Selected Acquisition Report (SAR)

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

JPATS

As of December 31, 2010

Defense Acquisition Management
Information Retrieval
(DAMIR)

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Program Information

Designation And Nomenclature (Popular Name)

Joint Primary Aircraft Training System (JPATS)

DoD Component

Air Force

Joint Participants

United States Air Force; United States Navy

Responsible Office

Responsible Office

Mr. STEPHEN G. HENRICH
Building 11A Room 204.10
1970 Monahan Way
WPAFB, OH 45433-7211
stephen.henrich@wpafb.af.mil

Phone 937-255-0817
Fax 937-656-7201
DSN Phone 785-0817
DSN Fax --
Date Assigned February 15, 2011

References

SAR Baseline (Production Estimate)

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

Approved APB

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

Mission and Description

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

The program represents a systems approach to aviator training requiring the purchase of air vehicles (747 production units), aircrew training devices (126), associated ground based training devices, an integrated training management system (TIMS), instructional courseware, as well as the entire logistics and sustainment of the training system which includes contractor logistics support (CLS).

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

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

Executive Summary

JPATS is performing well in the field and meeting or exceeding requirements. As of December 31, 2010 the contractor is 20 aircraft ahead of schedule and Aircrew Training Devices (ATD) are meeting the delivery schedule.

Significant events in 2010 include completion of Air Force (AF) JPATS deliveries in May, introduction of Phase 2 Propeller Sleeve Touchdown (PSTD) engine upgrades into the production line in September, and transfer of the program to the AF Program Executive Officer Agile Combat Support (AFPEO ACS) Directorate in December.

Contracting for the final four planned JPATS production lots (17-20) continued in 2010. These lots were not previously priced so a proposal was required from Hawker Beechcraft Corporation (HBC). In 2008, under direction from the Acting AF Under Secretary for Acquisition (SAF/AQ), the Request for Proposal was delayed awaiting a solution on the PSTD issue, pushing the expected award date beyond the March 2010 need date (into December 2010). The HBC proposal was received in February 2010. In March, HBC began production orders (at their own risk) to avoid a production line shut-down. In June, HBC announced a corporate cost savings initiative which undermined their cost proposal in several areas and would eventually invalidate their full rate agreement. In September, due to a lack of obligation of the Navy FY 2010 procurement funding (lot 17), the House Appropriations Committee placed a draft mark against the FY 2011 (lot 18) aircraft procurement funding. In an effort to accurately price the lot buys and reach conclusion faster, the decision was made to pursue award for lots 17 and 18 only, completing 19 and 20 when rates stabilized. Business clearance was approved on December 2, 2010 for lots 17 and 18 and negotiations concluded on February 8, 2011. An Undefinitized Contract Agreement (UCA) was requested upon completion of negotiations and definitization is planned for March 2011. As of February 14, 2011, Continuing Resolution Amendment actions have precluded action on the FY 2011 (Lot 18) mark.

High Pressure Fuel Pump (HPFP) failure investigations continued in 2010. Spline wear inside the HPFP was determined to be the root cause. The team identified gasket deterioration between the accessory gear box and the HPFP interface as a contributing factor leading to accelerated input shaft spine wear. A metal spacer and rubber seal will replace the synthetic rubber gasket to correct this issue. In addition, a recurring grease pack refresh and HPFP spline inspection will be added to the scheduled maintenance requirements. Implementation of the new spacer/seal into production is targeted for first quarter CY 2011.

The PSTD Phase 0 engine upgrades continued in 2010. Overall, 332 of 449 engines were upgraded to the Phase 1/Phase 2 configuration and none have experienced a PSTD event in over 124,000 engine flight hours. As the pool of Phase 0 engines continues to decrease in 2011, the desired retrofit throughput rate will result in the grounding of multiple aircraft at a single base, negatively impacting training. Subsequently, the expected completion date was re-evaluated and moved to December 2011.

HBC completed on-aircraft testing of a prototype friction collar in July 2010 to address the nose wheel shimmy deficiency. However, environmental lab testing determined that the prototype materials (nylon pad rubbing against stainless steel) were susceptible to water intrusion resulting in unacceptable friction levels. HBC is currently evaluating two other materials. This delay impacted their ability to complete the FAA certification, moving it from November 2010 to September 2011.

In November 2010, HBC informed the JPATS office that the latest lot of ejection seat propellant cartridges had not passed acceptance testing, failing the low temperature test. Without an immediate solution, and with an impending impact on aircraft deliveries, several mitigation steps were implemented. Initially, a number of sustainment cartridges will be used to support the production line. Additional testing will be undertaken to determine if the latest propellant lot may be useable on the aircraft with a minor impact on the lower operating temperature. A long term solution is in work to resume delivery of compliant cartridges. It is estimated that this will be completed in late 2011.

