

## Project Data Summary Sheet<sup>224</sup>

Project Number	AIR 5349 Phase 3
Project Name	EA-18G GROWLER AIRBORNE ELECTRONIC ATTACK CAPABILITY
First Year Reported in the MPR	2013–14
Capability Type	New
Acquisition Type	Australianised MOTS
Service	Royal Australian Air Force
Government 1st Pass Approval	Aug 12
Government 2nd Pass Approval	Apr 13
Total Approved Budget (Current)	<b>\$3,531.4m</b>
2014–15 Budget	<b>\$1,202.5m</b>
Project Stage	Enter Contract
Complexity	ACAT II



Growler

### Section 1 – Project Summary

#### 1.1 Project Description

The EA-18G Growler Airborne Electronic Attack Capability provides for the acquisition of 12 Boeing EA-18G Growler aircraft, ALQ-99 Tactical Jamming Systems (TJS), associated weapons, support and training systems to establish an Airborne Electronic Attack (AEA) capability for the Australian Defence Force (ADF). **In December 2014 the scope of the project was expanded to include Electronic Warfare (EW) training ranges west of Amberley in Queensland and in Delamere in the Northern Territory (Mobile Threat Training Emitter System (MTTES)), plus air-to-air and anti-radiation weapons for raise-train-sustain (RTS) activities.**

#### 1.2 Current Status

##### Cost Performance

##### In-year

**The project spent \$1,241.9m against a revised in-year budget of \$1,202.5m, including higher value FMS case payments for aircraft and AEA Kits, of which some was originally planned in Financial Year 2015-16. Exchange loss on the large FMS payment was the main driver to the resultant variance.**

##### Project Financial Assurance Statement

As at 30 June 2015, project AIR 5349 Phase 3 has reviewed the approved scope and budget for those elements required to be delivered by the project. Having reviewed the current financial and contractual obligations of the project, current known risks and estimated future expenditure, Defence considers, as at the reporting date, there is sufficient budget remaining for the project to complete against the agreed scope.

224 Notice to reader

Future dates and Sections: 1.3 (Major Risks and Issues), 4.1 (Measures of Materiel Capability Delivery Performance), 5.1 (Major Project Risks) and 5.2 (Major Project Issues) are out of scope for the ANAO's review of this Project Data Summary Sheet. Information on the scope of the review is provided in the *Independent Review Report by the Auditor-General* in **Part 3** of this report.

<p><b>Contingency Statement</b></p> <p>The project has not applied contingency in the financial year.</p>
<p><b>Schedule Performance</b></p> <p>Despite the significant change of scope approved in April 2013 to acquire new aircraft in lieu of modification of existing Lot 33 F/A-18F Super Hornets, the project is on schedule to achieve the initial In-Service Date milestone in January 2017, as well as the subsequent Materiel (and Capability) Release milestones. <b>Aircraft production remains on schedule, with the first two Australian EA-18Gs due to roll off the Boeing St Louis production line in July 2015. Development and test of aircraft software is well underway and on schedule for completion to meet Australian airworthiness board timelines for Australian flight operations to commence from in-service date (ISD).</b></p> <p><b>The first Australian aircrew completed conversion onto the EA-18G in early 2015 and are now embedded in USN operational Growler Squadrons gaining experience for the stand-up of a Growler-equipped No. 6 Squadron from January 2017.</b></p>
<p><b>Materiel Capability Delivery Performance</b></p> <p>The project remains on track to deliver a US Navy common Airborne Electronic Attack Capability based on the EA-18G aircraft and ALQ-99 TJS.</p> <p>The EA-18G Growler contains the ALQ-218 Radio Frequency Receiver System as well as the ALQ-227 Communications Countermeasures Set to receive broad spectrum radio frequency signals and subsequently disrupt or jam those signals with the ALQ-99 TJS. As the EA-18G Growler airframe is based on the F/A-18F Super Hornet Block II configuration, it retains an Air-to-Air capability with the APG-79 Radar and AIM-120 Advanced Medium Range Air to Air Missiles (AMRAAM) weapons. Additional AMRAAM tactical missiles and Captive Air Training Missiles (CATMs) are being procured for the expanded air combat fleet. <b>The AIM-9X Sidewinder Air-to-Air missile as integrated on the F/A-18F Super Hornet is also being integrated onto the EA-18G with additional CATMs and tactical missiles for RTS approved for acquisition in December 2014.</b></p> <p>The Australian EA-18G Growler will retain the capability for aircrew to train for the employment of AGM-88B High Speed Anti-Radiation Missiles (HARM) and AGM-88E Advanced Anti-Radiation Air to Ground Missiles (AARGM), with four HARM CATMs and eight AARGM CATMs being procured. <b>Further, HARM and AARGM tactical missiles were approved for acquisition in December 2014 for RTS activities.</b></p> <p>The AN/ASQ-228 Advanced Targeting Forward Looking Infra-Red (ATFLIR) pod will also be integrated onto the EA-18G and 15 ATFLIR pods will be procured. Air Combat Manoeuvring Instrumentation pods will also be procured for the Growler fleet to maximise training effectiveness.</p> <p>In addition to modifying aircrew and maintenance training devices that were procured by AIR 5349 Phase 1 for the F/A-18F Super Hornet to enable training on either the F/A-18F or EA-18G, the project will also acquire an additional two Tactical Operational Flight Trainers (TOFTs) (flight simulators) to address the increased training requirements of the additional EA-18G Growler aircrew.</p> <p>The project plans to follow a similar approach taken to recent FMS acquisitions (including the F/A-18F Super Hornet) within the aviation domain to ensure compliance with Australian Defence Force airworthiness and workplace health and safety standards.</p> <p><b>The December 2014 approval of MTTES will provide the ability for in-country EA-18G aircrew training through establishment of EW training range capabilities in the Amberley Western Training Area and at Delamere in the Northern Territory. Establishment of these ranges will ensure EA-18G aircrew can train effectively without needing frequent deployments to use United States electronic combat ranges for skills development. The Delamere range in particular will provide opportunities for other ADF units and visiting forces for high-end EW training.</b></p>
<p><b>Note</b></p> <p>The capability assessments and forecasts by the project are not subject to the ANAO's assurance review.</p>

