Selected Acquisition Report (SAR)

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

EA-18G Growler Aircraft (EA-18G)

As of December 31, 2012

Defense Acquisition Management
Information Retrieval
(DAMIR)

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Program Information

Program Name

EA-18G Growler Aircraft (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 procurement profile of the FY 2014 President's Budget added 21 EA-18G aircraft in FY 2014. This increased the total Program of Record from 114 to 135. The increase in aircraft and related support caused Procurement and Operating and Support cost breaches. A Program Deviation Report is being developed.

As of January 31, 2013, EA-18G aircraft have flown 57,903 hours.

As of March 27, 2013, the program has delivered 85 aircraft to the fleet.

The F/A-18E/F and EA-18G are software-intensive systems that share a common Operational Flight Program (OFP). The current OFP is the H6E System Configuration Set (SCS), which was released to the fleet in October 2011. The H8E SCS represents the latest software upgrade that will replace the H6E SCS following Operational Test (OT). The program office delayed H8E entry into OT by four months to correct weapon integration and interoperability issues. The issues were resolved, and OT began in June 2012. H8E fleet release is scheduled for July 2013. Therefore, there are no significant software-related issues with this program at this time.

Threshold Breaches

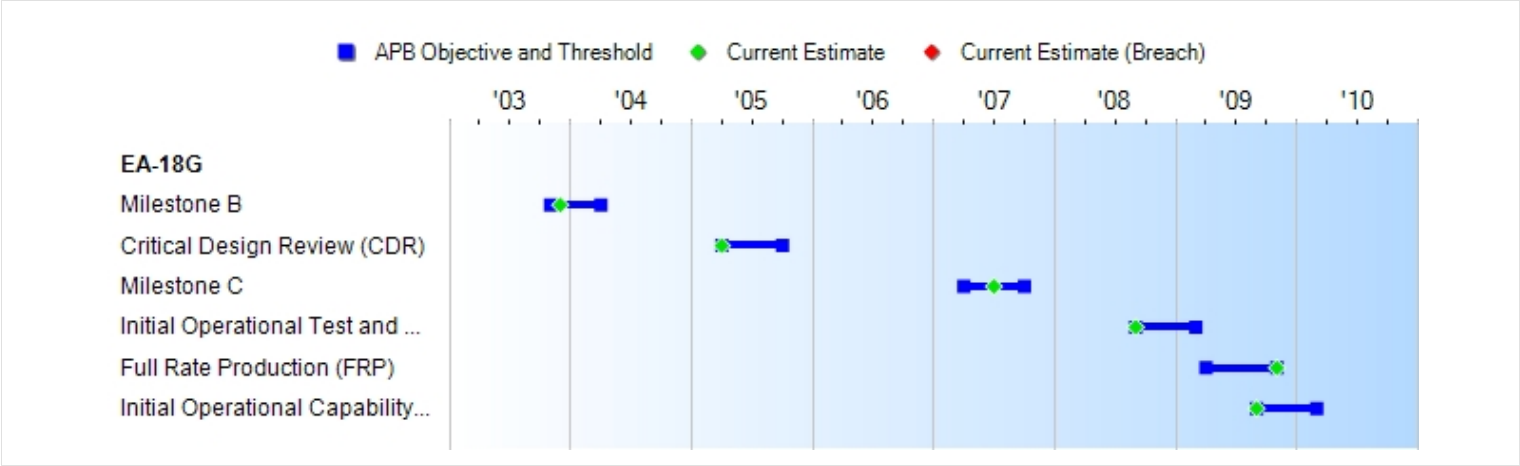
APB Breaches		
Schedule		☐
Performance		☐
Cost	RDT&E	☐
	Procurement	☑
	MILCON	☐
	Acq O&M	☐
O&S Cost		☑
Unit Cost	PAUC	☐
	APUC	☐

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

Explanation of Breach

The procurement profile of the FY 2014 President's Budget added 21 EA-18G aircraft in FY 2014. This increased the total Progam of Record from 114 to 135. The increase in aircraft and related support caused Procurement and Operating and Support cost breaches. A Program Deviation Report is being developed.

