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May 08, 2023

Department of Defense
OFFICE OF PREPUBLICATION AND SECURITY REVIEW

Selected Acquisition Report (SAR)



Multifunctional Information Distribution System (MIDS)

FY 2024 President's Budget

**Defense Acquisition Visibility Environment
(DAVE)**

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Common Acronyms and Abbreviations

\$B - Billions of Dollars
\$K - Thousands of Dollars
\$M - Millions of Dollars
ACAT - Acquisition Category
Acq O&M - Acquisition-Related Operations and Maintenance
ADM - Acquisition Decision Memorandum
APB - Acquisition Program Baseline
APPN - Appropriation
APUC - Average Procurement Unit Cost
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
FMS - Foreign Military Sales
FOC - Full Operational Capability
FRP - Full Rate Production
FY - Fiscal Year
FYDP - Future Years Defense Program
ICE - Independent Cost Estimate
Inc - Increment
IOC - Initial Operational Capability
JROC - Joint Requirements Oversight Council
KPP - Key Performance Parameter
LRIP - Low Rate Initial Production
MDA - Milestone Decision Authority
MDAP - Major Defense Acquisition Program
MILCON - Military Construction
N/A - Not Applicable
O&M - Operations and Maintenance
O&S - Operating and Support
ORD - Operational Requirements Document
OSD - Office of the Secretary of Defense
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

U.S. - United States

UCR - Unit Cost Reporting

USD(A&S) - Under Secretary of Defense (Acquisition and Sustainment)

USD(AT&L) - Under Secretary of Defense (Acquisition, Technology and Logistics)

Program Information

Program Name

Multifunctional Information Distribution System

DoD Component

Navy

Responsible Office

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Mission and Description

The Multifunctional Information Distribution System (MIDS) program consists of two 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 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 developed 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. It facilitated the Joint Program Executive Office (JPEO) JTRS incremental approach for fielding advanced JTRS transformational networking capability and transformed the MIDS-LVT into a four channel, Software Communications Architecture (SCA) compliant, Joint Tactical Radio. A form-fit-function replacement to MIDS-LVT, MIDS JTRS also adds three 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 foundational components of Naval Integrated Fire Control (NIFC).

Executive Summary

MIDS

Program Highlights Since Last Report

Significant Accomplishments: As of December 31, 2022, the MIDS Program Office (MPO) has procured and fielded over 11,140+ MIDS-Low Volume Terminal (LVT) and 5,800+ MIDS Joint Tactical Radio System (JTRS) products to Joint, Coalition, and International Warfighters across the tactical units for Ground, Sea, and Air, including over 56+ partner nations. These milestones reflect the continued strong commitment by the U.S., the 5-Nation Partners covered under the International Program Office Program Memorandum of Understanding and industry partners to deliver interoperable, affordable and secure Link 16 and programmable networking technologies for the Joint, Coalition, and International Warfighter. Throughout 2022 the MPO has continued to focus on accelerating the delivery of MIDS JTRS and MIDS-LVT Terminals to the maximum extent possible in order for our platform partners to meet the National Security Agency mandate for Crypto Modernization (CM) by January 2022. To re-state, Link 16 Modernization was achieved by the deadline for U.S. forces and all U.S. Services and warfighting domains are postured to support Link 16 requirements.

The MIDS Acquisition Strategy 1.7 Update was approved by Assistant Secretary of the Navy (Research, Development & Acquisition (Acting), Mr. Stefany on January 17, 2023. Updates to the acquisition oversight and reporting, business and contracting strategy, schedule, risk, cost and funding were documented and approved. Additionally, this update added the MIDS JTRS Engineering Change Proposal (ECP) of the MIDS Small Form Factor (SFF) Weapons Attributable Radio Multi-Mode (SWARMM) Family of Radios to the MIDS program portfolio and its associated business and contracting strategy going forward.

The current MIDS APB Change 6 is in the process of being updated to address the MIDS JTRS Tactical Targeting Networking Technology (TTNT) IOC key schedule milestone breach reported in the December 2021 SAR. Platform level Developmental and Operational Test events, specific to MIDS JTRS TTNT V6 and MIDS JTRS TTNT V7 capabilities have started but completion dates are still being determined. In addition, the update will address the RDT&E and O&S breaches reported in this SAR 2022 submission. In PB2024, MIDS was funded for a new waveform development effort to be developed and integrated into the MIDS JTRS terminals. The new development added RDT&E funds, which pushed MIDS past its current APB Change 6 threshold. For O&S the breach resulted from an increase of 1,135 terminals from the December 2021 SAR. The majority of the increase can be attributed to the addition of the MIDS SWARMM family of radios including a quantity of 752 as well as an additional 287 MIDS JTRS CMN-4 V(5) terminals for the U.S. Army that were previously unaccounted for.

The MIDS-LVT Block Upgrade 2 (BU2) provides the critical upgrades to meet the National Security Agency mandate for CM and National Telecommunications and Information Agency and Federal Aviation Agency mandate for Frequency Remapping capability to the MIDS-LVT terminal. The MIDS-LVT BU2 development is complete and vendors continue production and retrofit activities. Both U.S. vendors have completed delivery of Initial (Low Rate) Production Retrofits in the final qualified configurations. MIDS-LVT BU2 Full Production (Full Rate) Retrofit (FPR) and Terminal production and delivery is ongoing. The MPO continues significant coordination with U.S, Cooperative Partners and FMS customers to align terminal deliveries and priorities and mitigate current and future impacts in meeting the CM mandate (January 2022).

MIDS JTRS Four Net Concurrent Multi-Netting with Concurrent Contention Receive (CMN-4) (Variant 5): MIDS JTRS Variant 5 (V5) (CMN-4) was implemented as an ECP to the MIDS JTRS Core (V4) terminal, and provides a low risk enhancement to Link 16 while providing a significant upgraded capability for the U.S Navy, U.S. Air Force and Coalition partners. The MPO continues to develop and upgrade the (V5) software/firmware/hardware configurations (AV5) to address JTRS problem reports, platform integration needs, and modernization enhancements. The degree of Electromagnetic Compatibility Certification Features (EMCF) re-certification and scope of regression testing continued to be an issue throughout 2022 and continues to be addressed at the highest levels of senior leadership at the U.S Navy, U.S. Air Force, Federal Aviation Administration (FAA), Navy Marine Corps Spectrum Center (NMSC), Assistant Secretary of the Navy (ASN), Program Executive Officer, Tactical Aircraft Programs (PEO(T)), PEO (C4I) and MPO. The schedule of future MIDS JTRS (AV5) terminal deliveries and retrofits with upgraded software/firmware may be negatively impacted if additional testing is mandated and further schedule delays occur. Refer to the Significant Schedule Risk section for further details.

A variant of the MIDS JTRS (V5) Terminal to support the MIDS on Ship (MOS) Modernization efforts is currently scheduled to conduct its formal EMCF Test Readiness Review (TRR) in Q3 FY 2023, however may be impacted based on NMSC CT

availability and DoD priorities for EMCF certification.

The MPO has continued activities towards completing platform integration and certification testing of a modified configuration of MIDS JTRS (V5) for certain legacy Air Force tactical aircraft. Successful completion of SCT, concurrence with FAA on the implementation of Platform Parameter Files for each of these aircraft, and Temporary Frequency Assignment approvals will be followed by terminal installations/testing and final Stage 4 Spectrum certifications. Full Stage 4 Certification for applicable legacy aircraft is targeted for Q2 FY 2024.

The MIDS JTRS F-22 Terminal (V8), a modified configuration of MIDS JTRS (V5), has completed formal qualification testing, with the exception of EMCF. Formal EMCF testing is scheduled to begin in Q1FY 2023. Full Stage 4 Certification is targeted for 4Q FY 2023. This projected schedule may be impacted based on NMSC CT availability and DoD priorities for EMCF certification followed by resumed operational testing and fielding. The MPO continues to coordinate and collaborate with the PEO(Joint Strike Fighter) to address Link 16 interoperability requirements for future implementation into the F-35 platform. MIDS Modernization is a continuous technology development/acquisition strategy for robust interoperable communications for MIDS JTRS hosted waveforms. The first phase of this capability is a Link 16 enhancement to the MIDS JTRS CMN-4 known as Block Upgrade 3 (BU3). MIDS JTRS BU3 consists of a hardware upgrade to the Link 16 Transceiver Shop Replaceable Unit (SRU). This upgrade significantly increases the computer processing resources enabling integration of MIDS Modernization capabilities. Additionally, the MIDS JTRS BU3 capability includes implementing the required software and firmware updates necessary to meet the Joint Combatant Commander's prioritized requirements for Integrated Fire Control and Joint Tactical Grid information exchange requirements at the Tactical Edge. The TRR for this combined capability completed in January 2022. Qualification Testing completed in May 2022 with the exception of EMCF. The EMCF TRR is targeted for the Q2 FY 2023. MIDS JTRS BU3 also leverages and converges multiple baselines in order to provide a Common Software Integrated Build (IB) to reduce software development and sustainment costs across MIDS JTRS, Link 16 and TTNT waveforms. The first Block Cycle (BC) was qualified in conjunction with the BU3 hardware 3Q FY 2022. The second BC development contract was awarded in April 2022 to merge updated TTNT software baseline, Link 16 waveform updates and techniques to support the warfighter. A development contract was awarded in December 2022 to accelerate the merge of J-series Over IP Networks (JOIN), and Dynamic Link Extension Protocol (DLEP) into the Common IB.

