Selected Acquisition Report (SAR)

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

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

As of FY 2015 President's Budget

Defense Acquisition Management
Information Retrieval
(DAMIR)

Table of Contents

Common Acronyms and Abbreviations

Acq O&M - Acquisition-Related Operations and Maintenance
APB - Acquisition Program Baseline
APPN - Appropriation
APUC - Average Procurement Unit Cost
BA - Budget Authority/Budget Activity
BY - Base Year
DAMIR - Defense Acquisition Management Information Retrieval
Dev Est - Development Estimate
DoD - Department of Defense
DSN - Defense Switched Network
Econ - Economic
Eng - Engineering
Est - Estimating
FMS - Foreign Military Sales
FY - Fiscal Year
IOC - Initial Operational Capability
$K - Thousands of Dollars
LRIP - Low Rate Initial Production
$M - Millions of Dollars
MILCON - Military Construction
N/A - Not Applicable
O&S - Operating and Support
Oth - Other
PAUC - Program Acquisition Unit Cost
PB - President's Budget
PE - Program Element
Proc - Procurement
Prod Est - Production Estimate
QR - Quantity Related
Qty - Quantity
RDT&E - Research, Development, Test, and Evaluation
SAR - Selected Acquisition Report
Sch - Schedule
Spt - Support
TBD - To Be Determined
TY - Then Year
UCR - Unit Cost Reporting

Program Information

Program Name

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

DoD Component

Navy

Responsible Office

Responsible Office

CAPT Frank Morley, USN
Program Executive Officer (PMA265)
Bldg 2272, Suite 445, NAVAIRSYSCOMHQ
47123 Buse Road, Unit IPT
Patuxent River, MD 20670-1547
francis.morley@navy.mil

Phone 301-757-7669
Fax 301-757-7520
DSN Phone 757-7669
DSN Fax 757-7520

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 Growler Aircraft (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. 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 pods, AN/ALQ-218 Receiver, Communication Countermeasures Set with functionality equivalent to the USQ-113, and the Multi-Mission Advanced Tactical Terminal.

Executive Summary

There is no increase in the planned procurement quantities of the EA-18G in the procurement profile of the FY 2015 PB. The procurement profile of the FY 2014 PB added 21 EA-18G aircraft in FY 2014. This added a Lot 38 and increased the total Program of Record from 114 to 135. The Department of the Navy received three EA-18G airframes with installed Airborne Electronic Attack (AEA) kits from Boeing in settlement of the A-12 litigation. The three EA-18G airframes and AEA kit quantities will be noted in the FY 2014 budget as Lot 37A on the Boeing contract. A deobligation of $27M on the FY 2013 EA-18G Boeing Multi-Year Procurement III Lot 37 airframe contract was authorized to reallocate for the procurement of the engines and engines accessories. In addition, contract savings will be reallocated to fund the Government Furnished Equipment (GFE) electronics, other GFE and ancillary equipment to support the three EA-18Gs.The three additional EA-18G aircraft are considered as "inventory objective" of 138 aircraft. These assets will be utilized as attrition aircraft and not considered part of the Program of Record of 135.

The additional 21 EA-18G aircraft and related support caused Procurement and O&S cost breaches. A Program Deviation Report was completed and an updated APB was submitted to the Assistant Secretary of the Navy, Research, Development, and Acquisition for approval.

The Lot 38 contract for the additional 21 aircraft is anticipated to be awarded in April 2014. The Lot 38 AEA Kits contract is anticipated to be awarded in May 2014.

As of December 31, 2013, EA-18G aircraft have flown 80,088 hours.

As of January 31, 2014, the program has delivered 96 aircraft to the fleet.

The current EA-18G Operational Flight Program is the H8E System Configuration Set. Operational Test (OT) of H8E Phase I completed May 14, 2013. The OT report was released by Commander, Operational Test & Evaluation Force Headquarters on August 29, 2013 designating H8E Phase I as "Effective and Suitable.” H8E Phase I was released to the fleet on September 6, 2013.