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	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	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	Meets all Net-Centric Require-ments	Meets all Net-Centric Require-ments

	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.	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.	requirements including availability, 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	1.46	1.46	(Ch-1)

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: Capability Production Document (CPD) Change 1 dated October 19, 2009

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 for Deck Spot Factor was updated from <=1.4 to 1.46 to be consistent with the F/A-18E/F aircraft.

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		(Sunk)

Cost and Funding

Cost Summary

Total Acquisition Cost and Quantity

Appropriation	BY2004 $M			BY2004 $M	TY $M		
	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	1702.8	1899.9	1832.3	1864.3
Procurement	5754.6	8329.7	9162.7	**9380.3** [1]	6712.5	9693.8	11195.9
Flyaway	5117.5	--	--	8158.3	5968.5	--	9719.5
Recurring	5089.0	--	--	7997.1	5936.2	--	9531.2
Non Recurring	28.5	--	--	161.2	32.3	--	188.3
Support	637.1	--	--	1222.0	744.0	--	1476.4
Other Support	452.7	--	--	989.0	533.1	--	1207.5
Initial Spares	184.4	--	--	233.0	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	11104.5	8636.4	11550.1	13084.2

[1] ***APB Breach***

Confidence Level for Current APB Cost 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.

Quantity	SAR Baseline Prod Est	Current APB Production	Current Estimate
RDT&E	0	0	0
Procurement	84	114	135
Total	84	114	135

The procurement profile of the FY 2014 President's Budget added 21 EA-18G aircraft in FY 2014. This increased the total program of record from 114 to 135.

Cost and Funding

Funding Summary

Appropriation and Quantity Summary
FY2014 President's Budget / December 2012 SAR (TY$ M)

Appropriation	Prior	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	To Complete	Total
RDT&E	1773.7	13.0	11.1	19.6	16.4	16.4	14.1	0.0	1864.3
Procurement	8086.9	1061.6	2001.8	45.6	0.0	0.0	0.0	0.0	11195.9
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 2014 Total	9884.6	1074.6	2012.9	65.2	16.4	16.4	14.1	0.0	13084.2
PB 2013 Total	9891.9	1074.6	37.3	24.1	16.1	16.3	0.0	0.0	11060.3
Delta	-7.3	0.0	1975.6	41.1	0.3	0.1	14.1	0.0	2023.9

Program funding and production quantities listed in this SAR are consistent with the FY 2014 President's Budget (PB). The FY 2014 PB did not reflect the enacted DoD appropriation for FY 2013, nor sequestration; it reflected the President's requested amounts for FY 2013.

Quantity	Undistributed	Prior	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	To Complete	Total
Development	0	0	0	0	0	0	0	0	0	0
Production	0	102	12	21	0	0	0	0	0	135
PB 2014 Total	0	102	12	21	0	0	0	0	0	135
PB 2013 Total	0	102	12	0	0	0	0	0	0	114
Delta	0	0	0	21	0	0	0	0	0	21

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	--	--	--	--	--	--	14.8
2013	--	--	--	--	--	--	13.0
2014	--	--	--	--	--	--	11.1
2015	--	--	--	--	--	--	19.6
2016	--	--	--	--	--	--	16.4
2017	--	--	--	--	--	--	16.4
2018	--	--	--	--	--	--	14.1
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**1864.3**

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	--	--	--	--	--	--	17.0
2012	--	--	--	--	--	--	12.2
2013	--	--	--	--	--	--	10.5
2014	--	--	--	--	--	--	8.8
2015	--	--	--	--	--	--	15.3
2016	--	--	--	--	--	--	12.5
2017	--	--	--	--	--	--	12.3
2018	--	--	--	--	--	--	10.4
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**1702.8**

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	816.7	--	0.3	817.0	200.8	1017.8
2013	12	821.6	--	22.1	843.7	217.9	1061.6
2014	21	1688.3	--	3.1	1691.4	310.4	2001.8
2015	--	--	--	--	--	45.6	45.6
Subtotal	**135**	**9531.2**	**--**	**188.3**	**9719.5**	**1476.4**	**11195.9**

