

	Interceptor Version	MDA Intercept Assessment	Comments
IFT-3 (10/02/99)	Prototype	✓	Due to pointing error, the kill vehicle did not initially detect the target. Eventually it detected a large balloon “decoy” accompanying the target and subsequently used this detection find the target. According to DOT&E, “It is uncertain whether the EKV could have achieved an intercept in the absence of the balloon...”
IFT-4 (01/19/00)	Prototype	✗	The kill vehicle sensor failed to cool correctly because of an obstructed cooling line.
IFT-5 (07/08/00)	Prototype	✗	The kill vehicle failed to separate from its booster due to a failure of a data bus in the booster.
IFT-6 (07/14/01)	Prototype	✓	The GBR-P X-Band radar at Kwajalein incorrectly reported the intercept attempt as a miss.
IFT-7 (12/03/01)	Prototype	✓	Test was designed to be identical to FTG-06.
IFT-8 (03/15/02)	Prototype	✓	Test was similar to IFT-7, except two small spherical balloon “decoys” were used in addition to the large spherical balloon.
IFT-9 (10/14/02)	Prototype	✓	Test was similar to IFT-8 except that the target warhead’s appearance was somewhat different.
IFT-10 (12/11/02)	Prototype	✗	Only night launch of a GMD interceptor. The kill vehicle failed to separate from its booster
IFT-13C (12/15/2004)	Prototype	✗	Interceptor failed to launch due to a software design error in a diagnostic system check.
IFT-14 (02/14/2005)	Prototype	✗	Interceptor failed to launch due to a missile support stabilizer in the silo failing to retract.
FT-1 (12/15/05)	CE-I GBI	---	First flight test of operationally-configured GBI interceptor and CE-I kill vehicle. MDA assesses as a success. Test was postponed one day due to weather.
FTG-02 (09/01/06)	CE-I GBI	✓	First intercept test of operationally-configured GBI. DOT&E assessed it as “a hit but not a kill,” since it only achieved a “glancing blow” that would not have destroyed the target.
FTG-03a (09/28/07)	CE-I GBI	✓	Earlier attempt at this test, FTG-03 (05/2507), was cancelled when target failed after launch.
FTG-04	(CE-I GBI)	---	Cancelled in May 2008, due to telemetry problems with the interceptor
FTG-05 (12/05/08)	CE-I GBI	✓	“Countermeasures” on target failed to deploy. According to DOT&E, an interceptor malfunction, although not preventing an intercept, required subsequent hardware modification. Last successful intercept test.
FTG-06 (01/31/10)	CE-II GBI	✗	First test of new CE-II kill vehicle. Kill vehicle failed to intercept because a “lockwire was not inserted during the EKV manufacturing process” causing a thruster failure. SBX radar also experienced a “significant failure.”
Planned FTG-07	CE-II GBI ?	---	Cancelled following FTG-06 failure in order to conduct FTG-06a.
BVT-01	Two stage CE-I GBI	---	Non-intercept flight test of two-stage version of booster. MDA claims as a success, although DOT&E states: “A malfunction of the kill vehicle, unrelated to problems associated with FTG-06 above, may have degraded the quality of data collected.”
FTG-06a (12/15/10)	CE-II GBI	✗	High frequency vibrations from kill vehicle thrusters caused a failure in a guidance component. Failed component was not part of original CE-I kill vehicle.
CTV-01 (01/26/13)	CE-II GBI (with mitigations)	---	Non-intercept test intended to confirm cause of FTG-06a failure. MDA assessed it as successful.
FTG-07 (07/05/13)	Improved CE-I GBI	✗	Intercept test of CE-I GBI incorporating “24 or 25” improvements. No announcement yet on cause of failure.
FTG-06b (FY 2014)	CE-II GBI (with replacement part)		Intercept test to confirm operation of CE-II kill vehicle, with part that failed in FTG-06a replaced. Deliveries of new GBIs are suspended pending successful completion of this test.
FTG-08 (?)			As recently as last year, this was planned for FY 2014 as intercept test of the two-stage version of the GBI. Unclear if it is still in the schedule.
FTG-09 (4Q, FY 2014)	CE-II		FTG-09 was originally planned as a salvo test in FY 2011, but this test was cancelled following the failure of FTG-06.
FTG-11 (4Q, FY 2015)			Salvo test (two interceptors) against ICBM-range target