HOW TO DECIDE BETWEEN MIDS BU2 vs MIDS JTRS

WHAT IS HAPPENING?

WITHIN THE NEXT FIVE YEARS,
All Link 16-enabled platforms will need to modernize the hardware and software on their MIDS-LVT terminals (all variants) worldwide. This Block Upgrade 2 (BU2) effort, which is mandated by U.S. Government Agencies, will provide technical and operational improvements to existing capabilities, including crypto modernization, enhanced throughput, and frequency remapping.

WHAT TO DO?

› Extend the life of your MIDS-LVT with BU2
› Upgrade your capability with MIDS JTRS (to include growth of future networks, advanced waveforms, and ongoing Link 16 improvements)

WHAT TO CONSIDER?

REQUIREMENTS
› Do you need to perform Concurrent Multi-Net (CMNI-4) or Concurrent Contention Receive (CCR)?
› Is there another future function that you need to add to the platform?

COST AND SCHEDULING
› Is cost and/or scheduling a key driver in your decision making?
› Do you have budget segmented into non-recurring or recurring?
› Do you need to recertify your platform?
  - Yes for MIDS JTRS
  - Yes for BU2 (only if you’re making modifications to the mission computer)
› Can you take your platform offline to modify? Are you able to plan a retrofit schedule?
› What is the life of your platform?

ASSET ALLOCATION
› Do you have a spares pool?
› If you transition to MIDS JTRS, what’s your replacement plan for your MIDS-LVTs?
› Can you leverage your MIDS-LVTs for other Link 16 requirements?

SO WHAT?

It may seem like you have a lot of time based on the FAA mandated deadline of 2025, but regardless of how you decide, it will take a significant amount of planning time (especially when you take your procurement/acquisitions processes into account).

We understand that this is a difficult decision with many factors involved. As you go through this process, it will be important to keep your future growth requirements at the forefront as this will lead you to the best path forward.

HERE’S A CHECKLIST TO START:

☐ Do you know your integration schedule and have you communicated this to the appropriate U.S. Government agencies and/or your FMS Case Managers?
☐ LOR/LOA Approved + FMS case funded?
☐ Have you addressed your Operational Flight Program (OFP) requirements changes?
☐ Have you considered your fleet readiness requirements? This will be important to keep in mind as you plan your procurement schedules.

Make sure you’ve selected a qualified Link 16 industry partner that can provide you with the true lifecycle and obsolescence costs for both options.