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	569.7	--	5.2	574.9	93.5	668.4
2008	21	1226.9	--	55.7	1282.6	144.9	1427.5
2009	22	1354.2	--	14.8	1369.0	136.3	1505.3
2010	22	1195.7	--	58.5	1254.2	74.3	1328.5
2011	12	726.4	--	--	726.4	108.4	834.8
2012	12	662.6	--	0.2	662.8	162.9	825.7
2013	12	654.0	--	17.6	671.6	173.4	845.0
2014	21	1318.8	--	2.4	1321.2	242.4	1563.6
2015	--	--	--	--	--	35.0	35.0
Subtotal	**135**	**7997.1**	**--**	**161.2**	**8158.3**	**1222.0**	**9380.3**

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	1358.4
2010	22	1219.0
2011	12	707.2
2012	12	676.0
2013	12	676.8
2014	21	1318.8
2015	--	--
Subtotal	**135**	**7997.1**

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	Milestone B ADM	Milestone C ADM
Start Year	2006	2006
End Year	2009	2009

The Current Total LRIP Quantity is more than 10% of the total production quantity due to the determination that 30 EA-18G aircraft would be the minimum requirement to conduct LRIP, permit a systematic increase in the production rate of the ALQ-218 system, and avoid a break in the production line.

Pursuant to criteria defined by Title 10 United States Code (U.S.C.) Section 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 Title 10 U.S.C. Section 2400(a), the first EA-18G program SAR reported LRIP quantities exceeding 10 percent.

Foreign Military Sales

Country	Date of Sale	Quantity	Total Cost $M	Memo
Australia	8/30/2012	12	992.4	This case was implemented to procure 12 Airborne Electronic Attack (AEA) kits, spare components, and associated support to modify six Lot 33 aircraft from an existing Australian F/A-18F to an Australian EA-18G.

Nuclear Cost

None

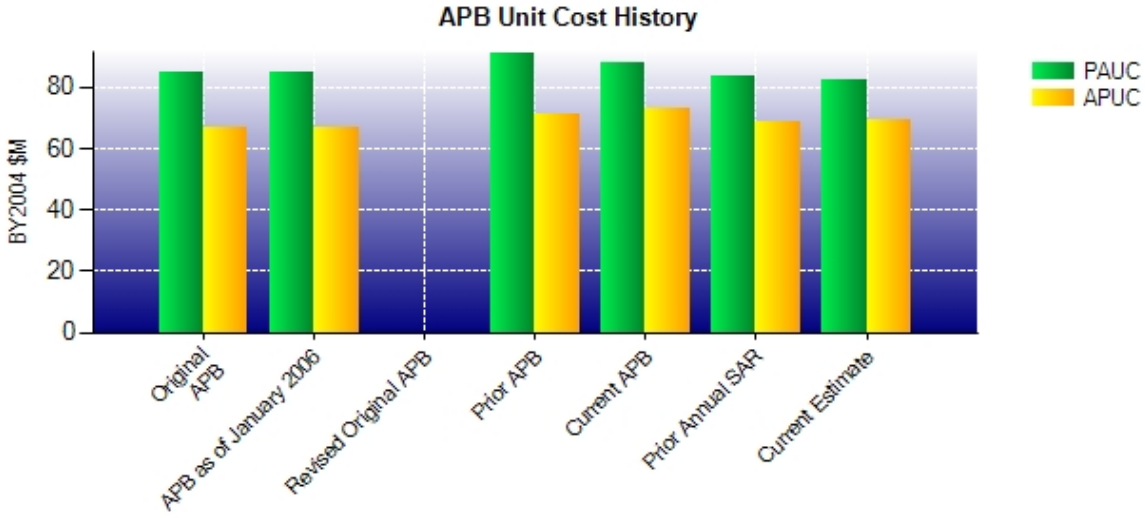
Unit Cost

Unit Cost Report

Unit Cost	BY2004 $M Current UCR Baseline (FEB 2011 APB)	BY2004 $M Current Estimate (DEC 2012 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	10051.9	11104.5	
Quantity	114	135	
Unit Cost	88.175	82.256	-6.71
Average Procurement Unit Cost (APUC)			
Cost	8329.7	9380.3	
Quantity	114	135	
Unit Cost	73.068	69.484	-4.91

