Design Facility (NDF).

The MIDS PM provided an overview of the MIDS Program at the PEO(T) Quarterly Review with ASN(RD&A) in Washington, DC on December 23, 2014.

Completed Quadrennial DoD Information Assurance Certification and Accreditation Process (DIACAP) review for MIDS JTRS and MIDS-LVT on December 30, 2014 receiving Operational Designated Accrediting Authority (DAA) (Commander, U.S. Fleet Cyber Command) Authority To Operate (ATO) until December 2018.

A MIDS program overview was provided to RDML Ailes, (SPAWAR 5.0, Chief Engineer) on January 8, 2015.

The first four MIDS-LVT LCM production units were delivered to the U.S. Government on January 9, 2015. These first four units are going to EuroMIDS to support BU2 terminal development and integration.

Conducted F-22 MIDS JTRS TIM at Lockheed Martin in Fort Worth, TX on January 22-23, 2015. The discussions focused on requirements for integrating MIDS JTRS, coordination of early work and Associate Contractor Agreements (ACAs), and on Crypto requirements.

As of December 31, 2014, 8,413 MIDS-LVT terminals have been contracted with DLS, ViaSat and EuroMIDS, of which 8,073 have been delivered. These terminals are for the USN, USAF, USA, United States Marine Corps (USMC), MIDS

Participant Nations (FRA, DEU, ITA and ESP) and FMS. These totals do not include additional MIDS-LVT terminals procured by DCS (e.g., non-MPO contracts).

As of December 30, 2014, 593 MIDS JTRS terminals have been contracted with DLS and ViaSat, of which 441 MIDS JTRS terminals have been delivered. These terminals and spares are for the USN, USAF, FMS, and MPO. These totals do not include CMN-4 Production Representative terminals and/or spare Shop Replaceable Units/Line Replaceable Units (SRUs/LRUs).

Six operational F/A-18 squadrons are equipped with MIDS JTRS: VFA-27, VFA-31, VFA-86, VFA-97, VFA-151, and VFA-213, and three training squadrons: VFA-106, VFA-122 and VAQ-129. Reliability and failure data is based on hours through November 30, 2014. Since June 2012, Mean Time Between Failure (MTBF) is 775 hours based on 75 confirmed failures and 64,322 operational hours.

There are no significant software-related issues with this program at this time.

Threshold Breaches

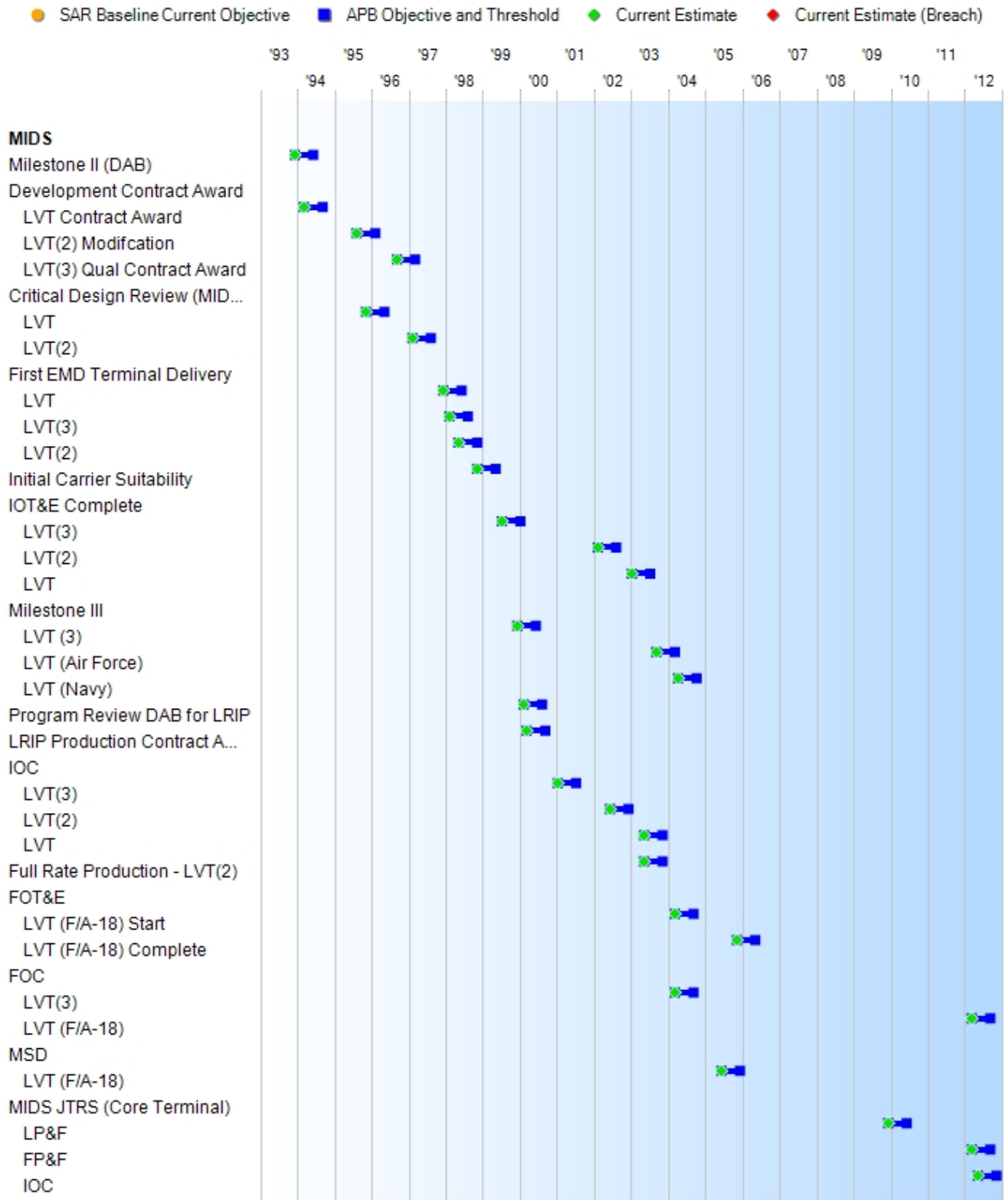
APB Breaches

- Schedule
- Performance
- Cost
 - RDT&E
 - Procurement
 - MILCON
 - Acq O&M
- O&S Cost
- Unit Cost
 - PAUC
 - APUC

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 II (DAB)	Dec 1993	Dec 1993	Jun 1994	Dec 1993
Development Contract Award				
LVT Contract Award	Mar 1994	Mar 1994	Sep 1994	Mar 1994
LVT(2) Modification	Aug 1995	Aug 1995	Feb 1996	Aug 1995
LVT(3) Qual Contract Award	Sep 1996	Sep 1996	Mar 1997	Sep 1996
Critical Design Review (MIDS Terminal)				
LVT	Nov 1995	Nov 1995	May 1996	Nov 1995
LVT(2)	Feb 1997	Feb 1997	Aug 1997	Feb 1997
First EMD Terminal Delivery				
LVT	Dec 1997	Dec 1997	Jun 1998	Dec 1997
LVT(3)	Feb 1998	Feb 1998	Aug 1998	Feb 1998
LVT(2)	May 1998	May 1998	Nov 1998	May 1998
Initial Carrier Suitability	Nov 1998	Nov 1998	May 1999	Nov 1998
IOT&E Complete				
LVT(3)	Jul 1999	Jul 1999	Jan 2000	Jul 1999
LVT(2)	Feb 2002	Feb 2002	Aug 2002	Feb 2002
LVT	Jan 2003	Jan 2003	Jul 2003	Jan 2003
Milestone III				
LVT (3)	Dec 1999	Dec 1999	Jun 2000	Dec 1999
LVT (Air Force)	Sep 2003	Sep 2003	Mar 2004	Sep 2003
LVT (Navy)	Apr 2004	Apr 2004	Oct 2004	Apr 2004
Program Review DAB for LRIP	Feb 2000	Feb 2000	Aug 2000	Feb 2000
LRIP Production Contract Award	Mar 2000	Mar 2000	Sep 2000	Mar 2000
IOC				
LVT(3)	Jan 2001	Jan 2001	Jul 2001	Jan 2001
LVT(2)	Jun 2002	Jun 2002	Dec 2002	Jun 2002
LVT	May 2003	May 2003	Nov 2003	May 2003
Full Rate Production - LVT(2)	May 2003	May 2003	Nov 2003	May 2003
FOT&E				
LVT (F/A-18) Start	Mar 2004	Mar 2004	Sep 2004	Mar 2004
LVT (F/A-18) Complete	Nov 2005	Nov 2005	May 2006	Nov 2005
FOC				
LVT(3)	Mar 2004	Mar 2004	Sep 2004	Mar 2004
LVT (F/A-18)	Mar 2012	Mar 2012	Sep 2012	Mar 2012

MSD				
LVT (F/A-18)	Jun 2005	Jun 2005	Dec 2005	Jun 2005
MIDS JTRS (Core Terminal)				
LP&F	N/A	Dec 2009	Jun 2010	Dec 2009
FP&F	N/A	Mar 2012	Sep 2012	Mar 2012
IOC	N/A	May 2012	Nov 2012	May 2012

Change Explanations

None

Notes

An OSD decision was made in December 2009 that MIDS Joint Tactical Radio System (MIDS JTRS) (Core Terminal) did not require a Milestone (MS) C decision since the MIDS Program had a MS C decision in September 2003.

Acronyms and Abbreviations

FOT&E - Follow-On Test and Evaluation
 FP&F - Full Production and Fielding
 IOT&E - Initial Operational Test and Evaluation
 JTRS - Joint Tactical Radio System
 LP&F - Limited Production and Fielding
 LVT - Low Volume Terminal
 MSD - Material Support Date
 Qual - Qualification

Performance

Performance Characteristics				
SAR Baseline Production Estimate	Current APB Production Objective/Threshold		Demonstrated Performance	Current Estimate
Interoperability				
All top level IERs in SMORD	All top level IERs in SMORD	All critical top level IERs in SMORD	100% Demonstrated	All top level IERs in SMORD
Waveform Compatibility				
STANAG 4175 & JTIDS SSS	STANAG 4175 & JTIDS SSS	STANAG 4175 & JTIDS SSS	JITC Certified	STANAG 4175 & JTIDS SSS
Message Standard				
STANAG 5516 (& 5616 for Data Fwds) & MIL-STD-6016B	STANAG 5516 (& 5616 for Data Fwds) & MIL-STD-6016B	STANAG 5516 (& 5616 for Data Fwds) & MIL-STD-6016B	JITC Certified	STANAG 5516 (& 5616 for Data Fwds) & MIL-STD-6016B
Maximum Power Transmission (w)				
LVT				
Multiple selectable levels	Multiple selectable levels	>=200 with IF for 1000	200 with IF	Multiple selectable levels
LVT(2)				
Multiple selectable levels	Multiple selectable levels	>=200 or 25 selectable	200/25	Multiple selectable levels
LVT(3)				
Multiple selectable levels	Multiple selectable levels	>=50	50	Multiple selectable levels
IER (Kbps)				
1000	>=1000	28.8 -115.2	1100 kbps	>=1000
Paired Time Slot Relay Capability				
Integral and automated	Integral and automated	Integral and automated	Integral and automated	Integral and automated
Repromulgation Relay (nm) MIDS-LVT(2)				
4 hop	4 hops	3 hops	4 hops	4 hops
Paired Time Slot Relay Range (nm) (USN Only)				

1200	>=1200	>=500	520	>=1200
Communication Range				
LVT (USN: C2 to C2)				
300	>=300	>=300	350	>=300
LVT (USN: Non-C2 to C2)				
240	>=240	>=220	240	>=240
LVT (USN: Non-C2 to Non-C2)				
200	>=200	>=180	220	>=200
LVT (USN: Surface Platforms)				
LOS up to 300	LOS >=300	LOS >=300	300	LOS >=300
LVT (F-16: Non-C2 to C2)				
300	>=300	>=200	200	>=300
LVT (F-16: Non-C2 to Non-C2)				
150	>=150	>=100	150	>=150
LVT(2)				
Up to 300 with LOS at 200 w	Up to 300 with LOS at 200 w	Up to 300 with LOS at 200 w	300	Up to 300 with LOS at 200 w
LVT(3) (Non-C2 to C2)				
300	>=300	>=200	300	>=300
LVT(3) (Non-C2 to Non-C2)				
150	>=150	>=100	170	>=150
Voice Channels: LVT (USN)				
Capable of 2	Capable of 2	1	2	Capable of 2
Coded Message Error Probability (%)				
LVT				
1	<=1	<=2	Passed	<=1
LVT(3)				
< 1 detected	<= 1 detected	<=2	Passed	<= 1 detected
LVT(2)				
1	<=1	<=2	Passed	<=1
Jam Resistance				
LVT (USN) (db)				
MJCS-194 - 89	MJCS-194-89	MJCS-194-89	Compliant	MJCS-194-89
LVT (F-16) (%)				
< 1 detected error	<=1 detected error	<= 1 detected error	Passed	<=1 detected error

