Selected Acquisition Report (SAR)

RCS: DD-A&T(Q&A)823-378

EA-18G

As of December 31, 2010

Defense Acquisition Management
Information Retrieval
(DAMIR)

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Program Information

Designation And Nomenclature (Popular Name)

EA-18G Growler

DoD Component

Navy

Responsible Office

Responsible Office

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Date Assigned July 26, 2007

References

SAR Baseline (Production Estimate)

Defense Acquisition Executive (DAE) Approved Acquisition Program Baseline (APB) dated July 18, 2007

Approved APB

Navy Acquisition Executive Approved Acquisition Program Baseline (APB) dated February 15, 2011

Mission and Description

The EA-18G is the fourth major variant of the F/A-18 family of aircraft. The EA-18G will serve as the Navy's replacement for the EA-6B providing a capability to detect, identify, locate, and suppress hostile emitters. The EA-18G will provide organic accurate emitter targeting for employment of onboard suppression weapons such as High-Speed Anti-Radiation Missile (HARM). The EA-18G aircraft is a missionized F/A-18F airframe coupled with the integration of its primary Airborne Electronic Attack (AEA) systems that include the ALQ-99 Tactical Jamming System (TJS) pods, AN/ALQ-218 Receiver, Communication Countermeasures Set (CCS) with functionality equivalent to the USQ-113, and the Multi-Mission Advanced Tactical Terminal (MATT).

Executive Summary

The EA-18G program was approved for Full Rate Production (FRP) on November 23, 2009. The FRP Acquisition Program Baseline (APB) was approved January 5, 2010, and included 88 EA-18Gs (one supplemental in Fiscal Year (FY) 2007 added at President's Budget (PB) 2009 and three supplemental in FY 2008 added after PB 2009). On January 31, 2011, the EA-18G Program was designated an Acquisition Category (ACAT) IC program to align oversight with the F/A-18E/F Program.

The procurement profile of PB 2011 added 29 EA-18G aircraft, which included the three supplemental in FY 2008 and 26 additional Expeditionary Mission EA-18G aircraft. This increased the total program of record from 88 to 114. The increase, coupled with a forecasted growth of unit-level consumption, repairables/consumables, and depot-level work, resulted in a Procurement and Operating and Support (O&S) cost breach. A Program Deviation Report (PDR) was signed by Assistant Secretary of the Navy (Research, Development and Acquisition) (ASN (RD&A)) on July 19, 2010, and a revised APB was submitted to ASN(RD&A) and Director of Air Warfare (N88) on June 22, 2010. The revised APB was approved by ASN(RD&A) on February 15, 2011.

As of December 31, 2010, the program has delivered 41 aircraft to the fleet. The fleet deployed with software load H5E+ and software load H6E+ is in Operational Testing (OT). Continued EA-18G capability development will be in concert with currently established F/A-18E/F System Configuration Set (SCS) builds.

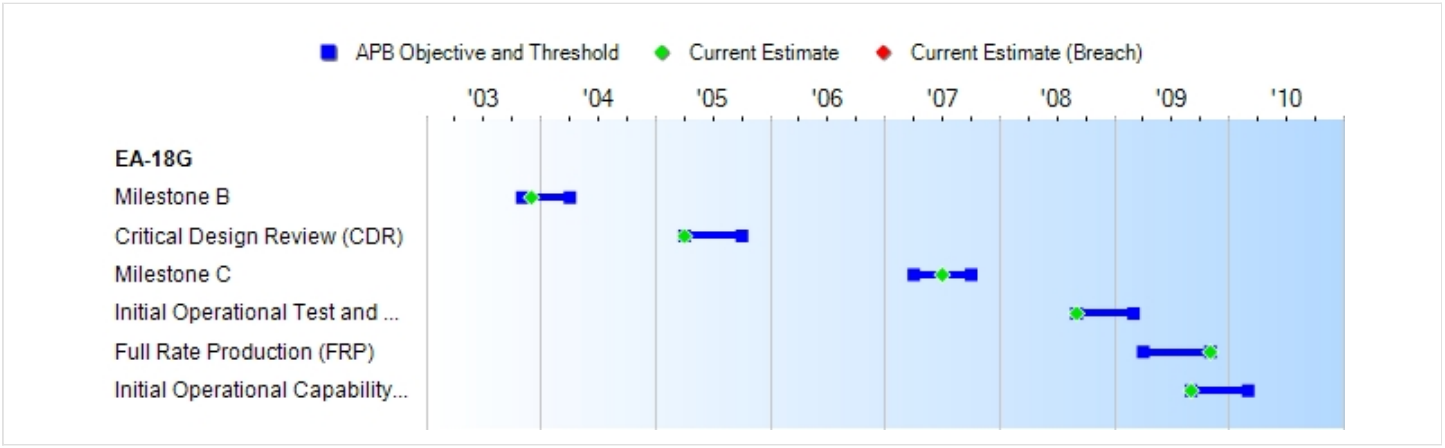
There are no significant software issues at this time.