MIDS JTRS TTNT: TTNT provides an Internet Protocol-based networking capability on tactical aircraft. The first successful Lead Platform MIDS JTRS TTNT flight conducted on March 26, 2022, establishing a link with three additional nodes (two airborne and one ground station). OPTEVFOR and NAVAIR Red Team completed MIDS JTRS TTNT Cyber Test September 30, 2022 and delivery of the final report is expected in Q2 FY 2023. No critical or substantive issues have been reported to date. With respect to EMCF, formal virtual witness testing of MIDS JTRS TTNT IB 6.3.1 was conducted from August 22, 2022 to September 14, 2022. NMSC provided an assessment to the FAA on January 23, 2023 indicating sufficient testing was performed to evaluate the hardware and software configuration as low risk to safety of flight in the National Airspace during operational training exercises. At this time, it is unclear if this assessment will enable expansion of Temporary Frequency Assignments or Stage 3 certification and is pending feedback from the FAA. During post-test reporting, it was noted that portions of data points and plots were not captured, but successfully passed, during the formal witness. These tests were re-run in order to facilitate the plot and data captures for reporting, however, the NMSC Certification Team has requested a repeat of these tests in a witnessed fashion as well as some requested changes to procedures. Current Industry estimate for re-test dates are April 4, 2023 to June 9, 2023 pending NMSC Certification Team availability. Additionally, the MIDS Program continues to be challenged by the lack of spectrum access allocated to our MIDS JTRS TTNT V6/V7 variants during critical development, integration, and operational testing events. TTNT was designed as a 22-channel, multiple frequency bands system and optimal network performance requires adequate spectrum separation and spacing. Current channel allocation for most CONUS-based integration and test events is less than five channels, located in the same frequency sub-band. This limited spectrum access and channel spacing will result in reduced network performance and limited FOC. The MPO will continue to coordinate with the Department of Navy Chief Information Office, Department of Defense Chief Information Office and the National Telecommunications and Information Administration as well as applicable commercial users to coordinate adequate spectrum access and operations.

As of December 2022, all terminal-level test events have completed. Platform level Developmental and Operational Test events, specific to MIDS JTRS TTNT V6 and MIDS JTRS TTNT V7 capabilities have started but completion dates are still being determined. Planned/funded TTNT development enhancements to include JOIN and DLEP in support of CNO's Project Overmatch initiatives are ongoing with development, integration and formal test throughout FY 2022 - FY 2024. JOIN software drop #1 was delivered in August 2022 and a capability demonstration was conducted for OPNAV N2N6 leadership on October 12, 2022 demonstrating Use Case #1 scenario focusing on aircraft interoperability. JOIN software drop #2 was delivered

September 20, 2022. Delivery includes JREAP message exchanges and Link 16 voice in JOIN Full mode. JOIN software drop #2 capability was successfully demonstrated in the Waveform Test Facility on November 18, 2022. Follow-on Integration and Test of drop #2 continues. JOIN prototype software will be available in March 2023. Additionally, the TTNT/Naval Integrated Fire Control team is supporting the fleet planning activities associated with upcoming demonstrations to include Northern Edge 23 Q3 FY 2023.

MIDS SWARMM Family of Radios: The SWARMM WDL Family 1 Radio represents the design, development and production of a SFF radio for classified programs' customers. The MIDS Program is leveraging a classified Science and Technology effort to reduce technology risk for SWARMM Family 1. A Technology Transition Agreement (TTA) was drafted and is now signed by PMR-51 and the MPO. J&A No. 22-243 was approved and signed by Program Executive Office for Command, Control, Communications, Computers and Intelligence (PEO(C4I)) on January 19, 2023 authorizing the MIDS Program to issue a new sole source contract to L3 Harris for the continued development and LRIP of the Embedded National Tactical Radio/Multi-Band Radio SWARMM Family 1 Radio. The RFP was released January 26, 2023 with the proposal due in March 2023.

The SWARMM Family 2 Radio represents the design, development and production of a SFF radio for customers to include Long Range Anti-Ship Missile. The MIDS Program is leveraging the Office of Naval Research Advanced Weapon Agnostic Radio Future Naval Capability and TTA to lower technology risk and transition the technology to the MIDS program. The development and fielding of SWARMM Family 2 is being accomplished under the MIDS Program umbrella as a contract Delivery Order to add the continued development and completion, through qualification and certification, of the SWARMM Family 2 radio to the MIDS SWARMM Family of Radios. The initial development award was made in April 2022 with a recent modification approved and awarded November 10, 2022 to add new technologies and National Security Agency (NSA) requirements in support of the MIDS SWARMM Family 2 radio development and compress the period of performance from 24 months to 18 months to meet critical platform fielding requirements. A successful System Requirements Review (SRR) was completed in September 2022. A follow up SRR completed in November 29, 2022 to address NSA requirements. Key discussions and outcomes were achieved with additional document review with NSA planned. The Preliminary Design Review (PDR) successfully completed in December 13-14, 2022. An Integrated Baseline Review is scheduled for March 2023 followed by Critical Design Review in 3Q FY 2023 and TRR in 1Q FY 2024.

A summary of the significant MIDS Program contract actions from January 2022 – December 2022 include:

- Awarded Delivery Orders (DO) to Viasat and DLS on April 4, 2022 for \$40M. The DOs are for the development, design, implementation, qualification and delivery of the common MIDS JTRS Block Upgrade 3_Block Cycle 1 Integrated Build.
- Awarded DO to DLS on April 7, 2022 for \$26.7M. The purpose of this DO is to provide for sustainment of the MIDS JTRS terminal through execution of MIDS JTRS JPR investigations.
- Awarded competitive DO to DLS on April 20, 2022 for \$15M for MIDS SWARMM SFF Radio Requirements.
- Awarded a DO to Viasat, Inc. on April 28, 2022 for \$33.7M. The purpose of this DO is to provide for sustainment of the MIDS JTRS terminal through execution of MIDS JTRS JPR investigations.
- Awarded a DO to Viasat on May 27, 2022 for \$18.7M. The purpose of this DO is to provide for sustainment of the MIDS JTRS TTNT terminal through execution of MIDS JTRS TTNT JPR investigations.
- Awarded a DO to DLS on June 9, 2022 for \$26.4M. The purpose of this DO is to provide for sustainment of the MIDS JTRS TTNT terminal through execution of MIDS JTRS TTNT JPR investigations.
- Awarded competitive DOs to Viasat and DLS on July 14, 2022 for a total of \$134.3M - Production Lot Buy 11 MIDS JTRS terminals and spares.
- Awarded a sole source DO to DLS on September 8, 2022 for \$10.8M - Production Buy Lot Buy 11N (Norway) for MIDS JTRS terminals.
- Awarded Production Lot Buy 11 Emergent for additional MIDS JTRS terminals and spares to Viasat and DLS on September 15, 2022 for a total of \$15M.
- Awarded new Production Buy Lot 11A DOs to Viasat and DLS on September 30, 2022 for a total of \$57.5M. The purpose of these DOs is to procure MIDS JTRS terminals and spares.
- Awarded a modification to DO N0003922F4014 under basic contract number N0003920D0057 to DLS on November 10, 2022 for \$13.1M. The modification is required to add new technologies and NSA requirements in support of the MIDS SWARMM Family 2 radio development and compress the period of performance from 24 months to 18 months to meet critical platform fielding requirements.
- Awarded a DO to DLS on November 21, 2022 for \$4.9M, with a total potential value including options of \$18.5M. The purpose is to procure MIDS JTRS Ground Ancillary Support Equipment.
- Awarded MIDS JTRS P00003, Lot 11A Emergent Buy, to DLS on January 24, 2023 for \$16.3M.

Significant Issues:

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

History of Significant Developments Since Program Initiation	
History of Significant Developments Since Program Initiation	
Date	Significant Development Description
Dec 2022	The electronic review of the annual 2022 MIDS Gate 6 Sufficiency and CSB brief successfully completed in August 2022 and the final Minutes were approved and signed December 7, 2022 stating the MIDS Program had passed all Sufficiency and CSB requirements.
Jun 2022	The MOU between PEO(T) and PEO(C4I) was signed by all parties agreeing to the acquisition roles, air integration role, reporting and authorities as they relate to the MIDS Program. PEO(C4I) will be accountable for Acquisition Authority and MIDS development efforts. PEO(T) will be accountable for Air Platform Integration roadmap activities and specified classified development efforts.
Feb 2022	On February 2, 2022, ASN(RD&A) signed and approved the Gate 6/IPR#9 Minutes stating the satisfactory review of the MIDS program health based on the Gate 6/IPR#9 Review conducted July 19, 2021.
Nov 2021	On November 23, 2021, ASN(RD&A) signed an ADM stating that PMA/PMW-101 will be realigned back under PEO (C4I). Early last decade when the Navy was establishing NIFC (FTA), this Program Office was realigned under PEO(T) to better focus critical work associated with LINK-16 modifications and TTNT development for incorporation into key platforms within PEO (T). TTNT development work continues, but realignment under PEO (C4I) will enable tighter coordination with Overmatch priorities. Delivering integrated fires is an enduring requirement that requires intense collaboration between programs to ensure seamless OFP, combat system and weapon integration to complete the kill chain. A MOA will be developed between PEO (T) and PEO (C4I) to ensure relationships and execution risks are thoughtfully managed.
Sep 2021	Commander, Naval Air Force N421, as the operational authority, declared MIDS JTRS CMN -4 had met the requirements for FOC on September 23, 2021.
Sep 2020	On September 22, 2020, the ASN(RD&A) signed an Acquisition Decision Memorandum approving the satisfactory review of the MIDS program health; approved the updated Naval Integrated Fires Control (NIFC) Tactical Data Link (TDL) Interim Program Review Entrance/Exit Criteria and roadmap (2028); approved the second Limited Production & Fielding (LP&F) decision for MIDS JTRS TTNT (V6); approved the initial LP&F for the MIDS JTRS TTNT (V7); approved the delegation of authority to PEO(T) for additional LP&F and Full Rate Production (FRP) decisions for the MIDS JTRS TTNT (V6) and (V7) configurations; and approved the updated MIDS Program Product Support Strategy that adds a Public Private Partnership (PPP) Depot and transition to an Outcome Based Contracting arrangement.
Jul 2020	MIDS APB Change 6 approved by ASN(RD&A) July 7, 2020.
Sep 2019	ASN(RD&A) approved MIDS JTRS TTNT Limited Production and Fielding on September 24, 2019. This was subsequent to a successful From the Air Advanced Tactical Data Link Interim Program Review #7 conducted on September 9, 2019.
May 2019	Commander, Naval Air Force N421, as the operational authority, declared MIDS JTRS CMN -4 had met the requirements for IOC on May 30, 2019.
Feb 2019	PEO(T) authorized the Full Production and Full Fielding for the MIDS JTRS CMN-4 Terminal on February 20, 2019.
Sep 2018	PEO(T) authorized the Full Production & Limited Fielding for the MIDS JTRS CMN-4 Terminal subject to the availability of funds September 10, 2018.

