Selected Acquisition Report (SAR)

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

EA-18G

As of December 31, 2011

Defense Acquisition Management
Information Retrieval
(DAMIR)

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Program Information

Designation And Nomenclature (Popular Name)

EA-18G Growler (EA-18G)

DoD Component

Navy

Responsible Office

Responsible Office

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Date Assigned July 14, 2011

References

SAR Baseline (Production Estimate)

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

Approved APB

Navy Acquisition Executive (NAE) 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 serves as the Navy's replacement for the EA-6B providing a capability to detect, identify, locate, and suppress hostile emitters. The EA-18G provides 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 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 revised APB was approved by the Assistant Secretary of the Navy (Research, Development and Acquisition (ASN(RDA)) on February 15, 2011.

As of December 31, 2011, the program has delivered 56 aircraft to the fleet and the EA-18G aircraft have flown 33,533 hours. Commander, Operational Test and Evaluation Force, found software load H6E operationally effective and suitable in December 2011. The EA-18G fleet is deployed with software load H6E. Software load H8 is in developmental test (DT) and is expected to begin operational test (OT) in 2012. Continued EA-18G capability development will be in concert with currently established F/A-18E/F System Configuration Set (SCS) builds.

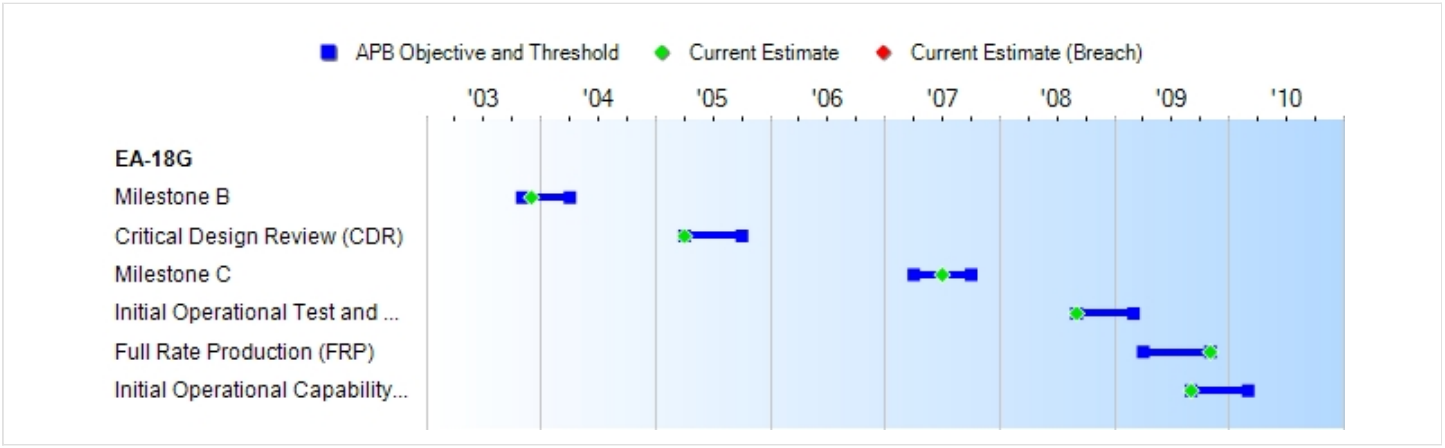
There are no significant software-related issues with this program at this time.

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	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,	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 all Net-Centric Require-ments	Meets all Net-Centric Require-ments	(Ch-1)

	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 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.		
Receive Azimuth Coverage	Same	360 deg	360 deg	360 deg	Same
Operational Availability	>=0.98	>=0.98	>=0.85	0.98	>=0.98
Carrier Suitability					
Launch Catapult WOD (Max Gross Weight, Tropical Day)	<=25 knots	<=25 knots	<=30 knots	21 knots	<=25 knots
Deck Spot Factor	<=1.4	<=1.4	<=1.5	1.35	<=1.4
Recovery Payload (empty wing and centerline pylons and nacelle ejectors, 47,000 lbs, 14 knots WOD)	>=9,000 lbs	>=9,000 lbs	>=9,000 lbs	11,037 lbs	>=9,000 lbs

Additional Internal Fuel Capacity (over F/A-18C/D)	>=3,000 lbs	>=3,000 lbs	>=3,000 lbs	3,802 lbs	>=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

(Ch-1) The current estimate was updated from "Meets all requirements" to "Meets all Net-centric requirements."