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 B	DEC 2003	NOV 2003	APR 2004	DEC 2003
Critical Design Review (CDR)	APR 2005	APR 2005	OCT 2005	APR 2005
Milestone C	JUL 2007	APR 2007	OCT 2007	JUL 2007
Initial Operational Test and Evaluation (IOT&E)(Start)	SEP 2008	SEP 2008	MAR 2009	SEP 2008
Full Rate Production (FRP)	APR 2009	APR 2009	NOV 2009	NOV 2009
Initial Operational Capability (IOC)	SEP 2009	SEP 2009	MAR 2010	SEP 2009

Change Explanations

None

Performance

Characteristics	SAR Baseline Prod Est	Current APB Production Objective/Threshold		Demonstrated Performance	Current Estimate
Net-ready	N/A	EA-18G 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, 3) NCOW RM Enterprise Services, 4) Information assurance requirements including availability,	EA-18G 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, 3) NCOW RM Enterprise Services, 4) Information assurance requirements including availability,	Meets requirements	EA-18G 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, 3) NCOW RM Enterprise Services, 4) Information assurance requirements including availability,

		integrity, authenticat-ion, confidential-ity, and nonrepudiat-ion, 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 views.	integrity, authenticat-ion, confidential-ity, and nonrepudiat-ion, 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 views.		integrity, authentica-tion, confidenti-ality, and nonrepudia-tion, 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 views.
Receive Azimuth Coverage	Same	360 deg	360 deg	TBD	Same
Operational Availability	>=0.98	>=0.98	>=0.85	TBD	>=0.98
Carrier Suitability					
Launch Catapult WOD (Max Gross Weight, Tropical Day)	<=25 knots	<=25 knots	<=30 knots	TBD	<=25 knots
Deck Spot Factor	<=1.4	<=1.4	<=1.5	TBD	<=1.4
Recovery Payload (empty wing and centerline pylons and nacelle ejectors, 47,000 lbs, 14 knots	>=9,000 lbs	>=9,000 lbs	>=9,000 lbs	TBD	>=9,000 lbs

WOD)					
Additional Internal Fuel Capacity (over F/A-18C/D)	>=3,000 lbs	>=3,000 lbs	>=3,000 lbs	TBD	>=3,000 lbs

Requirements Source:
The requirements source documents for the EA-18G program are the Capability Production Document (CPD) Change One (1) 715-88-07 approved October 19, 2009 and the Joint Requirements Oversight Council Memorandum (JROCM) Number 176-09.

Acronyms And Abbreviations

ATO - Approval to Operate
DAA - Designated Approval Authority
deg - Degrees
DISR - DOD Information Technology Standards and Profile Registry
GIG IT - Global Information Grid Information Technology
IATO - Interim Authority to Operate
KIP - Key Interface Profile
lbs - Pounds
NCOW RM - Net-Centric Operations and Warfare Reference Model
TV - Technical View
WOD - Wind Over Deck

Change Explanations

None

Classified Performance information is provided in the classified annex to this submission.

Track To Budget

RDT&E			
APPN 1319	BA 05	PE 0604269N	(Navy)
	Project 3063	EA-18G Development	
Procurement			
APPN 1506	BA 01	PE 0204154N	(Navy)
	ICN 0143	APN-1 EA-18G	
APPN 1506	BA 06	PE 0204154N	(Navy)
	ICN 0605	APN-6 EA-18G Spares	(Shared)
MILCON			
APPN 1205		PE 0204154N	(Navy)