Nov 2017	ASN(RD&A) delegated future approval authority to PEO (T)(Tactical Aircraft) for procurements of the MIDS JTRS CMN-4 terminals and authority for production fielding of the MIDS JTRS CMN-4 terminal with H-12 and H-14 based off of satisfactory results November 8, 2017.
Nov 2017	MIDS APB Change 5 approved by ASN(RD&A) November 16, 2017.
Nov 2017	The MIDS Program delivered its 1,000th MIDS JTRS terminal.
Jan 2016	The MIDS Program delivered its 10,000th MIDS-LVT terminal.
Jun 2015	Responsibilities for the Link-16 waveform were transferred to MIDS program office from Joint Tactical Networking Center (JTNC).
May 2015	MIDS Modernization Increment 1 (MMI 1) demonstration testing was conducted, and development delivery orders were awarded to DLS and ViaSat.
Mar 2015	Conducted the first MIDS JTRS CMN-4 flight on F/A-18 aircraft at China Lake.
Nov 2014	MIDS JTRS TTNT waveform development was completed. The next step is early porting and demonstration of the waveform.
Aug 2014	MIDS JTRS TTNT L-Band Full Development Contract was awarded to DLS and ViaSat.
Nov 2013	Due to the May Program Deviation Report, a revised APB) was approved by ASN(RD&A).
Nov 2013	MIDS-LVT Block Upgrade 2 (BU2) Award. MIDS-LVT BU2 development contracts were awarded to DLS, EuroMIDS and ViaSat. MIDS-LVT BU2 is a 39-month ECP to bring National Security Agency mandated Crypto Modernization and National Telecommunications and Information Agency and Federal Aviation Administration mandated Frequency Remapping capabilities to the MIDS-LVT Link-16 product line.
Jul 2013	MIDS JTRS CMN-4 Cooperative Development delivery orders were awarded to ViaSat and DLS.
May 2013	Procurement, and Operating and Sustainment (O&S) breaches were realized due to increased procurement quantities of MIDS terminals by F/A-18. Program Deviation Report was submitted by the MIDS PM and approved by ASN(RD&A).
Jan 2013	ASN(RDA) authorized development of MIDS JTRS TTNT and MIDS JTRS CMN-4 capabilities to be managed as ECPs to the MIDS ACAT IC Program.
Jan 2013	ASN(RDA) designated MIDS as the Program Manager Air/Program Manager Warfare-101.
Jan 2013	PEO(Tactical Aircraft) assigned MIDS as the Naval Integrated Fire Control - Counter Air From the Air Advanced Tactical Data Link (ATDL) lead to coordinate with F/A-18, E-2D, EA-18G and other platform offices.
Nov 2012	ASN(RDA) approved MIDS JTRS IOC.
Jul 2012	USD(AT&L) directed the JPEO JTRS reorganization and realignment to transfer MIDS to Navy MDA alignment and designated MIDS as an ACAT IC program.
Apr 2012	USD(AT&L) approved the Full Production and Fielding of MIDS JTRS.
Apr 2011	MIDS JTRS completed Initial Operational Test & Evaluation including Verification of the Correction of Deficiencies (VCD), COMOPTEVFOR (Naval Command Operational Test and Evaluation Force) and Director of Operational Test & Evaluation Reports.
Dec 2009	MIDS JTRS completed Contractor First Article Qualification Test and Government First Article Qualification Test (GFAQT). USD(AT&L) approved the Limited Production & Fielding of MIDS JTRS.
May 2008	JROCM 112-08 approved MIDS JTRS Capability Production Document.
Feb 2005	USD(AT&L) authorized the establishment of the Joint Program Executive Office (JPEO) Joint Tactical Radio System (JTRS) for authority over all JTRS products, including MIDS.
Jul 2004	ASN(RDA) approved the Acquisition Strategy to develop MIDS JTRS via an Engineering Change Proposal ().

Sep 2003	At MS III, Assistant Secretary of the Navy for Research, Development & Acquisition (ASN(RDA)) authorized Full Rate Production for MIDS-LVT.
Sep 2001	USD(AT&L) directed the MIDS Program to update the Acquisition Strategy to include a JTRS Compliance Migration Strategy.
Dec 1993	At MS II, USD(AT&L) authorized MIDS to proceed with MIDS-LVT EMD.
Apr 1990	Joint Requirements Oversight Council Memorandum (JROCM 031-90) approved the Mission Need Statement (MNS) for MIDS-LVT.

Schedule**MIDS**

Events	Milestone Baseline Objective	Current Baseline Objective/Threshold		Current Estimate/Actual	Deviation
First EMD Terminal Delivery-LVT(2) (2)	May 1998	May 1998	May 1998	May 1998	
First EMD Terminal Delivery-LVT(3) (1)	Feb 1998	Feb 1998	Feb 1998	Feb 1998	
First EMD Terminal Delivery-LVT (2)	Dec 1997	Dec 1997	Dec 1997	Dec 1997	
Critical Design Review (MIDS Terminal)-LVT (1)	Nov 1995	Nov 1995	Nov 1995	Nov 1995	
Critical Design Review (MIDS Terminal)-LVT(2) (1)	Feb 1997	Feb 1997	Feb 1997	Feb 1997	
Milestone III-LVT (3)	Dec 1999	Dec 1999	Dec 1999	Dec 1999	
Milestone III-LVT (Air Force)	Sep 2003	Sep 2003	Sep 2003	Sep 2003	
Milestone III-LVT (Navy)	Apr 2004	Apr 2004	Apr 2004	Apr 2004	
Initial Operational Capability-LVT (4)	May 2003	May 2003	May 2003	May 2003	
Initial Operational Capability-LVT(2) (4)	Jun 2002	Jun 2002	Jun 2002	Jun 2002	
Initial Operational Capability-LVT(3) (3)	Jan 2001	Jan 2001	Jan 2001	Jan 2001	
MIDS JTRS (V6)/(V7) TTNT-MIDS JTRS (V6) TTNT LP&F#1		Sep 2019	Sep 2019	Sep 2019	
MIDS JTRS (V6)/(V7) TTNT-MIDS JTRS (V7) TTNT [E-2D]		Sep 2022	Mar 2023	Sep 2023	Yes
MIDS JTRS (V6)/(V7) TTNT-MIDS JTRS (V6) TTNT [EA-18G]		Sep 2021	Mar 2022	Sep 2022	Yes
MIDS JTRS (V6)/(V7) TTNT-MIDS JTRS (V6/V7) TTNT LP&F#2		Sep 2020	Mar 2021	Sep 2020	
MIDS JTRS-LP&F		Dec 2009	Dec 2009	Dec 2009	
MIDS JTRS-IOC		May 2012	May 2012	May 2012	
MIDS JTRS-FP&F		Mar 2012	Mar 2012	Mar 2012	
Development Contract Award-LVT Contract Award	Mar 1994	Mar 1994	Mar 1994	Mar 1994	
Development Contract Award-LVT(3) Qual Contract Award	Sep 1996	Sep 1996	Sep 1996	Sep 1996	
Development Contract Award-LVT (2) Modification	Aug 1995	Aug 1995	Aug 1995	Aug 1995	
Full Rate Production - LVT(2) (2) Complete	May 2003	May 2003	May 2003	May 2003	

MSD-LVT (F/A-18) (1)	Jun 2005	Jun 2005	Jun 2005	Jun 2005	
IOT&E Complete-LVT(3) (2)	Jul 1999	Jul 1999	Jul 1999	Jul 1999	
IOT&E Complete-LVT (3)	Jan 2003	Jan 2003	Jan 2003	Jan 2003	
IOT&E Complete-LVT(2) (3)	Feb 2002	Feb 2002	Feb 2002	Feb 2002	
Milestone II (DAB) Complete	Dec 1993	Dec 1993	Dec 1993	Dec 1993	
FOT&E-LVT (F/A-18) Start	Mar 2004	Mar 2004	Mar 2004	Mar 2004	
FOT&E-LVT (F/A-18) Complete	Nov 2005	Nov 2005	Nov 2005	Nov 2005	
LRIP Production Contract Award Complete	Mar 2000	Mar 2000	Mar 2000	Mar 2000	
FOC-LVT(3) (4)	Mar 2004	Mar 2004	Mar 2004	Mar 2004	
FOC-LVT (F/A-18)	Mar 2012	Mar 2012	Mar 2012	Mar 2012	
Initial Carrier Suitability Complete	Nov 1998	Nov 1998	Nov 1998	Nov 1998	
Program Review DAB for LRIP Complete	Feb 2000	Feb 2000	Feb 2000	Feb 2000	
MIDS JTRS (V5) - CMN-4 Complete		May 2019	May 2019	May 2019	

Notes

(1) Change 6 APB (approved July 2020) reflected the key schedule parameters documented in the approved MIDS JTRS CPD Change Two of November 2019(2) MIDS JTRS (V6) TTNT LP&F approved by MDA at IPR#7/Gate 6 Review in September 2019.(3) MIDS JTRS (V6/V7) LP&F#2 approved during IPR#8/Gate 6 Review in September 2020.