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)	(Sunk)
MILCON				
APPN 1205	BA 01	PE 0703676N	(Navy)	
	Project P193	EA-18G Facility Improvements		

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	1695.6	1899.9	1832.3	1852.7
Procurement	5754.6	8329.7	9162.7	7846.5	6712.5	9693.8	9183.6
Flyaway	5117.5	--	--	6856.3	5968.5	--	8014.2
Recurring	5089.0	--	--	6697.1	5936.2	--	7829.0
Non Recurring	28.5	--	--	159.2	32.3	--	185.2
Support	637.1	--	--	990.2	744.0	--	1169.4
Other Support	452.7	--	--	756.6	533.1	--	900.5
Initial Spares	184.4	--	--	233.6	210.9	--	268.9
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	9563.5	8636.4	11550.1	11060.3

CONFIDENCE LEVEL for current APB cost is 50% - 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.

The increase in the procurement quantity from the SAR Baseline to the Current Acquisition Program Baseline (APB) is the result of four supplemental aircraft being added - one in 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.

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

Cost and Funding

Funding Summary

Appropriation and Quantity Summary
FY2013 President's Budget / December 2011 SAR (TY$ M)

Appropriation	Prior	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	To Complete	Total
RDT&E	1758.9	17.1	13.0	15.3	16.0	16.1	16.3	0.0	1852.7
Procurement	7069.1	1022.8	1061.6	22.0	8.1	0.0	0.0	0.0	9183.6
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 2013 Total	8852.0	1039.9	1074.6	37.3	24.1	16.1	16.3	0.0	11060.3
PB 2012 Total	8931.8	1124.7	1085.4	22.0	24.6	16.5	0.0	0.0	11205.0
Delta	-79.8	-84.8	-10.8	15.3	-0.5	-0.4	16.3	0.0	-144.7

Quantity	Undistributed	Prior	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	To Complete	Total
Development	0	0	0	0	0	0	0	0	0	0
Production	0	90	12	12	0	0	0	0	0	114
PB 2013 Total	0	90	12	12	0	0	0	0	0	114
PB 2012 Total	0	90	12	12	0	0	0	0	0	114
Delta	0	0	0	0	0	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	--	--	--	--	--	--	20.2
2012	--	--	--	--	--	--	17.1
2013	--	--	--	--	--	--	13.0
2014	--	--	--	--	--	--	15.3
2015	--	--	--	--	--	--	16.0
2016	--	--	--	--	--	--	16.1
2017	--	--	--	--	--	--	16.3
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**1852.7**

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	--	--	--	--	--	--	326.3
2008	--	--	--	--	--	--	239.2
2009	--	--	--	--	--	--	101.4
2010	--	--	--	--	--	--	47.9
2011	--	--	--	--	--	--	17.1
2012	--	--	--	--	--	--	14.2
2013	--	--	--	--	--	--	10.6
2014	--	--	--	--	--	--	12.3
2015	--	--	--	--	--	--	12.7
2016	--	--	--	--	--	--	12.5
2017	--	--	--	--	--	--	12.4
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**1695.6**

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	1563.3	--	17.1	1580.4	157.3	1737.7
2010	22	1411.8	--	69.0	1480.8	87.8	1568.6
2011	12	878.2	--	--	878.2	131.1	1009.3
2012	12	802.8	--	0.3	803.1	219.7	1022.8
2013	12	821.6	--	22.1	843.7	217.9	1061.6
2014	--	--	--	--	--	22.0	22.0
2015	--	--	--	--	--	8.1	8.1
Subtotal	**114**	**7829.0**	**--**	**185.2**	**8014.2**	**1169.4**	**9183.6**

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	281.1	--	6.8	287.9	50.9	338.8
2007	9	569.6	--	5.2	574.8	93.6	668.4
2008	21	1226.9	--	55.7	1282.6	144.9	1427.5
2009	22	1354.4	--	14.8	1369.2	136.3	1505.5
2010	22	1200.8	--	58.7	1259.5	74.7	1334.2
2011	12	733.7	--	--	733.7	109.5	843.2
2012	12	659.4	--	0.2	659.6	180.5	840.1
2013	12	663.5	--	17.8	681.3	176.0	857.3
2014	--	--	--	--	--	17.5	17.5
2015	--	--	--	--	--	6.3	6.3
Subtotal	**114**	**6697.1**	**--**	**159.2**	**6856.3**	**990.2**	**7846.5**

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	558.2
2008	21	1217.7
2009	22	1358.3
2010	22	1224.1
2011	12	714.3
2012	12	672.9
2013	12	686.6
2014	--	--
2015	--	--
Subtotal	**114**	**6697.1**

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

The Current Total Low Rate Initial Production (LRIP) Quantity is more than 10% of the total procurement quantity.