### 1.3 Project Context

#### Background

Defence first considered an Airborne Electronic Attack Capability based on the EA-18G Growler as part of the Force Structure Review 2008 (FSR08). While it was noted that an Electronic Attack capability would have broad application in a range of contingencies, the decision at the time was to consider the capability

further as part of FSR13. Notwithstanding, in 2008, the Government approved a production modification for the last 12 F/A-18F Super Hornet aircraft procured under AIR 5349 Phase 1, to enable future upgrade to EA-18G Growler configuration, should strategic circumstances dictate.

In early 2011, the US Department of Defence advised the ADF that the US Navy (the sole operator of the EA-18G Growler) would place its final order for these aircraft in the second half of 2012 and the production line would close in 2015. Accordingly, the US Navy advised that if Australia wished to economically acquire an Airborne Electronic Attack capability, the only feasible option would be to add any Australian requirements to the final US Navy production contract.

In August 2012, the Government approved acquisition of an Airborne Electronic Attack Capability based on the EA-18G Growler. The approved scope from this combined pass approval consisted of modification of 12 existing RAAF Lot 33 F/A-18F Super Hornets.

Defence continued to assess the risk associated with the ADF's air combat transition from the F/A-18A/B Hornet and the F/A-18F Super Hornet, to the F-35A Joint Strike Fighter and developed options for Government consideration – the Air Combat Capability Transition Review. In April 2013, the Government approved the preferred option, which included the acquisition of 12 new build EA-18G Growler aircraft in lieu of modification of existing F/A-18F Super Hornets.

The project classification is Australianised Military-Off-The-Shelf as there are a small number of Australian unique changes, such as ATFLIR and AIM-9X Stores Clearances.

The Acquisition Strategy for AIR 5349 Phase 3 is to procure the principal materiel elements of the capability through the US Government FMS program. Accordingly, a number of FMS cases have been established with Navy International Programs Office and Naval Air Systems Command for acquisition of the materiel components of the capability as well as aircrew and maintainer training. Another FMS case will be utilised to acquire AIM-120 AMRAAM missiles from the US Air Force Security Assistance Command and the AMRAAM Joint Program Office. The procurement approach for the sustainment of the capability will mirror, and optimally leverage that already in place for the F/A-18F Super Hornet and will comprise a combination of Australian Industry based commercial support contracts, augmented where necessary with FMS case procured, US Government sourced products and services.

The Materiel System for the capability will comprise 12 Boeing EA-18G Growler aircraft, ALQ-99 TJSs, AIM-120 AMRAAM missiles, AGM-88B/E HARM/AARGM training missiles, alternate mission equipment, mission planning systems, training devices, spares and support and test equipment, as well as training for aircrew and maintenance personnel. The Airborne Electronic Attack architecture will be enabled by a US Navy common EW database.