The EA-18G Aircraft Procurement, Navy (APN)-1 budget received several reductions during the FY 2014 congressional enactment process:

Reductions to the Non-Recurring Engineering budget line eliminates funding to support AEA kit production line shutdown. Reductions to the Engineering Change Order budget line item decreases the program's ability to address emergent obsolescence issues in the last year of production. Reductions to the Production Engineering Support will impact EA-18G testing, including support for aircraft EA-1 and delayed Lot Sample Verification testing efforts in support of production deliveries.

The reductions will be mitigated through projected savings negotiated on the Lot 38 airframe procurement, the AEA kit procurement, and other various GFE contracts within the budget. Synergies with procurement of the Royal Australian Air Force EA-18G and the FY 2013 eleven F/A-18E congressionally-added aircraft increased procurement quantities, which result in reduced unit costs for all procurements.

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

Threshold Breaches

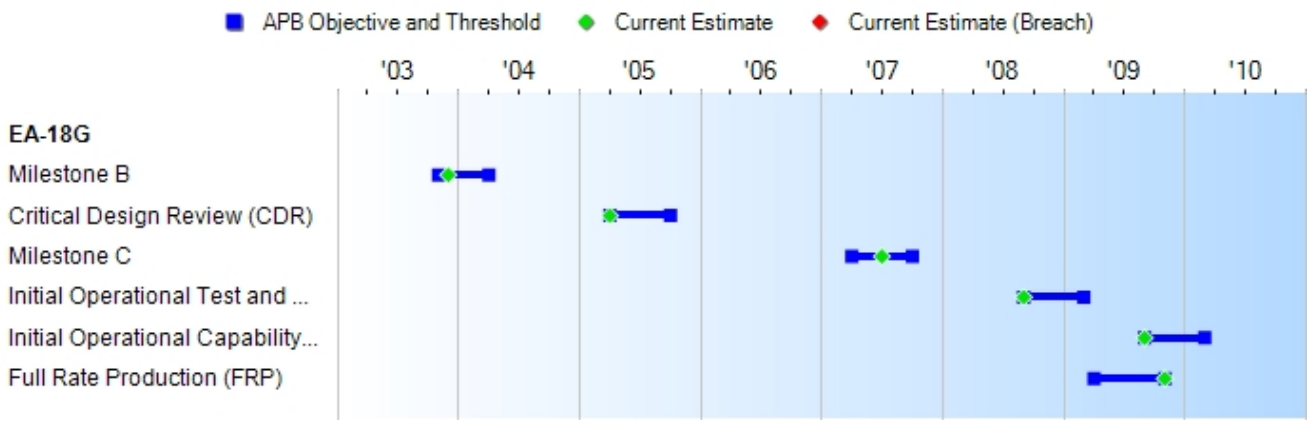
APB Breaches		
Schedule		☐
Performance		☐
Cost	RDT&E	☐
	Procurement	☐
	MILCON	☐
	Acq O&M	☐
O&S Cost		☑
Unit Cost	PAUC	☐
	APUC	☐

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

Explanation of Breach

The previous breaches to Procurement and O&S costs were reported in the December 2012 SAR. A Program Deviation Report was completed and an updated APB was submitted to Assistant Secretary of the Navy (Research Development & Acquisition) for approval. However, as a result of updating the SAR as of the FY 2015 PB, the Procurement breach was resolved. The O&S cost breach remains until the revised APB is approved.

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
Initial Operational Capability (IOC)	SEP 2009	SEP 2009	MAR 2010	SEP 2009
Full Rate Production (FRP)	APR 2009	APR 2009	NOV 2009	NOV 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	360 deg	360 deg	360 deg	360 deg	360 deg
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

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

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

Requirements Source

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

Change Explanations

None

Acronyms and Abbreviations

ATO - Authority 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

Track to Budget

RDT&E

Appn		BA	PE
Navy	1319	05	0604269N
	Project		**Name**
	3063		EA-18G Development

Procurement

Appn		BA	PE		
Navy	1506	01	0204154N		
	Line Item		**Name**		
	0143		APN-1 EA-18G		
Navy	1506	06	0204154N		
	Line Item		**Name**		
	0605		APN-6 EA-18G Spares	(Shared)	(Sunk)