LVT(2) (%)				
< 1 detected error	<= 1 detected error	<= 5	Passed	<= 1 detected error
LVT(3) (%)				
< 1 detected error	<= 1 detected error	<= 1 detected error	Passed	<= 1 detected error
Ao				
LVT				
.90	>=.90	>=.90	.91	>=.90
LVT(2) (Terminal)				
.94	>=.94	>=.90	.94	>=.94
LVT(3)				
.97	>=.97	>=.95	.965	>=.97
MTBF (hr)(lab)				
USN				
1000	>=1000	>=1000	1850	>=1000
USA				
1800	>=1800	>=1000	1850	>=1800
USAF				
1500	>=1500	>=1000	1850	>=1500
MFHBOMF/MTBOMF (hr)				
System				
25	>=25	>=25	32	>=25
LVT (Aircraft) (Terminal)				
300	>=300	>=220	240	>=300
LVT (Ships) (Terminal)				
350	>=350	>=257	275	>=350
LVT(2) (Terminal)				
393	>=393	>=393	425	>=393
MTTR (O-level) (min)				
LVT(2) (Terminal)				
30	<=30	<=30	25	<=30
MCMTOMF				
LVT (USN Aircraft)				
60	<=60	<=90	75	<=60
LVT (USN Ships)				
60	<=60	<=90	80	<=60
LVT (USAF)				

MRT < 20	MRT < 20	MRT < 30	25	MRT < 20
LVT(3)				
MRT < 20	MRT < 20	MRT < 30	28	MRT < 20
Volume (Cubic Feet)				
LVT				
< .6	<= .6	<= .6	.58	<= .6
LVT(2)				
< 1.4	<=1.4	<=1.4	1.32	<=1.4
LVT(3)				
< .6	<= .6	<= .6	.56	<= .6
Weight (lbs)				
LVT				
< 65	<=65	<=65	63.8	<=65
LVT(2)				
< 88	<=88	<=88	87.9	<=88
LVT(3)				
< 65	<=65	<=65	63.8	<=65
MIDS-LVT Enhancement ECPs				
Message Standards				
N/A	STANAG 5516 (& 5616 for Data Fwds) & MIL-STD-6016C	STANAG 5516 (& 5516 for Data Fwds) & MIL-STD-6016B	To Be Determined (TBD) until Block Upgrade 2 (BU2) Enhanced Throughput (ET) is implemented	STANAG 5516 (& 5616 for Data Fwds) & MIL-STD-6016C
Communications Range				
N/A	see note 12c through 17c	see note 12c through 17c	TBD until MIDS-LVT BU2 ET is implemented	TBD until MIDS-LVT BU2 is implemented
Information Exchange Rate (Kbps)				
LET 0				
N/A	>=358	>=107	TBD until MIDS-LVT BU2 ET is implemented	>=358
LET 1				
N/A	>=546	>=358	TBD until MIDS-LVT BU2 ET is implemented	>=546
LET 2				
N/A	>=833	>=546	TBD until MIDS-LVT BU2 ET is	>=833

			implemented	
LET 3				
N/A	>=968	>=833	TBD until MIDS-LVT BU2 ET is implemented	>=968
LET 4				
N/A	>=1100	>=968	TBD until MIDS-LVT BU2 ET is implemented	>=1100
Coded Message Error Probability (%)				
LET 0				
N/A	<=1%	<=2%	TBD until MIDS-LVT BU2 ET is implemented	<=1%
LET 1				
N/A	<=1%	<=2%	TBD until MIDS-LVT BU2 ET is implemented	<=1%
LET 2				
N/A	<=1%	<=2%	TBD until MIDS-LVT BU2 ET is implemented	<=1%
LET 3				
N/A	<=1%	<=2%	TBD until MIDS-LVT BU2 ET is implemented	<=1%
LET 4				
N/A	<=1%	<=2%	TBD until MIDS-LVT BU2 ET is implemented	<=1%
Jam Resistance				
N/A	MJCS-194-89	MJCS-194-89	TBD until MIDS-LVT BU2 ET is implemented	MJCS-194-89
MIDS JTRS Performance Parameters				
Link-16 Waveform compatibility				
N/A	STANAG 4175 and MIDS LVT SSS	STANAG 4175 and MIDS LVT SSS	Passed JITC waveform conformance test.	Passed JITC waveform conformance test.
Link-16 Message Standard				
N/A	MIL-STD-6016C and STANAG 5516	MIL-STD-6016C and STANAG 5516	Passed JITC waveform conformance test.	Passed JITC waveform conformance

				test.
Link-16 IER				
Normal Operations with JTRS				
N/A	>=1100 Kbps	>=28-115.2 Kbps	128	128
LET 0				
N/A	>=358	>=107	107	107
LET 1				
N/A	>=546	>=358	358	358
LET 2				
N/A	>=833	>=546	546	546
LET 3				
N/A	>=968	>=833	837	837
LET 4				
N/A	>=1100	>=968	968	968
Interoperability: All top level IERs will be satisfied to the standards specified in the threshold (T) and objective (O) values.				
N/A	All top-level Information exchange Requirements (IERs) are met.	All top-level Information Exchange Requirements (IERs) are met.	All top-level IERs transferred.	All top-level IERs transferred.
Link-16 Coded Message Error Probability (CMEP)				
LET 0				
N/A	<=1%	<=2%	<=2%	<=1%
LET 1				
N/A	<=1%	<=2%	<=2%	<=1%
LET 2				
N/A	<=1%	<=2%	<=2%	<=1%
LET 3				
N/A	<=1%	<=2%	<=2%	<=1%
LET 4				
N/A	<=1%	<=2%	<=2%	<=1%
Weight/Volume				
N/A	<=65 lbs, <=.6 cu.ft.	<=65 lbs, <=.6 cu.ft.	Measured 54.7 lbs; measured .573 cu. ft.	<=65 lbs, <=.6 cu.ft.
Link-16 Jam Resistance				
JTRS (USN) (db)				
N/A	MJCS-194-89	MJCS-194-89	Exceeds threshold by 1-3 db in 95% of all cases.	Exceeds threshold by 1-3 db in 95% of all cases.

All Others				
N/A	<=1% Detected message error rate	<=1% Detected message error rate	.98%	.98%
Link-16 J-Voice Channels				
N/A	2	2	2	2
Link-16 Communications Range Data				
N/A	≥300 nm (C2-C2 w/HPA); ≥240 nm (C2-non-C2); ≥200 nm (non-C2-non-C2)	≥300 nm (C2-C2 w/HPA); ≥220 nm (C2-non-C2); ≥180 nm (non-C2-non-C2)	≥250 nm	≥250 nm.
Link-16 Communications Range J-Voice				
N/A	>=220nm (C2-C2 w/HPA); >=140nm (C2-non-C2); >=90nm (non-C2-nonC2/non C2-C2)	>=220nm (C2-C2 w/HPA); >=140nm (C2-non-C2); >=90nm (non-C2-nonC2/non C2-C2)	>=220nm (C2-C2 w/HPA) - Not Tested; >=140nm (C2-non-C2 - Not tested; >=90nm (non-C2-nonC2/non C2-C2) - 150.	>=220nm (C2-C2 w/HPA) - Terminal not installed in C2 platform yet; >=140nm (C2-non-C2 - Terminal not installed in C2 platform yet; >=90nm (non-C2-nonC2/non C2-C2) - 150.
Link-16 Relay				
N/A	>=1200nm	>=500nm	Not tested yet.	>=500 nm
Multi-Channels/Networks				
N/A	4 Channels simultaneously with TACAN/multi-net (single network) Link-16 fixed operation on Channel 1	4 Channels simultaneously with TACAN/multi-net (single network) Link-16 fixed operation on Channel 1	4 Channels passed.	4 Channels passed.
Scan Frequencies				
N/A	Scan a minimum of 10 frequencies or presets	Scan a minimum of 10 frequencies or presets	FOT&E: No MIDS JTRS waveforms require presets.	FOT&E: No MIDS JTRS waveforms require presets.
Terminal Start-up/Restart (Link-16 only)				
N/A	<=2.0 min	<=3.5 minutes	3.2 min	3.2 min
IBIT Performance (Link-16 only)				
N/A	<=30seconds	<=70 seconds	29 seconds	29 seconds
Link-16 Net Entry/Synchronization				
N/A	<=30 seconds	Not to exceed 4 min from time that coarse sync is initiated	30 sec - 2.5 min	30 sec - 2.5 min
Crypto-Rekeying				
N/A	Over the Air Rekeying	At O-level	Not implemented in	Not implemented

	(OTAR) through electronic media, or common reprogramming hardware / software		Core Terminal.	in Core Terminal.
Link-16 Transmission of Unit Position and Status Reports				
N/A	<=100 ft accuracy	<=300 ft accuracy	78 ft	78 ft
TACAN Performance Start-up/Restart				
N/A	<=14 seconds	<=30 seconds	15 seconds	15 seconds
MFHBOMF (System/Single Channel)				
N/A	>=36 hrs (Other Platforms)	>=25 hrs (F/A-18E/F, EA-18G, TACAIR)	36.5 hrs.	36.5 hrs
MTBF Lab (Ch. 1(Link-16))				
N/A	>=1800 hrs	>= 1200 hrs	1285 hrs	1285 hrs
MTBF Lab (Ch. 2, 3 & 4)				
N/A	>=1800 hrs	>=1550 hrs	1550 hrs	1550 hrs
MFHBOMF (Terminal/Single Channel)				
N/A	>=300 hrs	>=220 hrs	724 (includes lab data)	220 hrs
MCMTOMF (Single Channel)				
N/A	<= 60 min	<=120 min; <= 90 min (F/A-18 E/F, EA-18G, NAVAIR)	60 min	60 min (Single channel)
MRT				
N/A	<= 20 min	<= 45 min	20 min	45 min
BIT PCD				
N/A	PCD>= 98%	PCD>= 95%	97%	97%
BIT MFHBFA				
N/A	MFHBFA: >= 451 hrs	MFHBFA: >= 113 hrs	80 hrs	120 hrs
Start-Up (Terminal/Single Channel)				
N/A	<=2min (OE, crypto and waveform); <=2min (fine sync)	<=3.5min (OE, Crypto and waveform); <=4min (fine sync)	3.2 min	3.2 min
Start-Up (Waveform/Link-16 only)				
N/A	<=2min (OE, crypto, and waveform); <=2min (fine sync)	<=3.5min (OE, crypto, and waveform); <=4min (fine sync)	.5 - 2.5 min	.5 - 2.5 min
Restart < 50 milliseconds (Core configuration only)				
N/A	Operates through	Operates through	Operates through	Operates through
Restart <10 seconds (Terminal)				
N/A	<=2min	<=3.5min	2.5 min	2.5 min
Restart <10 seconds (Link-16 waveform)				

N/A	<=10sec	<=10sec	9 sec	9 sec
Restart >=10 seconds and <2min (Terminal)				
N/A	<=2min	<=3.5min	3.2 min	3.2 min
Restart >=10 seconds and <2min (Link-16)				
N/A	<=2min	<=4min	3.2 min	3.2 min
Restart >= 2 min (Terminal)				
N/A	<=2min	<=3.5min	3.2 min	3.2 min
Restart >=2 min (Link-16 Waveform)				
N/A	<=2min	<=4min	3.2 min	3.2 min
TACAN Start-up/Restart				
N/A	<=14sec	<=30sec	15 sec	15 sec
IBIT Performance				
N/A	<=30sec	<=70sec	30 sec	30 sec
Terminal Operating Frequency Range				
N/A	Operate 2-2000 MHz	Operate 2-2000 MHz	Operation within 2-2000 MHz	Operate 2-2000 MHz
MIDS JTRS Capability				
N/A	F3I for MIDS-LVT (1) and shall meet the performance measures in MIDS JTRS Core Terminal in Table 6 of the CPD in addition to TACAN and J-Voice.	F3I for MIDS-LVT (1) and shall meet the performance measures in MIDS JTRS Core Terminal in Table 6 of the CPD in addition to TACAN and J-Voice.	11 of 11 Performance measures have been achieved in a Developmental Test period.	11 of 11 Performance measures have been achieved in a Developmental Test period.
Functionality				
N/A	MIDS JTRS Core Terminal will meet connectivity requirements of ALL Airborne (MIDS JTRS) Domain Waveforms.	The MIDS JTRS Core Terminal shall be capable of supporting secure and non-secure voice, video, and data communications by porting narrowband and wideband JTRS developed waveforms in compliance with the Software Communications Architecture. Where a MIDS JTRS Core Terminal replaces the WF/radio function(s) of one or more legacy radios and continued interoperability with legacy radios is required, software WFs will be ported and JTRS radio shall perform the same WF/radio function(s) and mission(s) supported by the legacy radios. JTRS Core Terminal will meet connectivity requirements of ported Waveforms.	15 of 15 Performance measures have been achieved.	15 of 15 Performance measures have been achieved.