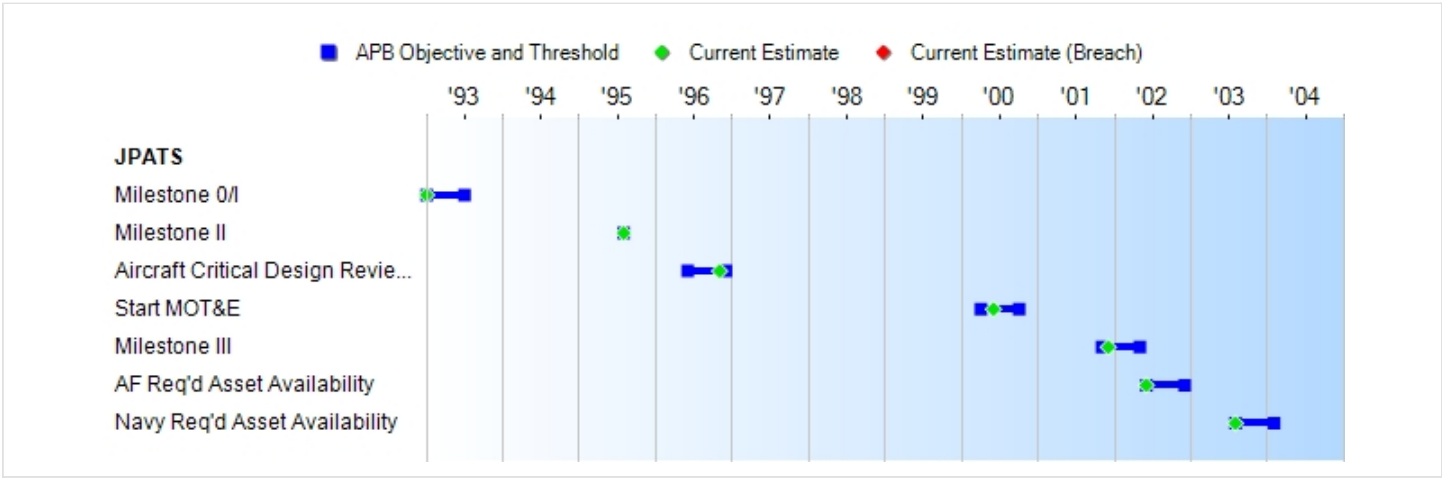
There are no significant software issues with this program.

Threshold Breaches

APB Breaches		
Schedule		☐
Performance		☐
Cost	RDT&E	☐
	Procurement	☐
	MILCON	☐
	Acq O&M	☐
Unit Cost	PAUC	☐
	APUC	☐

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

Schedule



Milestones	SAR Baseline Prod Est	Current APB Production Objective/Threshold		Current Estimate
Milestone 0/I	JAN 1993	JAN 1993	JUL 1993	JAN 1993
Milestone II	AUG 1995	AUG 1995	AUG 1995	AUG 1995
Aircraft Critical Design Review (CDR)	JUN 1996	JUN 1996	DEC 1996	NOV 1996
Start MOT&E	APR 2000	APR 2000	OCT 2000	JUN 2000
Milestone III	NOV 2001	NOV 2001	MAY 2002	DEC 2001
AF Req'd Asset Availability	JUN 2002	JUN 2002	DEC 2002	JUN 2002
Navy Req'd Asset Availability	AUG 2003	AUG 2003	FEB 2004	AUG 2003

Acronyms And Abbreviations

AF - Air Force
MOT&E - Multi-Service Operational Test and Evaluation

Change Explanations

None

Performance

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

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

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

Acronyms And Abbreviations

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

Change Explanations

None

Memo

Demonstrated performance for JPATS meets all Key Performance Parameters.

Track To Budget

RDT&E				
APPN 1319	BA 05	PE 0603208N	(Navy)	
		Training System Aircraft		(Sunk)
APPN 3600	BA 05	PE 0604233F	(Air Force)	
	Project 4102	Specialized Undergraduate Pilot Training		
Procurement				
APPN 1506	BA 03	PE 0804745N	(Navy)	
	ICN 033900	Undergraduate Pilot Training		
APPN 1506	BA 05	PE 0804745N	(Navy)	
	ICN 057100	Undergraduate Pilot Training		
APPN 1506	BA 06	PE 0804745N	(Navy)	
	ICN 060500	Undergraduate Pilot Training	(Shared)	
APPN 3010	BA 06	PE 0804740F	(Air Force)	
	ICN 000999	T-6	(Shared)	
APPN 3010	BA 05	PE 0804740F	(Air Force)	
	ICN JPAT00	AETC Aircraft Systems Modification		
APPN 3010	BA 03	PE 0804740F	(Air Force)	
	ICN JPATS0	New AETC Aircraft Systems		(Sunk)
MILCON				
APPN 1205		PE 0805796N	(Navy)	
		Base Operations, Training		

APPN 3300 PE 0804741F (Air Force)

Undergraduate Pilot Training

Cost and Funding

Cost Summary

Total Acquisition Cost and Quantity

	BY2002 $M			BY2002 $M	TY $M		
Appropriation	SAR Baseline Prod Est	Current APB Production Objective/Threshold		Current Estimate	SAR Baseline Prod Est	Current APB Production Objective	Current Estimate
RDT&E	289.2	302.4	332.6	308.8	275.5	293.3	300.9
Procurement	4177.1	4512.4	4963.6	4337.3	4699.2	5139.0	4857.8
Flyaway	3277.3	--	--	3477.0	3700.1	--	3903.6
Recurring	3250.4	--	--	3436.1	3666.2	--	3853.6
Non Recurring	26.9	--	--	40.9	33.9	--	50.0
Support	899.8	--	--	860.3	999.1	--	954.2
Other Support	776.6	--	--	621.7	860.7	--	692.1
Initial Spares	123.2	--	--	238.6	138.4	--	262.1
MILCON	62.7	103.8	114.2	97.0	66.4	120.5	110.5
Acq O&M	0.0	0.0	--	0.0	0.0	0.0	0.0
Total	4529.0	4918.6	N/A	4743.1	5041.1	5552.8	5269.2

JPATS maintains a single Aquisition Program Baseline (APB) and tracks Avionics Upgrade Project (AUP) Engineering Change Proposal (ECP) delta costs separately. The current AUP ECP cost is ($228.8M TY) and ($187.9M BY 2002). These totals are included in the current estimate.