Deviation Explanation

At the time the MIDS JTRS CPD Change Two was prepared and approved (2019/2020), the Key Schedule Parameters for MIDS JTRS (V6) and (V7) were determined based on our lead platform integration, developmental test and operational test timelines. To date, lead platform integration and DT/OT timelines that will specifically test all TTNT capability requirements/KPPs are being finalized.

Performance

MIDS

Performance Characteristics					
Milestone Baseline	Current Baseline Objective/Threshold	Demonstrated Performance	Current Estimate/Actual	Deviation	
(KPP)MIDS JTRS Performance Parameters - All Others					
	<=1% Detected message error rate	(T=O) <=1% Detected message error rate	0.0098	0.0098	
(KPP)Operational Communications - Automatic Message Acknowledgement					
	IAW Mil-STD 6016C	(T=O) IAW Mil-STD 6016C	IAW Mil-STD 6016C	Automatic Message Acknowledgement IAW Mil-STD 6016C	
(KPP)MIDS JTRS Performance Parameters - BIT MFHBFA					
	MFHBFA: >= 113 hrs	MFHBFA: >= 60 hrs	80 hrs	120 hrs	
(APA)MIDS JTRS Performance Parameters - BIT PCD					
	PCD>= 98%	PCD>= 95%	0.97	0.97	
(KPP)MIDS-LVT Enhancement ECPs - Communications Range					
	see note 12c through 17c	(T=O) see note 12c through 17c	Met Objective	Met Objective	
(KPP)Operational Communications - Crypto Control (CTP-11)					
	Proper O-level control of NSA approved crypto device	(T=O) 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	
(APA)MIDS JTRS Performance Parameters - Crypto-Rekeying					
	Over the Air Rekeying (OTAR) through electronic media, or common reprogramming hardware / software	At O-level	MIDS JTRS CMN- 4 demonstrated Objective during qualification testing. Not yet implemented by platform in operational environment.	OTAR through electronic media, or common reprogramming hardware/software	
(KPP) - Design per NCOW Reference Model					
	NCOW RM Enterprise Services are met	(T=O) NCOW RM Enterprise Services are met	The NCOW RM Enterprise Services are met	NCOW RM Enterprise Services are met	
(KPP) - Enable CMN/CCR Reception					

	Receive on 4 net numbers (CMN); 4 receptions within a timeslot (CCR)	(T=O) Receive on 4 net numbers (CMN); 4 receptions within a timeslot (CCR)	MIDS JTRS CMN- 4 demonstrated Objective during qualification testing.	Receive 4 net numbers (CMN); 4 receptions within a timeslot (CCR)	
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(KPP)MIDS JTRS TTNT - Functionality (1)

	Same as MIDS JTRS KPP-2 Functionality: The MIDS JTRS Terminal shall be capable of supporting secure and non-secure voice, video, and data communications by porting narrowband and wideband JTRS developed WFs in compliance with the SCA. MIDS JTRS Core Terminal will meet connectivity requirements of ported waveforms.	Same as MIDS JTRS KPP-2 Functionality: Meet connectivity requirements of ALL Airborne (MIDS JTRS) Domain WFs	To be tested/validated during GFAQT and/or Platform DT/OT.	Same as MIDS JTRS KPP-2 Functionality: The MIDS JTRS Terminal shall be capable of supporting secure and non- secure voice, video, and data communications by porting narrowband and wideband JTRS developed WFs in compliance with the SCA. MIDS JTRS Core Terminal will meet connectivity requirements of ported waveforms.	
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(APA) - Functionality (2)

	<p>MIDS JTRS Core Terminal will meet connectivity requirements of ALL Airborne (MIDS JTRS) Domain Waveforms.</p>	<p>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 po</p>	<p>15 of 15 Performance measures have been achieved.</p>	<p>15 of 15 Performance measures have been achieved.</p>	
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(KPP) - GIG Requirements

	<p>DISR mandated GIG requirements specified in TV-1 of ISP</p>	<p>(T=O) DISR mandated GIG requirements specified in TV-1 of ISP</p>	<p>Met DISR mandated GIG requirements specified in TV-1 of ISP</p>	<p>DISR mandated GIG requirements specified in TV-1 of ISP</p>	
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(KPP) - Growth (1)

	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.	(T=O) 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.	
(KPP)MIDS JTRS TTNT - Growth (2)					
	Same as MIDS JTRS KPP-6 Growth. MIDS JTRS Terminal shall provide an internal growth capability through an open systems architecture approach, and shall be modular, scalable, and flexible as defined to suit specific operational requirements.	(T=O) Same as MIDS JTRS KPP-6 Growth. MIDS JTRS Terminal shall provide an internal growth capability through an open systems architecture approach, and shall be modular, scalable, and flexible as defined to suit specific operational requirements.	To be tested/validated during GFAQT and/or Platform DT/OT.	Same as MIDS JTRS KPP-6 Growth. MIDS JTRS Terminal shall provide an internal growth capability through an open systems architecture approach, and shall be modular, scalable, and flexible as defined to suit specific operational requirements.	
(APA)MIDS JTRS Performance Parameters - IBIT Performance					
	<=30sec	<=70sec	30 sec	30 sec	
(APA)MIDS JTRS Performance Parameters - IBIT Performance (Link-16 only)					
	<=30seconds	<=70 seconds	29 seconds	29 seconds	
(APA) - IER (Kbps)					
	>=1000	28.8 -115.2	1100 kbps	>=1000	
(KPP) - Information Exchange Requirements met					
	Operationally Effective exchanges of all messages IAW ISP	(T=O) 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	
(APA) - Interoperability					

	All top level IERs in SMORD	All critical top level IERs in SMORD	100% Demonstrated	All top level IERs in SMORD	
(KPP)MIDS JTRS Performance Parameters - Interoperability: All top level IERs will be satisfied to the standards specified in the threshold (T) and objective (O) values.					
	All top-level Information exchange Requirements (IERs) are met.	(T=O) All top-level Information Exchange Requirements (IERs) are met.	All top-level IERs transferred.	All top-level IERs transferred.	
(KPP)MIDS-LVT Enhancement ECPs - Jam Resistance					
	MJCS-194-89	(T=O) MJCS-194-89	MJCS-194-89	MJCS-194-89	
(KPP)MIDS JTRS Performance Parameters - JTRS (USN) (db)					
	MJCS-194-89	(T=O) 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.	
(KPP) - Key Information Profile (KIP)					
	DISA mandated GIG KIPs are identified in ISP in the KIP Declaration Table	(T=O) 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	
(APA)MIDS JTRS Performance Parameters - LET 0 (1)					
	<=1%	<=2%	<=2%	<=1%	
(APA)MIDS JTRS Performance Parameters - LET 0 (2)					
	>=358	>=107	107	107	
(APA)MIDS-LVT Enhancement ECPs - LET 0 (3)					
	>=358	>=107	>= 358	>= 358	
(APA)MIDS-LVT Enhancement ECPs - LET 0 (4)					
	<=1%	<=2%	<=1%	<=1%	
(APA)MIDS-LVT Enhancement ECPs - LET 1 (1)					
	>=546	>=358	>= 546	>= 546	
(APA)MIDS JTRS Performance Parameters - LET 1 (2)					
	<=1%	<=2%	<=2%	<=1%	
(APA)MIDS JTRS Performance Parameters - LET 1 (3)					
	>=546	>=358	358	358	
(APA)MIDS-LVT Enhancement ECPs - LET 1 (4)					
	<=1%	<=2%	<=1%	<=1%	

(APA)MIDS-LVT Enhancement ECPs - LET 2 (1)					
	>=833	>=546	>= 833	>= 833	
(APA)MIDS JTRS Performance Parameters - LET 2 (2)					
	<=1%	<=2%	<=2%	<=1%	
(APA)MIDS JTRS Performance Parameters - LET 2 (3)					
	>=833	>=546	546	546	
(APA)MIDS-LVT Enhancement ECPs - LET 2 (4)					
	<=1%	<=2%	<=1%	<=1%	
(APA)MIDS JTRS Performance Parameters - LET 3 (1)					
	<=1%	<=2%	<=2%	<=1%	
(APA)MIDS JTRS Performance Parameters - LET 3 (2)					
	>=968	>=833	837	837	
(APA)MIDS-LVT Enhancement ECPs - LET 3 (3)					
	<=1%	<=2%	<=1%	<=1%	
(APA)MIDS-LVT Enhancement ECPs - LET 3 (4)					
	>=968	>=833	>= 968	>= 968	
(APA)MIDS JTRS Performance Parameters - LET 4 (1)					
	<=1%	<=2%	<=2%	<=1%	
(APA)MIDS JTRS Performance Parameters - LET 4 (2)					
	>=1100	>=968	968	968	
(APA)MIDS-LVT Enhancement ECPs - LET 4 (3)					
	<=1%	<=2%	<=1%	<=1%	
(APA)MIDS-LVT Enhancement ECPs - LET 4 (4)					
	>=1100	>=968	>= 1100	>= 1100	
(APA)MIDS JTRS Performance Parameters - Link-16 Communications Range Data					
	=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)	>=250nm	>= 250nm	
(KPP)MIDS JTRS Performance Parameters - Link-16 Communications Range J-Voice					