Number of Channels				
N/A	Threshold same as Objective (One TACAN/Link-16 plus three additional channels for JTRS Waveforms).	One TACAN/Link-16 plus three additional channels for JTRS Waveforms. Navy Initial Implementation - TACAN/Link-16 plus 3 additional channels ((2MHz - 2 GHz transceivers) as capability for future JTRS WFs) for F/A-18E/F. USAF Initial Implementation - Link-16 for B-1.	1 of 1 Performance measures have been achieved.	1 of 1 Performance measures have been achieved.
Net Ready				
N/A	The system must fully support execution of joint critical operational activities identified in the applicable joint and system integrated architectures and the system must satisfy the technical requirements for transition to Net-Centric military operations to include 1) DISR mandated GIG IT standards and profiles identified in the TV-1, 2) DISR mandated GIG KIPs identified in the KIP declaration (Table 31), 3) NCOW RM Enterprise Services 4) IA requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an IATO by the DAA, and 5) Operationally effective information exchanges; and mission critical performance and information assurance attributes, data correctness, data availability, and consistent data processing specified in the applicable joint and system integrated architecture reviews.	The MIDS JTRS Core Terminal will support Net-Centric military operations via a gateway. The system must be able to enter and be managed in the network, and exchange data in a secure manner to enhance mission effectiveness. The systems must have the ability to provide survivable, interoperable, secure and operationally effective information exchanges to enable a Net-centric military capability. The system must fully support execution of all operational activities identified in the applicable joint and system integrated architectures and the system must satisfy the technical requirements for Net-Centric military operations to include 1) DISR mandated GIG IT standards and profiles identified in the TV-1, 2) DISR mandated GIG KIPs identified in the KIP declaration (Table 31), 3) NCOW RM Enterprise Services 4) IA requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA, and 5) Operationally effective information exchanges; and mission critical performance and information assurance attributes, data correctness, data availability, and consistent data processing specified in the applicable joint and system integrated architecture reviews.	5 of 5 Performance measures have been achieved. System certified by NSA in March 2010	5 of 5 Performance measures have been achieved. System certified by NSA in March 2010.

Operational Availability (Ao)				
N/A	Each MIDS JTRS Core Terminal shall demonstrate an Ao of >0.99 for all channels.	Each MIDS JTRS Core Terminal shall demonstrate an Ao of >0.90 for Link-16 / TACAN Channel and >0.96 for the remaining channels.	96.8%.	96.8%
Software Configurable				
N/A	Each MIDS JTRS Core Terminal shall provide any designated operator with the ability to load and reconfigure its modes/capabilities via software while in the operational environment	Each MIDS JTRS Core Terminal shall provide any designated operator with the ability to load and reconfigure its modes/capabilities via software while in the operational environment	1 of 1 Performance measures have been achieved.	1 of 1 Performance measures have been achieved.
Growth				
N/A	MIDS JTRS Core Terminal shall provide an internal growth capability through an open systems architecture approach, and shall be modular, scaleable and flexible as designed to suit specific operational requirements.	MIDS JTRS Core Terminal shall provide an internal growth capability through an open systems architecture approach, and shall be modular, scaleable and flexible as designed to suit specific operational requirements.	2 of 2 Performance measures achieved.	2 of 2 Performance measures achieved.
Navigation – Link-16 Position (PPLI)				
N/A	≤100 feet	≤300 feet	Operation at ≤100 feet	≤100 feet
Tactical Air Navigation (TACAN)				
N/A	Capabilities equivalent to LVT	Capabilities equivalent to LVT	Capabilities equivalent to LVT	Capabilities equivalent to LVT
Spectrum Certification				
N/A	Meets DD-1494 Stage 4	Meets DD-1494 Stage 4	DD-1494 Stage 4 issued.	Meets DD-1494 Stage 4
Memory/Processor Reserve				
N/A	Provide growth memory and processor reserve to allow for an increased capability or functionality of each set and with each generation of radios	Provide growth memory and processor reserve to allow for an increased capability or functionality of each set and with each generation of radios	Met with no issues.	Provide growth memory and processor reserve to allow for an increased capability or functionality of each set and with each generation of radios
Operational Communications				
Passive Synchronization				

N/A	Fine Sync achieved passively	Fine Sync achieved passively	Achieved Fine Sync passively	Fine Sync achieved passively
Automatic Message Acknowledgement				
N/A	IAW Mil-STD 6016C	IAW Mil-STD 6016C	Automatic Message Acknowledgement IAW Mil-STD 6016C	IAW Mil-STD 6016C
Crypto Control (CTP-11)				
N/A	Proper O-level control of NSA approved crypto device	Proper O-level control of NSA approved crypto device	Proper O-level control of NSA approved crypto device	Proper O-level control of NSA approved crypto device
Multi-Net (CTP-10)/8d				
N/A	2 simultaneous nets	2 simultaneous nets	Performance of two simultaneous nets	2 simultaneous nets
GIG Requirements				
N/A	DISR mandated GIG requirements specified in TV-1 of ISP	DISR mandated GIG requirements specified in TV-1 of ISP	Met DISR mandated GIG requirements specified in TV-1 of ISP	DISR mandated GIG requirements specified in TV-1 of ISP
Key Information Profile (KIP)				
N/A	DISA mandated GIG KIPs are identified in ISP in the KIP Declaration Table	DISA mandated GIG KIPs are identified in ISP in the KIP Declaration Table	The DISA mandated GIG KIPs are identified in the ISP in the KIP Declaration Table	DISA mandated GIG KIPs are identified in ISP in the KIP Declaration Table
Design per NCOW RM				
N/A	NCOW RM Enterprise Services are met	NCOW RM Enterprise Services are met	The NCOW RM Enterprise Services are met	NCOW RM Enterprise Services are met
Information Exchange Requirements met				
N/A	Operationally Effective exchanges of all messages IAW ISP	Operationally Effective exchanges of all messages IAW ISP	Showed Operationally Effective exchange of all messages IAW ISP	Operationally Effective exchanges of all messages IAW ISP
Enable CMN/CCR Reception				
N/A	Receive on 4 net numbers (CMN); 4 receptions within a timeslot (CCR)	Receive on 4 net numbers (CMN); 4 receptions within a timeslot (CCR)	TBD	Receive 4 net numbers (CMN); 4 receptions within a timeslot (CCR)

Requirements Reference

MIDS Operational Requirements Document (ORD) (MIDS-LVT) dated July 25, 2004 and MIDS JTRS Capability Production Document (CPD) dated July 16, 2013

Change Explanations

None

Notes

1. For LET 0 there is a 5 db loss in jam resistance and 44% loss in range over PAC4 Single Pulse. The 1% error rate will be calculated based on the decrease in jamming resistance.
2. For LET 1 there is a 7 db loss in jam resistance and 56% loss in range over PAC4 Single Pulse. The 1% error rate will be calculated based on the decrease in jamming resistance.
3. For LET 2 there is a 9 db loss in jam resistance and 65% loss in range over PAC4 Single Pulse. The 1% error rate will be calculated based on the decrease in jamming resistance.
4. For LET 3 there is a 10 db loss in jam resistance and 67% loss in range over PAC4 Single Pulse. The 1% error rate will be calculated based on the decrease in jamming resistance.
5. For LET 4 there is an 11 db loss in jam resistance and 72% loss in range over PAC4 Single Pulse. The 1% error rate will be calculated based on the decrease in jamming resistance.
6. For Frequency Remap, there will be a db loss for the number of frequencies remapped based on the formula $10 \log(51/51-NR)$ where NR = the number of frequencies remapped. There is a corresponding decrease in range of approximately 1% for each frequency that is remapped.

Acronyms and Abbreviations

Ao - Operational Availability
 ATO - Authority to Operate
 BIT - Built in Test
 BU2 - Block Upgrade 2
 C2 - Command and Control
 CFAQT - Contractor First Article Qualification Testing
 CMEP - Coded Message Error Probability
 CMN/CCR - Concurrent Multi-Netting/Concurrent Contention Receive
 cu. ft. - cubic feet
 DAA - Designated Approving Authority
 db - decibel(s)
 DISR - Defense Information Standards Registry
 ECP - Engineering Change Proposal
 ET - Enhanced Throughput
 F3I - Form, Fit, Function and interface
 FDL - Fighter Data Link
 FOT&E - Follow-on Test and Evaluation
 GFAQT - Government First Article Qualification Testing
 GIG IT - Global Information Grid Information Technology
 HPA - High Power Amplifier
 hr - hour(s)
 IATO - Interim Authority to Operate
 IBIT - Initialization Built in Test
 IER - Information Exchange Requirements
 IF - Interface
 JITC - Joint Interoperability Test Command
 JTIDS - Joint Tactical Information Distribution System
 kbps - kilobits per second
 KIPs - Key Interface Profiles
 lbs - Pounds
 LET - Link 16 Enhanced Throughput
 LOS - Line of sight
 LVT - Low Volume Terminal
 MCMTOMF - Mean Corrective Maintenance Time for Operational Mission Failures
 MFHBFA - Mean Flight Hours Between False Alarms
 MFHBOMF - Mean Flight Hours Between Operational Mission Failures
 MHz - Megahertz
 MIDS - Multifunctional Information Distribution System
 Mil-Std - Military Standard
 min - minute(s)
 MJCS - Memorandum Joint Chiefs of Staff
 MRT - Mean Repair Time
 MTBF - Mean Time Between Failure
 MTBOMF - Mean Time Between Operational Mission Failures
 MTTR - Mean Time to Repair
 NCOW RM - Net-Centric Operations and Warfare Reference Model
 nm, nmi - Nautical mile
 NSA - National Security Agency
 OE - Operational Environment
 O-Level - Organization Level
 OTAR - Over the Air Re-keying
 PAC4 - Packed-4

PCD - Percent Correct Detect

sec - second(s)

SINGARS - Single Channel Ground and Airborne Radio System

SMORD - Single MIDS ORD

SSS - System Segment Specification

STANAG - Standardization Agreement

TACAN - Tactical Air Navigation

TV - Technical View

w - watt(s)

Track to Budget

RDT&E			
Appn	BA	PE	
Navy	1319	07	0205604N
	Project	Name	
	2126	ATDLS Integration (Shared)	
Navy	1319	05	0205604N
	Project	Name	
	2126	ATDLS Integration (Shared) (Sunk)	
Navy	1319	07	0205604N
	Project	Name	
	3020	MIDS/JTRS (Shared)	
Navy	1319	05	0604234N
	Project	Name	
	3051	E-2D Adv Hawkeye (Shared)	
Navy	1319	05	0604270N
	Project	Name	
	E0556	Navy EA-6B Integration/EA-6B (Shared) (Sunk)	
	E2781	Navy EA-6B Integration/EA-6B (Shared) (Sunk)	
Navy	1319	05	0604280N
	Project	Name	
	3020	MIDS/JTRS (Shared) (Sunk)	
	3073	AMF/JTRS (Shared) (Sunk)	
Army	2040	05	0603713A
	Project	Name	
	D370	Army MIDS/Army MIDS (Shared) (Sunk)	
Army	2040	05	0604280A
	Project	Name	
	162	Joint Tactical Radio / Network Enterprise Domain (NED) (Shared) (Sunk)	
Air Force	3600	05	0207130F
	Project	Name	
	F15	Air Force MIDS/F-15C/D (Shared) (Sunk)	
Air Force	3600	05	0207133F
	Project	Name	
	672671	Air Force MIDS/F-16 (Shared) (Sunk)	
Air Force	3600	05	0207134F
	Project	Name	
	674703	Air Force MIDS/F-15E (Shared) (Sunk)	
Air Force	3600	05	0604240F

Project		Name		
	11B002	Air Force MIDS		(Shared) (Sunk)
Air Force	3600 05	0604280F		
Project		Name		
	655068	Joint Tactical Radio System (JTRS)		(Shared) (Sunk)
Defense-Wide	0400 05	0603883C		
Project		Name		
	0010	DOD		(Shared) (Sunk)
Defense-Wide	0400 05	0604771D		
Project		Name		
	P771	OSD, DA/JTRS		(Shared) (Sunk)
	P773	OSD, DA/Multifunctional Information Distribution System		(Shared) (Sunk)

Procurement

Appn	BA	PE		
Navy	1506 01	0204136N		
Line Item		Name		
	0145	F-18 Series		(Shared) (Sunk)
Navy	1506 05	0204154N		
Line Item		Name		
	0511	EA-6 Series		(Shared)
Navy	1506 05	0204136N		
Line Item		Name		
	0525	F-18 Series		(Shared)
Navy	1506 05	0204152N		
Line Item		Name		
	0544	E-2 Series		(Shared)
Navy	1611 02	0204112N		
Line Item		Name		
	2001	Navy		(Shared) (Sunk)
	2086	Multi-Purpose CVNs		(Shared) (Sunk)
Navy	1611 02	0204222N		
Line Item		Name		
	2122	DDG-51		(Shared) (Sunk)
Navy	1611 02	0204230N		
Line Item		Name		
	2127	Navy		(Shared) (Sunk)
Navy	1611 03	0204411N		
Line Item		Name		
	3035	Amphibious Assault Ships		(Shared) (Sunk)
	3036	LPD-17		(Shared) (Sunk)
Navy	1810 02	0205604N		