Pursuant to criteria defined by 10 USC § 2400(b), the minimum quantity necessary for the LRIP of Weapons Systems is 10 percent of the total number of articles to be produced and a minimum quantity of 26 EA-18G systems was needed to conduct LRIP. However, the LRIP quantity of 30 EA-18G systems was the minimum number necessary to permit a systematic increase in production and avoid a break in the production line. In LRIP I (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). In accordance with 10 USC § 2400(a), the first EA-18G program SAR reported LRIP quantities exceeding 10 percent.

Foreign Military Sales

None

Nuclear Cost

None

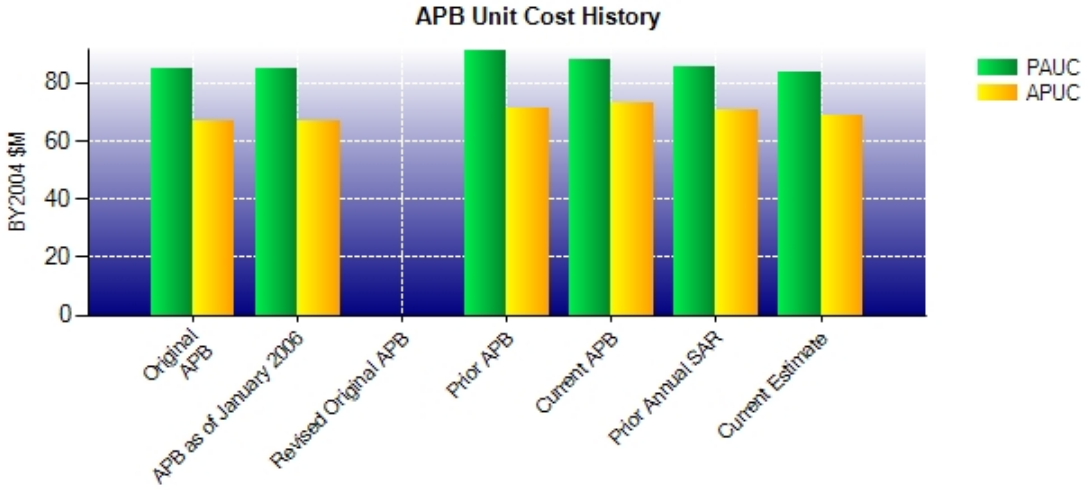
Unit Cost

Unit Cost Report

Unit Cost	BY2004 $M Current UCR Baseline (FEB 2011 APB)	BY2004 $M Current Estimate (DEC 2011 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	10051.9	9563.5	
Quantity	114	114	
Unit Cost	88.175	83.890	-4.86
Average Procurement Unit Cost (APUC)			
Cost	8329.7	7846.5	
Quantity	114	114	
Unit Cost	73.068	68.829	-5.80

Unit Cost	BY2004 $M Original UCR Baseline (DEC 2003 APB)	BY2004 $M Current Estimate (DEC 2011 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	7662.6	9563.5	
Quantity	90	114	
Unit Cost	85.140	83.890	-1.47
Average Procurement Unit Cost (APUC)			
Cost	6030.5	7846.5	
Quantity	90	114	
Unit Cost	67.006	68.829	+2.72

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 2010	85.452	70.465	98.289	81.944
Current Estimate	DEC 2011	83.890	68.829	97.020	80.558

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	4.150	1.442	-0.319	0.947	-0.348	0.000	3.369	9.241	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	-0.178	-8.368	-0.023	0.000	-0.971	0.000	3.746	-5.794	97.020

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	0.057	-0.319	0.138	-1.613	0.000	3.369	5.311	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	-0.326	-2.341	-0.023	0.000	-0.409	0.000	3.746	0.647	80.558

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	11060.3
Total Quantity	N/A	90	84	114
Prog. Acq. Unit Cost (PAUC)	N/A	93.573	102.814	97.020