Unit Cost	BY2004 $M Original UCR Baseline (DEC 2003 APB)	BY2004 $M Current Estimate (DEC 2012 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	7662.6	11104.5	
Quantity	90	135	
Unit Cost	85.140	82.256	-3.39
Average Procurement Unit Cost (APUC)			
Cost	6030.5	9380.3	
Quantity	90	135	
Unit Cost	67.006	69.484	+3.70

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 2011	83.890	68.829	97.020	80.558
Current Estimate	DEC 2012	82.256	69.484	96.920	82.933

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	0.196	-10.081	-0.043	0.000	-1.345	0.000	5.379	-5.894	96.920

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	0.063	-1.429	-0.043	0.000	-0.948	0.000	5.379	3.022	82.933

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	13084.2
Total Quantity	N/A	90	84	135
Prog. Acq. Unit Cost (PAUC)	N/A	93.573	102.814	96.920

Cost Variance

Summary Then Year $M				
	RDT&E	Proc	MILCON	Total
SAR Baseline (Prod Est)	1899.9	6712.5	24.0	8636.4
Previous Changes				
Economic	+16.9	-37.2	--	-20.3
Quantity	--	+2130.5	--	+2130.5
Schedule	--	-2.6	--	-2.6
Engineering	--	--	--	--
Estimating	-64.1	-46.6	--	-110.7
Other	--	--	--	--
Support	--	+427.0	--	+427.0
Subtotal	-47.2	+2471.1	--	+2423.9
Current Changes				
Economic	+1.1	+45.7	--	+46.8
Quantity	--	+1752.1	--	+1752.1
Schedule	--	-3.2	--	-3.2
Engineering	--	--	--	--
Estimating	+10.5	-81.4	--	-70.9
Other	--	--	--	--
Support	--	+299.1	--	+299.1
Subtotal	+11.6	+2012.3	--	+2023.9
Total Changes	-35.6	+4483.4	--	+4447.8
CE - Cost Variance	1864.3	11195.9	24.0	13084.2
CE - Cost & Funding	1864.3	11195.9	24.0	13084.2

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	-59.7	-34.9	+0.5	-94.1
Other	--	--	--	--
Support	--	+353.1	--	+353.1
Subtotal	-59.7	+2091.9	+0.5	+2032.7
Current Changes				
Economic	--	--	--	--
Quantity	--	+1368.6	--	+1368.6
Schedule	--	-2.5	--	-2.5
Engineering	--	--	--	--
Estimating	+7.2	-64.1	--	-56.9
Other	--	--	--	--
Support	--	+231.8	--	+231.8
Subtotal	+7.2	+1533.8	--	+1541.0
Total Changes	-52.5	+3625.7	+0.5	+3573.7
CE - Cost Variance	1702.8	9380.3	21.4	11104.5
CE - Cost & Funding	1702.8	9380.3	21.4	11104.5

Previous Estimate: December 2011

RDT&E	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	+1.1
Adjustment for current and prior escalation. (Estimating)	-0.3	-0.3
Revised estimate due to fact-of-life program adjustments and the addition of another year to the Future Years Defense Program. (Estimating)	+7.5	+10.8
RDT&E Subtotal	+7.2	+11.6

Procurement	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	+45.7
Total quantity variance resulting from an increase of 21 EA-18Gs from 114 to 135. (Subtotal)	+1188.9	+1522.0
Quantity variance resulting from an increase of 21 EA-18Gs from 114 to 135. (Quantity) (QR)	(+1236.3)	(+1582.7)
Allocation to Schedule resulting from Quantity change. (Schedule) (QR)	(-2.5)	(-3.2)
Allocation to Estimating resulting from Quantity change. (Estimating) (QR)	(-44.9)	(-57.5)
Additional quantity variance due to an increase in costs due to procurement of 21 additional EA-18Gs. (Quantity) (QR)	+132.3	+169.4
Adjustment for current and prior escalation. (Estimating)	-30.4	-37.7
Adjustment for current and prior escalation. (Support)	-6.5	-7.6
Increase in Other Support (e.g., Integrated Logistics Support/Reliability Demonstration, Production Engineering, and Developmental Test III). (Support) (QR)	+238.3	+306.6
Increase in Initial Spares. (Support)	0.0	+0.1
Revised estimate to reflect actuals. (Estimating)	+4.6	+5.6
Revised estimate to reflect budget controls. (Estimating)	+6.6	+8.2
Procurement Subtotal	+1533.8	+2012.3