Initially, both aircrew and maintenance personnel will be trained in the US utilising the US Navy's training system for the EA-18G Growler. Following the initial training of maintenance personnel, an EA-18G Growler maintenance training framework will be established at RAAF Base Amberley for ongoing training. For aircrew, training will remain in the US throughout the capability life cycle, supported by DMO managed FMS cases.

**In December 2014 the scope of AIR 5349 Phase 3 was expanded to include EW training ranges west of Amberley in Queensland and Delamere MTTES in the Northern Territory, plus air-to-air and anti-radiation weapons for RTS activities. Additionally, ongoing EA-18G and F/A-18F aircrew training in the US was approved.**

AIR 5349 Phase 3 will establish a Support System for the capability, which leverages the significant configuration commonality between the F/A-18F Super Hornet and the EA-18G Growler. Existing support contracts are planned to be modified to include sustainment products and services for the EA-18G Growler, in a similar way to that already in place for the F/A-18F Super Hornet. In addition, US Government FMS cases delivering sustainment products and services will either be amended or replaced with arrangements including both F/A-18F and EA-18G systems. Notably, consistent with the Air Combat Capability Transition Review outcomes agreed by Government, all F/A-18F and EA-18G aircrew training will be transitioned to the US once No.6 Squadron commences transition from being the F/A-18F training squadron to the EA-18G operational squadron.

#### Uniqueness

Noting that AIR 5349 Phase 3 shares many common aspects with AIR 5349 Phase 1 and the acquisition of the F/A-18F Super Hornet, the primary area of uniqueness resides in the introduction of an offensive radio frequency Electronic Attack capability, and the underpinning materiel enablers for this new warfare domain for the ADF.

**Major Risks and Issues**

Over the last year, the majority of major project risks relating to availability of flight test assets have been successfully mitigated. Establishment of Growler support contracts; in particular, the aircraft sustainment contract is a focus area of the Project Office. Although in the early stages of acquisition, several risks have also been identified with supply of MTTES hardware to meet schedule, as well as the timely establishment of MTTES operation and maintenance support contracts.

**Other Current Sub-Projects**

**AIR 5349 Phase 1 – Bridging Air Combat Capability:** Provision of 24 F/A-18F Super Hornets and associated supplies and support. Some AIR 5349 Phase 1 delivered supplies will be shared with AIR 5349 Phase 3 once the EA-18G is introduced to service. AIR 5349 Phase 3 will augment AIR 5349 Phase 1 delivered support arrangements.

**AIR 5349 Phase 2 – Bridging Air Combat Capability Weapons:** Provision of Air-to-Air and Air-to-Surface Weapons and expendables for the F/A-18F Super Hornet. **AIR 5349 Phase 2, through a Memorandum of Agreement (MOA) with AIR 5349 Phase 3, is managing the acquisition and introduction into service of the EA-18G weapons (AIM-120 AMRAAM, AIM-9X Sidewinder, AGM-88B HARM and AGM-88E AARGM) and expendables.**

**Section 2 – Financial Performance**

## 2.1 Project Budget (out-turned) and Expenditure History

Date	Description	\$m	Notes
	<b>Project Budget</b>		
Aug 12	Original Approved	1,155.3	1
Apr 13	Subsequent Second Pass Approval – New build aircraft	1,486.1	2
<b>Dec 14</b>	<b>Real Variation – Scope</b>	<b>200.6</b>	<b>3</b>
		<b>1,686.7</b>	
Jun 15	Exchange Variation	<b>689.4</b>	
Jun 15	<b>Total Budget</b>	<b>3,531.4</b>	
	<b>Project Expenditure</b>		
Prior to Jul 14	<b>Contract Expenditure – US Government (AT-P-SCI)</b>	<b>(213.8)</b>	<b>4</b>
	Contract Expenditure – US Government (AT-P-LEN)	<b>(184.0)</b>	<b>4</b>
	<b>Contract Expenditure – US Government (AT-P-GTM)</b>	<b>(4.8)</b>	<b>4</b>
	Contract Expenditure – US Government (AT-P-AZN)	<b>(2.4)</b>	<b>4</b>
	Other Contract Payments / Internal Expenses	<b>(2.2)</b>	<b>5</b>
		<b>(407.2)</b>	
FY to Jun 15	Contract Expenditure – US Government (AT-P-SCI)	<b>(877.8)</b>	<b>4</b>
	Contract Expenditure – US Government (AT-P-LEN)	<b>(336.9)</b>	<b>4</b>
	Contract Expenditure – US Government (AT-P-GTM)	<b>(3.2)</b>	<b>4</b>
	Contract Expenditure – US Government (AT-P-AZN)	<b>(2.0)</b>	<b>4</b>
	<b>Contract Expenditure – US Government (AT-P-GUW)</b>	<b>(1.8)</b>	<b>4</b>
	<b>Contract Expenditure – US Government (AT-D-YLB)</b>	<b>(0.9)</b>	<b>4</b>
	Other Contract Payments / Internal Expenses	<b>(19.3)</b>	<b>5</b>
		<b>(1,241.9)</b>	
FY to Jun 15	<b>Total Expenditure</b>	<b>(1,649.1)</b>	
Jun 15	<b>Remaining Budget</b>	<b>1,882.3</b>	