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	+15.3	-105.6	--	-90.3
Quantity	--	+2130.5	--	+2130.5
Schedule	--	-2.6	--	-2.6
Engineering	--	--	--	--
Estimating	-75.8	+153.2	--	+77.4
Other	--	--	--	--
Support	--	+453.6	--	+453.6
Subtotal	-60.5	+2629.1	--	+2568.6
Current Changes				
Economic	+1.6	+68.4	--	+70.0
Quantity	--	--	--	--
Schedule	--	--	--	--
Engineering	--	--	--	--
Estimating	+11.7	-199.8	--	-188.1
Other	--	--	--	--
Support	--	-26.6	--	-26.6
Subtotal	+13.3	-158.0	--	-144.7
Total Changes	-47.2	+2471.1	--	+2423.9
CE - Cost Variance	1852.7	9183.6	24.0	11060.3
CE - Cost & Funding	1852.7	9183.6	24.0	11060.3

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	-68.2	+129.1	+0.5	+61.4
Other	--	--	--	--
Support	--	+375.6	--	+375.6
Subtotal	-68.2	+2278.4	+0.5	+2210.7
Current Changes				
Economic	--	--	--	--
Quantity	--	--	--	--
Schedule	--	--	--	--
Engineering	--	--	--	--
Estimating	+8.5	-164.0	--	-155.5
Other	--	--	--	--
Support	--	-22.5	--	-22.5
Subtotal	+8.5	-186.5	--	-178.0
Total Changes	-59.7	+2091.9	+0.5	+2032.7
CE - Cost Variance	1695.6	7846.5	21.4	9563.5
CE - Cost & Funding	1695.6	7846.5	21.4	9563.5

Previous Estimate: December 2010

RDT&E	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	+1.6
Increase due to Budget Adjustments. (Estimating)	+9.3	+12.5
Adjustment for current and prior escalation. (Estimating)	-0.8	-0.8
RDT&E Subtotal	+8.5	+13.3

Procurement	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	+68.4
Adjustment for current and prior escalation. (Estimating)	-39.1	-46.3
Decrease in cost due to indirect savings from the addition of 9 F/A-18E/Fs in FY 2011. (Estimating)	-12.1	-14.8
Increase in actual contract costs. (Estimating)	+37.5	+41.0
Decrease due to impacts from the Multi-Year III contract award. (Estimating)	-3.3	-3.9
Decrease due to Prior Year (FY 2010) Congressional Rescission. (Estimating)	-61.9	-72.7
Decrease due to Budget Adjustments (e.g., reduction in Engineering Change Order funding and depletion of negotiation margin for engines and contractor-furnished equipment electronics contracts). (Estimating)	-85.1	-103.1
Adjustment for current and prior escalation. (Support)	-5.8	-7.1
Increase in Other Support due to the Total Ownership Cost Initiative for I-Level Maintenance. (Support)	+9.8	+13.1
Decrease in Initial Spares due to Budget Adjustments in the Future Years Defense Program (e.g., reduction in Expeditionary Logistics Unit spares). (Support)	-26.5	-32.6
Procurement Subtotal	-186.5	-158.0

Contracts

Appropriation: Procurement

Contract Name	**Airframe Multi-Year Procurement 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 difference between the initial contract price target and the current contract price target is due to multiple funding modifications and the incorporation of Engineering Change Proposals (ECPs).

The F/A-18E/F and EA-18G aircraft were procured on the MYP II contract from 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.

This contract is more than 90% complete; therefore, this is the final report for this contract.

Appropriation: Procurement

Contract Name	**Airframe Multi-Year Procurement 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	2621.9	2782.0	58	2621.9	2621.9

Variance	Cost Variance	Schedule Variance
Cumulative Variances To Date	0.0	0.0
Previous Cumulative Variances	--	--
Net Change	+0.0	+0.0

Cost And Schedule Variance Explanations

None

Contract Comments

The difference between the initial contract price target and the current contract price target is due to the procurement of non-recurring effort associated with FY 2010 airframes.

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

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	847.1	N/A	195	847.1	847.1

Cost And Schedule Variance Explanations

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

Contract Comments

The difference between the initial contract price target and the current contract price target is due to exercising contract options, incorporation of Engine Program Descriptions (EPDs) in support of the F414 Component Improvement Program, and procurement of long-lead material in support of the FY 2011 engines.

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 (195) represents the total EA-18G engine quantity procured to date. This quantity is based upon the base contract (16), 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 Supply Systems Command Weapon Systems Support (NAVSUP WSS) spare engines (8), option year three FY 2010 (44) engines and devices, spare engines (7), and FY 2011 (24) engines.