Cost and Funding

Cost Summary

Total Acquisition Cost and Quantity

	BY2004 $M			BY2004 $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	1755.3	1700.8	1870.9	1687.1	1899.9	1832.3	1839.4
Procurement	5754.6	8329.7	9162.7	8033.0	6712.5	9693.8	9341.6
Flyaway	5117.5	--	--	7020.3	5968.5	--	8155.5
Recurring	5089.0	--	--	6808.8	5936.2	--	7909.4
Non Recurring	28.5	--	--	211.5	32.3	--	246.1
Support	637.1	--	--	1012.7	744.0	--	1186.1
Other Support	452.7	--	--	752.1	533.1	--	885.3
Initial Spares	184.4	--	--	260.6	210.9	--	300.8
MILCON	20.9	21.4	23.5	21.4	24.0	24.0	24.0
Acq O&M	0.0	0.0	--	0.0	0.0	0.0	0.0
Total	7530.8	10051.9	N/A	9741.5	8636.4	11550.1	11205.0

The current estimate recommendation aims to provide sufficient resources to execute the program under normal conditions, encountering average levels of technical, schedule and programmatic risk, and external interference. It is consistent with average resource expenditures on historical efforts of similar size, scope, and complexity and represents a notional 50% confidence level.

Quantity	SAR Baseline Prod Est	Current APB Production	Current Estimate
RDT&E	0	0	0
Procurement	84	114	114
Total	84	114	114

The increase in the procurement quantity from the Selected Acquisition Report (SAR) Baseline to the Current Acquisition Program Baseline (APB) is the result of four supplemental aircraft being added - one in Fiscal Year (FY) 2007 (added at President's Budget (PB) 2009) and three in FY 2008 (added after PB 2009) - and the addition of 26 EA-18G Expeditionary Mission aircraft added in PB 2011.

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	1738.7	22.0	17.1	13.1	15.6	16.4	16.5	0.0	1839.4
Procurement	6052.0	1095.1	1107.6	1072.3	6.4	8.2	0.0	0.0	9341.6
MILCON	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0
Acq O&M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PB 2012 Total	7814.7	1117.1	1124.7	1085.4	22.0	24.6	16.5	0.0	11205.0
PB 2011 Total	7807.4	1117.1	2377.9	132.2	85.2	30.3	0.0	0.0	11550.1
Delta	7.3	0.0	-1253.2	953.2	-63.2	-5.7	16.5	0.0	-345.1

Quantity	Undistributed	Prior	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	To Complete	Total
Development	0	0	0	0	0	0	0	0	0	0
Production	0	78	12	12	12	0	0	0	0	114
PB 2012 Total	0	78	12	12	12	0	0	0	0	114
PB 2011 Total	0	78	12	24	0	0	0	0	0	114
Delta	0	0	0	-12	12	0	0	0	0	0

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
2004	--	--	--	--	--	--	203.7
2005	--	--	--	--	--	--	353.7
2006	--	--	--	--	--	--	379.7
2007	--	--	--	--	--	--	361.0
2008	--	--	--	--	--	--	269.4
2009	--	--	--	--	--	--	115.7
2010	--	--	--	--	--	--	55.5
2011	--	--	--	--	--	--	22.0
2012	--	--	--	--	--	--	17.1
2013	--	--	--	--	--	--	13.1
2014	--	--	--	--	--	--	15.6
2015	--	--	--	--	--	--	16.4
2016	--	--	--	--	--	--	16.5
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**1839.4**

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

Fiscal Year	Quantity	End Item Recurring Flyaway BY 2004 $M	Non End Item Recurring Flyaway BY 2004 $M	Non Recurring Flyaway BY 2004 $M	Total Flyaway BY 2004 $M	Total Support BY 2004 $M	Total Program BY 2004 $M
2004	--	--	--	--	--	--	199.6
2005	--	--	--	--	--	--	337.8
2006	--	--	--	--	--	--	351.6
2007	--	--	--	--	--	--	326.4
2008	--	--	--	--	--	--	239.2
2009	--	--	--	--	--	--	101.5
2010	--	--	--	--	--	--	48.1
2011	--	--	--	--	--	--	18.8
2012	--	--	--	--	--	--	14.4
2013	--	--	--	--	--	--	10.9
2014	--	--	--	--	--	--	12.7
2015	--	--	--	--	--	--	13.1
2016	--	--	--	--	--	--	13.0
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**1687.1**

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
2005	--	8.2	--	--	8.2	--	8.2
2006	4	308.0	--	7.5	315.5	55.7	371.2
2007	9	638.7	--	5.8	644.5	104.9	749.4
2008	21	1396.4	--	63.4	1459.8	164.9	1624.7
2009	22	1473.0	--	16.6	1489.6	147.9	1637.5
2010	22	1500.5	--	69.0	1569.5	91.5	1661.0
2011	12	888.6	--	51.4	940.0	155.1	1095.1
2012	12	855.4	--	0.3	855.7	251.9	1107.6
2013	12	840.6	--	32.1	872.7	199.6	1072.3
2014	--	--	--	--	--	6.4	6.4
2015	--	--	--	--	--	8.2	8.2
Subtotal	**114**	**7909.4**	**--**	**246.1**	**8155.5**	**1186.1**	**9341.6**