Notes	
1	Government approval in August 2012 for modification of Super Hornet aircraft to EA-18G Growler configuration and acquisition of associated Electronic Attack equipment.
2	Government approval in April 2013 to change acquisition strategy to acquisition of new-build aircraft rather than modification of existing aircraft.
3	<b>Government approval in December 2014 for inclusion of Growler Enabling capabilities – MTTES and RTS Weapons.</b>
4	<b>The scope of this contract is explained further in Section 2.3 – Details of Project Major Contracts.</b>
5	Other expenditure comprises: Operating expenditure, contractors, consultants, other capital expenditure not attributable to the aforementioned contracts and minor contract expenditure.

## 2.2A In-year Budget Estimate Variance

Estimate PBS \$m	Estimate PAES \$m	Estimate Final Plan \$m	DMO's Explanation of Material Movements
797.4	728.5	1,202.5	The variation between PBS and PAES estimates is primarily driven by moderated forecast Foreign Military Sales case expenditure. Variance between PAES and Final Plan estimates is due to the higher value June 2015 FMS payment sought to cover forecast aircraft production and AEA kit costs, resulting in bring forward of payments from Financial Year 2015-16.
Variance \$m	(68.9)	474.0	Total Variance (\$m): 405.1
Variance %	(8.6)	65.1	Total Variance (%): 50.8

## 2.2B In-year Budget/Expenditure Variance

Estimate Final Plan \$m	Actual \$m	Variance \$m	Variance Factor	Explanation
			FMS	The final estimate plan was adjusted to reflect the higher value June 2015 FMS payment sought to cover forecast aircraft production and AEA kit costs. Exchange loss on the large FMS payment was the main driver to the resultant variance.
			Overseas Industry	
			Local Industry	
			Brought Forward	
			Cost Savings	
		39.4	FOREX Variation	
			Commonwealth Delays	
			Additional Government Approvals	
1,202.5	1,241.9	39.4	<b>Total Variance</b>	
		3.3	<b>% Variance</b>	

## 2.3 Details of Project Major Contracts

Contractor	Signature Date	Price at		Type (Price Basis)	Form of Contract	Notes
		Signature \$m	30 Jun 15 \$m			
US Government (AT-P-LEN)	Aug 12	944.2	870.3	Reimbursement	FMS	1, 2
US Government (AT-P-AZN)	May 13	36.2	45.5	Reimbursement	FMS	1, 2
US Government (AT-P-SCI)	Jul 13	1,313.1	1,517.5	Reimbursement	FMS	1, 2
US Government (AT-P-GTM)	Sep 13	19.3	85.7	Reimbursement	FMS	1, 2, 3
<b>US Government (AT-P-GUW)</b>	<b>Feb 15</b>	<b>88.6</b>	<b>103.4</b>	<b>Reimbursement</b>	<b>FMS</b>	<b>1, 2</b>
<b>US Government (AT-D-YLB)</b>	<b>Feb 15</b>	<b>84.6</b>	<b>98.9</b>	<b>Reimbursement</b>	<b>FMS</b>	<b>1, 2, 4</b>

Notes				
1	Contract value as at 30 June 2015 is based on actual expenditure to 30 June 2015 and remaining commitment at current exchange rates, and includes adjustments for indexation (where applicable).			
2	<b>The scope of this contract is explained further below.</b>			
3	<b>The large increase in the value of this contract reflects an increase in the training already being procured.</b>			
4	<b>This contract is for the acquisition of AMRAAM missiles and is being managed by Guided Weapons Branch through an FMS case established as part of the AIR 5349 Phase 2 Bridging Air Combat Capability Project.</b>			
Contractor	Quantities as at		Scope	Notes
	Signature	30 Jun 15		
US Government (AT-P-LEN)	Various	Various	Advanced Electronic Attack Kits, ALQ99 TJSs, Launchers, Launch computers, Joint Mission Planning System and Software	
US Government (AT-P-AZN)	12	12	HARM and AARGM training missiles, associated support equipment and training	
US Government (AT-P-SCI)	12	12	EA-18G aircraft, associated spares and support equipment	
US Government (AT-P-GTM)	N/A	N/A	Initial Aircrew and Maintenance Training	
<b>US Government (AT-P-GUW)</b>	<b>Various</b>	<b>Various</b>	<b>EW training ranges systems including threat emitter systems, range control and debrif systems, associated IT, spares, support equipment, integration and test services.</b>	
<b>US Government (AT-D-YLB)</b>	<b>Various</b>	<b>Various</b>	<b>Weapons – AIM-120 C7 AMRAAM air-to-air missiles and associated support equipment and infrastructure</b>	
Major equipment received and quantities to 30 Jun 15				
No major equipment has been received to date.				
Notes				
1	N/A			