MILCON

Appn		BA	PE		
Navy	1205	01	0703676N		
	Project		**Name**		
	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	1829.2	1899.9	1832.3	2033.7
Procurement	5754.6	8329.7	9162.7	9109.6	6712.5	9693.8	10811.0
Flyaway	--	--	--	7957.4	--	--	9430.1
Recurring	--	--	--	7874.4	--	--	9335.7
Non Recurring	--	--	--	83.0	--	--	94.4
Support	--	--	--	1152.2	--	--	1380.9
Other Support	--	--	--	921.7	--	--	1115.8
Initial Spares	--	--	--	230.5	--	--	265.1
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	10960.2	8636.4	11550.1	12868.7

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

Cost and Funding

Funding Summary

Appropriation and Quantity Summary
FY2015 President's Budget / December 2013 SAR (TY$ M)

Appropriation	Prior	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	To Complete	Total
RDT&E	1785.5	11.1	18.7	34.0	47.5	80.1	56.8	0.0	2033.7
Procurement	8897.0	1870.5	43.5	0.0	0.0	0.0	0.0	0.0	10811.0
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 2015 Total	10706.5	1881.6	62.2	34.0	47.5	80.1	56.8	0.0	12868.7
PB 2014 Total	10959.2	2012.9	65.2	16.4	16.4	14.1	0.0	0.0	13084.2
Delta	-252.7	-131.3	-3.0	17.6	31.1	66.0	56.8	0.0	-215.5

Quantity	Undistributed	Prior	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	To Complete	Total
Development	0	0	0	0	0	0	0	0	0	0
Production	0	114	21	0	0	0	0	0	0	135
PB 2015 Total	0	114	21	0	0	0	0	0	0	135
PB 2014 Total	0	114	21	0	0	0	0	0	0	135
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	--	--	--	--	--	--	14.8
2013	--	--	--	--	--	--	11.8
2014	--	--	--	--	--	--	11.1
2015	--	--	--	--	--	--	18.7
2016	--	--	--	--	--	--	34.0
2017	--	--	--	--	--	--	47.5
2018	--	--	--	--	--	--	80.1
2019	--	--	--	--	--	--	56.8
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**2033.7**

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	--	--	--	--	--	--	17.0
2012	--	--	--	--	--	--	12.3
2013	--	--	--	--	--	--	9.6
2014	--	--	--	--	--	--	8.9
2015	--	--	--	--	--	--	14.7
2016	--	--	--	--	--	--	26.2
2017	--	--	--	--	--	--	36.0
2018	--	--	--	--	--	--	59.4
2019	--	--	--	--	--	--	41.3
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**1829.2**

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	1435.3	--	--	1435.3	85.6	1520.9
2011	12	799.5	--	0.2	799.7	144.4	944.1
2012	12	776.4	--	0.3	776.7	149.1	925.8
2013	12	838.2	--	0.1	838.3	176.7	1015.0
2014	21	1571.7	--	--	1571.7	298.8	1870.5
2015	--	--	--	--	--	43.5	43.5
Subtotal	**135**	**9335.7**	**--**	**94.4**	**9430.1**	**1380.9**	**10811.0**

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	1227.0	--	55.7	1282.7	145.0	1427.7
2009	22	1354.8	--	14.8	1369.6	136.3	1505.9
2010	22	1218.0	--	--	1218.0	72.6	1290.6
2011	12	664.4	--	0.2	664.6	120.0	784.6
2012	12	635.2	--	0.2	635.4	122.0	757.4
2013	12	674.4	--	0.1	674.5	142.1	816.6
2014	21	1242.1	--	--	1242.1	236.1	1478.2
2015	--	--	--	--	--	33.7	33.7
Subtotal	**135**	**7874.4**	**--**	**83.0**	**7957.4**	**1152.2**	**9109.6**

Prior years decreased as a result of reporting actuals and new estimates based on contract awards (FY 2010 through FY 2012) and sequestration (FY 2011 and FY 2012). The decrease in FY 2013 is due to congressional reductions.

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	1359.0
2010	22	1242.0
2011	12	656.1
2012	12	637.0
2013	12	661.1
2014	21	1278.3
2015	--	--
Subtotal	**135**	**7874.4**

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.

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).