	Line Item	Name		
	2614	Advanced Tactical Data Link System	(Shared)	(Sunk)
Army	2035 02	0214400A		
	Line Item	Name		
	B22603	Radio Terminal Set, MIDS-LVT(2)		
Air Force	3010 05	0604281F		
	Line Item	Name		
	655262	Tactical Data Networks Enterprise	(Shared)	
Air Force	3010 05	0207446F		
	Line Item	Name		
	B00200	ABL	(Shared)	
Air Force	3010 05	0207130F		
	Line Item	Name		
	F01500	F-15	(Shared)	(Sunk)
Air Force	3010 05			
	Line Item	Name		
	F01600	F-16	(Shared)	(Sunk)
Air Force	3010 05	0207423F		
	Line Item	Name		
	MN9860	Joint Tactical Radio System	(Shared)	
Air Force	3080 02			
	Line Item	Name		
	F01600	F-16	(Shared)	(Sunk)
Defense-Wide	0300 02			
	Line Item	Name		
	10	DOD	(Shared)	(Sunk)
Defense-Wide	0300 02	0208865C		
	Line Item	Name		
	2257	DA, Patriot	(Shared)	(Sunk)
Defense-Wide	0300 02	0208861C		
	Line Item	Name		
	2260	DA, THAAD	(Shared)	(Sunk)
Defense-Wide	0300 02			
	Line Item	Name		
	30	DOD	(Shared)	(Sunk)

Cost and Funding

Cost Summary

Total Acquisition Cost							
Appropriation	BY 2003 \$M			BY 2003 \$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	869.4	1637.5	1801.3	1688.1	825.8	1750.6	1812.4
Procurement	955.4	1393.5	1532.9	1508.6	993.1	1585.6	1733.7
Flyaway	--	--	--	1322.9	--	--	1527.0
Recurring	--	--	--	1248.0	--	--	1452.6
Non Recurring	--	--	--	74.9	--	--	74.4
Support	--	--	--	185.7	--	--	206.7
Other Support	--	--	--	42.4	--	--	48.0
Initial Spares	--	--	--	143.3	--	--	158.7
MILCON	0.0	0.0	--	0.0	0.0	0.0	0.0
Acq O&M	0.0	0.0	--	0.0	0.0	0.0	0.0
Total	1824.8	3031.0	N/A	3196.7	1818.9	3336.2	3546.1

Confidence Level

Confidence Level of cost estimate for current APB: 47%

The MIDS cost model is built using Microsoft Excel 2010. Total Life Cycle Cost Estimate (LCCE) for MIDS is at the 47% confidence level on the generated Sigmoid (S)-Curve. The generated point estimate is based on the developed Cost Estimating Relationships (CERs) and inputted sunk costs rather than an estimate at a chosen confidence level. MIDS has incorporated the actual costs of our most recent development of MIDS Joint Tactical Radio System (MIDS JTRS) Phase 2B to build in more confidence and validate the confidence level.

Cost Notes

RDT&E costs include the MIDS Low Volume Terminal (MIDS-LVT) and MIDS Joint Tactical Radio System (MIDS JTRS) terminal development, terminal acquisition, integration and test on the United States Navy platforms for all current MIDS Program Management Office enhancement efforts.

Procurement costs are for MIDS-LVT and MIDS JTRS terminals purchased by the platforms.

The costs of platform installation and platform kits, and United States Air Force and United States Army platform integration and testing of MIDS-LVT and MIDS JTRS are to be included in the respective budgets and baseline agreements of the various platforms implementing MIDS.

Total Quantity			
Quantity	SAR Baseline Production Estimate	Current APB Production	Current Estimate
RDT&E	143	488	548
Procurement	2821	5745	5851
Total	2964	6233	6399

Quantity Notes

The unit of measure is terminals.

Procurement quantities include MIDS terminals for United States Navy, United States Air Force, and United States Army platforms. The current estimate includes MIDS Joint Tactical Radio System (MIDS JTRS) procurement quantities for the Phase 2B Core Terminals, Four Net Concurrent Multi-Netting with Concurrent Contention Receive (CMN-4), and Tactical Targeting Network Technology (TTNT). The current estimate does not include procurement quantities for MIDS Low Volume Terminal (MIDS-LVT) Block Upgrade 2 (BU2).

Procurement budgets include funding to upgrade terminals, e.g. make a Core terminal CMN-4 capable, CMN-4 to TTNT, and MIDS-LVT to BU2. However, these terminals are not included in future quantity counts as they have already been accounted for when they were initially procured.

Cost and Funding

Funding Summary

Appropriation Summary									
FY 2016 President's Budget / December 2014 SAR (TY\$ M)									
Appropriation	Prior	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	To Complete	Total
RDT&E	1569.1	55.4	70.3	59.2	21.5	18.3	18.6	0.0	1812.4
Procurement	1329.6	45.1	67.1	78.4	98.0	62.5	53.0	0.0	1733.7
MILCON	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acq O&M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PB 2016 Total	2898.7	100.5	137.4	137.6	119.5	80.8	71.6	0.0	3546.1
PB 2015 Total	2868.0	96.6	127.7	128.5	136.1	82.9	0.0	0.0	3439.8
Delta	30.7	3.9	9.7	9.1	-16.6	-2.1	71.6	0.0	106.3

Quantity Summary										
FY 2016 President's Budget / December 2014 SAR (TY\$ M)										
Quantity	Undistributed	Prior	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	To Complete	Total
Development	548	0	0	0	0	0	0	0	0	548
Production	0	4830	111	203	176	232	157	142	0	5851
PB 2016 Total	548	4830	111	203	176	232	157	142	0	6399
PB 2015 Total	537	4750	82	165	267	321	171	0	0	6293
Delta	11	80	29	38	-91	-89	-14	142	0	106

Cost and Funding

Annual Funding By Appropriation

Annual Funding							
0400 RDT&E Research, Development, Test, and Evaluation, Defense-Wide							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
1990	--	--	--	--	--	--	9.0
1991	--	--	--	--	--	--	5.0
1992	--	--	--	--	--	--	16.5
1993	--	--	--	--	--	--	23.9
1994	--	--	--	--	--	--	23.3
1995	--	--	--	--	--	--	49.6
1996	--	--	--	--	--	--	42.7
1997	--	--	--	--	--	--	36.9
1998	--	--	--	--	--	--	45.2
1999	--	--	--	--	--	--	27.9
2000	--	--	--	--	--	--	39.0
2001	--	--	--	--	--	--	12.0
2002	--	--	--	--	--	--	13.1
2003	--	--	--	--	--	--	7.7
2004	--	--	--	--	--	--	7.0
2005	--	--	--	--	--	--	9.6
2006	--	--	--	--	--	--	1.0
2007	--	--	--	--	--	--	2.0
2008	--	--	--	--	--	--	--
2009	--	--	--	--	--	--	0.8
2010	--	--	--	--	--	--	--
2011	--	--	--	--	--	--	0.2
2012	--	--	--	--	--	--	--
2013	--	--	--	--	--	--	0.3
Subtotal	70	--	--	--	--	--	372.7

Annual Funding							
0400 RDT&E Research, Development, Test, and Evaluation, Defense-Wide							
Fiscal Year	Quantity	BY 2003 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
1990	--	--	--	--	--	--	11.1
1991	--	--	--	--	--	--	5.9
1992	--	--	--	--	--	--	19.1
1993	--	--	--	--	--	--	27.2
1994	--	--	--	--	--	--	26.0
1995	--	--	--	--	--	--	54.3
1996	--	--	--	--	--	--	45.9
1997	--	--	--	--	--	--	39.2
1998	--	--	--	--	--	--	47.6
1999	--	--	--	--	--	--	29.0
2000	--	--	--	--	--	--	40.0
2001	--	--	--	--	--	--	12.1
2002	--	--	--	--	--	--	13.1
2003	--	--	--	--	--	--	7.6
2004	--	--	--	--	--	--	6.7
2005	--	--	--	--	--	--	9.0
2006	--	--	--	--	--	--	0.9
2007	--	--	--	--	--	--	1.8
2008	--	--	--	--	--	--	--
2009	--	--	--	--	--	--	0.7
2010	--	--	--	--	--	--	--
2011	--	--	--	--	--	--	0.2
2012	--	--	--	--	--	--	--
2013	--	--	--	--	--	--	0.2
Subtotal	70	--	--	--	--	--	397.6

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
1990	--	--	--	--	--	--	2.9
1991	--	--	--	--	--	--	4.7
1992	--	--	--	--	--	--	10.0
1993	--	--	--	--	--	--	12.4
1994	--	--	--	--	--	--	23.0
1995	--	--	--	--	--	--	18.4
1996	--	--	--	--	--	--	31.0
1997	--	--	--	--	--	--	28.2
1998	--	--	--	--	--	--	39.8
1999	--	--	--	--	--	--	45.4
2000	--	--	--	--	--	--	62.3
2001	--	--	--	--	--	--	37.7
2002	--	--	--	--	--	--	26.2
2003	--	--	--	--	--	--	16.8
2004	--	--	--	--	--	--	22.4
2005	--	--	--	--	--	--	27.6
2006	--	--	--	--	--	--	98.2
2007	--	--	--	--	--	--	162.5
2008	--	--	--	--	--	--	77.2
2009	--	--	--	--	--	--	26.6
2010	--	--	--	--	--	--	16.2
2011	--	--	--	--	--	--	24.2
2012	--	--	--	--	--	--	100.8
2013	--	--	--	--	--	--	47.2
2014	--	--	--	--	--	--	119.5
2015	--	--	--	--	--	--	55.4
2016	--	--	--	--	--	--	70.3
2017	--	--	--	--	--	--	59.2
2018	--	--	--	--	--	--	21.5
2019	--	--	--	--	--	--	18.3
2020	--	--	--	--	--	--	18.6
Subtotal	191	--	--	--	--	--	1324.5

Annual Funding							
1319 RDT&E Research, Development, Test, and Evaluation, Navy							
Fiscal Year	Quantity	BY 2003 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
1990	--	--	--	--	--	--	3.6
1991	--	--	--	--	--	--	5.6
1992	--	--	--	--	--	--	11.6
1993	--	--	--	--	--	--	14.1
1994	--	--	--	--	--	--	25.6
1995	--	--	--	--	--	--	20.1
1996	--	--	--	--	--	--	33.3
1997	--	--	--	--	--	--	30.0
1998	--	--	--	--	--	--	41.9
1999	--	--	--	--	--	--	47.3
2000	--	--	--	--	--	--	63.9
2001	--	--	--	--	--	--	38.2
2002	--	--	--	--	--	--	26.3
2003	--	--	--	--	--	--	16.6
2004	--	--	--	--	--	--	21.5
2005	--	--	--	--	--	--	25.8
2006	--	--	--	--	--	--	89.2
2007	--	--	--	--	--	--	144.0
2008	--	--	--	--	--	--	67.2
2009	--	--	--	--	--	--	22.9
2010	--	--	--	--	--	--	13.7
2011	--	--	--	--	--	--	20.0
2012	--	--	--	--	--	--	81.9
2013	--	--	--	--	--	--	37.8
2014	--	--	--	--	--	--	94.7
2015	--	--	--	--	--	--	43.2
2016	--	--	--	--	--	--	53.9
2017	--	--	--	--	--	--	44.6
2018	--	--	--	--	--	--	15.9
2019	--	--	--	--	--	--	13.2
2020	--	--	--	--	--	--	13.2
Subtotal	191	--	--	--	--	--	1180.8

Annual Funding							
2040 RDT&E Research, Development, Test, and Evaluation, Army							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
1997	--	--	--	--	--	--	0.5
1998	--	--	--	--	--	--	2.4
1999	--	--	--	--	--	--	5.2
2000	--	--	--	--	--	--	--
2001	--	--	--	--	--	--	0.1
2002	--	--	--	--	--	--	3.1
2003	--	--	--	--	--	--	0.6
2004	--	--	--	--	--	--	3.1
2005	--	--	--	--	--	--	4.4
2006	--	--	--	--	--	--	--
2007	--	--	--	--	--	--	1.5
2008	--	--	--	--	--	--	1.9
2009	--	--	--	--	--	--	3.3
2010	--	--	--	--	--	--	0.2
2011	--	--	--	--	--	--	--
2012	--	--	--	--	--	--	0.2
2013	--	--	--	--	--	--	0.4
2014	--	--	--	--	--	--	0.2
Subtotal	78	--	--	--	--	--	27.1

Annual Funding							
2040 RDT&E Research, Development, Test, and Evaluation, Army							
Fiscal Year	Quantity	BY 2003 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
1997	--	--	--	--	--	--	0.5
1998	--	--	--	--	--	--	2.5
1999	--	--	--	--	--	--	5.4
2000	--	--	--	--	--	--	--
2001	--	--	--	--	--	--	0.1
2002	--	--	--	--	--	--	3.1
2003	--	--	--	--	--	--	0.6
2004	--	--	--	--	--	--	3.0
2005	--	--	--	--	--	--	4.1
2006	--	--	--	--	--	--	--
2007	--	--	--	--	--	--	1.3
2008	--	--	--	--	--	--	1.6
2009	--	--	--	--	--	--	2.8
2010	--	--	--	--	--	--	0.2
2011	--	--	--	--	--	--	--
2012	--	--	--	--	--	--	0.2
2013	--	--	--	--	--	--	0.3
2014	--	--	--	--	--	--	0.2
Subtotal	78	--	--	--	--	--	25.9