Quantity	SAR Baseline Prod Est	Current APB Production	Current Estimate
RDT&E	1	1	1
Procurement	782	767	747
Total	783	768	748

The quantity of T-6s being procured by the United States Navy (USN) was reduced due to a USN resource drill, which adjusted the quantity from 315 to 314. This reduction resulted in a total USN and United States Air Force (USAF) T-6 procurement of 766 instead of 767.

As a result of Chief of Naval Operations concurrence with Naval Audit Service Report N2010-0035, the total USN T-6 aircraft requirement was reduced by 20. A letter documenting the new program of record will not be released until FY 2012. The total USN and USAF T-6 procurement is now 747.

Cost and Funding

Funding Summary

Appropriation and Quantity Summary
FY2012 President's Budget / December 2010 SAR (TY$ M)

Appropriation	Prior	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	To Complete	Total
RDT&E	284.7	2.3	4.7	2.3	2.3	2.3	2.3	0.0	300.9
Procurement	3936.7	313.1	292.7	255.9	28.5	15.3	15.6	0.0	4857.8
MILCON	81.4	29.1	0.0	0.0	0.0	0.0	0.0	0.0	110.5
Acq O&M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PB 2012 Total	4302.8	344.5	297.4	258.2	30.8	17.6	17.9	0.0	5269.2
PB 2011 Total	4325.7	346.2	383.5	339.2	36.8	20.7	2.3	0.0	5454.4
Delta	-22.9	-1.7	-86.1	-81.0	-6.0	-3.1	15.6	0.0	-185.2

Quantity	Undistributed	Prior	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	To Complete	Total
Development	1	0	0	0	0	0	0	0	0	1
Production	0	649	38	36	24	0	0	0	0	747
PB 2012 Total	1	649	38	36	24	0	0	0	0	748
PB 2011 Total	1	650	38	43	35	0	0	0	0	767
Delta	0	-1	0	-7	-11	0	0	0	0	-19

Cost and Funding

Annual Funding By Appropriation

Annual Funding TY$
1319 | RDT&E | Research, Development, Test, and Evaluation, Navy

Fiscal Year	Quantity	End Item Recurring Flyaway TY $M	Non End Item Recurring Flyaway TY $M	Non Recurring Flyaway TY $M	Total Flyaway TY $M	Total Support TY $M	Total Program TY $M
1994	--	--	--	--	--	--	3.6
1995	--	--	--	--	--	--	3.7
1996	--	--	--	--	--	--	1.1
1997	--	--	--	--	--	--	1.7
1998	--	--	--	--	--	--	0.3
1999	--	--	--	--	--	--	0.6
2000	--	--	--	--	--	--	0.3
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**11.3**

Annual Funding BY$
1319 | RDT&E | Research, Development, Test, and Evaluation, Navy

Fiscal Year	Quantity	End Item Recurring Flyaway BY 2002 $M	Non End Item Recurring Flyaway BY 2002 $M	Non Recurring Flyaway BY 2002 $M	Total Flyaway BY 2002 $M	Total Support BY 2002 $M	Total Program BY 2002 $M
1994	--	--	--	--	--	--	4.0
1995	--	--	--	--	--	--	4.0
1996	--	--	--	--	--	--	1.2
1997	--	--	--	--	--	--	1.8
1998	--	--	--	--	--	--	0.3
1999	--	--	--	--	--	--	0.6
2000	--	--	--	--	--	--	0.3
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**12.2**

Annual Funding TY$
3600 | RDT&E | Research, Development, Test, and Evaluation, Air Force

Fiscal Year	Quantity	End Item Recurring Flyaway TY $M	Non End Item Recurring Flyaway TY $M	Non Recurring Flyaway TY $M	Total Flyaway TY $M	Total Support TY $M	Total Program TY $M
1992	--	--	--	--	--	--	0.9
1993	--	--	--	--	--	--	1.9
1994	--	--	--	--	--	--	2.6
1995	--	--	--	--	--	--	35.4
1996	--	--	--	--	--	--	27.1
1997	--	--	--	--	--	--	40.9
1998	--	--	--	--	--	--	49.4
1999	--	--	--	--	--	--	38.3
2000	--	--	--	--	--	--	36.4
2001	--	--	--	--	--	--	23.8
2002	--	--	--	--	--	--	1.8
2003	--	--	--	--	--	--	1.8
2004	--	--	--	--	--	--	1.8
2005	--	--	--	--	--	--	1.6
2006	--	--	--	--	--	--	1.6
2007	--	--	--	--	--	--	2.5
2008	--	--	--	--	--	--	2.0
2009	--	--	--	--	--	--	2.2
2010	--	--	--	--	--	--	1.4
2011	--	--	--	--	--	--	2.3
2012	--	--	--	--	--	--	4.7
2013	--	--	--	--	--	--	2.3
2014	--	--	--	--	--	--	2.3
2015	--	--	--	--	--	--	2.3
2016	--	--	--	--	--	--	2.3
Subtotal	**1**	**--**	**--**	**--**	**--**	**--**	**289.6**

Annual Funding BY$
3600 | RDT&E | Research, Development, Test, and Evaluation, Air Force