Appropriation: Procurement

Contract Name	**EA-18G Full Rate Production (FRP) Airborne 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	594.2	N/A	56	594.2	594.2

Cost And Schedule Variance Explanations

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

Contract Comments

The difference between the initial contract price target and the current contract price target is due to adding Lots 33, 34, and 35 AEA Kits after program approval into FRP, dated November 23, 2009.

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

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	585.2	N/A	22	905.3	905.3

Variance	Cost Variance	Schedule Variance
Cumulative Variances To Date	0.0	0.0
Previous Cumulative Variances	--	--
Net Change	+0.0	+0.0

Cost And Schedule Variance Explanations

None

Contract Comments

The difference between the initial contract price target and the current contract price target is due to the nature of the contract type (i.e., IDIQ). The initial contract price target represents the ceiling for the entire contract. The current contract price target represents the sum of all delivery orders to date.

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.

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 nine (9) SCSs, five (5) System Improvement and Demonstration Products, and eight (8) Studies and Analyses.

This is an IDIQ contract; therefore, there is no baseline established for Earned Value Management (EVM) reporting.

Deliveries and Expenditures

Deliveries To Date	Plan To Date	Actual To Date	Total Quantity	Percent Delivered
Development	0	0	0	--
Production	56	56	114	49.12%
Total Program Quantities Delivered	56	56	114	49.12%

Expenditures and Appropriations (TY $M)			
Total Acquisition Cost	11060.3	Years Appropriated	9
Expenditures To Date	5990.1	Percent Years Appropriated	64.29%
Percent Expended	54.16%	Appropriated to Date	9891.9
Total Funding Years	14	Percent Appropriated	89.44%

The Actual Deliveries To Date and Expenditures are as of December 31, 2011.

Operating and Support Cost

Assumptions And Ground Rules

Current Program: EA-18G
Flight Hours per aircraft per month: 33.7
Number of 5 Primary Authorized Aircraft (PAA) squadrons: 14
Number of PAA: 92
Number of Aircraft Operating Years: 1836.3
Consumption rate, gallons per hour: 1,285.7
Petroleum, Oil, Lubrication (POL) cost, JP-5 per gallon (FY 2004 $): 1.08
Operational Service Life (Years): 20
Operational Service Life (Flight Hours): 7,500
Fleet Readiness Squadron (FRS) at 17 PAA: 1
Total Life Cycle Flight Hours: 741,826

The cost estimates reflect Primary Aircraft Authorization (PAA) of 92. The Total Aircraft Authorization of 114 includes pipeline (spare aircraft to ensure PAA squadrons can employ the full complement) aircraft which only require modifications and Depot rework. These Depot costs are spread across the entire PAA base on a cost per aircraft basis. Manpower (Both Cost Analysis Improvement Group (CAIG) elements 1.0 & 6.0) is only based on the number of PAA squadrons.

Date of Estimate: February 2012
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	2.5	3.0
Unit Operations	0.8	0.5
Maintenance	3.0	3.8
Sustaining Support	0.1	0.4
Continuing System Improvements	0.8	1.5
Indirect Support	0.4	0.6
Other	0.0	0.0
Total Unitized Cost (Base Year 2004 $)	7.6	9.8

Total O&S Costs $M	EA-18G	"Antecedent" EA-6B
Base Year	13925.0	--
Then Year	22877.0	--

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.

The estimate was generated using the EA-18G Sustainment Cost Model V4, which incorporates the best of the previous model with some evolutionary advances in commodity estimating. Aircraft, delivery, flight hours, and inventory are based on President's Budget (PB) 2013. Composite pay rates published in 2012 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 2008 through FY 2010 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.

Rationale for exclusion of antecedent total O&S costs: The capture of O&S data in available reporting systems has changed significantly over time. VAMOSC, the Navy's official system for collecting and reporting O&S costs, provides cost data from 1997 - present. The cost data for platforms in existence prior to 1997 is either unavailable or incomplete. In summary, sufficient historical data and resources do not exist to create a comparable, credible Total O&S cost.

The EA-6B, which is the antecedent for the EA-18G, reached Initial Operational Capability (IOC) in 1971, and hence a data gap of 26 years exists, making it impossible to generate a credible Total O&S cost. As such, NAVAIR has provided the weighted annual average to operate a single aircraft.

Disposal Costs: While these costs are not part of the Cost Assessment and Program Evaluation (CAPE) 2007 Cost Element Structure (CES) and hence are not included in the totals above, their Life Cycle Cost (LCC) impact has been estimated at $41.5 Base Year (BY) 2004 $M and $76.2 Then Year (TY) $M.