### Section 3 – Schedule Performance

#### 3.1 Design Review Progress

Review	Major System/Platform Variant	Original Planned	Current Planned	Achieved/ Forecast	Variance (Months)	Notes
System Requirements	EA-18G Aircraft	N/A – Military Off the Shelf				
	Aircraft Software – SCS H10A	Jan 14	N/A	Jan 14	0	
	Mission Planning System	May 14	N/A	May 14	0	
	ALQ-99 TJS	N/A – Military Off the Shelf				
	Modified TOFTs	Nov 14	<b>N/A</b>	<b>TBD</b>	<b>7</b>	<b>1, 3</b>
	New-build TOFTs	Nov 14	<b>N/A</b>	<b>Apr 15</b>	<b>5</b>	<b>2</b>
	Modified Integrated Visual Environment Maintenance Trainers (IVEMTs)	Nov 14	<b>N/A</b>	<b>Jul 15</b>	<b>8</b>	<b>3</b>
	<b>MTTES – Western Training Area</b>	<b>TBD</b>	<b>N/A</b>	<b>TBD</b>	<b>0</b>	<b>4</b>

#### Project Data Summary Sheets

ANAO Report No.16 2015–16  
2014–15 Major Projects Report

	<b>MTTES – Delamere Air Weapons Range</b>	<b>TBD</b>	<b>N/A</b>	<b>TBD</b>	<b>0</b>	<b>4</b>
Preliminary Design	EA-18G Aircraft	N/A – Military Off the Shelf				
	Aircraft Software SCS H10A	Jun 14	N/A	Jun 14	0	5
	Mission Planning System	Aug 14	N/A	<b>Sep 14</b>	1	
	ALQ-99 TJS	N/A – Military Off the Shelf				
	Modified TOFTs	May 15	<b>N/A</b>	<b>TBD</b>	4	1, 3
	New-build TOFTs	May 15	<b>N/A</b>	<b>Feb 16</b>	9	2
	Modified IVEMTs	May 15	<b>N/A</b>	<b>Oct 15</b>	5	3
	<b>MTTES – Western Training Area</b>	<b>TBD</b>	<b>N/A</b>	<b>TBD</b>	<b>0</b>	<b>4</b>
	<b>MTTES – Delamere Air Weapons Range</b>	<b>TBD</b>	<b>N/A</b>	<b>TBD</b>	<b>0</b>	<b>4</b>
Critical Design	EA-18G Aircraft	N/A – Military Off the Shelf				
	Aircraft Software SCS H10A	Jun 14	N/A	Jun 14	0	5
	Mission Planning System	Sep 14	N/A	<b>Jan 15</b>	4	
	ALQ-99 TJS	N/A – Military Off the Shelf				
	Modified TOFTs	May 15	<b>N/A</b>	<b>TBD</b>	4	1,3
	New-build TOFTs	May 15	<b>N/A</b>	<b>Feb 16</b>	9	2
	Modified IVEMTs	May 15	<b>N/A</b>	<b>Oct 15</b>	5	3
	<b>MTTES – Western Training Area</b>	<b>TBD</b>	<b>N/A</b>	<b>TBD</b>	<b>0</b>	<b>4</b>
	<b>MTTES – Delamere Air Weapons Range</b>	<b>TBD</b>	<b>N/A</b>	<b>TBD</b>	<b>0</b>	<b>4</b>
<b>Notes</b>						
1	<b>Modified TOFT's contract awarded April 2015. Forecast achievement dates to be determined.</b>					
2	<b>Revised date reflects post contract award schedule.</b>					
3	<b>Revised date reflects delay in contract award and updated schedule.</b>					
4	<b>MTTES schedule has not been baselined and US Government work remains pre-contract.</b>					
5	SCS H10A Preliminary Design Review ( <b>PDR</b> ) and Critical Design Review ( <b>CDR</b> ) (held by US Navy) was a combined event, hence dates are the same.					