(QR) Quantity Related

Contracts

Appropriation: Procurement	
Contract Name	**Airframe Multi-Year Procurement III (MYP III)**
Contractor	The Boeing Company
Contractor Location	6200 JS McDonnell Blvd. 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	2616.0	2791.0	58	2616.0	2616.0

Cost And Schedule Variance Explanations

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

General Contract Variance Explanation

In accordance with Defense Federal Acquisition Regulation Supplement Subpart 234.2, Earned Value Management System, a waiver was obtained and approved on June 10, 2010, by the Deputy Assistant Secretary of the Navy (Acquisition and Logistics Management), to omit Earned Value Management requirements.

Contract Comments

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to multiple funded modifications and the incorporation of engineering change proposals (ECPs).

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.

The differences in the estimated price, ceiling price, and contract value is due to incorporating ECPs, correcting values due to recent discrepancies in tracking the costs for this contract, and accounting for a decrease in the unit price as a result of the Variation in Quantity savings from overall contract quantities which include F/A-18E/F and EA-18G aircraft.

Appropriation: Procurement

Contract Name	**F414 Engine Production Lots 11-15**
Contractor	GE Aircraft Engines
Contractor Location	1000 Western Ave. Lynn, MA 01910
Contract Number, Type	N00019-06-C-0088, FPEPA
Award Date	April 26, 2006
Definitization Date	September 26, 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	848.8	N/A	195	848.8	848.8

Cost And Schedule Variance Explanations

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

General Contract Variance Explanation

There is no contract performance reporting required on this Fixed Price Economic Price Adjustment (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 (CIP), and procurement of long-lead material in support of the FY 2011 engines.

On September 26, 2007, this contract was definitized with a base year plus four options for the procurement of up to 160 engines. The quantity of 160 engines was based upon the base contact (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 FY 2008 (36), FY 2008 supplemental (6), option year two FY 2009 (44) engines and devices, Naval Supply Systems Command Weapon Systems Support spare engines (8), option year three FY 2010 (44) engines and devices, spare engines (7), and FY 2011 (24) engines.

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

Appropriation: Procurement

Contract Name	**F414 Engine Production Lots 16-17**
Contractor	GE Aircraft Engines
Contractor Location	1000 Western Ave. Lynn, MA 01910
Contract Number, Type	N00019-11-C-0045, FFP
Award Date	April 26, 2006
Definitization Date	September 26, 2012

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
5.2	N/A	0	174.6	N/A	42	174.6	174.6

Cost And Schedule Variance Explanations

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

Contract Comments

This is the first time this contract is being reported.

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to the FY 2012 procurement of 24 engines and devices, FY 2013 procurement of long lead material, and FY 2013 procurement of 18 engines and devices.

The original contract value only reflects the procurement of time critical long lead material in support of the FY 2012 F414 engine production.

Appropriation: Procurement

Contract Name	**EA-18G Full Rate Production (FRP) Airborne Electronic Attack (AEA) Kits**
Contractor	The Boeing Company
Contractor Location	6200 JS McDonnell Blvd. 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	993.8	N/A	68	993.8	993.8

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, 35, 36, 37 and Royal Australian Air Force (RAAF) 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	6200 JS McDonnell Blvd. St. Louis, MO 63166
Contract Number, Type	N68936-09-D-0002, IDIQ/CPIF/CPFF
Award Date	December 19, 2008
Definitization Date	December 19, 2008

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	899.9	N/A	67	899.9	899.9

Cost And Schedule Variance Explanations

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

General Contract Variance Explanation

In accordance with a contract addendum to Federal Acquisition Regulation Clause 52.234-4, Earned Value Management (EVM) will be implemented on individual orders. As stated in the contract, EVM is not applicable at the basic contract level.