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
1997	--	--	--	--	--	--	3.9
1998	--	--	--	--	--	--	8.0
1999	--	--	--	--	--	--	0.2
2000	--	--	--	--	--	--	6.3
2001	--	--	--	--	--	--	3.9
2002	--	--	--	--	--	--	2.9
2003	--	--	--	--	--	--	4.3
2004	--	--	--	--	--	--	14.3
2005	--	--	--	--	--	--	19.6
2006	--	--	--	--	--	--	4.5
2007	--	--	--	--	--	--	2.2
2008	--	--	--	--	--	--	1.4
2009	--	--	--	--	--	--	5.7
2010	--	--	--	--	--	--	1.5
2011	--	--	--	--	--	--	2.4
2012	--	--	--	--	--	--	2.2
2013	--	--	--	--	--	--	3.6
2014	--	--	--	--	--	--	1.2
Subtotal	209	--	--	--	--	--	88.1

Annual Funding							
3600 RDT&E Research, Development, Test, and Evaluation, Air Force							
Fiscal Year	Quantity	BY 2003 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
1997	--	--	--	--	--	--	4.1
1998	--	--	--	--	--	--	8.4
1999	--	--	--	--	--	--	0.2
2000	--	--	--	--	--	--	6.5
2001	--	--	--	--	--	--	4.0
2002	--	--	--	--	--	--	2.9
2003	--	--	--	--	--	--	4.3
2004	--	--	--	--	--	--	13.8
2005	--	--	--	--	--	--	18.4
2006	--	--	--	--	--	--	4.1
2007	--	--	--	--	--	--	2.0
2008	--	--	--	--	--	--	1.2
2009	--	--	--	--	--	--	4.9
2010	--	--	--	--	--	--	1.3
2011	--	--	--	--	--	--	2.0
2012	--	--	--	--	--	--	1.8
2013	--	--	--	--	--	--	2.9
2014	--	--	--	--	--	--	1.0
Subtotal	209	--	--	--	--	--	83.8

Annual Funding 0300 Procurement Procurement, Defense-Wide								
Fiscal Year	Quantity	TY \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
1999	11	2.7	0.1	4.5	7.3	0.6	7.9	
2000	--	--	--	--	--	--	--	
2001	19	4.8	0.1	--	4.9	1.0	5.9	
2002	--	--	--	--	--	0.3	0.3	
2003	10	2.5	--	--	2.5	0.1	2.6	
2004	--	--	--	--	--	--	--	
2005	4	1.0	--	--	1.0	--	1.0	
2006	--	--	--	--	--	--	--	
2007	--	--	--	--	--	--	--	
2008	--	--	--	--	--	--	--	
2009	--	--	--	--	--	--	--	
2010	7	1.5	--	--	1.5	--	1.5	
2011	5	1.1	--	--	1.1	--	1.1	
2012	--	--	--	--	--	--	--	
2013	--	--	--	--	--	--	--	
2014	2	0.5	--	--	0.5	--	0.5	
2015	2	0.5	--	--	0.5	--	0.5	
Subtotal	60	14.6	0.2	4.5	19.3	2.0	21.3	

Annual Funding 0300 Procurement Procurement, Defense-Wide								
Fiscal Year	Quantity	BY 2003 \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
1999	11	2.8	0.1	4.7	7.6	0.6	8.2	
2000	--	--	--	--	--	--	--	
2001	19	4.8	0.1	--	4.9	1.0	5.9	
2002	--	--	--	--	--	0.3	0.3	
2003	10	2.4	--	--	2.4	0.1	2.5	
2004	--	--	--	--	--	--	--	
2005	4	0.9	--	--	0.9	--	0.9	
2006	--	--	--	--	--	--	--	
2007	--	--	--	--	--	--	--	
2008	--	--	--	--	--	--	--	
2009	--	--	--	--	--	--	--	
2010	7	1.3	--	--	1.3	--	1.3	
2011	5	0.9	--	--	0.9	--	0.9	
2012	--	--	--	--	--	--	--	
2013	--	--	--	--	--	--	--	
2014	2	0.4	--	--	0.4	--	0.4	
2015	2	0.4	--	--	0.4	--	0.4	
Subtotal	60	13.9	0.2	4.7	18.8	2.0	20.8	

This appropriation provides for the procurement of the Army unique MIDS Low Volume Terminal (MIDS-LVT) (2) variant for the Patriot Air Defense System.

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	
1999	16	5.9	1.3	0.5	7.7	0.3	8.0	
2000	58	15.1	1.8	35.5	52.4	8.3	60.7	
2001	64	20.2	3.7	0.2	24.1	2.5	26.6	
2002	103	23.9	0.5	--	24.4	10.6	35.0	
2003	116	22.7	3.6	--	26.3	10.4	36.7	
2004	138	27.8	3.2	--	31.0	8.4	39.4	
2005	130	25.7	2.9	--	28.6	13.8	42.4	
2006	169	31.0	2.9	0.1	34.0	1.8	35.8	
2007	169	35.2	3.0	--	38.2	5.2	43.4	
2008	202	40.4	2.9	--	43.3	9.4	52.7	
2009	127	28.5	2.9	--	31.4	1.0	32.4	
2010	174	29.9	0.2	--	30.1	3.9	34.0	
2011	147	29.1	0.2	--	29.3	3.9	33.2	
2012	128	31.6	0.2	--	31.8	7.5	39.3	
2013	173	49.0	0.2	--	49.2	1.3	50.5	
2014	151	41.3	0.2	--	41.5	3.2	44.7	
2015	82	18.6	0.2	--	18.8	0.2	19.0	
2016	191	50.1	0.2	--	50.3	5.2	55.5	
2017	169	60.5	0.2	--	60.7	6.9	67.6	
2018	231	78.5	0.2	--	78.7	9.8	88.5	
2019	156	47.2	0.2	--	47.4	6.6	54.0	
2020	141	49.1	0.2	--	49.3	1.2	50.5	
Subtotal	3035	761.3	30.9	36.3	828.5	121.4	949.9	

Annual Funding 1506 Procurement Aircraft Procurement, Navy								
Fiscal Year	Quantity	BY 2003 \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
1999	16	6.1	1.3	0.5	7.9	0.3	8.2	
2000	58	15.3	1.8	36.1	53.2	8.4	61.6	
2001	64	20.2	3.8	0.2	24.2	2.5	26.7	
2002	103	23.7	0.5	--	24.2	10.4	34.6	
2003	116	22.0	3.5	--	25.5	10.1	35.6	
2004	138	26.3	3.0	--	29.3	8.0	37.3	
2005	130	23.6	2.7	--	26.3	12.7	39.0	
2006	169	27.7	2.6	0.1	30.4	1.6	32.0	
2007	169	30.8	2.6	--	33.4	4.5	37.9	
2008	202	34.8	2.5	--	37.3	8.1	45.4	
2009	127	24.2	2.5	--	26.7	0.8	27.5	
2010	174	24.9	0.2	--	25.1	3.2	28.3	
2011	147	23.7	0.2	--	23.9	3.2	27.1	
2012	128	25.4	0.2	--	25.6	6.0	31.6	
2013	173	38.9	0.2	--	39.1	1.0	40.1	
2014	151	32.3	0.2	--	32.5	2.4	34.9	
2015	82	14.3	0.1	--	14.4	0.2	14.6	
2016	191	37.8	0.2	--	38.0	3.9	41.9	
2017	169	44.8	0.1	--	44.9	5.2	50.1	
2018	231	57.0	0.1	--	57.1	7.2	64.3	
2019	156	33.6	0.1	--	33.7	4.7	38.4	
2020	141	34.3	0.1	--	34.4	0.8	35.2	
Subtotal	3035	621.7	28.5	36.9	687.1	105.2	792.3	

This appropriation identifies the MIDS Low Volume Terminal (MIDS-LVT) and MIDS Joint Tactical Radio System (MIDS JTRS) core terminals that are planned for the F/A-18C/D/E/F, E/A-18G, E-2D, P-3, P-8, KC-130, EP-3E, MH-60R/S and the EA-6B.

Annual Funding 1611 Procurement Shipbuilding and Conversion, Navy								
Fiscal Year	Quantity	TY \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
2001	1	0.4	--	--	0.4	--	0.4	
2002	2	0.9	--	--	0.9	--	0.9	
2003	5	2.1	--	--	2.1	--	2.1	
2004	5	0.9	--	--	0.9	--	0.9	
2005	3	0.7	--	--	0.7	--	0.7	
2006	4	0.7	--	--	0.7	--	0.7	
2007	--	--	--	--	--	--	--	
2008	2	0.4	--	--	0.4	--	0.4	
2009	2	0.4	--	--	0.4	--	0.4	
2010	4	0.7	--	--	0.7	--	0.7	
2011	8	1.4	--	--	1.4	--	1.4	
2012	7	1.3	--	--	1.3	--	1.3	
2013	5	0.9	--	--	0.9	--	0.9	
2014	5	0.9	--	--	0.9	--	0.9	
Subtotal	53	11.7	--	--	11.7	--	11.7	

Annual Funding 1611 Procurement Shipbuilding and Conversion, Navy								
Fiscal Year	Quantity	BY 2003 \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
2001	1	0.4	--	--	0.4	--	0.4	
2002	2	0.9	--	--	0.9	--	0.9	
2003	5	1.9	--	--	1.9	--	1.9	
2004	5	0.8	--	--	0.8	--	0.8	
2005	3	0.6	--	--	0.6	--	0.6	
2006	4	0.6	--	--	0.6	--	0.6	
2007	--	--	--	--	--	--	--	
2008	2	0.3	--	--	0.3	--	0.3	
2009	2	0.3	--	--	0.3	--	0.3	
2010	4	0.5	--	--	0.5	--	0.5	
2011	8	1.0	--	--	1.0	--	1.0	
2012	7	0.9	--	--	0.9	--	0.9	
2013	5	0.6	--	--	0.6	--	0.6	
2014	5	0.6	--	--	0.6	--	0.6	
Subtotal	53	9.4	--	--	9.4	--	9.4	

This appropriation identifies the MIDS on Ship variant for new construction surface ships.

Annual Funding 1810 Procurement Other 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	
1999	3	1.1	--	--	1.1	--	1.1	
2000	--	--	--	--	--	--	--	
2001	--	--	--	--	--	--	--	
2002	2	0.5	--	--	0.5	--	0.5	
2003	6	1.7	--	--	1.7	--	1.7	
2004	8	1.8	--	--	1.8	--	1.8	
2005	--	--	--	--	--	0.1	0.1	
2006	8	1.9	--	0.1	2.0	--	2.0	
2007	17	3.8	--	--	3.8	0.6	4.4	
2008	26	6.6	--	--	6.6	--	6.6	
2009	6	1.2	--	--	1.2	--	1.2	
2010	12	2.5	--	--	2.5	--	2.5	
2011	44	9.8	--	--	9.8	--	9.8	
2012	6	1.2	--	--	1.2	--	1.2	
2013	4	0.8	--	--	0.8	--	0.8	
2014	7	1.4	--	--	1.4	--	1.4	
Subtotal	149	34.3	--	0.1	34.4	0.7	35.1	

Annual Funding 1810 Procurement Other Procurement, Navy								
Fiscal Year	Quantity	BY 2003 \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
1999	3	1.1	--	--	1.1	--	1.1	
2000	--	--	--	--	--	--	--	
2001	--	--	--	--	--	--	--	
2002	2	0.5	--	--	0.5	--	0.5	
2003	6	1.7	--	--	1.7	--	1.7	
2004	8	1.7	--	--	1.7	--	1.7	
2005	--	--	--	--	--	0.1	0.1	
2006	8	1.7	--	0.1	1.8	--	1.8	
2007	17	3.3	--	--	3.3	0.6	3.9	
2008	26	5.7	--	--	5.7	--	5.7	
2009	6	1.0	--	--	1.0	--	1.0	
2010	12	2.1	--	--	2.1	--	2.1	
2011	44	8.1	--	--	8.1	--	8.1	
2012	6	1.0	--	--	1.0	--	1.0	
2013	4	0.6	--	--	0.6	--	0.6	
2014	7	1.1	--	--	1.1	--	1.1	
Subtotal	149	29.6	--	0.1	29.7	0.7	30.4	

This appropriation identifies the MIDS on Ship variant for Amphibious Assault Ships and shore stations.