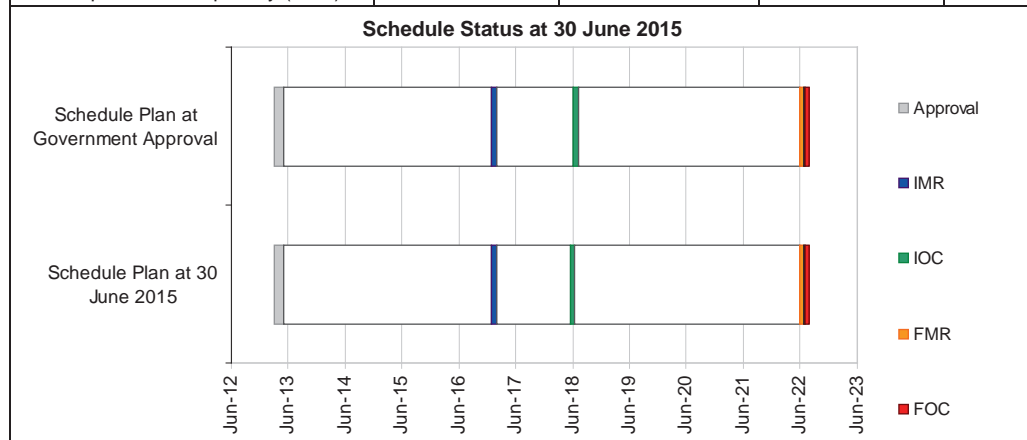
### 3.2 Contractor Test and Evaluation Progress

Test and Evaluation	Major System/ Platform Variant	Original Planned	Current Planned	Achieved /Forecast	Variance (Months)	Notes
System Integration	EA-18G Aircraft	Jun 16	N/A	<b>Jul 16</b>	0	1
	Aircraft SCS H10A	Jul 16	N/A	Jul 16	0	1
	Mission Planning System	Jul 16	N/A	Jul 16	0	1
	ALQ-99 TJS	Jul 16	N/A	Jul 16	0	1
	Modified TOFTs	Sep 16	N/A	<b>TBD</b>	0	2
	New-build TOFTs	Sep 17	N/A	Sep 17	0	
	Modified IVEMTs	Oct 16	N/A	<b>Sep 16</b>	0	
	<b>MTTES – Western Training Area</b>	<b>TBD</b>	<b>N/A</b>	<b>TBD</b>	<b>0</b>	<b>3</b>

	<b>MTTES – Delamere Air Weapons Range</b>	<b>TBD</b>	<b>N/A</b>	<b>TBD</b>	<b>0</b>	<b>3</b>
Acceptance	EA-18G Aircraft	Jul 16	N/A	Jul 16	0	1
	Aircraft Software – SCS H10A	Jul 16	N/A	Jul 16	0	1
	Mission Planning System	Jul 16	N/A	Jul 16	0	1
	ALQ-99 TJS	Jul 16	N/A	Jul 16	0	1
	Modified TOFTs	Jan 17	N/A	<b>TBD</b>	0	<b>2</b>
	New-build TOFTs	Sep 17	N/A	Sep 17	0	
	Modified IVEMTs	Nov 16	N/A	Nov 16	0	
	<b>MTTES – Western Training Area</b>	<b>TBD</b>	<b>N/A</b>	<b>TBD</b>	<b>0</b>	<b>3</b>
	<b>MTTES – Delamere Air Weapons Range</b>	<b>TBD</b>	<b>N/A</b>	<b>TBD</b>	<b>0</b>	<b>3</b>
<b>Notes</b>						
1	US Navy conduct a combined development and acceptance test program encompassing aircraft, SCS H10A, mission planning system, stores integration testing including the ALQ-99 TJS. Accordingly, dates for system integration and acceptance testing reflect the same schedule window.					
2	<b>Modified TOFTs contract awarded April 2015. Forecast achievement dates to be determined.</b>					
3	<b>MTTES schedule has not been baselined and US Government work remains pre-contract.</b>					