Foreign Military Sales

Country	Date of Sale	Quantity	Total Cost $M	Memo
Australia	9/24/2013	0	17.7	FMS Case, AT-P-GTM, provides for EA-18G Aircrew initial training and support related to AT-P-SCI and AT-P-LEN FMS Cases.
Australia	7/4/2013	12	1346.7	FMS Case, AT-P-SCI, provides for the procurement of 12 EA-18G aircraft and support.
Australia	8/30/2012	12	992.4	FMS Case, AT-P-LEN, provides for the procurement of 12 Airborne Electronic Attack kit sets, the modification effort to convert six Australian Lot 33 F/A-18F to AEA-18G Aircraft, and support. Per AT-P-SCI, Australia elected to obtain 12 new build EA-18G aircraft vice converting six Australian Lot 33 F/A-18F to EA-18G.

Nuclear Costs

None

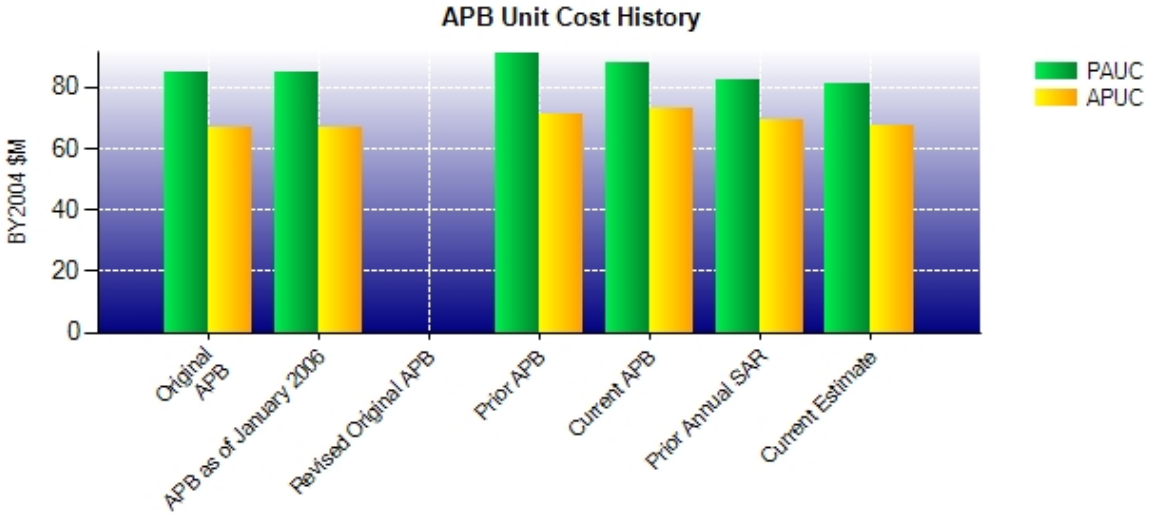
Unit Cost

Unit Cost Report

Unit Cost	BY2004 $M Current UCR Baseline (FEB 2011 APB)	BY2004 $M Current Estimate (DEC 2013 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	10051.9	10960.2	
Quantity	114	135	
Unit Cost	88.175	81.187	-7.93
Average Procurement Unit Cost (APUC)			
Cost	8329.7	9109.6	
Quantity	114	135	
Unit Cost	73.068	67.479	-7.65

Unit Cost	BY2004 $M Original UCR Baseline (DEC 2003 APB)	BY2004 $M Current Estimate (DEC 2013 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	7662.6	10960.2	
Quantity	90	135	
Unit Cost	85.140	81.187	-4.64
Average Procurement Unit Cost (APUC)			
Cost	6030.5	9109.6	
Quantity	90	135	
Unit Cost	67.006	67.479	+0.71

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 2012	82.256	69.484	96.920	82.933
Current Estimate	DEC 2013	81.187	67.479	95.324	80.081

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	-0.199	-10.080	-0.043	1.259	-3.166	0.000	4.739	-7.490	95.324

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	-0.325	-1.430	-0.043	0.000	-2.771	0.000	4.739	0.170	80.081

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	12868.7
Total Quantity	N/A	90	84	135
Prog. Acq. Unit Cost (PAUC)	N/A	93.573	102.814	95.324