	(T=O) >=220nm (C2-C2 w/HPA); >=140nm (C2-non-C2); >=90nm (non-C2-nonC2/non C2-C2)	(T=O) >=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.	
(KPP)MIDS JTRS Performance Parameters - Link-16 J-Voice Channels					
	2	(T=O) 2	2	2	
(KPP)MIDS JTRS Performance Parameters - Link-16 Message Standard					
	MIL-STD-6016C and STANAG 5516	(T=O) MIL-STD-6016C and STANAG 5516	Passed JITC waveform conformance test.	Passed JITC waveform conformance test.	
(APA)MIDS JTRS Performance Parameters - Link-16 Net Entry/Synchronization					
	<=30 seconds	Not to exceed 4 min from time that coarse sync is initiated	30 sec - 2.5 min	30 sec - 2.5 min	
(APA)MIDS JTRS Performance Parameters - Link-16 Relay					
	>=1200nm	>=500nm	Not tested yet	>=500 nm	
(APA)MIDS JTRS Performance Parameters - Link-16 Transmission of Unit Position and Status Reports					
	<=100 ft accuracy	<=300 ft accuracy	78 ft	78 ft	
(KPP)MIDS JTRS Performance Parameters - Link-16 Waveform compatibility					
	STANAG 4175 and MIDS LVT SSS	(T=O) STANAG 4175 and MIDS LVT SSS	Passed JITC waveform conformance test.	Passed JITC waveform conformance test.	
(APA)Maximum Power Transmission (w) - LVT (1)					
	Multiple selectable levels	>=200 with IF for 1000	200 with IF	Multiple selectable levels	
(APA)Coded Message Error Probability (%) - LVT (2)					
	<=1	<=2	Passed	<=1	
(KPP)Ao - LVT (3)					
	>=.90	(T=O) >=.90	0.91	>= .90	
(KPP)Volume (Cubic Feet) - LVT (4)					
	<= .6	(T=O) <= .6	0.58	<= .6	
(KPP)Weight (lbs) - LVT (5)					

	<=65	(T=O) <=65	63.8	<= 65	
(APA)MFHBOMF/MTBOMF (hr) - LVT (Aircraft) (Terminal)					
	>=300	>=220	240	>= 300	
(APA)Communication Range - LVT (F-16: Non-C2 to C2)					
	>=300	>=200	200	>=300	
(APA)Communication Range - LVT (F-16: Non-C2 to Non-C2)					
	>=150	>=100	150	>=150	
(KPP)Jam Resistance - LVT (F-16) (%)					
	<=1 detected error	(T=O) <=1 detected error	Passed	<= 1 detected error	
(APA)MFHBOMF/MTBOMF (hr) - LVT (Ships) (Terminal)					
	>=350	>=257	275	>= 350	
(APA)MCMTOMF - LVT (USAF)					
	MRT < 20	MRT < 30	25	MRT < 20	
(APA)MCMTOMF - LVT (USN Aircraft)					
	<=60	<=90	75	<= 60	
(APA)MCMTOMF - LVT (USN Ships)					
	<=60	<=90	80	<= 60	
(KPP)Communication Range - LVT (USN: C2 to C2)					
	>=300	(T=O) >=300	>=300	>=300	
(APA)Communication Range - LVT (USN: Non-C2 to C2)					
	>=240	>=220	240	>=240	
(APA)Communication Range - LVT (USN: Non-C2 to Non-C2)					
	>=200	>=180	220	>=200	
(KPP)Communication Range - LVT (USN: Surface Platforms)					
	LOS >=300	(T=O) LOS >=300	300	LOS >=300	
(KPP)Jam Resistance - LVT (USN) (db)					
	MJCS-194-89	(T=O) MJCS-194-89	Compliant	MJCS-194-89	
(APA)Jam Resistance - LVT(2) (3)					
	<= 1 detected error	<= 5	Passed	<= 1 detected error	
(APA)Maximum Power Transmission (w) - LVT(2) (1)					
	Multiple selectable levels	>=200 or 25 selectable	200/25	Multiple selectable levels	
(KPP)Communication Range - LVT(2) (2)					

	Up to 300 with LOS at 200 w	(T=O) Up to 300 with LOS at 200 w	300	Up to 300 with LOS at 200 w	
(APA)Coded Message Error Probability (%) - LVT(2) (3)					
	<=1	<=2	Passed	<=1	
(KPP)Volume (Cubic Feet) - LVT(2) (4)					
	<=1.4	(T=O) <=1.4	1.32	<= 1.4	
(KPP)Weight (lbs) - LVT(2) (5)					
	<=88	(T=O) <=88	87.9	<= 88	
(APA)Ao - LVT(2) (Terminal) (1)					
	>=.94	>=.90	0.94	>= .94	
(KPP)MFHBOMF/MTBOMF (hr) - LVT(2) (Terminal) (2)					
	>=393	(T=O) >=393	425	>= 393	
(KPP)MTTR (O-level) (min) - LVT(2) (Terminal) (3)					
	<=30	(T=O) <=30	25	<= 30	
(KPP)Jam Resistance - LVT(3) (3)					
	<= 1 detected error	(T=O) <= 1 detected error	Passed	<= 1 detected error	
(APA)Maximum Power Transmission (w) - LVT(3) (1)					
	Multiple selectable levels	>=50	50	Multiple selectable levels	
(APA)Coded Message Error Probability (%) - LVT(3) (2)					
	<= 1 detected	<=2	Passed	<= 1 detected	
(APA)Ao - LVT(3) (3)					
	>=.97	>=.95	0.965	>= .97	
(APA)MCMTOMF - LVT(3) (4)					
	MRT < 20	MRT < 30	28	MRT < 20	
(KPP)Volume (Cubic Feet) - LVT(3) (5)					
	<= .6	(T=O) <= .6	0.56	<= .6	
(KPP)Weight (lbs) - LVT(3) (6)					
	<=65	(T=O) <=65	63.8	<= 65	
(APA)Communication Range - LVT(3) (Non-C2 to C2)					
	>=300	>=200	300	>=300	
(APA)Communication Range - LVT(3) (Non-C2 to Non-C2)					
	>=150	>=100	170	>=150	
(APA)MIDS JTRS Performance Parameters - MCMTOMF (Single Channel)					

	<= 60 min	<=120 min; <= 90 min (F/A-18 E/F, EA-18G, NAVAIR)	60 min	60 min (Single channel)	
(KPP) - Memory/Processor Reserve					
	Provide growth memory and processor reserve to allow for an increased capability or functionality of each set and with each generation of radios	(T=O) 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	
(KPP) - Message Standard					
	STANAG 5516 (& 5616 for Data Fwds) & MIL-STD-6016B	(T=O) STANAG 5516 (& 5616 for Data Fwds) & MIL-STD-6016B	JITC Certified	STANAG 5516 (& 5616 for Data Fwds.) & MIL-STD- 6016B	
(APA)MIDS-LVT Enhancement ECPs - Message Standards					
	STANAG 5516 (& 5616 for Data Fwds) & MIL-STD-6016C	STANAG 5516 (& 5516 for Data Fwds) & MIL-STD-6016B	STANAG 5516 (& 5616 for Data Fwds.) & MIL-STD- 6016C	STANAG 5516 (& 5616 for Data Fwds.) & MIL-STD-6016C	
(APA)MIDS JTRS Performance Parameters - MFHBOMF (System/Single Channel)					
	>=36 hrs (Other Platforms)	>=25 hrs (F/A-18E/F, EA-18G, TACAIR)	36.5 hrs	36.5 hrs	
(APA)MIDS JTRS Performance Parameters - MFHBOMF (Terminal/Single Channel)					
	>=300 hrs	>=220 hrs	724 (includes lab data)	220 hrs	
(KPP) - MIDS JTRS Capability					
	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.	(T=O) 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.	
(APA)MIDS JTRS Performance Parameters - MRT					
	<= 20 min	<= 45 min	20 min	45 min	

(APA)MIDS JTRS Performance Parameters - MTBF Lab (Ch. 1(Link-16))					
	>=1800 hrs	>= 1200 hrs	1285 hrs	1285 hrs	
(APA)MIDS JTRS Performance Parameters - MTBF Lab (Ch. 2, 3 & 4)					
	>=1800 hrs	>=1550 hrs	1550 hrs	1550 hrs	
(KPP)MIDS JTRS Performance Parameters - Multi-Channels/Networks					
	4 Channels simultaneously with TACAN/multi-net (single network) Link-16 fixed operation on Channel 1	(T=O) 4 Channels simultaneously with TACAN/multi-net (single network) Link-16 fixed operation on Channel 1	4 Channels passed	4 Channels passed	
(KPP)Operational Communications - Multi-Net (CTP-10)/8d					
	2 simultaneous nets	(T=O) 2 simultaneous nets	2 simultaneous nets	Performance of two simultaneous nets	
(APA) - Navigation - Link-16 Position (PPLI)					
	=100 feet	=300 feet	Operation at <= 100 feet	<= 100 feet	
(KPP) - Net Ready (1)					
	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	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	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.	