### 3.3 Progress Toward Materiel Release and Operational Capability Milestones

Item	Original Planned	Achieved/Forecast	Variance (Months)	Notes
Initial Materiel Release (IMR)	<b>Feb 17</b>	<b>Feb 17</b>	0	
<b>In-Service Date (ISD)</b>	<b>Jan 17</b>	<b>Jan 17</b>	<b>0</b>	
<b>Materiel Release 2 (MR2)</b>	<b>Oct 17</b>	<b>Oct 17</b>	<b>0</b>	
<b>Materiel Release 3 (MR3)</b>	<b>Jul 18</b>	<b>May 18</b>	<b>0</b>	
<b>Materiel Release 4 (MR4)</b>	<b>Mar 19</b>	<b>Feb 19</b>	<b>0</b>	
<b>Materiel Release 5 (MR5)</b>	<b>Jul 19</b>	<b>Jun 19</b>	<b>0</b>	
<b>Materiel Release 6 (MR6)</b>	<b>Mar 20</b>	<b>Feb 20</b>	<b>0</b>	
Initial Operational Capability (IOC)	Jul 18	<b>Jun 18</b>	0	
Final Materiel Release (FMR)	Jul 22	Jul 22	0	
Final Operational Capability (FOC)	Jul 22	Jul 22	0	

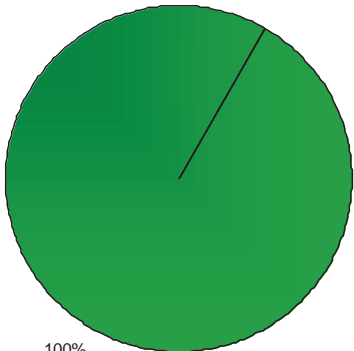




## Section 4 – Materiel Capability Performance

### 4.1 Measures of Materiel Capability Delivery Performance

Pie Chart: Percentage Breakdown of Materiel Capability Delivery Performance

 <p>100%</p>	<p><b>Green:</b> The project remains on track to deliver a US Navy common Airborne Electronic Attack capability based on the EA-18G Growler aircraft.</p>
	<p><b>Amber:</b> N/A</p>
	<p><b>Red:</b> N/A</p>
<p><b>Note</b> This Pie Chart does not necessarily represent capability achieved. The capability assessments and forecasts by the project are not subject to the ANAO's assurance review.</p>	

### 4.2 Constitution of Initial Materiel Release and Final Materiel Release

Item	Explanation	Achievement
Initial Materiel Release (IMR)	<ul style="list-style-type: none"> <li>At least six new-build EA-18G aircraft in USA and associated equipment delivered to support Initial Operational Test and Evaluation (IOT&amp;E) programs.</li> <li>Sufficient aircrew and maintenance personnel to support Growler operations from ISD.</li> <li>Initial in-country aircrew training.</li> </ul> <p>IMR is a future dated milestone projected for February 2017.</p>	Not achieved
Final Materiel Release (FMR)	<ul style="list-style-type: none"> <li>All 12 EA-18G aircraft delivered.</li> <li>All assets, equipment and spares delivered.</li> <li>All acquisition tasks completed and transitioned to sustainment organisation completed.</li> </ul> <p>FMR is a future dated milestone projected for July 2022.</p>	Not achieved