Fiscal Year	Quantity	End Item Recurring Flyaway BY 2002 $M	Non End Item Recurring Flyaway BY 2002 $M	Non Recurring Flyaway BY 2002 $M	Total Flyaway BY 2002 $M	Total Support BY 2002 $M	Total Program BY 2002 $M
1992	--	--	--	--	--	--	1.0
1993	--	--	--	--	--	--	2.1
1994	--	--	--	--	--	--	2.9
1995	--	--	--	--	--	--	38.4
1996	--	--	--	--	--	--	28.8
1997	--	--	--	--	--	--	43.0
1998	--	--	--	--	--	--	51.6
1999	--	--	--	--	--	--	39.6
2000	--	--	--	--	--	--	37.0
2001	--	--	--	--	--	--	23.9
2002	--	--	--	--	--	--	1.8
2003	--	--	--	--	--	--	1.8
2004	--	--	--	--	--	--	1.7
2005	--	--	--	--	--	--	1.5
2006	--	--	--	--	--	--	1.4
2007	--	--	--	--	--	--	2.2
2008	--	--	--	--	--	--	1.7
2009	--	--	--	--	--	--	1.9
2010	--	--	--	--	--	--	1.2
2011	--	--	--	--	--	--	1.9
2012	--	--	--	--	--	--	3.9
2013	--	--	--	--	--	--	1.9
2014	--	--	--	--	--	--	1.8
2015	--	--	--	--	--	--	1.8
2016	--	--	--	--	--	--	1.8
Subtotal	**1**	**--**	**--**	**--**	**--**	**--**	**296.6**

Annual Funding TY$
3010 | Procurement | Aircraft Procurement, Air Force

Fiscal Year	Quantity	End Item Recurring Flyaway TY $M	Non End Item Recurring Flyaway TY $M	Non Recurring Flyaway TY $M	Total Flyaway TY $M	Total Support TY $M	Total Program TY $M
1995	9	59.9	--	--	59.9	20.6	80.5
1996	4	13.7	--	--	13.7	1.2	14.9
1997	11	37.7	--	--	37.7	22.7	60.4
1998	22	65.2	--	--	65.2	6.7	71.9
1999	22	76.7	--	--	76.7	31.1	107.8
2000	29	71.7	--	--	71.7	35.7	107.4
2001	34	101.7	--	--	101.7	37.8	139.5
2002	40	178.2	--	--	178.2	40.8	219.0
2003	35	171.0	--	--	171.0	64.1	235.1
2004	52	220.5	--	--	220.5	61.7	282.2
2005	53	264.6	5.5	--	270.1	40.8	310.9
2006	54	284.6	6.0	--	290.6	43.5	334.1
2007	48	232.2	6.3	--	238.5	90.9	329.4
2008	39	194.8	13.6	--	208.4	31.7	240.1
2009	--	--	16.6	--	16.6	37.9	54.5
2010	--	--	23.6	--	23.6	15.2	38.8
2011	--	--	34.1	--	34.1	0.5	34.6
2012	--	--	15.1	--	15.1	1.9	17.0
2013	--	--	16.3	--	16.3	--	16.3
2014	--	--	10.6	--	10.6	0.8	11.4
2015	--	--	12.9	--	12.9	0.8	13.7
2016	--	--	13.2	--	13.2	0.8	14.0
Subtotal	**452**	**1972.5**	**173.8**	**--**	**2146.3**	**587.2**	**2733.5**

Annual Funding BY$
3010 | Procurement | Aircraft Procurement, Air Force

Fiscal Year	Quantity	End Item Recurring Flyaway BY 2002 $M	Non End Item Recurring Flyaway BY 2002 $M	Non Recurring Flyaway BY 2002 $M	Total Flyaway BY 2002 $M	Total Support BY 2002 $M	Total Program BY 2002 $M
1995	9	63.5	--	--	63.5	21.8	85.3
1996	4	14.3	--	--	14.3	1.3	15.6
1997	11	39.1	--	--	39.1	23.5	62.6
1998	22	67.1	--	--	67.1	6.9	74.0
1999	22	78.1	--	--	78.1	31.7	109.8
2000	29	71.9	--	--	71.9	35.8	107.7
2001	34	101.0	--	--	101.0	37.5	138.5
2002	40	174.8	--	--	174.8	40.0	214.8
2003	35	165.0	--	--	165.0	61.9	226.9
2004	52	207.3	--	--	207.3	58.0	265.3
2005	53	241.7	5.0	--	246.7	37.3	284.0
2006	54	253.3	5.3	--	258.6	38.8	297.4
2007	48	201.4	5.5	--	206.9	78.8	285.7
2008	39	166.4	11.6	--	178.0	27.2	205.2
2009	--	--	14.0	--	14.0	31.9	45.9
2010	--	--	19.6	--	19.6	12.6	32.2
2011	--	--	27.9	--	27.9	0.4	28.3
2012	--	--	12.2	--	12.2	1.5	13.7
2013	--	--	12.9	--	12.9	--	12.9
2014	--	--	8.3	--	8.3	0.6	8.9
2015	--	--	9.9	--	9.9	0.6	10.5
2016	--	--	9.9	--	9.9	0.6	10.5
Subtotal	**452**	**1844.9**	**142.1**	**--**	**1987.0**	**548.7**	**2535.7**