Annual Funding								
2035 Procurement Other Procurement, Army								
Fiscal Year	Quantity	TY \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
2001	1	0.3	--	--	0.3	--	0.3	
2002	--	--	--	--	--	--	--	
2003	4	1.0	--	--	1.0	0.4	1.4	
2004	5	1.3	--	--	1.3	0.4	1.7	
2005	62	15.7	--	--	15.7	1.2	16.9	
2006	67	16.3	--	--	16.3	0.1	16.4	
2007	40	9.4	--	--	9.4	1.1	10.5	
2008	144	33.5	--	--	33.5	--	33.5	
2009	29	6.4	--	--	6.4	2.2	8.6	
2010	30	7.0	--	--	7.0	1.6	8.6	
2011	22	4.8	--	--	4.8	1.0	5.8	
2012	9	2.0	--	--	2.0	0.1	2.1	
2013	5	3.3	--	--	3.3	--	3.3	
2014	1	1.1	--	--	1.1	--	1.1	
2015	1	15.7	--	--	15.7	--	15.7	
2016	1	9.5	--	--	9.5	--	9.5	
2017	1	9.5	--	--	9.5	--	9.5	
2018	1	9.5	--	--	9.5	--	9.5	
2019	1	8.5	--	--	8.5	--	8.5	
2020	1	2.5	--	--	2.5	--	2.5	
Subtotal	425	157.3	--	--	157.3	8.1	165.4	

Annual Funding								
2035 Procurement Other Procurement, Army								
Fiscal Year	Quantity	BY 2003 \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
2001	1	0.3	--	--	0.3	--	0.3	
2002	--	--	--	--	--	--	--	
2003	4	1.0	--	--	1.0	0.4	1.4	
2004	5	1.2	--	--	1.2	0.4	1.6	
2005	62	14.5	--	--	14.5	1.1	15.6	
2006	67	14.7	--	--	14.7	0.1	14.8	
2007	40	8.3	--	--	8.3	0.9	9.2	
2008	144	29.0	--	--	29.0	--	29.0	
2009	29	5.5	--	--	5.5	1.8	7.3	
2010	30	5.9	--	--	5.9	1.3	7.2	
2011	22	4.0	--	--	4.0	0.8	4.8	
2012	9	1.6	--	--	1.6	0.1	1.7	
2013	5	2.6	--	--	2.6	--	2.6	
2014	1	0.9	--	--	0.9	--	0.9	
2015	1	12.0	--	--	12.0	--	12.0	
2016	1	7.2	--	--	7.2	--	7.2	
2017	1	7.0	--	--	7.0	--	7.0	
2018	1	6.9	--	--	6.9	--	6.9	
2019	1	6.1	--	--	6.1	--	6.1	
2020	1	1.7	--	--	1.7	--	1.7	
Subtotal	425	130.4	--	--	130.4	6.9	137.3	

This appropriation provides for the procurement of the Army unique MIDS Low Volume Terminal (MIDS-LVT) (2) variant.

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	
2001	52	8.5	--	4.4	12.9	6.9	19.8	
2002	150	32.5	--	--	32.5	10.2	42.7	
2003	180	36.8	--	--	36.8	10.5	47.3	
2004	137	24.3	--	--	24.3	13.8	38.1	
2005	164	35.5	--	0.1	35.6	4.3	39.9	
2006	129	25.1	--	--	25.1	1.7	26.8	
2007	152	31.1	--	--	31.1	3.4	34.5	
2008	52	14.7	--	--	14.7	4.4	19.1	
2009	15	5.0	--	--	5.0	1.6	6.6	
2010	51	13.0	--	--	13.0	2.4	15.4	
2011	34	9.5	--	--	9.5	0.2	9.7	
2012	83	25.8	--	--	25.8	--	25.8	
2013	43	11.2	--	--	11.2	0.1	11.3	
2014	19	6.2	--	3.0	9.2	--	9.2	
2015	26	8.1	--	--	8.1	1.8	9.9	
2016	11	2.1	--	--	2.1	--	2.1	
2017	6	1.3	--	--	1.3	--	1.3	
Subtotal	1304	290.7	--	7.5	298.2	61.3	359.5	

Annual Funding 3010 Procurement Aircraft Procurement, Air Force							
Fiscal Year	Quantity	BY 2003 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2001	52	8.5	--	4.4	12.9	7.0	19.9
2002	150	32.2	--	--	32.2	10.1	42.3
2003	180	35.9	--	--	35.9	10.2	46.1
2004	137	23.1	--	--	23.1	13.1	36.2
2005	164	32.8	--	0.1	32.9	3.9	36.8
2006	129	22.6	--	--	22.6	1.5	24.1
2007	152	27.2	--	--	27.2	3.0	30.2
2008	52	12.7	--	--	12.7	3.8	16.5
2009	15	4.2	--	--	4.2	1.4	5.6
2010	51	10.8	--	--	10.8	2.0	12.8
2011	34	7.8	--	--	7.8	0.1	7.9
2012	83	20.8	--	--	20.8	--	20.8
2013	43	8.8	--	--	8.8	0.1	8.9
2014	19	4.8	--	2.3	7.1	--	7.1
2015	26	6.2	--	--	6.2	1.4	7.6
2016	11	1.6	--	--	1.6	--	1.6
2017	6	1.0	--	--	1.0	--	1.0
Subtotal	1304	261.0	--	6.8	267.8	57.6	325.4

This appropriation identifies the MIDS Low Volume Terminal (MIDS-LVT) and MIDS Joint Tactical Radio System (MIDS JTRS) core terminals that are planned for the F-16, B-2, AC-130, RC-135, EC130E/H, B-1, E-8C, the Airborne Laser and United States Air Force shore sites.

Annual Funding 3080 Procurement Other 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
1996	6	3.0	--	--	3.0	--	3.0
1997	--	--	--	0.3	0.3	--	0.3
1998	77	18.5	--	15.2	33.7	1.0	34.7
1999	173	33.0	0.3	--	33.3	2.1	35.4
2000	294	49.8	0.7	0.5	51.0	3.8	54.8
2001	148	26.7	0.6	4.4	31.7	1.0	32.7
2002	97	18.6	--	5.6	24.2	--	24.2
2003	30	0.4	--	--	0.4	5.3	5.7
Subtotal	825	150.0	1.6	26.0	177.6	13.2	190.8

Annual Funding 3080 Procurement Other Procurement, Air Force							
Fiscal Year	Quantity	BY 2003 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
1996	6	3.2	--	--	3.2	--	3.2
1997	--	--	--	0.3	0.3	--	0.3
1998	77	19.2	--	15.8	35.0	1.0	36.0
1999	173	33.8	0.3	--	34.1	2.2	36.3
2000	294	50.3	0.7	0.5	51.5	3.9	55.4
2001	148	26.6	0.6	4.3	31.5	1.0	32.5
2002	97	18.2	--	5.5	23.7	--	23.7
2003	30	0.4	--	--	0.4	5.2	5.6
Subtotal	825	151.7	1.6	26.4	179.7	13.3	193.0

This appropriation identifies the MIDS Fighter Data Link (FDL) terminals for the F-15C/D/E that are being procured on a separate contract. The FY 1996 funding (TY 3.0\$M) reports the United States Air Force funds contributed to the qualification and build of six FDL terminals. Additional funds in excess of \$8M were contributed by the contractor, Data Link Solutions L.L.C., for completion of the full qualification program requirements.

Cost Quantity Information 3080 Procurement Other Procurement, Air Force		
Fiscal Year	Quantity	End Item Recurring Flyaway (Aligned With Quantity) BY 2003 \$M
1996	6	3.2
1997	--	--
1998	77	19.3
1999	173	33.8
2000	294	50.3
2001	148	26.5
2002	97	18.2
2003	30	0.4
Subtotal	825	151.7

Low Rate Initial Production

Item	Initial LRIP Decision	Current Total LRIP
Approval Date	5/11/2000	12/8/2003
Approved Quantity	70	544
Reference	Milestone II ADM	Milestone C ADM
Start Year	2000	2000
End Year	2001	2003

The MDA authorized LRIP on May 11, 2000 for 70 MIDS Low Volume Terminal (MIDS-LVT). Three additional LRIP decisions were authorized for a cumulative total of 544 MIDS-LVT and MIDS-LVT(2) variants (about 25 percent of the then planned procurement of 2,145 terminals). Based on a Milestone C decision in 2003 for the MIDS program, USD (AT&L) General Counsel and senior staff changed the title of the 2009 DAB decision for MIDS JTRS to Limited Production and Fielding (LP&F). A follow-on decision for the MIDS JTRS variant was made for Full Production and Fielding (FP&F), and not FRP. On December 23, 2009 an ADM approved the award of the limited production of 41 MIDS JTRS variant terminals to support the F/A-18E/F production schedule and Joint Surveillance Target Attack Radar System (JSTARS) integration and testing requirements. On January 31, 2011, an ADM approved an award of a second limited production for 42 MIDS JTRS variant terminals to support F/A-18E/F production, RC-135 Rivet Joint, EC-130H Compass Call, and other Service requirements.

Foreign Military Sales

Country	Date of Sale	Quantity	Total Cost \$M	Description
Belgium	1/20/2015	84	18.2	Total Costs are cumulative over multiple years and FMS cases (BE-D-DZV; BE-D-QAT, BE-P-LBB). Date of sale listed is the most current buy.
Canada	1/20/2015	144	31.3	Total Costs are cumulative over multiple years and FMS cases (CN-P-LHF; CN-P-LHS; CN-P-LIC; CN-P-LIQ; CN-P-LJC, CN-P-LJR). Date of sale listed is the most current buy.
Poland	1/20/2015	78	16.6	Total Costs are cumulative over multiple years and FMS cases (PL-D-SAC; PL-P-LAM). Date of sale listed is the most current buy.
South Korea	12/29/2014	34	9.0	Total Costs are cumulative over multiple years and FMS cases (KS-P-BTV; KS-P-GOL; KS-P-LPN; KS-P-QDW; KS-P-BVB). Date of sale listed is the most current buy.
Japan	11/25/2014	145	32.0	Total Costs are cumulative over multiple years and FMS cases (JA-P-LTY; JA-P-LTD; JA-P-LTV; JA-P-LUD; JA-P-LVM; JA-P-LVY; JA-P-LUO; JA-P-LUP; JA-P-LVE; JA-P-LWC; JA-P-LWJ; JA-P-LWO; JA-P-LXB; JA-P-LXC; JA-P-LXD; JA-P-LXE; JA-P-LXF; JA-P-LXM; JA-P-LXN; JA-P-LXO; JA-P-LYC; JA-P-LYL; JA-P-LYQ; JA-P-LYP; JA-P-LYT; JA-P-LYV; JA-P-LYX). Date of sale listed is the most current buy.
Saudi Arabia	11/25/2014	236	17.7	Total Costs are cumulative over multiple years and FMS cases (SR-D-QAB; SR-D-SAI, SR-P-LCO). Date of sale listed is the most current buy. *Not all cost data is available. 165 terminals without pricing.*
Finland	9/30/2014	120	23.2	Total Costs are cumulative over multiple years and FMS cases (FI-P-LBC; FI-P-LBD; FI-P-LBH; FI-P-LBJ). Date of sale listed is the most current buy.
New Zealand	9/30/2014	9	1.6	Date of sale listed is the most current buy on FMS case (NZ-P-LAJ; NZ-P-LAZ; NZ-P-LAU).
Romania	9/30/2014	13	2.3	Date of sale listed is the most current buy on FMS case RO-D-QAH.
Singapore	9/30/2014	59	6.9	Total Costs are cumulative over multiple years and FMS cases (SN-D-SAA; SN-D-SAC; SN-D-BAA). Date of sale listed is the most current buy.
Australia	9/11/2014	249	55.5	Total Costs are cumulative over multiple years and FMS cases (AT-D-QCI; AT-P-GOV; AT-P-LAB; AT-P-LCE; AT-P-LCK; AT-P-LCQ; AT-P-LDN; AT-P-LER; AT-P-LET; AT-P-SAF; AT-P-SCF; AT-P-SCI). Date of sale listed is the most current buy.
Chile	8/7/2014	25	3.7	Date of sale listed is the most current buy on FMS case CI-P-LCW.
Jordan	8/7/2014	34	5.6	Total Costs are cumulative over multiple years and FMS cases (JO-P-LAZ; JO-P-LBG; JO-D-QBK)

Date of sale listed is the most current buy.

Oman	8/7/2014	66	12.5	Date of sale listed is the most current buy on FMS case MU-D-SAB.
Portugal	8/7/2014	46	8.5	Date of sale listed is the most current buy on FMS case PT-D-NAE; PT-P-LDH.
United Kingdom	8/7/2014	8	2.5	Date of sale listed is the most current buy on FMS case UK-D-SAO.
Switzerland	8/5/2013	60	14.6	Date of sale listed is the most current buy on FMS case SZ-P-LAC; SZ-P-LAH.
Thailand	8/5/2013	17	3.2	Date of sale listed is the most current buy on FMS case TH-D-QCZ.
United Arab Emirates	8/5/2013	19	3.3	Total Costs are cumulative over multiple years and FMS cases (AE-P-LAA; AE-B-UAF; AE-B-ZUG). Date of sale listed is the most current buy.
Taiwan	6/4/2013	196	59.4	Total Costs are cumulative over multiple years and FMS cases (TW-P-GNU; TW-B-YYV; TW-P-GMK; TW-P-LEJ; TW-P-SEG; TW-P-GMG). Date of sale listed is the most current buy.
Turkey	9/21/2012	314	61.1	Total Costs are cumulative over multiple years and FMS cases (TK-D-NCU; TK-P-LKT; TK-D-SMB). Date of sale listed is the most current buy.
Hungary	9/16/2010	22	4.1	Date of sale listed is the most current buy on FMS case HU-P-LAD.
Pakistan	9/16/2010	68	16.1	Total Costs are cumulative over multiple years and FMS cases (PK-D-NAP; PK-D-SAF). Date of sale listed is the most current buy.
Morocco	5/14/2010	30	4.8	Date of sale listed is the most current buy on FMS case MO-D-SAY.
Norway	6/23/2009	77	22.9	Total Costs are cumulative over multiple years and FMS cases (NO-D-OAF; NO-D-OAG; NO-P-LBE; NO-P-LBO). Date of sale listed is the most current buy.
Greece	12/22/2008	40	6.9	Total Costs are cumulative over multiple years and FMS cases (GR-B-XJU; GR-D-SNY). Date of sale listed is the most current buy.
Austria	5/12/2008	24	0.0	FMS total costs not releasable for Austria. AU-P-LAD.
Netherlands	12/19/2007	5	4.2	Total Costs are cumulative over multiple years and FMS cases (NE-P-LFT; NE-P-LGT). Date of sale listed is the most current buy.
Sweden	8/28/2006	28	4.9	Date of sale listed is the most current buy on FMS case SW-P-LAO.
Germany	2/20/2004	10	6.4	Date of sale listed is the most current buy on FMS case GY-P-LGI.
Denmark	5/16/2002	3	0.9	Date of sale listed is the most current buy on FMS case DE-D-OAB.