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.

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.			
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(KPP)MIDS JTRS TTNT - Net Ready (2)

	Same as MIDS JTRS KPP-4 Net Ready. The MIDS JTRS Terminal shall meet the three principal attributes required for any information technology system: supports military operations; is entered and managed on the network; and effectively exchanges information as detailed in CJCSM 3170 dated 18 December 2015. Refer to MIDS JTRS CPD Change Two for applicable KSAs.	Same as MIDS JTRS KPP-4 Net Ready. (T=O) The MIDS JTRS Terminal shall meet the three principal attributes required for any information technology system: supports military operations; is entered and managed on the network; and effectively exchanges information as detailed in CJCSM 3170 dated 18 December 2015. Refer to MIDS JTRS CPD Change Two for applicable KSAs.	To be tested/validated during GFAQT and/or Platform DT/OT.	Same as MIDS JTRS KPP-4 Net Ready. The MIDS JTRS Terminal shall meet the three principal attributes required for any information technology system: supports military operations; is entered and managed on the network; and effectively exchanges information as detailed in CJCSM 3170 dated 18 December 2015. Refer to MIDS JTRS CPD Change Two for applicable KSAs.	
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(APA)MIDS JTRS Performance Parameters - Normal Operations with JTRS

	>=1100 Kbps	>=28-115.2 Kbps	128	128	
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(APA) - Number of Channels

	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	
(KPP) - Operational Availability (Ao)					
	Each MIDS JTRS Terminal shall demonstrate an Ao of >0.99 for all channels.	Each MIDS JTRS Terminal shall demonstrate an Ao of >0.90	0.968	0.968	
(KPP) - Paired Time Slot Relay Capability					
	Integral and automated	(T=O) Integral and automated	Integral & automated	Integral & automated	
(APA) - Paired Time Slot Relay Range (nm) (USN Only)					
	>=1200	>=500	520	>= 1220	
(KPP)Operational Communications - Passive Synchronization					
	Fine Sync achieved passively	(T=O) Fine Sync achieved passively	Achieved Fine Sync passively	Fine Sync achieved passively	
(APA) - Repromulgation Relay (nm) MIDS-LVT(2)					
	4 hops	3 hops	4 hops	4 hops	
(KPP)MIDS JTRS Performance Parameters - Restart < 50 milliseconds (Core configuration only)					
	Operates through	(T=O) Operates through	Operates through	Operates through	
(KPP)MIDS JTRS Performance Parameters - Restart <10 seconds (Link-16 waveform)					
	<=10sec	(T=O) <=10sec	9 sec	9 sec	
(APA)MIDS JTRS Performance Parameters - Restart <10 seconds (Terminal)					
	<=2min	<=3.5min	2.5 min	2.5 min	
(APA)MIDS JTRS Performance Parameters - Restart >= 2 min (Terminal)					

	<=2min	<=3.5min	3.2 min	3.2 min	
(APA)MIDS JTRS Performance Parameters - Restart >=2 min. (Link-16 Waveform)					
	<=2min	<=4min	3.2 min	3.2 min	
(APA)MIDS JTRS Performance Parameters - Restart >=10 seconds and <2min (Link-16)					
	<=2min	<=4min	3.2 min	3.2 min	
(APA)MIDS JTRS Performance Parameters - Restart >=10 seconds and <2min (Terminal)					
	<=2min	<=3.5min	3.2 min	3.2 min	
(KPP)MIDS JTRS Performance Parameters - Scan Frequencies					
	Scan a minimum of 10 frequencies or presets	(T=O) Scan a minimum of 10 frequencies or presets	FOT&E: No MIDS JTRS waveforms require presets.	FOT&E: No MIDS JTRS waveforms require presets.	
(KPP) - Software Configurable (1)					
	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	(T=O) 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.	
(KPP)MIDS JTRS TTNT - Software Configurable (2)					
	Same as MIDS JTRS KPP-6 Software Configurable. MIDS JTRS Terminal shall provide any operator with the ability to load and configure its modules/capabilities via software while in the operational environment.	(T=O) Same as MIDS JTRS KPP-6 Software Configurable. MIDS JTRS Terminal shall provide any operator with the ability to load and configure its modules/capabilities via software while in the operational environment.	To be tested/validated during GFAQT and/or Platform DT/OT.	Same as MIDS JTRS KPP-6 Software Configurable. MIDS JTRS Terminal shall provide any operator with the ability to load and configure its modules/capabilities via software while in the operational environment.	
(KPP) - Spectrum Certification					
	Meets DD-1494 Stage 4	(T=O) Meets DD-1494 Stage 4	DD-1494 Stage 4 issued.	Meets DD-1494 Stage 4	
(APA)MIDS JTRS Performance Parameters - Start-Up (Terminal/Single Channel)					

	<=2min (OE, crypto and waveform); <=2min (fine sync)	<=3.5min (OE, Crypto and waveform); <=4min (fine sync)	3.2 min	3.2 min	
(APA)MIDS JTRS Performance Parameters - Start-Up (Waveform/Link-16 only)					
	<=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	
(KPP)MIDS JTRS TTNT - Sustainment					
	Same as MIDS JTRS KPP-9. MIDS JTRS shall be supportable over the 20 year projected life cycle.	(T=O) Same as MIDS JTRS KPP-9. MIDS JTRS shall be supportable over the 20 year projected life cycle.	To be tested/validated during GFAQT and/or Platform DT/OT.	Same as MIDS JTRS KPP-9. MIDS JTRS shall be supportable over the 20 year projected life cycle.	
(KPP)MIDS JTRS TTNT - SWAP-C					
	Same as MIDS JTRS KPP-8. Terminal shall meet the requirements for Size, Weight, Consumed Power, and Consumed Cooling. Refer to MIDS JTRS CPD Change Two for applicable KSAs.	(T=O) Same as MIDS JTRS KPP-8. Terminal shall meet the requirements for Size, Weight, Consumed Power, and Consumed Cooling. Refer to MIDS JTRS CPD Change Two for applicable KSAs.	To be tested/validated during GFAQT and/or Platform DT/OT.	Same as MIDS JTRS KPP-8. Terminal shall meet the requirements for Size, Weight, Consumed Power, and Consumed Cooling. Refer to MIDS JTRS CPD Change Two for applicable KSAs.	
(KPP)MFHBOMF/MTBOMF (hr) - System					
	>=25	(T=O) >=25	32	>= 25	
(APA)MIDS JTRS Performance Parameters - TACAN Performance Start-up/Restart					
	<=14 seconds	<=30 seconds	15 seconds	15 seconds	
(APA)MIDS JTRS Performance Parameters - TACAN Start-up/Restart					
	<=14sec	<=30sec	15 sec	15 sec	
(KPP) - Tactical Air Navigation (TACAN)					
	Capabilities equivalent to LVT	(T=O) Capabilities equivalent to LVT	Capabilities equivalent to LVT	Capabilities equivalent to LVT	
(KPP)MIDS JTRS Performance Parameters - Terminal Operating Frequency Range					

	Operate 2-2000 MHz	(T=O) Operate 2-2000 MHz	Operation within 2 - 2000 MHz	Operate within 2 -2000 MHz	
(APA)MIDS JTRS Performance Parameters - Terminal Start-up/Restart (Link-16 only)					
	<=2.0 min	<=3.5 min	1.45 min	3.2 min	
(APA)MTBF (hr)(lab) - USA					
	>=1800	>=1000	1850	> = 1800	
(APA)MTBF (hr)(lab) - USAF					
	>=1500	>=1000	1850	>= 1500	
(KPP)MTBF (hr)(lab) - USN					
	>=1000	(T=O) >=1000	1850	>= 1000	
(APA) - Voice Channels: LVT (USN)					
	Capable of 2	1	2	Capable of 2	
(KPP) - Waveform Compatibility					
	STANAG 4175 & JTIDS SSS	(T=O) STANAG 4175 & JTIDS SSS	JITC Certified	STANAG 4175 & JTIDS SSS	
(KPP)MIDS JTRS Performance Parameters - Weight/Volume					
	<=65 lbs, <=.6 cu.ft.	(T=O) <=65 lbs, <=.6 cu.ft.	Measured 54.7 lbs.; measured .573 cu. ft.	<=65 lbs., <=.6 cu.ft.	

Requirement Reference

Validated:

MIDS ORD (MIDS-LVT) dated July 25, 2004, MIDS JTRS CPD dated July 16, 2013, MIDS JTRS CPD Change Two approved November 2019 by VCNO

Deviation Explanation

No deviations for this program/subprogram

Notes

(Ch-1) Per approved MIDS JTRS CPD Change Two - parameter added

Requirements Source: MIDS ORD (MIDS-LVT) dated July 25, 2004, MIDS JTRS CPD dated July 16, 2013, MIDS JTRS CPD Change Two approved November 19, 2019 by Vice Chief Naval of Operations.