Annual Funding TY$
1506 | Procurement | Aircraft Procurement, Navy

Fiscal Year	Quantity	End Item Recurring Flyaway TY $M	Non End Item Recurring Flyaway TY $M	Non Recurring Flyaway TY $M	Total Flyaway TY $M	Total Support TY $M	Total Program TY $M
2000	12	44.1	--	--	44.1	14.5	58.6
2001	24	77.0	--	--	77.0	3.6	80.6
2002	7	34.6	--	0.1	34.7	4.1	38.8
2003	4	18.8	--	0.1	18.9	10.6	29.5
2004	2	8.0	0.5	0.2	8.7	14.3	23.0
2005	3	12.0	1.2	0.2	13.4	4.7	18.1
2006	2	11.1	0.7	5.5	17.3	4.8	22.1
2007	20	117.1	1.6	3.8	122.5	30.2	152.7
2008	44	255.6	9.8	0.1	265.5	48.7	314.2
2009	43	246.9	7.1	2.4	256.4	46.4	302.8
2010	36	215.2	3.0	4.6	222.8	47.0	269.8
2011	38	234.8	1.8	0.3	236.9	41.6	278.5
2012	36	234.5	1.5	5.9	241.9	33.8	275.7
2013	24	164.0	1.6	11.3	176.9	62.7	239.6
2014	--	--	1.6	15.5	17.1	--	17.1
2015	--	--	1.6	--	1.6	--	1.6
2016	--	--	1.6	--	1.6	--	1.6
Subtotal	**295**	**1673.7**	**33.6**	**50.0**	**1757.3**	**367.0**	**2124.3**

Annual Funding BY$
1506 | Procurement | Aircraft Procurement, Navy

Fiscal Year	Quantity	End Item Recurring Flyaway BY 2002 $M	Non End Item Recurring Flyaway BY 2002 $M	Non Recurring Flyaway BY 2002 $M	Total Flyaway BY 2002 $M	Total Support BY 2002 $M	Total Program BY 2002 $M
2000	12	44.3	--	--	44.3	14.6	58.9
2001	24	76.4	--	--	76.4	3.6	80.0
2002	7	33.9	--	0.1	34.0	4.0	38.0
2003	4	18.1	--	0.1	18.2	10.1	28.3
2004	2	7.5	0.5	0.2	8.2	13.3	21.5
2005	3	10.9	1.1	0.2	12.2	4.3	16.5
2006	2	9.8	0.6	5.0	15.4	4.2	19.6
2007	20	101.4	1.4	3.3	106.1	26.2	132.3
2008	44	218.3	8.4	0.1	226.8	41.6	268.4
2009	43	208.4	6.0	2.0	216.4	39.2	255.6
2010	36	179.3	2.5	3.8	185.6	39.2	224.8
2011	38	192.8	1.5	0.2	194.5	34.2	228.7
2012	36	189.5	1.2	4.8	195.5	27.3	222.8
2013	24	130.3	1.3	9.0	140.6	49.8	190.4
2014	--	--	1.3	12.1	13.4	--	13.4
2015	--	--	1.2	--	1.2	--	1.2
2016	--	--	1.2	--	1.2	--	1.2
Subtotal	**295**	**1420.9**	**28.2**	**40.9**	**1490.0**	**311.6**	**1801.6**

The quantity of T-6s being procured by the United States Navy (USN) was reduced due to a USN resource drill, which adjusted the quantity from 315 to 314. This reduction resulted in a total USN and United States Air Force (USAF) T-6 procurement of 766 instead of 767.

As a result of Chief of Naval Operations concurrence with Naval Audit Service Report N2010-0035, the total USN T-6 aircraft requirement was reduced by 20. A letter documenting the new program of record will not be released until FY 2012. The total USN and USAF T-6 procurement is now 747.

Annual Funding TY$
3300 | MILCON | Military Construction, Air Force

Fiscal Year	Total Program TY $M
1998	2.5
1999	3.3
2000	3.2
2001	--
2002	--
2003	6.0
2004	2.2
2005	--
2006	3.0
Subtotal	**20.2**

Annual Funding BY$
3300 | MILCON | Military Construction, Air Force

Fiscal Year	Total Program BY 2002 $M
1998	2.6
1999	3.4
2000	3.2
2001	--
2002	--
2003	5.7
2004	2.0
2005	--
2006	2.6
Subtotal	**19.5**

Annual Funding TY$
1205 | MILCON | Military Construction, Navy and Marine Corps

Fiscal Year	Total Program TY $M
1998	1.4
1999	1.4
2000	5.2
2001	5.4
2002	--
2003	--
2004	--
2005	--
2006	--
2007	--
2008	23.9
2009	--
2010	23.9
2011	29.1
Subtotal	**90.3**

Annual Funding BY$
1205 | MILCON | Military Construction, Navy and Marine Corps

Fiscal Year	Total Program BY 2002 $M
1998	1.4
1999	1.4
2000	5.2
2001	5.4
2002	--
2003	--
2004	--
2005	--
2006	--
2007	--
2008	20.4
2009	--
2010	19.9
2011	23.8
Subtotal	**77.5**

Decrease due to revision of United States Navy (USN) estimate from December 2009 Selected Acquisition Report (SAR).

Low Rate Initial Production

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

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

Foreign Military Sales

Country	Date of Sale	Quantity	Total Cost $M	Memo
Iraq	6/23/2009	7	100.0	The Letter of Offer and Acceptance (LOA) signed June 23, 2009 is Foreign Military Sales (FMS) Case # (E4-D-SBU) using Iraq Special Forces Fund FY 2009 appropriated funds for seven T-6A aircraft. All aircraft have been delivered.
Iraq	5/20/2009	8	110.0	The LOA signed May 20, 2009 for eight T-6A aircraft is FMS Case # (IQ-D-SAD) using Iraqi country funds. All aircraft have been delivered.
Israel	9/11/2008	20	153.6	The LOA signed September 11, 2008 is FMS Case # (IQ-D-SAB), all aircraft have been delivered. Letter of Request (LOR) received 20 December 10 requesting the procurement of one additional aircraft.
Morocco	6/18/2008	24	205.9	The LOA signed June 18, 2008 is FMS Case # (MO-D-SAB) for 24 T6-C aircraft. Four aircraft have been delivered to date.