Contract Comments

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to a contract modification realigning certain efforts from a Cost Plus Incentive Fee Contract Line Item Number (CLIN) to a Cost Plus Fixed Fee Level of Effort CLIN.

The initial contract price target for the basic contract reflects the total negotiated value at contract award. The current contract price target for the basic contract reflects the revised contract value.

The value, quantities, and funding for each delivery or task order, issued under this Indefinite-Delivery, Indefinite-Quantity contract, are individually negotiated.

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.

Deliveries and Expenditures

Deliveries To Date	Plan To Date	Actual To Date	Total Quantity	Percent Delivered
Development	0	0	0	--
Production	85	85	135	62.96%
Total Program Quantities Delivered	85	85	135	62.96%

Expenditures and Appropriations (TY $M)			
Total Acquisition Cost	13084.2	Years Appropriated	10
Expenditures To Date	7949.5	Percent Years Appropriated	66.67%
Percent Expended	60.76%	Appropriated to Date	10959.2
Total Funding Years	15	Percent Appropriated	83.76%

The above data is current as of 3/26/2013.

Operating and Support Cost

EA-18G

Assumptions and Ground Rules

Cost Estimate Reference:
Current Program: EA-18G
Flight Hours per Aircraft per Month: 34.2
Number of Five Primary Authorized Aircraft (PAA) Squadrons: 16
Number of Aircraft Operating Years: 2,090
Consumption Rate, Gallons per Hour: 1,304
Petroleum, Oil, Lubrication (POL) Cost, JP-5 per Gallon (FY 2004$): $1.08
Operational Service Life (Flight Hours): 7,500
Fleet Readiness Squadron (FRS) at 20 PAA: 1
Total Life Cycle Flight Hours: 858,787
Date of Estimate: February 2013
Source: AIR-4.2 Operating & Support (O&S) Cost Estimate

Sustainment Strategy:
The EA-18G support strategy is based on the following assumptions for basing and utilization. Aircraft to include the Fleet Replacement Squadron (20 Aircraft) and 15 fleet squadrons (5 PAA) will be based at Naval Air Station (NAS) Whidbey Island, WA. Ten of these squadrons will be primarily assigned in the Carrier Air Wing (CVW) role, while the other five will be assigned in the expeditionary role. All squadrons will be manned to the level required to execute the expeditionary mission. One fleet squadron is forward deployed to Atsugi, Japan. EA-18G and F/A-18E/F common maintenance training will be conducted at NAS Lemoore, CA with peculiar EA-18G Airborne Electronic Attack (AEA) maintenance training being conducted at NAS Whidbey Island, WA. EA-18G and F/A-18E/F common intermediate level (I-Level) maintenance will be conducted at NAS Lemoore, CA to include the F414 engine. Limited I-level for some EA-18G and F/A-18E/F common maintenance tasks has been established at NAS Whidbey Island, WA. AEA I-Level maintenance will be stood up at NAS Whidbey Island, WA and aboard the CVWs commencing FY 2017. EA-18G depot level (D-Level) maintenance will follow the directives as published in the Integrated Logistics Support, Supply Chain Management, and F414 Engines Support contracts. This support strategy focuses on the integration of existing F/A-18F support, support that was developed for the EA-6B equipment common to the EA-18G, and development of support for EA-18G unique design circumstances. While the EA-18G AEA equipment is based on the Improved Capabilities III system that was developed for the EA-6B, much of it is repackaged - some with added EA-18G unique components and some newly designed EA-18G equipment.