Acquisition Budget Estimate

MIDS

Total Acquisition Cost

		Milestone APB	Current Baseline		Budget Estimate PB 2024		
Category	Base Year	Objective (BY\$M)	Objective (BY\$M)	Threshold (BY\$M)	BY\$M	TY\$M	Deviation
RDT&E	2003	869.4	2,053.1	2,258.4	2,475.9	3,006.2	Yes
Procurement	2003	955.4	2,392.2	2,631.4	2,540.3	3,272.3	
MILCON	2003	0	0	0			
Acq. O&M	2003	0	0	0			
Total		1,824.8	4,445.3		5,016.1	6,278.5	
PAUC	2003	.616	.406	.447	.388	.486	
APUC	2003	.339	.237	.261	.213	.274	

Appropriation Category Deviation Explanations

RDT&E In PB 2024, MIDS was funded for a new Waveform Development Effort to be developed and integrated into the MIDS JTRS TTNT terminals. The new development added RDTE funds which pushed MIDS past its current APB6 threshold. However, the updates to the MIDS RDT&E line is already incorporated into MIDS draft APB Change 7. Once APB Change 7 is approved, MIDS will no longer be in a deviation situation.

PAUC Deviation Explanation

APUC Deviation Explanation

Budget Notes

Procurement saw quantity increase due to the addition of the CWDL program and MIDS JTRS v5 terminal orders from the USA.

Total End Item Quantity

Quantity Category	Current APB Quantity	Current Estimate Quantity
Development	850	980
Procurement	10086	11942

Quantity Notes

The unit of measure is terminals.

Procurement quantities include MIDS terminals for U.S. Navy, U.S. Air Force, and U.S. Army platforms.

The current estimate includes 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).

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.

Unit Cost

MIDS

Current UCR Baseline and Current Estimate (Base-Year Dollars)			
Category (\$M) Base Year:2003	Current UCR Baseline	Current Estimate	% Change
Program Acquisition Unit Cost			
Cost	4,445.3	5,016.1	
Quantity	10,936	12922	
Unit Cost	.406	.388	-4.39%
Average Procurement Unit Cost			
Cost	2,392.2	2,540.3	
Quantity	10,086	11,942	
Unit Cost	.237	.213	-10.25%
Original UCR Baseline and Current Estimate (Base-Year Dollars)			
Category (\$M) Base Year:1992	Original UCR Baseline	Current Estimate	% Change
Program Acquisition Unit Cost			
Cost	924.9	5,016.2	
Quantity	672	12922	
Unit Cost	1.376	.388	-71.80%
Average Procurement Unit Cost			
Cost	443.8	2,540.3	
Quantity	630	11,942	
Unit Cost	.704	.213	-69.74%
Cost Growth Details			
Current Baseline PAUC Breach Explanation			
Current Baseline APUC Breach Explanation			
Original Baseline PAUC Breach Explanation			
Original Baseline APUC Breach Explanation			
Impacts of Schedule Changes on Unit Cost			
Impacts of Performance Changes on Unit Cost			
Actions Taken or Proposed to Control Future Cost Growth			
Vendor competition			

Risk and Sensitivity Analysis**MIDS****Risk and Sensitivity Analysis****Current Procurement Cost(December - 2022)**

The current procurement estimate is \$3.27 Billion (TY\$) which is based on actuals, and the estimated cost of terminals and retrofit kits. MIDS Program Office (MPO) is estimating a quantity of 11,942 U.S. MIDS-LVT and MIDS JTRS terminals. The procurement quantity estimate includes U.S. only terminals currently fielded and on contract plus known requirements FY 2022 through FY 2027. This estimate is dependent on the platform orders and is not controlled by MIDS. It was significantly increased in FY 2015 when the Air Force made the decision to purchase the MIDS JTRS Four Concurrent Multi-Netting with Concurrent Contention Receive (CMN-4) and then again in FY 2022 when the Army was funded for MIDS JTRS CMN-4 terminals and Ground Ancillary Support Equipment (GASE).

Original Baseline Estimate (March - 1994)

Joint Requirements Oversight Council Memorandum (JROCM 031-90) approved the Mission Need Statement (MNS) for MIDS-Low Volume Terminal (MIDS-LVT) in 1990. The original baseline was for MIDS-LVT Milestone (MS) II which authorized MIDS to proceed with MIDS-LVT Engineering Manufacturing and Development (EMD). At MS III, Assistant Secretary of the Navy (Research, Development, and Acquisition) (ASN(RDA)) authorized Full Rate Production for MIDS-LVT in 2003. Later in July 2004 ASN approved the acquisition strategy to develop MIDS JTRS via an Engineering Change Proposal (ECP). The July 2012 ADM designated MIDS as an ACAT IC program transferring program monitoring from Cost Assessment and Program Evaluation office (CAPE) to the Navy Center for Cost Analysis.

Current Baseline Estimate (July - 2020)

Schedule Risk		
Current	2021-12-31	<p>Risk: The degree of EMCF re-certification and scope of regression testing is a current issue that is being addressed at the highest levels of senior leadership at the U.S. Navy, U.S. Air Force, FAA, NMSC, ASN, PEO(T) and MPO. The schedule of future MIDS-LVT Block Upgrade 2_Block Cycle Upgrades and MIDS JTRS (V5, V6, V7, V8) terminal deliveries and retrofits with upgraded software/firmware may be negatively impacted if additional testing is mandated. Root Cause/Driver: New EMCF testing processes, stricter requirements, and new resource constraints adversely impact MIDS JTRS platforms' terminal integration, testing and operational schedule milestones.</p> <p>Mitigation: The MPO is actively engaged with our industry partners to ensure they are prepared to conduct required testing as soon as the NMSC Certification Team (CT) is prepared to witness. The MPO is actively engaged with our Platform partners to communicate schedule status and manage expectations for terminal integration and operational fielding. The degree of re-certification and scope of regression testing is a current issue that is being addressed at the highest levels of senior leadership at the FAA, NMSC, ASN, PEO(T) and MPO. Quarterly EMCF Technical Interchange Meetings (TIMs) are being conducted with all stakeholders in order to reach consensus on way forward and resolve any issues/risks to attaining TFA approvals followed by Stage 4 Certifications.</p>
Technical Risks		
Current	December 23, 2021	Risk: Nothing Significant to Report

Low Rate Initial Production

MIDS

Item	Initial LRIP Decision	Current Total LRIP
Approval Date	05/11/2000	12/08/2003
Approved Quantity	70	544
Reference	Milestone II ADM	Milestone C ADM

Start Year	2000	2000
End Year	2001	2003

Rationale if quantity exceeds 10% of the total number of articles to be procured:

Notes

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 Navy 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 Navy production, Air Force and other Service requirements.

Contracts & Efforts

Contract Data	
Contract Number	N0003920D0057
Effort Number	
Modification Number	7
Award Date	05/19/2020
Definitization Date	05/19/2020
Order Number	
CAGE Code/CAGE Legal Name	081U3/Data Link Solutions LLC
Contract Title	DLS MIDS JTRS & TTNT
Contract Address	Cedar Rapids, IA
Contracting Office	NAVWAR
Supported Phase	Production
Contract Strategy	FAR 16.5 (IDDQ)
Contract Type	Multiple Types
Modification Date	December 15, 2022
Work Start Date	May 19, 2020
Technical Data Rights	Unlimited Rights to Technical Data--Noncommercial Items & Software
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TY\$M)		
Initial Target Price	Current Target Price	
\$42.5	\$352.3	
Initial Ceiling Price	Current Ceiling Price	
\$998.8	\$998.8	
Contractor EAC	PM EAC	
\$352.3	\$352.3	
Initial Quantity	Current Quantity	Delivered Quantity
218	825	336
BAC	BCWP	ACWP

BCWS	Cost Variance	Schedule Variance

Contract Notes:

This production contract includes nonrecurring engineering, supportability, and the manufacture of MIDS Joint Tactical Radio System (JTRS) and Tactical Targeting Network Technology (TTNT) and associated spares. Foreign Military Sales are not included in the supplemental contract cost information. This is a Multiple Award Firm Fixed Price (FFP) Indefinite Delivery Indefinite Quantity (IDIQ) contract. Delivery Orders are competed between two vendors, ViaSat and DLS. Current Contract Target Price reflects orders awarded to this vendor.

Factors Contributing to Cost Variance and Projected Effects on Program Costs**Factors Contributing to Schedule Variance and Projected Effects on Program Schedule**

Contract Data	
Contract Number	N0003915D0042
Effort Number	
Modification Number	19
Award Date	06/16/2015
Definitization Date	06/16/2015
Order Number	
CAGE Code/CAGE Legal Name	081U3/Data Link Solutions LLC
Contract Title	DLS MIDS-LVT Production
Contract Address	Cedar Rapids, IA
Contracting Office	NAVWAR
Supported Phase	Production
Contract Strategy	FAR 16.5 (IDDQ)
Contract Type	Firm-Fixed-Price
Modification Date	December 01, 2022
Work Start Date	June 16, 2015
Technical Data Rights	Unlimited Rights to Technical Data--Noncommercial Items & Software
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TY\$M)		
Initial Target Price	Current Target Price	
\$50.1	\$88.4	
Initial Ceiling Price	Current Ceiling Price	
\$478.6	\$503.3	
Contractor EAC	PM EAC	
\$88.4	\$88.4	
Initial Quantity	Current Quantity	Delivered Quantity
163	255	205
BAC	BCWP	ACWP
BCWS	Cost Variance	Schedule Variance

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Contract Notes:

This production contract includes nonrecurring engineering, supportability, and the manufacture of MIDS Low Volume Terminal (LVT) and associated spares. Foreign Military Sales are not included in the supplemental contract cost information. This is a Multiple Award Firm Fixed Price (FFP) Indefinite Delivery Indefinite Quantity (IDIQ) contract. Delivery Orders are competed between two vendors, ViaSat and DLS. Current Contract Target Price reflects orders awarded to this vendor.