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

Fiscal Year	Quantity	End Item Recurring Flyaway BY 2004 $M	Non End Item Recurring Flyaway BY 2004 $M	Non Recurring Flyaway BY 2004 $M	Total Flyaway BY 2004 $M	Total Support BY 2004 $M	Total Program BY 2004 $M
2005	--	7.7	--	--	7.7	--	7.7
2006	4	281.2	--	6.8	288.0	50.8	338.8
2007	9	569.9	--	5.2	575.1	93.6	668.7
2008	21	1228.7	--	55.8	1284.5	145.0	1429.5
2009	22	1281.1	--	14.4	1295.5	128.7	1424.2
2010	22	1288.2	--	59.3	1347.5	78.5	1426.0
2011	12	751.7	--	43.5	795.2	131.2	926.4
2012	12	712.1	--	0.2	712.3	209.8	922.1
2013	12	688.2	--	26.3	714.5	163.4	877.9
2014	--	--	--	--	--	5.2	5.2
2015	--	--	--	--	--	6.5	6.5
Subtotal	**114**	**6808.8**	**--**	**211.5**	**7020.3**	**1012.7**	**8033.0**

Cost Quantity Information
1506 | Procurement | Aircraft Procurement, Navy

Fiscal Year	Quantity	End Item Recurring Flyaway (Aligned with Quantity) BY 2004 $M
2005	--	--
2006	4	265.0
2007	9	558.5
2008	21	1219.5
2009	22	1285.3
2010	22	1311.3
2011	12	722.5
2012	12	735.1
2013	12	711.6
2014	--	--
2015	--	--
Subtotal	**114**	**6808.8**

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

Fiscal Year	Total Program TY $M
2007	24.0
Subtotal	**24.0**

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

Fiscal Year	Total Program BY 2004 $M
2007	21.4
Subtotal	**21.4**

Low Rate Initial Production

	Initial LRIP Decision	Current Total LRIP
Approval Date	12/18/2003	5/8/2008
Approved Quantity	9	30
Reference	EA-18G Milestone B Acquisition Decision Memorandum, dated December 18, 2003	EA-18G Milestone C Acquisition Decision Memorandum, dated July 18, 2007
Start Year	2006	2006
End Year	2009	2009

Pursuant to criteria defined by 10 USC § 2400(b), a minimum quantity of 26 EA-18G systems was needed to conduct Low Rate Initial Production (LRIP). In LRIP I (Fiscal Year (FY) 2007), the EA-18G program office procured nine EA-18G systems (including one FY 2007 supplemental). For LRIP II (FY 2008), the EA-18G program office procured 21 EA-18G systems (including three FY 2008 supplementals). The LRIP quantity of 30 systems was the minimum number necessary to permit a systematic increase in production and avoid a break in the production line.