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	+18.0	+8.5	--	+26.5
Quantity	--	+3882.6	--	+3882.6
Schedule	--	-5.8	--	-5.8
Engineering	--	--	--	--
Estimating	-53.6	-128.0	--	-181.6
Other	--	--	--	--
Support	--	+726.1	--	+726.1
Subtotal	-35.6	+4483.4	--	+4447.8
Current Changes				
Economic	-0.9	-52.4	--	-53.3
Quantity	--	--	--	--
Schedule	--	--	--	--
Engineering	+170.0	--	--	+170.0
Estimating	+0.3	-246.1	--	-245.8
Other	--	--	--	--
Support	--	-86.4	--	-86.4
Subtotal	+169.4	-384.9	--	-215.5
Total Changes	+133.8	+4098.5	--	+4232.3
CE - Cost Variance	2033.7	10811.0	24.0	12868.7
CE - Cost & Funding	2033.7	10811.0	24.0	12868.7

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	--	+3143.3	--	+3143.3
Schedule	--	-3.5	--	-3.5
Engineering	--	--	--	--
Estimating	-52.5	-99.0	+0.5	-151.0
Other	--	--	--	--
Support	--	+584.9	--	+584.9
Subtotal	-52.5	+3625.7	+0.5	+3573.7
Current Changes				
Economic	--	--	--	--
Quantity	--	--	--	--
Schedule	--	--	--	--
Engineering	+126.1	--	--	+126.1
Estimating	+0.3	-200.9	--	-200.6
Other	--	--	--	--
Support	--	-69.8	--	-69.8
Subtotal	+126.4	-270.7	--	-144.3
Total Changes	+73.9	+3355.0	+0.5	+3429.4
CE - Cost Variance	1829.2	9109.6	21.4	10960.2
CE - Cost & Funding	1829.2	9109.6	21.4	10960.2

Previous Estimate: December 2012

RDT&E	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	-0.9
Adjustment for current and prior escalation. (Estimating)	+0.3	+0.3
Adjustment due to additional funding provided to support Anti-Surface Warfare Passive Kill Chain Integrated Capability III. (Engineering)	+126.1	+170.0
RDT&E Subtotal	+126.4	+169.4

Procurement	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	-52.4
Adjustment for current and prior escalation. (Estimating)	+34.8	+43.0
Increase due to reallocation of A-12 settlement. (Estimating)	0.0	+0.2
Revised estimate to reflect actuals and current contract awards due to savings from engines, Airborne Electronic Attack kits, Government Furnished Equipment (GFE) electronics, other GFE and ancillary equipment. (Estimating)	-136.8	-164.2
Decrease in costs due to congressional reductions (GFE electronics, other GFE, engines, and ancillary equipment) and the A-12 settlement deobligation of engines. (Estimating)	-98.9	-125.1
Adjustment for current and prior escalation. (Support)	+7.0	+8.9
Decrease in Other Support (including airframe, engine, and avionics Peculiar Ground Support Equipment, peculiar training equipment, publications and technical equipment, production engineering and support, Integrated Logistics Support, and support costs) due to DoD internal adjustments. (Support)	-73.7	-91.3
Decrease in Initial Spares due to DoD internal adjustments. (Support)	-3.1	-4.0
Procurement Subtotal	-270.7	-384.9

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, FFP
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	N/A	58	2644.0	N/A	58	2644.0	2667.0

Target Price Change Explanation

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.

Cost and Schedule Variance Explanations

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

Contract Comments

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 MYP III contract was converted to FFP on February 13, 2014 via modification P00166.

The Department of the Navy received three EA-18G airframes with installed Airborne Electronic Attack (AEA) kits from Boeing in settlement of the A-12 litigation. The three EA-18G airframes and AEA kit quantities will be noted in the FY 2014 budget as Lot 37A on the Boeing contract. A deobligation of $27M on the FY 2013 EA-18G Boeing MYP III Lot 37 airframe contract was authorized to re-allocate for the procurement of the engines and engines accessories. In addition, contract savings will be reallocated to fund the Government Furnished Equipment (GFE) electronics, other GFE and ancillary equipment to support the three EA-18Gs. The three additional EA-18G aircraft are considered as "inventory objective" of 138 aircraft. These assets will be utilized as attrition aircraft and not considered part of the Program of Record of 135.

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 20, 2011
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	235.8	N/A	42	235.8	235.8

Target Price Change Explanation

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, FY 2013 procurement of 18 engines and devices, and modifications executed for advanced procurement for FY 2014 engines.