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

Nuclear Cost

None

Unit Cost

Unit Cost Report

Unit Cost	BY2002 $M Current UCR Baseline (SEP 2007 APB)	BY2002 $M Current Estimate (DEC 2010 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	4918.6	4743.1	
Quantity	768	748	
Unit Cost	6.404	6.341	-0.98
Average Procurement Unit Cost (APUC)			
Cost	4512.4	4337.3	
Quantity	767	747	
Unit Cost	5.883	5.806	-1.31

Unit Cost	BY2002 $M Revised Original UCR Baseline (SEP 2007 APB)	BY2002 $M Current Estimate (DEC 2010 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	4918.6	4743.1	
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Average Procurement Unit Cost (APUC)			
Cost	4512.4	4337.3	
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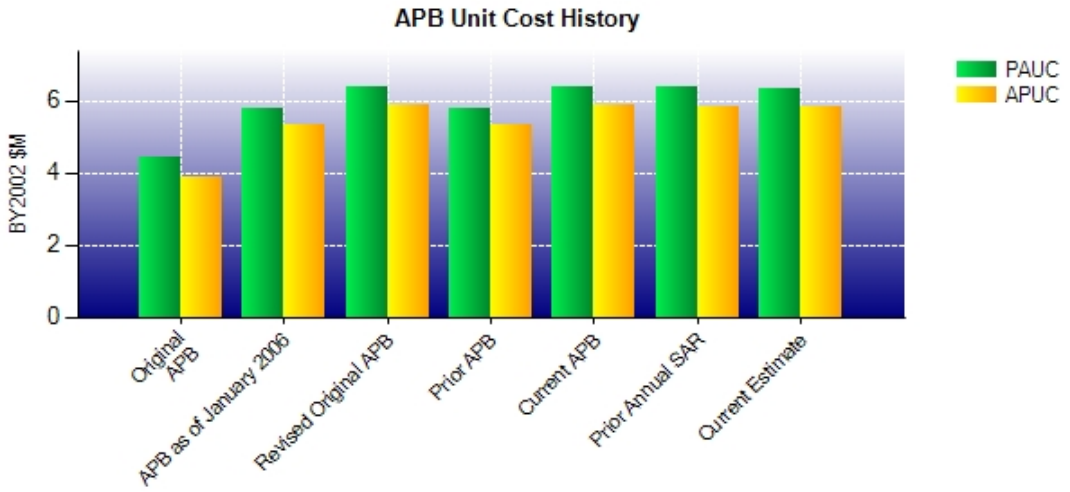
Unit Cost History



		BY2002 $M		TY $M	
	Date	PAUC	APUC	PAUC	APUC
Original APB	AUG 1995	4.439	3.861	5.689	5.068
APB as of January 2006	FEB 2002	5.784	5.342	6.438	6.009
Revised Original APB	SEP 2007	6.404	5.883	7.230	6.700
Prior APB	FEB 2002	5.784	5.342	6.438	6.009
Current APB	SEP 2007	6.404	5.883	7.230	6.700
Prior Annual SAR	DEC 2009	6.376	5.814	7.111	6.533
Current Estimate	DEC 2010	6.341	5.806	7.044	6.503

SAR Unit Cost History

Initial SAR Baseline to Current SAR Baseline (TY $M)

Initial PAUC Dev Est	Changes								PAUC Prod Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
5.689	-0.750	-0.035	-0.155	0.000	1.550	0.000	0.139	0.749	6.438

Current SAR Baseline to Current Estimate (TY $M)

PAUC Prod Est	Changes								PAUC Current Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
6.438	-0.013	0.071	0.080	0.567	-0.073	0.068	-0.093	0.606	7.044

Initial SAR Baseline to Current SAR Baseline (TY $M)

Initial APUC Dev Est	Changes								APUC Prod Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
5.068	-0.753	0.021	-0.151	0.000	1.680	0.000	0.144	0.941	6.009

Current SAR Baseline to Current Estimate (TY $M)

APUC Prod Est	Changes								APUC Current Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
6.009	-0.012	0.051	0.080	0.554	-0.085	0.000	-0.094	0.494	6.503

SAR Baseline History

Item/Event	SAR Planning Estimate (PE)	SAR Development Estimate (DE)	SAR Production Estimate (PdE)	Current Estimate
Milestone I	N/A	JAN 1993	JAN 1993	JAN 1993
Milestone II	N/A	AUG 1995	AUG 1995	AUG 1995
Milestone III	N/A	SEP 1999	NOV 2001	DEC 2001
IOC	N/A	JUN 2002	N/A	N/A
Total Cost (TY $M)	N/A	4050.6	5041.1	5269.2
Total Quantity	N/A	712	783	748
Prog. Acq. Unit Cost (PAUC)	N/A	5.689	6.438	7.044

Initial Operating Capability (IOC) is equal to Air Force Required Assets Available (RAA) and occurred June 2002.

Initial Operating Capability (IOC) is equal to United States Navy RAA and occurred April 2010.