Factors Contributing to Cost Variance and Projected Effects on Program Costs

Factors Contributing to Schedule Variance and Projected Effects on Program Schedule

Contract Data	
Contract Number	N0003920D0058
Effort Number	
Modification Number	6
Award Date	05/19/2020
Definitization Date	05/19/2020
Order Number	
CAGE Code/CAGE Legal Name	47358/VIASAT INC
Contract Title	ViaSat MIDS JTRS & TTNT
Contract Address	Carlsbad, CA
Contracting Office	NAVWAR
Supported Phase	Production
Contract Strategy	FAR 16.5 (IDDQ)
Contract Type	Multiple Types
Modification Date	February 16, 2023
Work Start Date	May 19, 2020
Technical Data Rights	Unlimited Rights to Technical Data--Noncommercial Items & Software
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TY\$M)		
Initial Target Price	Current Target Price	
\$32.4	\$302.2	
Initial Ceiling Price	Current Ceiling Price	
\$998.8	\$998.8	
Contractor EAC	PM EAC	
\$302.2	\$302.2	
Initial Quantity	Current Quantity	Delivered Quantity
159	986	301
BAC	BCWP	ACWP
BCWS	Cost Variance	Schedule Variance

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Contract Notes:

This production contract includes nonrecurring engineering, supportability, and the manufacture of MIDS Joint Tactical Radio System (JTRS) and Tactical Targeting Network Technology (TTNT) and associated spares. Foreign Military Sales are not included in the supplemental contract cost information. This is a Multiple Award Firm Fixed Price (FFP) Indefinite Delivery Indefinite Quantity (IDIQ) contract. Delivery Orders are competed between two vendors, ViaSat and DLS. Current Contract Target Price reflects orders awarded to this vendor.

Factors Contributing to Cost Variance and Projected Effects on Program Costs

Factors Contributing to Schedule Variance and Projected Effects on Program Schedule

Contract Data	
Contract Number	N0003915D0043
Effort Number	
Modification Number	28
Award Date	08/21/2015
Definitization Date	08/21/2015
Order Number	
CAGE Code/CAGE Legal Name	47358/VIASAT INC
Contract Title	Viasat MIDS-LVT Production
Contract Address	Carlsbad, CA
Contracting Office	NAVWAR
Supported Phase	Production
Contract Strategy	FAR 16.5 (IDDQ)
Contract Type	Firm-Fixed-Price
Modification Date	February 13, 2023
Work Start Date	August 21, 2015
Technical Data Rights	Unlimited Rights to Technical Data--Noncommercial Items & Software
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TY\$M)		
Initial Target Price	Current Target Price	
\$5.1	\$124.7	
Initial Ceiling Price	Current Ceiling Price	
\$366.5	\$694	
Contractor EAC	PM EAC	
\$124.7	\$124.7	
Initial Quantity	Current Quantity	Delivered Quantity
26	226	170
BAC	BCWP	ACWP
BCWS	Cost Variance	Schedule Variance

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Contract Notes:

This production contract includes nonrecurring engineering, supportability, and the manufacture of MIDS Low Volume Terminal (LVT) and associated spares. Foreign Military Sales are not included in the supplemental contract cost information. This is a Multiple Award Firm Fixed Price (FFP) Indefinite Delivery Indefinite Quantity (IDIQ) contract. Delivery Orders are competed between two vendors, ViaSat and DLS. Current Contract Target Price reflects orders awarded to this vendor.

Factors Contributing to Cost Variance and Projected Effects on Program Costs

Factors Contributing to Schedule Variance and Projected Effects on Program Schedule

External Government Activities

Activity Title		Government Entity	Supported Phase
CAGE		Work Start Date	
City		State/Province:	
Notes			

Deliveries and Expenditures

MIDS

Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	848	848	980	86.53%
Production	7,949	7,895	11,942	66.11%
Total Program Quantity Delivered	8797	8743	12922	67.66%

Expended and Appropriated (TY \$M)

Years Appropriated to date: 34

Total Years Appropriated Funding (Current Baseline): 39

Percent Years Appropriated: 87.18%

Then-Year Funding Appropriated as Percentage of Total Acquisition Estimate: 84.69%

Then-Year Funding Expended as Percentage of Total Acquisition Estimate: 80.08%

Total Acquisition Cost: 6,278.5

Deliveries & Expenditures Notes:

The data above is current as of March 13, 2023.

Operating and Support Costs

MIDS

O&S Cost Breakdown:

Category (BY\$ Million)	MIDS
Unit-Level Manpower	.3
Unit Operations	.0
Maintenance	.4
Sustaining Support	4.1
Continued System Improvements	5.4
Other	
Total	10.2

Cost Estimate Source: POE dated March 31, 2022

O&S Cost Notes:

Total Program O&S Cost Compared with Baseline

	Current Baseline		Current Estimate (BY\$M)	Current Estimate (TY\$M)	Deviation
	Objective (BY\$M)	Threshold (BY\$M)			
Total O&S	2,064.8	2,271.3	10.2	2,456.0	

Note:

The POE reflects an updated forecast of the quantity of MIDS terminals.

The O&S costs are based on an estimate evaluated by the Air Force Cost Analysis Agency (AFCAA) and Naval Center for Cost Analysis in support of the MIDS Joint Tactical Radio System (JTRS) Full Production & Fielding (FP&F) decision. The quantity of 11,942 includes U.S. only terminals currently fielded and known requirements for FY 2022 through FY 2030. This period includes a phase-in, steady state, and phase-down profile. The current production terminal estimate increased by 1,135 terminals due to the increased procurement orders from the U.S. Navy, Air Force and Army.

The current Development units increased by 24 terminals and do not have any sustainment costs associated to them. There are 956 development terminals that have no sustainment costs.

- a. Disposal/Demilitarization Cost Estimate and Source of Estimate: Disposal costs are not identified at this time.
- b. Sustainment Strategy: 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.
- c. For Each Acquired System or System Variant:
 - i. Quantity to Sustain: 11.942
 - ii. First Operational Fiscal Year: 1996
 - iii. Final Operational Fiscal Year: 2050
 - iv. Unit Expected Service Life: 20 yearsd.

Antecedent System(s) O&S Costs: 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.

O&S Cost Deviation Explanation

Operating and Support Costs - Disposal and Unitized Costs**MIDS****Annual Unitized O&S Cost Definition and Calculation Relative to Total O&S Cost:**

The calculation of total O&S costs is based on total quantity of terminals (11,949) multiplied by an economic life of 20 years multiplied by a unit cost of \$10.24K per year. The increase in O&S is directly due to the increased quantities. No change to the economic life of 20 years. Development terminals have no sustainment costs.

Sustainment Factors	System Name: MIDS	Antecedent System Name: N/A
Quantity to Sustain	11942	
Unit of Measure	Terminal	
Unit Expected Service Life	20	

Base Year:

Annual Unitized O&S Cost by Category Base Year \$ Unit:(\$M)	System Name: MIDS	Antecedent System Name: N/A
Unit-Level Manpower	0.3	
Unit Operations	0.0	
Maintenance	0.4	
Sustaining Support	4.1	
Continued System Improvements	5.4	
Other		
Total O&S	10.2	0.0

Disposal/Demilitarization Cost Estimate

(Base Year \$Millions)	System Name: MIDS	Antecedent System Name: N/A
Total Disposal		

Cost Estimate Source - Disposal	
Type:	Program Office Estimate
Approval Authority and Date:	MIDS Program Office (MPO) 02/28/2023
Note:	

The O&S Cost Estimate has not been updated for this SAR submission and continues to reflect the 2022SAR. The POE reflects an updated forecast of the quantity of MIDS terminals. The O&S costs are based on an estimate which was evaluated by the Air Force Cost Analysis Agency (AFCAA) and Naval Center for Cost Analysis in support of the MIDS Joint Tactical Radio System (JTRS) Full Production & Fielding (FP&F) decision. The quantity of 11,942 includes U.S. only terminals currently fielded, and known requirements for FY 2023 through FY 20230. This period includes a phase-in, steady state, and phase-down profile. The current production terminal procurement estimate increased by a total of 1,135 terminals due to the addition of the Common Weapon Data Link (CWDL) program and an increased number of procurement orders from the U.S. Army, Navy and Air Force. The current Development units increased by 24 terminals to a total of 980 and do not have any sustainment costs associated to them. The 956 development terminals have no sustainment costs.

Disposal Cost Notes:

N/A

Additional O&S Estimate Assumptions:

The O&S Cost Estimate has not been updated for this SAR submission and continues to reflect the 2022SAR. The POE reflects an updated forecast of the quantity of MIDS terminals. The O&S costs are based on an estimate which was evaluated by the Air Force Cost Analysis Agency (AFCAA) and Naval Center for Cost Analysis in support of the MIDS Joint Tactical Radio System (JTRS) Full Production & Fielding (FP&F) decision. The quantity of 11,942 includes U.S. only terminals currently fielded, and known requirements for FY 2023 through FY 20230. This period includes a phase-in, steady state, and phase-down profile. The current production terminal procurement estimate increased by a total of 1,135 terminals due to the addition of the Common Weapon Data Link (CWDL) program and an increased number of procurement orders from the U.S. Army, Navy and Air Force. The current Development units increased by 24 terminals to a total of 980 and do not have any sustainment costs associated to them. The 956 development terminals have no sustainment costs.

Sustainment Strategy:

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 Estimate Assumptions:

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.