## Section 5 – Major Risks and Issues

### 5.1 Major Project Risks

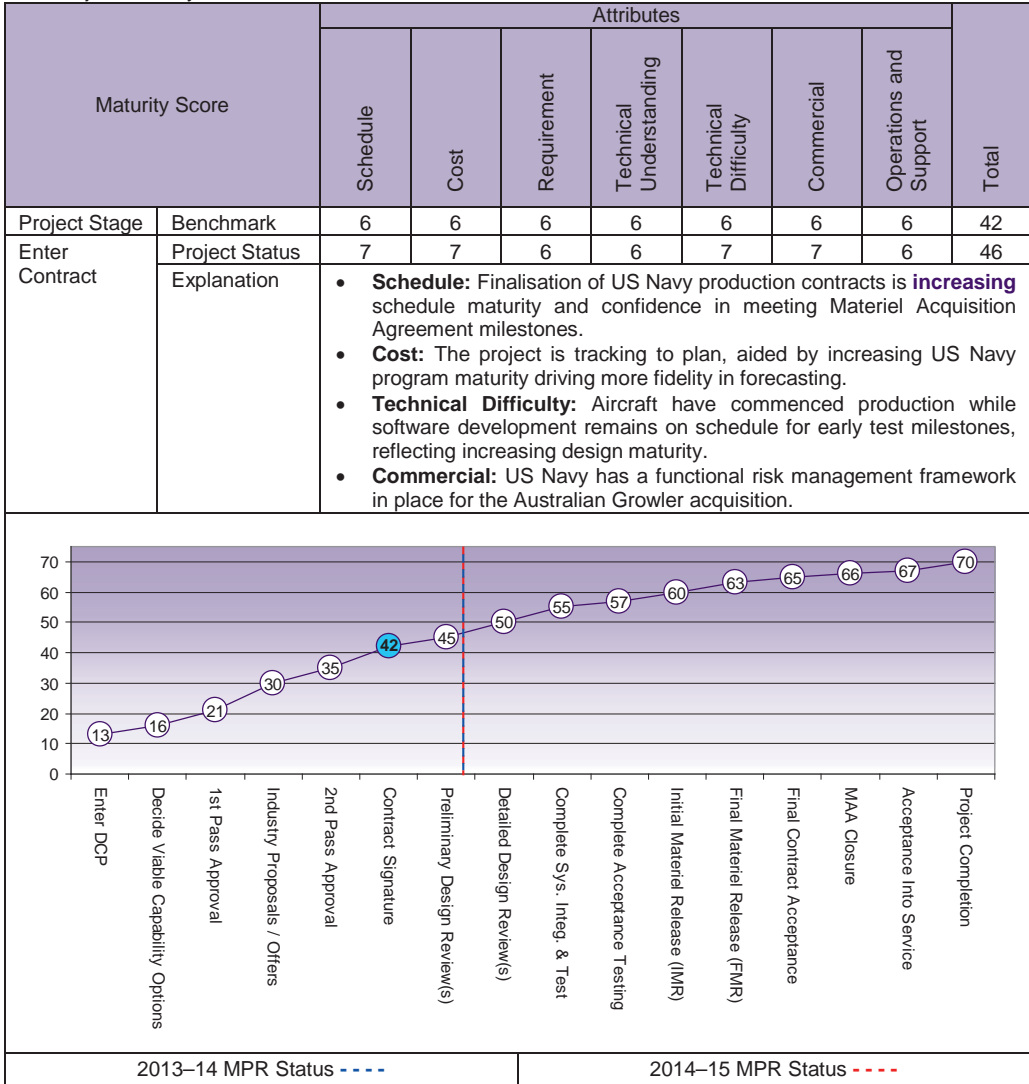
Identified Risks (risk identified by standard project risk management processes)	
Description	Remedial Action
There is a possibility that the AIM-120 Integrated Test Vehicle will not be available in time for H10A software development, laboratory and flight test, delaying integration of the AIM-120 on the EA-18G Growler.	<b>The contract for delivery of the test asset was awarded in July 2014 and the post contract delivery schedule meets the need date for integration testing. The contractor remains on track to deliver the asset on schedule. Accordingly, this risk has reduced in likelihood over the last year and has been downgraded, now rated medium.</b>
Emergent Risks (risk not previously identified but has emerged during 2014–15)	
Description	Remedial Action
There is a possibility that the Growler support contract will not be in place to support post ISD activities.	<b>Growler Statement of Work (SOW) requirements included in SOW and negotiated with contractor for Super Hornet and Growler sustainment. Early engagement with selected contractor to ensure contact negotiated and in place to meet Growler ISD requirement.</b>
There is a risk that the level of Australian unique development required to meet the MTTES requirements will need design and manufacture effort that cannot be completed within the MAA milestone dates (MR2, MR4 & MR6).	<b>MTTES is currently in initial design phases. During the scoping phase of the project, the team will aim to identify areas of greatest technical risk and treat as appropriate.</b>
There is a possibility that the support contract for MTTES – Western Training Area will not be established in time to meet MR2 (October 2017) schedule.	<b>A Contract Change Proposal (CCP) to an in-place contract is being considered to cover initial MTTES support in the Western Training Area.</b>

### 5.2 Major Project Issues

Description	Remedial Action
N/A	N/A

## Section 6 – Project Maturity

### 6.1 Project Maturity Score and Benchmark



## Section 7 – Lessons Learned

### 7.1 Key Lessons Learned

Project Lesson	Categories of Systemic Lessons
For appropriate management according to DMO best practice benchmarks, allocation of project management resources is required immediately on project approval, particularly for projects with primarily FMS acquisition strategies. These projects inherently experience significant lag between Second Pass approval and schedule and financial management maturity, due to the lag between FMS case establishment and initial prime acquisition contracts when compared to commercially based acquisitions. The delay in achieving maturity benchmarks are only exacerbated when resourcing is not applied early in the acquisition life cycle.	Resourcing

## Section 8 – Project Line Management

### 8.1 Project Line Management in 2014–15

Position	Name
General Manager	Ms Shireane McKinnie
Division Head	AVM Leigh Gordon
Branch Head	AIRCDRE Axel Augustin (to Dec 14) AIRCDRE Catherine Roberts (Dec 14–current)
Project Director	Mr Gavin Healy
Project Manager	WGCDR Steve Green (to Nov 14) WGCDR Darren Spee (Dec 14–current)