Cost and Schedule Variance Explanations

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

Contract Comments

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

The Department of the Navy received three EA-18G airframes with installed Airborne Electronic Attack (AEA) kits from Boeing in settlement of the A-12 litigation. The three EA-18G airframes and AEA kit quantities will be noted in the FY 2014 budget as Lot 37A on the Boeing contract. A deobligation of $27M on the FY 2013 EA-18G Boeing Multi-Year Procurement III Lot 37 airframe contract was authorized to re-allocate for the procurement of the engines and engines accessories. In addition, contract savings will be reallocated to fund the Government Furnished Equipment (GFE) electronics, other GFE and ancillary equipment to support the three EA-18Gs. The three additional EA-18G aircraft are considered as "inventory objective" of 138 aircraft. These assets will be utilized as attrition aircraft and not considered part of the Program of Record of 135.

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

Target Price Change Explanation

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.

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 only.

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

The Department of the Navy received three EA-18G airframes with installed Airborne Electronic Attack (AEA) kits from Boeing in settlement of the A-12 litigation. The three EA-18G airframes and AEA kit quantities will be noted in the FY 2014 budget as Lot 37A on the Boeing contract. A deobligation of $27M on the FY 2013 EA-18G Boeing Multi-Year Procurement III Lot 37 airframe contract was authorized to re-allocate for the procurement of the engines and engines accessories. In addition, contract savings will be reallocated to fund the Government Furnished Equipment (GFE) electronics, other GFE and ancillary equipment to support the three EA-18Gs. The three additional EA-18G aircraft are considered as "inventory objective" of 138 aircraft. These assets will be utilized as attrition aircraft and not considered part of the Program of Record of 135.

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

Target Price Change Explanation

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.

Cost and Schedule Variance Explanations

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

General Contract Variance Explanation

As stated in the contract, Earned Value Management (EVM) is not applicable at the basic contract level.

In accordance with a contract addendum to Federal Acquisition Regulation Clause 52.234-4, EVM will be implemented on individual orders. In this instance, an EVM waiver was granted for the Cost Plus Fixed Fee orders including CLIN 0001, SCS Development.

Contract Comments

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 on the following CLINs: CLIN 0002, SCS Implementation Products and CLIN 0003, System Improvement and Demonstration.

Appropriation: Procurement

Contract Name	**System Configuration Sets (SCS) Contract Follow-on**
Contractor	The Boeing Company
Contractor Location	6200 JS McDonnell Blvd. St. Louis, MO 63166
Contract Number, Type	N68936-14-D-0008, IDIQ/CPIF/CPFF
Award Date	December 12, 2013
Definitization Date	December 12, 2013

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price at Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
872.8	N/A	90	872.8	N/A	90	872.8	872.8

Cost and Schedule Variance Explanations

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

General Contract Variance Explanation

As stated in the contract, Earned Value Management (EVM) is not applicable at the basic contract level.

In accordance with a contract addendum to Federal Acquisition Regulation Clause 52.234-4, EVM will be implemented on individual orders. In this instance, an EVM waiver was granted for the F/A-18 & EA-18G SCS Contract Line Item Number (CLIN) 0003 orders.

Contract Comments

This is the first time this contract is being reported.

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 for the F/A-18E/F and EA-18G platforms on CLIN 0001, System Improvement and Demonstration Products.

Deliveries and Expenditures

Delivered to Date	Plan to Date	Actual to Date	Total Quantity	Percent Delivered
Development	0	0	0	--
Production	90	96	135	71.11%
Total Program Quantity Delivered	90	96	135	71.11%

Expended and Appropriated (TY $M)			
Total Acquisition Cost	12868.7	Years Appropriated	11
Expended to Date	8833.0	Percent Years Appropriated	68.75%
Percent Expended	68.64%	Appropriated to Date	12588.1
Total Funding Years	16	Percent Appropriated	97.82%

The above data is current as of 2/4/2014.