Foreign Military Sales

None

Nuclear Cost

None

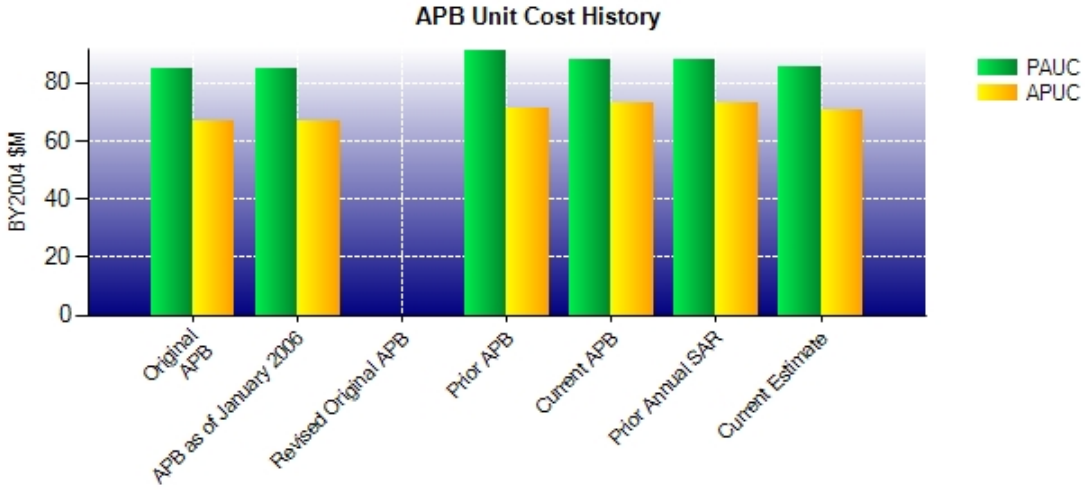
Unit Cost

Unit Cost Report

Unit Cost	BY2004 $M Current UCR Baseline (JAN 2010 APB)	BY2004 $M Current Estimate (DEC 2010 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	8007.0	9741.5	
Quantity	88	114	
Unit Cost	90.989	85.452	-6.09
Average Procurement Unit Cost (APUC)			
Cost	6261.1	8033.0	
Quantity	88	114	
Unit Cost	71.149	70.465	-0.96

Unit Cost	BY2004 $M Original UCR Baseline (DEC 2003 APB)	BY2004 $M Current Estimate (DEC 2010 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	7662.6	9741.5	
Quantity	90	114	
Unit Cost	85.140	85.452	+0.37
Average Procurement Unit Cost (APUC)			
Cost	6030.5	8033.0	
Quantity	90	114	
Unit Cost	67.006	70.465	+5.16

Unit Cost History



		BY2004 $M		TY $M	
	Date	PAUC	APUC	PAUC	APUC
Original APB	DEC 2003	85.140	67.006	93.573	74.600
APB as of January 2006	DEC 2003	85.140	67.006	93.573	74.600
Revised Original APB	N/A	N/A	N/A	N/A	N/A
Prior APB	JAN 2010	90.989	71.149	103.828	82.449
Current APB	FEB 2011	88.175	73.068	101.317	85.033
Prior Annual SAR	DEC 2009	88.175	73.068	101.317	85.033
Current Estimate	DEC 2010	85.452	70.465	98.289	81.944

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	
93.573	4.151	1.084	-0.433	0.947	-0.653	0.000	3.560	8.656	102.814

Current SAR Baseline to Current Estimate (TY $M)

PAUC Prod Est	Changes								PAUC Current Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
102.814	-0.792	-8.368	-0.023	0.000	0.679	0.000	3.979	-4.525	98.289

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	
74.600	3.679	-0.032	-0.433	0.138	-1.147	0.000	3.560	5.765	79.911

Current SAR Baseline to Current Estimate (TY $M)

APUC Prod Est	Changes								APUC Current Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
79.911	-0.926	-2.341	-0.023	0.000	1.344	0.000	3.979	2.033	81.944

SAR Baseline History

Item/Event	SAR Planning Estimate (PE)	SAR Development Estimate (DE)	SAR Production Estimate (PdE)	Current Estimate
Milestone A	N/A	N/A	N/A	N/A
Milestone B	N/A	NOV 2003	DEC 2003	DEC 2003
Milestone C	N/A	APR 2007	JUL 2007	JUL 2007
IOC	N/A	SEP 2009	SEP 2009	SEP 2009
Total Cost (TY $M)	N/A	8421.6	8636.4	11205.0
Total Quantity	N/A	90	84	114
Prog. Acq. Unit Cost (PAUC)	N/A	93.573	102.814	98.289

Cost Variance

Cost Variance Summary

Summary Then Year $M				
	RDT&E	Proc	MILCON	Total
SAR Baseline (Prod Est)	1899.9	6712.5	24.0	8636.4
Previous Changes				
Economic	-4.9	-96.2	--	-101.1
Quantity	--	+2130.5	--	+2130.5
Schedule	--	-17.7	--	-17.7
Engineering	--	--	--	--
Estimating	-62.7	+382.2	--	+319.5
Other	--	--	--	--
Support	--	+582.5	--	+582.5
Subtotal	-67.6	+2981.3	--	+2913.7
Current Changes				
Economic	+20.2	-9.4	--	+10.8
Quantity	--	--	--	--
Schedule	--	+15.1	--	+15.1
Engineering	--	--	--	--
Estimating	-13.1	-229.0	--	-242.1
Other	--	--	--	--
Support	--	-128.9	--	-128.9
Subtotal	+7.1	-352.2	--	-345.1
Total Changes	-60.5	+2629.1	--	+2568.6
CE - Cost Variance	1839.4	9341.6	24.0	11205.0
CE - Cost & Funding	1839.4	9341.6	24.0	11205.0