Notes

Above FMS cases, with the exception of United Kingdom (UK-D-SAO) and Australia (AT-P-SCI) for MIDS Joint Tactical Radio System (MIDS JTRS) terminals, are for MIDS Low Volume Terminals (MIDS-LVT).

Direct Commercial Sales (DCS) totaling 849 MIDS-LVT terminals have been implemented to date with Australia (2), Belgium (2), Denmark (68), Greece (4), Iceland (3), Japan (2), Korea (129), North Atlantic Treaty Organization (NATO) Air Command and Control System (ACCS) Management Agency (NACMA) (50), Netherlands (149), NATO EuroFighter 2000 and Tornado Management Agency (36), Norway (31), Sweden (140), Turkey (6) and United Kingdom (227). (Cost information for direct commercial sales is not available nor is date of sale). Per CJCSI 6510.0C, DCS sales for MIDS-LVT and MIDS JTRS are no longer sanctioned, except for a case-by-case basis with Australia, Canada, New Zealand, and the United Kingdom, or a one-time waiver has already been obtained.

Other foreign sales for 41 MIDS-LVT terminals at a cost of 12.1\$M were implemented through February 2014 with the European Participating Air Force (3) and German competitive buys (38).

Nuclear Costs

None

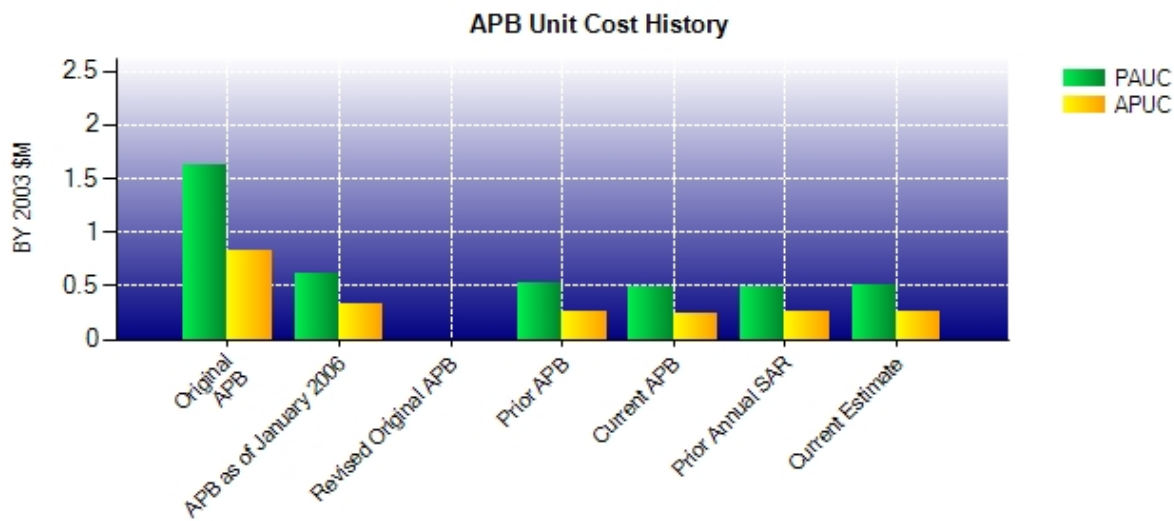
Unit Cost

Unit Cost Report

Item	BY 2003 \$M	BY 2003 \$M	% Change
	Current UCR Baseline (Nov 2013 APB)	Current Estimate (Dec 2014 SAR)	
Program Acquisition Unit Cost			
Cost	3031.0	3196.7	
Quantity	6233	6399	
Item	0.486	0.500	+2.88
Average Procurement Unit Cost			
Cost	1393.5	1508.6	
Quantity	5745	5851	
Unit Cost	0.243	0.258	+6.17

Item	BY 2003 \$M	BY 2003 \$M	% Change
	Original UCR Baseline (Mar 1994 APB)	Current Estimate (Dec 2014 SAR)	
Program Acquisition Unit Cost			
Cost	1091.4	3196.7	
Quantity	672	6399	
Unit Cost	1.624	0.500	-69.21
Average Procurement Unit Cost			
Cost	523.7	1508.6	
Quantity	630	5851	
Unit Cost	0.831	0.258	-68.95

Unit Cost History



Item	Date	BY 2003 \$M		TY \$M	
		PAUC	APUC	PAUC	APUC
Original APB	Mar 1994	1.625	0.831	1.666	0.931
APB as of January 2006	Jun 2004	0.616	0.339	0.614	0.352
Revised Original APB	N/A	N/A	N/A	N/A	N/A
Prior APB	Apr 2012	0.533	0.255	0.573	0.280
Current APB	Nov 2013	0.486	0.243	0.535	0.276
Prior Annual SAR	Dec 2013	0.494	0.257	0.547	0.295
Current Estimate	Dec 2014	0.500	0.258	0.554	0.296

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	
1.670	-0.023	-1.090	0.015	-0.017	0.058	0.000	0.001	-1.056	0.614

Current SAR Baseline to Current Estimate (TY \$M)									
PAUC Production Estimate	Changes								PAUC Current Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
0.614	0.003	-0.144	-0.005	0.099	-0.022	0.000	0.009	-0.060	0.554

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	
0.931	-0.019	-0.520	0.016	-0.036	-0.021	0.000	0.001	-0.579	0.352

Current SAR Baseline to Current Estimate (TY \$M)									
APUC Production Estimate	Changes								APUC Current Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
0.352	0.002	0.004	-0.005	-0.012	-0.055	0.000	0.010	-0.056	0.296

SAR Baseline History				
Item	SAR Planning Estimate	SAR Development Estimate	SAR Production Estimate	Current Estimate
Milestone I	N/A	N/A	N/A	N/A
Milestone II	N/A	Dec 1993	Dec 1993	Dec 1993
Milestone III	N/A	N/A	N/A	Dec 1999
IOC	N/A	Dec 2000	May 2003	Jan 2001
Total Cost (TY \$M)	N/A	1119.5	1818.9	3546.1
Total Quantity	N/A	672	2964	6399
PAUC	N/A	1.666	0.614	0.554

The baseline includes separate Milestone (MS) III decisions for the MIDS Low Volume Terminal (MIDS-LVT) Variant (1) and MIDS-LVT Variant (3) and a separate IOC for each MIDS variant. A MS III decision was originally planned for the United States Army unique MIDS-LVT Variant (2) but it was replaced by an FRP decision approved by the Assistant Secretary of the Navy (Research, Development and Acquisition) in an ADM dated December 8, 2003.

Cost Variance

Summary TY \$M				
Item	RDT&E	Procurement	MILCON	Total
SAR Baseline (Production Estimate)	825.8	993.1	--	1818.9
Previous Changes				
Economic	+10.5	+20.4	--	+30.9
Quantity	+88.7	+1048.3	--	+1137.0
Schedule	-0.2	-29.3	--	-29.5
Engineering	+705.5	-67.0	--	+638.5
Estimating	+109.3	-341.2	--	-231.9
Other	--	--	--	--
Support	+3.7	+72.2	--	+75.9
Subtotal	+917.5	+703.4	--	+1620.9
Current Changes				
Economic	-3.4	-5.9	--	-9.3
Quantity	+3.7	+40.9	--	+44.6
Schedule	--	-2.2	--	-2.2
Engineering	+0.1	-2.2	--	-2.1
Estimating	+68.7	+22.2	--	+90.9
Other	--	--	--	--
Support	--	-15.6	--	-15.6
Subtotal	+69.1	+37.2	--	+106.3
Total Changes	+986.6	+740.6	--	+1727.2
CE - Cost Variance	1812.4	1733.7	--	3546.1
CE - Cost & Funding	1812.4	1733.7	--	3546.1

Summary BY 2003 \$M				
Item	RDT&E	Procurement	MILCON	Total
SAR Baseline (Production Estimate)	869.4	955.4	--	1824.8
Previous Changes				
Economic	--	--	--	--
Quantity	+81.3	+822.4	--	+903.7
Schedule	-0.4	-8.6	--	-9.0
Engineering	+592.8	-52.4	--	+540.4
Estimating	+88.1	-296.9	--	-208.8
Other	--	--	--	--
Support	+3.2	+57.1	--	+60.3
Subtotal	+765.0	+521.6	--	+1286.6
Current Changes				
Economic	--	--	--	--
Quantity	+3.0	+28.0	--	+31.0
Schedule	--	-0.4	--	-0.4
Engineering	+0.1	-1.5	--	-1.4
Estimating	+50.6	+18.3	--	+68.9
Other	--	--	--	--
Support	--	-12.8	--	-12.8
Subtotal	+53.7	+31.6	--	+85.3
Total Changes	+818.7	+553.2	--	+1371.9
CE - Cost Variance	1688.1	1508.6	--	3196.7
CE - Cost & Funding	1688.1	1508.6	--	3196.7

Previous Estimate: December 2013

RDT&E	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	-3.4
Quantity variance resulting from an increase of 1 MIDS-LVT terminal (Army). (Quantity)	+0.2	+0.2
Quantity variance resulting from an increase of 3 MIDS-LVT and MIDS JTRS terminals (Air Force). (Quantity)	+0.9	+1.1
Quantity variance resulting from an increase of 7 MIDS-LVT and MIDS JTRS terminals (Navy). (Quantity)	+1.9	+2.4
Air Force purchased 2 MIDS JTRS Block Cycle 1 Retrofits for Air Force RDTE assets. (Engineering)	+0.1	+0.1
Adjustment for current and prior escalation. (Estimating)	+1.5	+1.8
Additional CMN-4 (Four Net Concurrent Multi-Netting with Concurrent Contention Receive) development funds were received to complete the effort (Navy). (Estimating)	+2.8	+3.5
MIDS JTRS TTNT (Tactical Targeting Network Technology) HPA (High Powered Amplifier) technical development funding (Navy). (Estimating)	+3.3	+4.1
MIDS JTRS Block Cycle 2 Funding received (Navy). (Estimating)	+1.3	+1.7
FY 2014 Execution Realignment to MIDS RDTE Funding (Navy). (Estimating)	-2.9	-3.6
FY 2015 Congressional reduction (Navy). (Estimating)	-10.4	-13.3
FY 2016-FY 2018 Realignment of funds to match requirements (Navy). (Estimating)	-0.4	0.0
FY 2016-FY 2020 New funding for the development efforts related to the Link 16 waveform (Navy). (Estimating)	+7.3	+10.0
FY 2018-FY 2020 New funding for the development efforts related to the TTNT Waveform (Navy). (Estimating)	+11.7	+16.0
FY 2016-FY 2018 Funding changes/realignment of funds for MIDS JTRS TTNT to fit the requirements profile better (Navy). (Estimating)	+4.3	+5.5
FY 2016-FY 2017 New funding for the completion of MIDS JTRS TTNT (Navy). (Estimating)	+9.5	+12.5
FY 2016-FY 2017 New funding for the development efforts related to MIDS Modernization (Navy) (Estimating)	+4.7	+6.2
FY 2016-FY 2018 New funding for the development efforts related to Air Dominance Assured Communications (Navy). (Estimating)	+10.6	+14.0
Revised estimate aligns with the FY 2016 PB (Navy). (Estimating)	+7.7	+10.9
Revised estimate for various rate adjustments (Navy). (Estimating)	-0.6	-0.9
Revised estimate for the purchase of 4 MIDS JTRS Block Cycle 1 retrofit kits (Air Force). (Estimating)	+0.2	+0.3
RDT&E Subtotal	+53.7	+69.1

Procurement	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	-5.9
Acceleration of procurement buy profile to better fit the fleet's need and latest production schedule over FY 2015-FY 2020 (Navy). (Schedule)	0.0	-1.8
Stretch-out of procurement buy profile from FY 2019 to FY 2020 (Army) (Other Procurement Army-OPA). (Schedule)	0.0	+0.2
Acceleration of procurement buy profile from 35 terminals in FY 2013 to 43 terminals in FY 2013 and decrease FY 2014 from 26 to 19 terminals (Air Force) (Aircraft Procurement Air	0.0	-0.1