Cost Variance

Cost Variance Summary

Summary Then Year $M				
	RDT&E	Proc	MILCON	Total
SAR Baseline (Prod Est)	275.5	4699.2	66.4	5041.1
Previous Changes				
Economic	+1.4	-6.7	-1.9	-7.2
Quantity	--	-80.8	--	-80.8
Schedule	--	+60.8	--	+60.8
Engineering	+10.3	+430.1	--	+440.4
Estimating	+9.8	-36.0	+38.0	+11.8
Other	--	--	+51.0	+51.0
Support	--	-62.7	--	-62.7
Subtotal	+21.5	+304.7	+87.1	+413.3
Current Changes				
Economic	--	-2.3	-0.1	-2.4
Quantity	--	-91.5	--	-91.5
Schedule	--	-1.3	--	-1.3
Engineering	--	-16.2	--	-16.2
Estimating	+3.9	-27.6	-42.9	-66.6
Other	--	--	--	--
Support	--	-7.2	--	-7.2
Subtotal	+3.9	-146.1	-43.0	-185.2
Total Changes	+25.4	+158.6	+44.1	+228.1
CE - Cost Variance	300.9	4857.8	110.5	5269.2
CE - Cost & Funding	300.9	4857.8	110.5	5269.2

Summary Base Year 2002 $M				
	RDT&E	Proc	MILCON	Total
SAR Baseline (Prod Est)	289.2	4177.1	62.7	4529.0
Previous Changes				
Economic	--	--	--	--
Quantity	--	-62.3	--	-62.3
Schedule	--	+10.3	--	+10.3
Engineering	+8.9	+335.1	--	+344.0
Estimating	+7.5	+25.4	+27.7	+60.6
Other	--	--	+41.1	+41.1
Support	--	-32.1	--	-32.1
Subtotal	+16.4	+276.4	+68.8	+361.6
Current Changes				
Economic	--	--	--	--
Quantity	--	-72.7	--	-72.7
Schedule	--	-1.8	--	-1.8
Engineering	--	-12.9	--	-12.9
Estimating	+3.2	-21.4	-34.5	-52.7
Other	--	--	--	--
Support	--	-7.4	--	-7.4
Subtotal	+3.2	-116.2	-34.5	-147.5
Total Changes	+19.6	+160.2	+34.3	+214.1
CE - Cost Variance	308.8	4337.3	97.0	4743.1
CE - Cost & Funding	308.8	4337.3	97.0	4743.1

Previous Estimate: December 2009

RDT&E	$M	
Current Change Explanations	**Base Year**	**Then Year**
Decrease to original estimate for Joint Primary Aircraft Training System (JPATS) Study and Development Efforts (Air Force). (Estimating)	-0.7	-0.9
Adjustment for current and prior escalation (Air Force). (Estimating)	+0.1	+0.1
Increase to FY 2016 funding for additional studies and development efforts (Air Force). (Estimating)	+1.8	+2.3
Increase in FY 2012 due to additional funding for Power Management Unit (PMU) Software Upgrade (Air Force). (Estimating)	+2.0	+2.4
RDT&E Subtotal	+3.2	+3.9

Procurement	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	-2.3
Total Quantity variance resulting from a decrease of 19 Aircraft from 314 to 295. (Navy). (Subtotal)	-86.3	-108.6
Quantity variance resulting from a decrease of 19 aircraft from 314 to 295. Decreased by 1 aircraft in FY 2010, 7 aircraft in FY 2012, and 11 aircraft in FY 2013 (Navy). (Quantity)	(-72.7)	(-91.5)
Allocation to Schedule resulting from Quantity change. (Schedule) (QR)	(-1.8)	(-2.3)
Allocation to Engineering resulting from Quantity change. (Engineering) (QR)	(-12.9)	(-16.2)
Allocation to Estimating resulting from Quantity change. (Estimating) (QR)	(+1.1)	(+1.4)
Increase to schedule resulting from stretch out of procurement buy profile (Navy). (Schedule)	0.0	+1.0
Adjustment for current and prior escalation. (Estimating)	+0.5	+0.6
Increase due to Low Cost Modifications added to FY 2016 Budget (Navy). (Estimating)	+1.5	+2.0
Increase due to Avionics Obsolesence rephasing (Air Force). (Estimating)	+0.7	+1.0
Decrease for Airframe Structural Modification (Air Force). (Estimating)	-0.4	-0.1
Adjustment for current and prior escalation (Navy). (Estimating)	-0.2	-0.2
Decrease for various small budget projects (Air Force). (Estimating)	-1.8	-2.1
Decrease to Low Cost Modifications/Miscellaneous for FY 2012 & FY 2014 (Air Force). (Estimating)	-3.8	-4.8
Decrease for various small budget projects (Navy). (Estimating)	-1.0	-1.3
Decrease for Engine Modification Project (Air Force). (Estimating)	-17.5	-21.3
Decrease for Canopy Fracture Initiation System (CFIS) (Air Force). (Estimating)	-1.6	-2.0
Decrease due to a reduced number of aircraft modifications on the production line for various efforts (Navy). (Estimating)	-14.7	-18.6
Correction from December 2009 SAR to realign Other Support costs to Flyaway Cost (Air Force). (Estimating)	+15.8	+17.8
Adjustment for current and prior escalation. (Support)	+0.3	+0.3
Decrease in Other Support (Air Force). (Subtotal)	-23.3	-26.9
Correction from December 2009 SAR to realign "Other Support" costs to "Flyaway Cost" (Air Force) (Support)	(-15.8)	(-17.8)
Decrease due to higher Air Force priorities (Air Force). (Support)	(-7.5)	(-9.1)
Increase in Initial Spares for FY 2012 - FY 2015 (Air Force). (Support)	+4.3	+5.5

Increase in Other Support due to added funding for Training Equipment, Airframe Peculiar Ground Support Equipment (PGSE) and Engine Support (Navy). (Support)	+9.3	+11.4
Increase in Initial Spares associated with Lot 17 - 20 (Navy). (Support)	+2.0	+2.5
Procurement Subtotal	-116.2	-146.1