Summary Base Year 2004 $M				
	RDT&E	Proc	MILCON	Total
SAR Baseline (Prod Est)	1755.3	5754.6	20.9	7530.8
Previous Changes				
Economic	--	--	--	--
Quantity	--	+1774.7	--	+1774.7
Schedule	--	-1.0	--	-1.0
Engineering	--	--	--	--
Estimating	-54.5	+319.5	+0.5	+265.5
Other	--	--	--	--
Support	--	+481.9	--	+481.9
Subtotal	-54.5	+2575.1	+0.5	+2521.1
Current Changes				
Economic	--	--	--	--
Quantity	--	--	--	--
Schedule	--	--	--	--
Engineering	--	--	--	--
Estimating	-13.7	-190.4	--	-204.1
Other	--	--	--	--
Support	--	-106.3	--	-106.3
Subtotal	-13.7	-296.7	--	-310.4
Total Changes	-68.2	+2278.4	+0.5	+2210.7
CE - Cost Variance	1687.1	8033.0	21.4	9741.5
CE - Cost & Funding	1687.1	8033.0	21.4	9741.5

Previous Estimate: December 2009

RDT&E	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	+20.2
Adjustment for current and prior escalation. (Estimating)	-19.0	-20.2
Increase due to DoD Internal Adjustments. (Estimating)	+3.9	+5.5
Increase due to Congressional Adjustments. (Estimating)	+1.4	+1.6
RDT&E Subtotal	-13.7	+7.1

Procurement	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	-9.4
Stretch out of EA-18G aircraft procurement buy profile to Fiscal Year (FY) 2013. (Schedule)	0.0	+15.1
Adjustment for current and prior escalation. (Estimating)	+3.8	+4.5
Additional variance due to the movement of E/A-18G aircraft from FY 2012 to FY 2013. (Estimating)	+34.5	+43.1
Reduction related to Multi-Year Procurement III contract award. (Estimating)	-216.3	-258.9
Decrease in actual contract costs. (Estimating)	-12.4	-17.7
Adjustment for current and prior escalation. (Support)	0.0	+0.2
Net decrease in Other Support due to the EA-18G Resource Management Decision (RMD) 700 Appropriation Realignment. (Support)	-125.2	-151.5
Increase in Initial Spares due to the stretch out of EA-18G aircraft procurement buy profile to FY 2013. (Support)	+18.9	+22.4
Procurement Subtotal	-296.7	-352.2

Contracts

Appropriation: Procurement

Contract Name	**Airframe Multi-Year II (MYP II)**
Contractor	The Boeing Company
Contractor Location	St. Louis, MO 63166-0516
Contract Number, Type	N00019-04-C-0014, FPEPA
Award Date	December 29, 2003
Definitization Date	December 29, 2003

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
2353.1	N/A	56	2515.7	N/A	56	2515.7	2515.7

Cost And Schedule Variance Explanations

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

Contract Comments

The F/A-18E/F and EA-18G aircraft are being procured on the MYP II contract from Fiscal Year (FY) 2005 through FY 2009, Lots 29 through 33 (EA-18G procurement started in Lot 30). The MYP II contract values and quantities above represent the EA-18G portion of the contract and do not include the F/A-18E/F portion.

The increase from the initial contract price to the current contract price is a result of multiple funding modifications and the incorporation of Engineering Change Proposals (ECPs).

Appropriation: Procurement

Contract Name	**Airframe Multi-Year III (MYP III)**
Contractor	The Boeing Company
Contractor Location	St. Louis, MO 63166
Contract Number, Type	N00019-09-C-0019, FPIF
Award Date	December 04, 2008
Definitization Date	September 28, 2010

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
2528.7	2688.4	58	2535.1	2694.9	58	2535.1	2535.1

Cost And Schedule Variance Explanations

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

Contract Comments

This is the first time this contract is being reported.

The EA-18G aircraft (Lots 34 through 37) are being procured on the MYP III contract from Fiscal Year (FY) 2010 through FY 2013. The MYP III contract values above reflect the EA-18G portion of this contract only.

The increase from the initial contract price to the current contract price is due to the procurement of non-recurring effort associated with FY 2010 airframes.

A Defense Federal Acquisition Regulation Supplement (DFARS) Subpart 234.2 Individual Deviation request was approved on June 10, 2010, by the Deputy Assistant Secretary of the Navy (Acquisition and Logistics Management) (DASN(A&LM)) to omit Earned Value Management (EVM) requirements from the contract.