Force-APAF). (Schedule)		
Quantity variance resulting from an increase of 23 MIDS-LVT and MIDS JTRS terminals from 1,281 to 1,304 (Air Force). (Subtotal)	+4.6	+6.1
Quantity variance resulting from an increase of 23 MIDS-LVT and MIDS JTRS terminals from 1,281 to 1,304 (Air Force) (APAF). (Quantity)	(+6.7)	(+8.9)
Allocation to Schedule resulting from Quantity change. (Schedule) (QR)	(-0.1)	(-0.1)
Allocation to Engineering resulting from Quantity change. (Engineering) (QR)	(-0.4)	(-0.5)
Allocation to Estimating resulting from Quantity change. (Estimating) (QR)	(-1.6)	(-2.2)
Quantity variance resulting from a decrease of 66 MIDS-LVT terminals from 491 to 425 (Army) (OPA). (Subtotal)	-13.0	-17.3
Quantity variance resulting from a decrease of 66 MIDS-LVT terminals from 491 to 425 (Army) (OPA). (Quantity)	(-19.2)	(-25.5)
Allocation to Schedule resulting from Quantity change. (Schedule) (QR)	(+0.5)	(+0.7)
Allocation to Engineering resulting from Quantity change. (Engineering) (QR)	(+1.0)	(+1.3)
Allocation to Estimating resulting from Quantity change. (Estimating) (QR)	(+4.7)	(+6.2)
Quantity variance resulting from an increase of 11 MIDS-LVT terminals from 138 to 149 (Navy) (Other Procurement Navy-OPN). (Subtotal)	+2.2	+2.8
Quantity variance resulting from an increase of 11 MIDS-LVT from 138 to 149 (Navy) (OPN). (Quantity)	(+3.2)	(+4.0)
Allocation to Engineering resulting from Quantity change. (Engineering) (QR)	(-0.2)	(-0.2)
Allocation to Estimating resulting from Quantity change. (Estimating) (QR)	(-0.8)	(-1.0)
Quantity variance resulting from an increase of 6 MIDS-LVT terminals from 47 to 53 (Navy) (Shipbuilding and Conversion Navy-SCN). (Subtotal)	+1.2	+1.9
Quantity variance resulting from an increase of 6 MIDS-LVT terminals from 47 to 53 (Navy) (SCN). (Quantity)	(+1.8)	(+2.8)
Allocation to Engineering resulting from Quantity change. (Engineering) (QR)	(-0.1)	(-0.2)
Allocation to Estimating resulting from Quantity change. (Estimating) (QR)	(-0.5)	(-0.7)
Quantity variance resulting from an increase of 117 MIDS-LVT and MIDS JTRS terminals from 2,918 to 3,035 (Navy) (Aircraft Procurement Navy-APN). (Subtotal)	+22.7	+32.5
Quantity variance resulting from an increase of 117 MIDS-LVT and MIDS JTRS terminals from 2,918 to 3,035 (Navy) (APN). (Quantity)	(+34.3)	(+49.1)
Allocation to Schedule resulting from Quantity change. (Schedule) (QR)	(-0.8)	(-1.1)
Allocation to Engineering resulting from Quantity change. (Engineering) (QR)	(-1.8)	(-2.6)
Allocation to Estimating resulting from Quantity change. (Estimating) (QR)	(-9.0)	(-12.9)
Quantity variance resulting from an increase of 4 MIDS-LVT terminals from 56 to 60 (DoD) (Procurement Defense Agency-PDA). (Subtotal)	+0.8	+1.0
Quantity variance resulting from an increase of 4 MIDS-LVT terminals from 56 to 60 (DoD) (PDA). (Quantity)	(+1.2)	(+1.6)
Allocation to Estimating resulting from Quantity change. (Estimating) (QR)	(-0.4)	(-0.6)
Adjustment for current and prior escalation. (Estimating)	+0.7	+0.8
Decrease in funding needed for the Army requirements (OPA). (Estimating)	-3.9	-4.9
Increase in funding for conversion kits for Army MIDS-LVT variant 11 to variant 2 (OPA). (Estimating)	+13.8	+18.5
Revised estimating assumptions for Cost Model for terminal price (SCN) (Estimating)	-0.5	-0.8
Revised estimating assumptions for Cost Model for terminal price (OPN). (Estimating)	-0.5	-0.6
Increased funding for MIDS JTRS terminal Repair and Retrofit to Block Cycle 1 configuration (APAF). (Estimating)	+5.8	+7.7
Revised estimating assumptions for Cost Model for terminal price (APAF). (Estimating)	-0.8	-1.1
Revised estimating assumptions to fix erroneous reporting of 2012 and 2013 (APN). (Estimating)	+20.9	+26.3

Increased funding for MIDS JTRS terminal repair and retrofit to CMN-4 configuration (APN). (Estimating)	+2.7	+3.4
Revised estimating assumptions for Cost Model for terminal price (APN). (Estimating)	-19.3	-26.0
Revised estimate aligns with FY 2016 PB (APN). (Estimating)	+7.0	+10.1
Adjustment for current and prior escalation. (Support)	+0.2	+0.3
Increase in Other Support for MIDS JTRS and MIDS-LVT Retrofit kits and repairs (Navy). (Support)	+2.3	+2.9
Decrease in Initial Spares due to updated Naval Inventory Control Point actuals and change in their estimations for future buys (Navy). (Support)	-15.0	-18.3
Decrease in Other Support due to training efforts no longer required due to decrease in terminals (Army). (Support)	-0.3	-0.4
Increase in Other Support for MIDS JTRS and MIDS-LVT Retrofit kits and repairs (Air Force). (Support)	+0.7	+0.8
Decrease in Initial Spares due to updated Air Force supply chain actuals and change in their estimations for future buys (Air Force). (Support)	-0.7	-0.9
<hr/> Procurement Subtotal	<hr/> +31.6	<hr/> +37.2

(QR) Quantity Related

Contracts

Contract Identification

Appropriation: Procurement
Contract Name: MIDS Production Contract
Contractor: BAE Systems/Rockwell Collins Data Link Solutions L.L.C. (DLS)
Contractor Location: 350 Collins Rd NE
 Cedar Rapids, IA 52498
Contract Number: N00039-10-D-0031
Contract Type: Indefinite Delivery Indefinite Quantity (IDIQ), Firm Fixed Price (FFP), Cost Plus Fixed Fee (CPFF)
Award Date: March 10, 2010
Definitization Date: March 10, 2010

Contract Price							
Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
134.8	N/A	59	222.0	N/A	609	485.6	485.6

Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to exercising options on the Indefinite Delivery/Indefinite Quantity (IDIQ) contract for award of more Delivery Orders (non-Earned Value (EV)).

Contract Variance			
Item	Cost Variance		Schedule Variance
Cumulative Variances To Date	0.0		0.0
Previous Cumulative Variances	--		--
Net Change	+0.0		+0.0

Cost and Schedule Variance Explanations

None

General Contract Variance Explanation

Cost and schedule variances are not reported for this contract, because all of the CPFF delivery orders on contract are below the threshold requirements for EVM reporting and are not included in the contract value. The contract includes only the production portion, which is FFP and level of effort.

Notes

The original value of the contract when awarded was 134.8\$M in 2010. Since then more IDIQ orders have been awarded and options exercised increasing the value of the contract to 485.6\$M (although only 159.8\$M has been obligated).

This production contract includes nonrecurring engineering, supportability, and the manufacture of MIDS-Low Volume Terminal (MIDS-LVT), MIDS Joint Tactical Radio System (MIDS JTRS) terminal, and associated spares. FMS are not included in the supplemental contract cost information.

This is a Multiple Award Firm Fixed Price IDIQ contract. Delivery Orders are competed between two vendors, ViaSat and DLS. Current Contract Target Price reflects orders awarded to this vendor except for EV efforts which are accounted for separately.

Contract Identification

Appropriation: Procurement
Contract Name: MIDS Production Contract
Contractor: ViaSat, INC
Contractor Location: 6155 El Camino Real
 Carlsbad, CA 92009
Contract Number: N00039-10-D-0032
Contract Type: Indefinite Delivery Indefinite Quantity (IDIQ), Firm Fixed Price (FFP), Cost Plus Fixed Fee (CPFF)
Award Date: March 10, 2010
Definitization Date: March 10, 2010

Contract Price							
Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
134.8	N/A	76	258.0	N/A	772	527.4	527.4

Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to delivery orders not yet awarded.

Contract Variance		
Item	Cost Variance	Schedule Variance
Cumulative Variances To Date	0.0	0.0
Previous Cumulative Variances	--	--
Net Change	+0.0	+0.0

Cost and Schedule Variance Explanations

None

General Contract Variance Explanation

Cost and schedule variances are not reported for this contract, because all of the CPFF delivery orders on contract are below the threshold requirements for EVM reporting and are not included in the contract value. The contract includes only the production portion, which is FFP and level of effort.

Notes

The original value of the contract when awarded was 134.8\$M in 2010. Since then more Indefinite Delivery/Indefinite Quantity (IDIQ) orders have been awarded and options exercised increasing the value of the contract to 527.4\$M (although only 196.1\$M has been obligated).

This production contract includes nonrecurring engineering, supportability, and the manufacture of MIDS-Low Volume Terminals (MIDS-LVT), MIDS Joint Tactical Radio System (MIDS JTRS) terminals, and associated spares. FMS are not included in the supplemental contract cost information.

This is a Multiple Award Firm Fixed Price IDIQ contract. Delivery Orders are competed between two vendors, ViaSat and Data Link Solutions L.L.C.. Current Contract Target Price reflects orders awarded to this vendor except for Earned Value efforts which are accounted for separately.

Deliveries and Expenditures

Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	505	505	548	92.15%
Production	3953	4402	5851	75.24%
Total Program Quantity Delivered	4458	4907	6399	76.68%

Expended and Appropriated (TY \$M)			
Total Acquisition Cost	3546.1	Years Appropriated	26
Expended to Date	2998.7	Percent Years Appropriated	83.87%
Percent Expended	84.56%	Appropriated to Date	2999.2
Total Funding Years	31	Percent Appropriated	84.58%

The above data is current as of January 31, 2015.

Total deliveries listed above do not contain EuroMIDS (non-U.S. vendor) terminals (which are not reported in the SAR). Total deliveries including EuroMIDS is 7,712 MIDS terminals.

Operating and Support Cost

Cost Estimate Details

Date of Estimate:	February 29, 2012
Source of Estimate:	POE
Quantity to Sustain:	5851
Unit of Measure:	Terminal
Service Life per Unit:	20.00 Years
Fiscal Years in Service:	FY 1996 - FY 2040

The O&S costs are based on the POE (dated February 29, 2012), which was evaluated by the Air Force Cost Analysis Agency and Naval Center for Cost Analysis in support of the MIDS Joint Tactical Radio System (MIDS JTRS) Full Production & Fielding (FP&F) decision. The quantity of 5,851 includes U. S. only terminals currently fielded and on contract plus known requirements for FY 2015 through FY 2020. This period includes a phase-in, steady state, and phase-down profile for a total 33-year support period. Development units have no sustainment costs.

Sustainment Strategy

The annual operating hours per aircraft for peacetime deployment are estimated to be approximately 400. The annual operating hours per ship for peacetime deployment are estimated to be 3,977. The annual operating hours per Army Ground Air Defense station are estimated to be 2,212.

For Navy aircraft and Army platforms, maintenance is a three-level structure (i.e. Organizational, Intermediate/Direct Support and Depot). For Navy ships and Air Force aircraft platforms it is a two-level structure (i.e. Organizational and Depot). Navy aircraft support costs assume the use of the Consolidated Automated Support System at the Intermediate level of maintenance. The terminal reliability and maintainability characteristics used are consistent with the requirements contained in the ORD.

Antecedent Information

No Antecedent. The MIDS Low Volume Terminal (MIDS-LVT) does not replace an existing DoD system because it provides Link 16 capability to platforms that were unable to employ analogous systems due to space and weight constraints. The MIDS JTRS terminal is a form, fit, and function replacement and upgrade for MIDS-LVT in selected DoD systems.

Cost Element	Annual O&S Costs BY2003 \$K	
	MIDS Average Annual Cost Per Terminal	N/A (Antecedent)
Unit-Level Manpower	0.250	--
Unit Operations	0.000	--
Maintenance	0.440	--
Sustaining Support	4.120	--
Continuing System Improvements	5.430	--
Indirect Support	0.000	--
Other	0.000	--
Total	10.240	--

Item	Total O&S Cost \$M			
	MIDS			N/A (Antecedent)
	Current Production APB Objective/Threshold		Current Estimate	
Base Year	1176.6	1294.3	1198.3	N/A
Then Year	1573.7	N/A	1602.8	N/A

Equation to Translate Annual Cost to Total Cost

The calculation of total O&S costs is based on total quantities of 5,851 multiplied by an economic life of 20 years multiplied by a unit cost of \$10.24K per year.

O&S Cost Variance		
Category	BY 2003 \$M	Change Explanations
Prior SAR Total O&S Estimates - Dec 2013 SAR	1178.8	
Programmatic/Planning Factors	19.5	Increased quantity
Cost Estimating Methodology	0.0	
Cost Data Update	0.0	
Labor Rate	0.0	
Energy Rate	0.0	
Technical Input	0.0	
Other	0.0	
Total Changes	19.5	
Current Estimate	1198.3	

Disposal Estimate Details

Date of Estimate:

Source of Estimate:

Disposal/Demilitarization Total Cost (BY 2003 \$M):

Disposal costs are not identified at this time.