-- Quantity: Total Aircraft Authorization of 135
-- Service Life: 20 Years

Antecedent Information:
Antecedent Program: EA-6B
Consumption Rate, Gallons per Hour: 1,201
Number of Aircraft Operating Years: 2,090 (Not actual, but used to provide a comparison between the EA-18G and its antecedent platform)
Flight Hours per Aircraft per Month: 32.4
POL, JP-5 per Gallon (FY 2004$): $1.08

The variable components of the cost estimate, such as the Flying Hour Program (FHP), are based on the number of

aircraft operational years available and the flight hours generated. Some elements, such as personnel and their associated indirect and training costs, are dependent on the number of squadrons and the manning requirements of each squadron. Other elements that are fixed in nature, such as sustaining engineering, are based on a cost per aircraft. Modifications and depot maintenance for airframes and support equipment are estimated as the total requirement and then applied on a cost per aircraft basis.

O&S Cost Variance Explanation

Variance Category	Causal Factor	Impact
Cost Estimating Methodologies	N/A	N/A
Cost Data Updates	N/A	N/A
Rates	Incorporated Updated Base Installation Support Rates	1.9%
Technical Inputs	Added APN-5 in FY 2018 to Procure the Multi-Functional Information Distribution System (MIDS) Joint Tactical Radio System (JTRS)	3.3%
	Increased Post-Production Program-Related Engineering Requirement	0.3%
Programmatics/Planning Factors	Added 21 Aircraft to Program of Record (PoR)	6.7%
	Increased PAA by 13 - Three Additional FRS Aircraft and Two Additional Five Aircraft Expeditionary Squadrons (FHP)	
	Added Personnel to Support PAA Increases and Increased CVW Squadron Manning 90% to 95% to Enable Use in the Expeditionary Role	4.3%
	Added Two Expeditionary Logistics Units (ELU) Manning from 17 to 21 per Detachment	0.4%

Estimated Technical and Programmatic Updates

- 21 Aircraft Added to PoR
- Number of Five PAA Squadrons Increased from 14 to 16
- FRS PAA Increased from 17 to 20
- Manpower Increased Due to the Following:
  ~ Two Additional Expeditionary Squadrons
  ~ CVW Manning Increased from 90% to 95% to Enable Execution of the Expeditionary Mission
- ELU Detachment Increased from 17 to 21 (2:1 Dwell Time)
- Total Life Cycle Flight Hours Increased 15.8% Primarily Due to PAA Increases
- Number of Aircraft Operating Years Increased 13%

Unitized O&S Costs BY2004 $K		
Cost Element	**EA-18G Average Annual Cost Per Aircraft**	**"Antecedent" EA-6B (Antecedent) Average Annual Cost Per Aircraft**
Unit-Level Manpower	2.435	2.228
Unit Operations	0.780	0.550
Maintenance	2.935	3.313
Sustaining Support	0.183	0.363
Continuing System Improvements	0.941	1.603
Indirect Support	0.518	0.448
Other	0.000	0.000
Total	7.792	8.505

Unitized Cost Comments:

The Average Annual Cost per Aircraft for the EA-18G is calculated by dividing the total O&S Cost by the Total Operational Aircraft Years for the program.

	Total O&S Cost $M			
	Current Production APB Objective/Threshold		**Current Estimate**	
	EA-18G		**EA-18G**	**"Antecedent" EA-6B (Antecedent)**
Base Year	14743.0	16217.3	**16284.0** [1]	17797.0
Then Year	24508.2	N/A	26319.0	N/A

[1] **APB O&S Cost Breach**

Total O&S Costs Comments:

For comparison purposes, the Base Year Antecedent's Average Annual Cost per Aircraft is derived from total FY 2008-2012 cost from the Navy Visibility and Management of Operation and Support Costs (VAMOSC) Aircraft Type Model Series Report (ATMSR), divided by the total number of aircraft in ATMSR for FY 2008-2012. The value is then multiplied by the total number of aircraft operating years associated with EA-18G to provide a point of comparison.

The procurement profile of PB 2014 added 21 EA-18G aircraft in FY 2014. This increased the total PoR from 114 to 135. The increase in aircraft and related support caused an O&S cost breach. A Program Deviation Report is being developed.

Disposal Costs

While these costs are not part of the Cost Assessment and Program Evaluation 2007 O&S Cost Element Structure and hence are not included in the totals above, the Life Cycle Cost impact has been estimated at $24.9M ($18.5M in BY 2004$).