Appropriation: Procurement

Contract Name	**F414 Engine Production Lots 11-15**
Contractor	GE Aircraft Engines
Contractor Location	Lynn, MA 01910
Contract Number, Type	N00019-06-C-0088, FPEPA
Award Date	April 26, 2006
Definitization Date	September 27, 2007

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
68.1	N/A	160	723.0	N/A	170	723.0	723.0

Cost And Schedule Variance Explanations

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

Contract Comments

On September 27, 2007, this contract was definitized with a base year plus four options for the procurement of up to (160) engines. The quantity of (160) was based upon the base contract (16) and all option year (144) engines to be procured. The current quantity of (170) represents the total EA-18G engine quantity procured to date. This quantity is based upon the base contract (16), Fiscal Year (FY) 2007 supplemental (2), spare engines (8), option year one (36), FY 2008 supplemental (6), option year two FY 2009 (44) engines and devices, Naval Inventory Control Point (NAVICP) spare engines (8), option year three FY 2010 (44) engines and devices, and spare engines (6).

The increase from the initial contract price to the current contract price is a result of the following: exercising a contract option, incorporation of Engine Program Descriptions (EPDs) in support of the F414 Component Improvement Program, and procurement of Long Lead Material in support of FY 2011 engines.

Appropriation: Procurement	
Contract Name	**EA-18G Low Rate Initial Production (LRIP) I & II Advanced Electronic Attack (AEA) Kits**
Contractor	The Boeing Company
Contractor Location	St. Louis, MO 63166-0516
Contract Number, Type	N00019-07-C-0035, FPIF
Award Date	February 16, 2007
Definitization Date	February 16, 2007

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
6.5	6.5	0	365.1	365.1	30	365.1	365.1

Variance	Cost Variance	Schedule Variance
Cumulative Variances To Date	+7.0	0.0
Previous Cumulative Variances	+6.3	+1.3
Net Change	+0.7	-1.3

Cost And Schedule Variance Explanations

The June 2010 Cost Performance Report (CPR) was the final submission for the EA-18G LRIP II AEA Kits. Deliveries on this contract were on schedule; therefore, the cumulative schedule variance was 0. Due to lower material costs and labor efficiencies, an underrun was experienced that caused a positive cost variance.

Earned Value Management (EVM) information is no longer reported on this contract.

Contract Comments

The basic contract award was for Time Critical Parts (TCP) in support of EA-18G LRIP I AEA Kits. A modification was awarded in Fiscal Year (FY) 2007 for the balance of the effort and price for the full LRIP I AEA Kits.

The original quantity of (26) EA-18G LRIP AEA Kits included the base contract LRIP I (8 kits) and LRIP II (18 kits). The current quantity of (30) represents the total EA-18G LRIP AEA Kits. This quantity is based on the original (26) kits, FY 2007 supplemental (1), and FY 2008 supplemental (3).

The increase from the initial contract price to the current contract price is a result of incorporating the LRIP I AEA Kits with the FY 2007 supplemental AEA Kits and the LRIP II AEA Kits with the FY 2008 supplemental AEA Kits.

LRIP I and LRIP II AEA Kit deliveries for this contract are complete; however, additional Weapons Replaceable Assemblies (WRAs) procured via underrun funding have yet to be delivered.

This contract is more than 90% complete and will no longer be reported.

Appropriation: Procurement

Contract Name	**EA-18G Full Rate Production (FRP) Advanced Electronic Attack (AEA) Kits**
Contractor	The Boeing Company
Contractor Location	St. Louis, MO 63166-0516
Contract Number, Type	N00019-09-C-0086, FFP
Award Date	December 23, 2008
Definitization Date	May 11, 2009

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
50.3	N/A	N/A	464.2	N/A	44	464.2	464.2

Cost And Schedule Variance Explanations

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

Contract Comments

The original contract value reflected the advanced procurement of Time Critical Parts (TCP) only.

The increase from the initial contract value to the current contract value is the result of adding Lot 33 and Lot 34 AEA Kits after program approval to enter FRP on November 23, 2009.

AEA Kit deliveries on this contract have begun and are ahead of schedule.

Appropriation: Procurement

Contract Name	**System Configuration Sets (SCS) Contract**
Contractor	The Boeing Company
Contractor Location	St. Louis, MO 63166
Contract Number, Type	N68936-09-D-0002, CPIF/CPFF/IDIQ
Award Date	December 19, 2008
Definitization Date	December 18, 2013

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
905.3	N/A	80	386.6	N/A	17	905.3	905.3

Cost And Schedule Variance Explanations

Cost and Schedule variance reporting is not required on this CPIF/CPFF/IDIQ contract.