(QR) Quantity Related

MILCON	**$M**	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	-0.1
Adjustment for current and prior escalation (Navy). (Estimating)	-1.4	-1.7
Decrease due to revised estimate for MILCON (Navy). (Estimating)	-33.1	-41.2
MILCON Subtotal	-34.5	-43.0

Contracts

Appropriation: RDT&E

Contract Name	**JPATS Follow-on Production Contract Lot 14**
Contractor	Hawker Beechcraft Corporation
Contractor Location	Wichita, KS 67201
Contract Number, Type	FA8617-07-D-6151/14, FFP
Award Date	October 04, 2007
Definitization Date	March 28, 2008

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
356.0	N/A	68	455.9	N/A	68	455.9	455.9

Cost And Schedule Variance Explanations

Cost and Schedule variance reporting is not required on this FFP contract.

Contract Comments

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

All deliveries have been made. Lot 14 is complete and will no longer be reported.

Appropriation: RDT&E

Contract Name	**JPATS Follow-on Production Contract Lot 15**
Contractor	Hawker Beechcraft Corporation
Contractor Location	Wichita, KS 67201
Contract Number, Type	FA8617-07-D-6151/15, FFP
Award Date	October 04, 2007
Definitization Date	March 28, 2008

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
438.9	N/A	83	492.6	N/A	83	492.6	492.6

Cost And Schedule Variance Explanations

Cost and Schedule variance reporting is not required on this FFP contract.

Contract Comments

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

Appropriation: Procurement

Contract Name	**JPATS Follow-on Production Contract Lot 16**
Contractor	Hawker Beechcraft Corporation
Contractor Location	Wichita, KS 67201
Contract Number, Type	FA8617-07-D-6151/16, FFP
Award Date	February 24, 2009
Definitization Date	February 24, 2009

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
263.9	N/A	43	293.6	N/A	43	293.6	293.6

Cost And Schedule Variance Explanations

Cost and Schedule variance reporting is not required on this FFP contract.

Contract Comments

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

Appropriation: Procurement

Contract Name	**JPATS Follow-on Production Contract Lot 17**
Contractor	Hawker Beechcraft Corporation
Contractor Location	Wichita, KS 67201
Contract Number, Type	FA8617-07-D-6151/17, FFP
Award Date	February 22, 2010
Definitization Date	

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
255.9	N/A	N/A	255.9	N/A	N/A	255.9	255.9

Cost And Schedule Variance Explanations

Cost and Schedule variance reporting is not required on this FFP contract.

Contract Comments

This is the initial report for this contract.

This contract includes both Aircrew Training Devices and Aircraft for Lot 17.

Contract awarded on February 22, 2010 for Aircrew Training Devices.

An Undefinitized Contract Agreement (UCA) was awarded on February 22, 2011 for Lot 17 aircraft with a planned definitization date of March 31, 2011.

Deliveries and Expenditures

Deliveries To Date	Plan To Date	Actual To Date	Total Quantity	Percent Delivered
Development	1	1	1	100.00%
Production	557	565	747	75.64%
Total Program Quantities Delivered	558	566	748	75.67%

Expenditures and Appropriations (TY $M)			
Total Acquisition Cost	5269.2	Years Appropriated	20
Expenditures To Date	3639.1	Percent Years Appropriated	80.00%
Percent Expended	69.06%	Appropriated to Date	4647.3
Total Funding Years	25	Percent Appropriated	88.20%

Aircraft deliveries as of 16 March 2011

Operating and Support Cost

Assumptions And Ground Rules

The operating and support costs are based on the purchase of 747 operational aircraft, 126 Aircrew Training Devices (ATDs), Training Integration Management System (TIMS), development and conversion courseware, and Contractor Logistic Support (CLS) which will be provided by Hawker Beechcraft Corp.

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

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

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

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

The antecedent system is the T-37 for the Air Force and T-34 for the Navy. At the JPATS Milestone I decision, the requirement for a Cost/Operational Effectiveness Analysis (COEA) was waived due to the streamlining initiatives for pilot programs. Thus, the direct comparison to the antecedent systems was not prepared.

JPATS Operations and Support (O&S) cost elements are combined Air Force and Navy requirements for the Air Vehicle and GBTS for a typical steady state operating year (post Full Operational Capability) in Base Year 2002 dollars. Source for all costs is the JPATS draft Program Office Estimate (POE) dated January 2011.

The $438.2M reflects the Service Cost Position of annual steady state cost for both the Air Force and Navy during the Fiscal Year (FY) 2016-2024 timeframe when all 747 production aircraft are in operation. Due to the varying timelines for major time change and inspection items, this value is the average during the full operations timeframe and not the specific value in each year. The $11404.3M reflects the costs of operating both fleets during their useful life as reflected in the projected buy/delivery profiles at the time of the estimate. Useful life for the Air Force is FY 2000-2035 (36 years), and FY 2003-2039 for the Navy (37 years.)

Costs BY2002 $M		
Cost Element	**JPATS per steady state year (all aircraft)**	**Antecedent: T-37 Only per steady state year (AF only)**
Unit-Level Manpower	200.7	89.7
Unit Operations	33.6	109.1
Maintenance	102.0	5.5
Sustaining Support	63.7	38.4
Continuing System Improvements	0.0	0.0
Indirect Support	29.4	69.1
Other	8.8	0.0
Total Unitized Cost (Base Year 2002 $)	438.2	311.8

Total O&S Costs $M	JPATS	Antecedent: T-37 Only
Base Year	11404.3	--
Then Year	18434.8	--