Operating and Support Cost

EA-18G

Assumptions and Ground Rules

Cost Estimate Reference:
Current Program: EA-18G
Flight Hours per aircraft per month: 35.2
Number of Five Primary Authorized Aircraft (PAA) squadrons: 16
Number of PAA: 105
Number of Aircraft Operating Years: 2,090
Consumption rate, gallons per hour: 1,313
Petroleum, Oil, Lubrication (POL) cost, JP-5 per gallon (FY 2004 $): 1.25
Operational Service Life (Flight Hours): 7,500
Fleet Readiness Squadron (FRS) at 20 PAA: 1
Total Life Cycle Flight Hours: 855,164
Date of Estimate: February 2014
Source: AIR-4.2 O&S Cost Estimate

Sustainment Strategy:
The EA-18G sustainment strategy is based on the following assumptions for basing and utilization:

1) Aircraft, to include the FRS (20 aircraft) and 15 fleet squadrons (five PAA), will be based at Naval Air Station (NAS) Whidbey Island, WA.
2) 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.
3) All squadrons will be manned to the level required to execute the expeditionary mission.
4) One fleet squadron will be forward deployed to Atsugi, Japan.
5) 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.
6) Initial aircrew training will be conducted at NAS Whidbey Island, WA.
7) 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.
8) Limited I-Level maintenance, for some EA-18G and F/A-18E/F common maintenance tasks, has been established at NAS Whidbey Island, WA.
9) AEA I-Level maintenance will be stood up at NAS Whidbey Island, WA and aboard the CVWs commencing FY 2017.

EA-18G Depot Level maintenance will follow the directives as published in the Integrated Logistics Support, Supply Chain Management, and F414 support contracts. This sustainment strategy focuses on the integration of the equipment common to the F/A-18F and EA-6B, and the development of items unique to the EA-18G support.

-- Quantity: Total Aircraft Authorization of 138 (includes additional three Lot 37A aircraft as consideration for the A-12 settlement). The three additional EA-18G aircraft are considered as "inventory objective" of 138 aircraft. These assets will be utilized as attrition aircraft and not considered part of the Program of Record 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 in order to provide a comparison between the EA-18G and its antecedent platform)
Flight Hours per aircraft per month: 32.4
POL Cost, JP-5 per gallon FY 2004$: 1.25

For comparison purposes, the base year antecedent's average annual cost per aircraft is derived from the total FY 2008-2012 cost from the Navy Visibility and Management O&S Costs Aircraft Type Model Series Report (ATMSR), and divided by the total number of aircraft in ATMSR for FY 2008-2012. This value is then multiplied by the total number of aircraft operating years associated with EA-18G to provide a point of comparison.

Unitized O&S Costs BY2004 $M		
Cost Element	**EA-18G Average Annual Cost Per Aircraft**	**"Antecedent" EA-6B (Antecedent) Average Annual Cost Per Aircraft**
Unit-Level Manpower	2.277	2.228
Unit Operations	0.984	0.550
Maintenance	3.053	3.313
Sustaining Support	0.187	0.363
Continuing System Improvements	1.173	1.603
Indirect Support	0.516	0.448
Other	0.000	0.000
Total	8.190	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.

The variable components of the cost estimate, such as the Flying Hour Program are based on the number of aircraft operational years available and flight hours. Some elements, such as personnel and their associated indirect and training costs, are dependent on the number of squadrons and their manning requirements. Other elements which are fixed in nature, such as sustaining engineering, are based on a cost per aircraft. Modifications, airframes, support equipment, and depot maintenance are estimated as the total requirement and applied on a cost per aircraft basis.

	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	**17118.8** [1]	17797.0
Then Year	24508.2	N/A	28039.8	N/A

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

Total O&S Costs Comments:

O&S Cost Variance		
Category	**Base Year 2004 $M**	**Change Explanation**
Prior SAR Total O&S Estimate – March 2013	16,284.0	
Cost Estimating Methodology	+561.6	Updated engine/module demand calculation.
Cost Data Update	+559.3	Increase in training expendable stores cost per weapon. Increase in F414 Aviation Fleet Maintenance cost per repair.
Labor Rate	-28.3	Slight decrease in FY 2014 composite labor rates.
Energy Rate	+209.2	Increase in fuel price.
Technical Input	-471.9	Used Activity Manpower Document for manpower estimate instead of the Manpower Estimate Report.
Programmatic/Planning Factors	+4.9	Added three pipeline aircraft to be delivered in FY 2016.
Other	0.0	
Total Changes	+834.8	
Current Estimate	17,118.8	

Disposal Costs:

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