Contract Comments

This is the first time this contract is being reported by the EA-18G Program.

This contract includes shared costs and quantities for the F/A-18E/F and EA-18G platforms; therefore, all data is duplicated in the F/A-18E/F SAR. Due to the nature of this Indefinite Delivery Indefinite Quantity (IDIQ) contract, the contract value, funding, and quantities are represented at a macro-level rather than per delivery order. The contract value, funding, and quantities will be the sum of all delivery orders.

The initial quantity of this IDIQ contract includes (20) SCSs, (10) System Improvement and Demonstration Products, and (50) Studies and Analyses. The current quantity of this IDIQ contract includes four (4) SCSs, five (5) System Improvement and Demonstration Products, and eight (8) Studies and Analyses.

The definitization date reflects the basic contract end date. Due to the nature of this IDIQ contract, the definitization date will vary according to the delivery order.

Deliveries and Expenditures

Deliveries To Date	Plan To Date	Actual To Date	Total Quantity	Percent Delivered
Development	0	0	0	--
Production	37	41	114	35.96%
Total Program Quantities Delivered	37	41	114	35.96%

Expenditures and Appropriations (TY $M)			
Total Acquisition Cost	11205.0	Years Appropriated	8
Expenditures To Date	5209.3	Percent Years Appropriated	61.54%
Percent Expended	46.49%	Appropriated to Date	8931.8
Total Funding Years	13	Percent Appropriated	79.71%

The Actual Deliveries To Date and Expenditures are as of December 31, 2010.

Operating and Support Cost

Assumptions And Ground Rules

Current Program: EA-18G
Flight Hours per aircraft per month: 36.5
Number of 5 Primary Authorized Aircraft (PAA) squadrons: 14
Number of Aircraft Operating Years: 1767.8
Consumption rate, gallons per hour: 1,269.5
Petroleum, Oil, Lubrication (POL) cost, JP-5 per gallon (Fiscal Year (FY) 2004 $): 1.08
Operational Service Life: 20
Fleet Readiness Squadron (FRS) at 17 PAA: 1

Date of Estimate: February 2011
Source: AIR 4.2 Operating & Support (O&S) Cost Estimate

Costs BY2004 $M		
Cost Element	EA-18G AVERAGE ANNUAL COST PER AIRCRAFT	"Antecedent" EA-6B AVERAGE ANNUAL COST PER AIRCRAFT
Unit-Level Manpower	2.516	3.003
Unit Operations	0.866	0.512
Maintenance	3.824	3.780
Sustaining Support	0.085	0.354
Continuing System Improvements	0.714	1.528
Indirect Support	0.420	0.625
Other	--	--
Total Unitized Cost (Base Year 2004 $)	8.425	9.802

Total O&S Costs $M	EA-18G	"Antecedent" EA-6B
Base Year	14894.0	--
Then Year	24967.0	--

Explanation of Total O&S Costs (Base Year (BY) 2004 $M only)

Estimate Use: Multiply the cost to operate an aircraft per year by the number of projected aircraft operating years.

Prior EA-18G Selected Acquisition Reports (SARs) have been based on a cost per squadron year. In an attempt to standardize these inputs across Naval Air Systems Command (NAVAIR), where practicable, all Platforms are converting the cost per aircraft per year metric. In addition, as most Type/Model/Series (TMS) have multiple squadron make-ups, the cost per aircraft metric provides a cleaner calculation.

The estimate was generated using the EA-18G Sustainment Cost Model V3, which incorporates the best of the previous model with some evolutionary advances in commodity estimating. Aircraft, delivery, and inventory are based on President's Budget (PB) 2012. As PB 2012 flight hours have not yet been published, PB 2011 Future Years Defense Program (FYDP) values were used and then extrapolated for the out years. Composite pay rates published in 2011 by the Office of the Secretary of Defense (OSD) were used to calculate all military and government civilian annual salaries.

Antecedent System Values: These are based on Navy Visibility and Management of Operation and Support Costs

(VAMOSC) Aircraft Type Model Series Report (ATMSR) FY 2007 through FY 2009 Data Averages For 1) Cost Per Aircraft Per Year; 2) Fuel Consumption Rate; and 3) Flight Hours Per Month. Aircraft operating years represent the total for Navy VAMOSC ATMSR FY 2007 through FY 2009.