

UNCLASSIFIED



Selected Acquisition Report (SAR)

RCS: DD-A&T(Q&A)823-335



Expeditionary Sea Base (ESB_)

As of FY 2020 President's Budget

Defense Acquisition Management
Information Retrieval
(DAMIR)

UNCLASSIFIED

Table of Contents

Sensitivity Originator	3
Common Acronyms and Abbreviations for MDAP Programs	4
Program Information	6
Responsible Office	6
References	7
Mission and Description	8
Executive Summary	9
Threshold Breaches	12
Schedule	13
Performance	14
Track to Budget	21
Cost and Funding	21
Low Rate Initial Production	34
Foreign Military Sales	35
Nuclear Costs	35
Unit Cost	36
Cost Variance	39
Contracts	42
Deliveries and Expenditures	43
Operating and Support Cost	44

Sensitivity Originator

No originator information is available at this time.

Common Acronyms and Abbreviations for MDAP Programs

Acq O&M - Acquisition-Related Operations and Maintenance
ACAT - Acquisition Category
ADM - Acquisition Decision Memorandum
APB - Acquisition Program Baseline
APPN - Appropriation
APUC - Average Procurement Unit Cost
\$B - Billions of Dollars
BA - Budget Authority/Budget Activity
Blk - Block
BY - Base Year
CAPE - Cost Assessment and Program Evaluation
CARD - Cost Analysis Requirements Description
CDD - Capability Development Document
CLIN - Contract Line Item Number
CPD - Capability Production Document
CY - Calendar Year
DAB - Defense Acquisition Board
DAE - Defense Acquisition Executive
DAMIR - Defense Acquisition Management Information Retrieval
DoD - Department of Defense
DSN - Defense Switched Network
EMD - Engineering and Manufacturing Development
EVM - Earned Value Management
FOC - Full Operational Capability
FMS - Foreign Military Sales
FRP - Full Rate Production
FY - Fiscal Year
FYDP - Future Years Defense Program
ICE - Independent Cost Estimate
IOC - Initial Operational Capability
Inc - Increment
JROC - Joint Requirements Oversight Council
\$K - Thousands of Dollars
KPP - Key Performance Parameter
LRIP - Low Rate Initial Production
\$M - Millions of Dollars
MDA - Milestone Decision Authority
MDAP - Major Defense Acquisition Program
MILCON - Military Construction
N/A - Not Applicable
O&M - Operations and Maintenance
ORD - Operational Requirements Document
OSD - Office of the Secretary of Defense
O&S - Operating and Support
PAUC - Program Acquisition Unit Cost

PB - President's Budget
PE - Program Element
PEO - Program Executive Officer
PM - Program Manager
POE - Program Office Estimate
RDT&E - Research, Development, Test, and Evaluation
SAR - Selected Acquisition Report
SCP - Service Cost Position
TBD - To Be Determined
TY - Then Year
UCR - Unit Cost Reporting
U.S. - United States
USD(AT&L) - Under Secretary of Defense (Acquisition, Technology and Logistics)
USD(A&S) - Under Secretary of Defense (Acquisition and Sustainment)

Program Information

Program Name

Expeditionary Sea Base (ESB_)

DoD Component

Navy

Responsible Office

CAPT Scot Searles
1333 Isaac Hull Avenue SE
PMS 385, Humphreys Bldg 2W-2830
Washington Navy Yard, DC 20376

scot.searles@navy.mil

Phone: 202-781-1735

Fax: 202-781-4574

DSN Phone: 326-1735

DSN Fax: 326-4574

Date Assigned: July 6, 2017

References

SAR Baseline (Production Estimate)

Assistant Secretary of the Navy (Research, Development & Acquisition) (ASN(RDA)) Approved Acquisition Program Baseline (APB) dated February 05, 2019

Approved APB

Assistant Secretary of the Navy (Research, Development & Acquisition) (ASN(RDA)) Approved Acquisition Program Baseline (APB) dated February 5, 2019

Mission and Description

The Expeditionary Transfer Dock (ESD) program (formerly Mobile Landing Platform (MLP)) originally supported procurement of three ships for the three Maritime Prepositioning Squadrons (MPSRONS). Each ESD provides three Landing Craft Air Cushion (LCAC) lanes, Skin-to-Skin ramp and fenders, and 25K square feet of raised vehicle deck. The Sea Base Surface Interface Hub enables transfer of personnel and equipment from Maritime Prepositioning Force (MPF(F)) Large, Medium-Speed Roll-On/Roll-Off (LMSR) and Expeditionary Fast Transport (EPF) to shore via LCACs.

The Expeditionary Sea Base (ESB) program (formerly MLP Afloat Forward Staging Base (AFSB)) mission is to support Aviation-Mine Counter Measure (AMCM) and Special Operations Force (SOF) operations. The ESB class provides four core components. These include a flight deck with four Level 1/Class 2 Op Spots, berthing to accommodate for 250 military personnel, a mission deck with ~65K square feet of storage as well as the ability to support launch and recovery of boats and sleds, and command and control in the form of C4I spaces for mission planning and execution. The ESB is hybrid CIVMAR/MILDET crew operated as either a USNS for Non International Armed Conflicts (NIAC) or converted to USS for International Armed Conflicts (IAC).

Executive Summary

Program Highlights Since Last Report

This is the initial SAR submission for the ESB Program

The Expeditionary Transfer Dock (ESD) (formerly Mobile Landing Platform (MLP)) / Expeditionary Sea Base (ESB) (formerly MLP Afloat Forward Staging Base (AFSB)) program has procured 5 ships to date (2 ESDs, 3 ESBs), of which four have been delivered. All of the ships are designed and constructed by General Dynamics, National Steel and Shipbuilding Company (GD NASSCO). With the increase in ship quantity, the ESB program's procurement value exceeded the threshold for ACAT II and was therefore reclassified as an ACAT IB program on December 21, 2018.

ESD 1 and 2 as well as ESB 3 are in service. ESB 4 is currently in a Post-Delivery Availability (PDA) following recent delivery in February 2018. ESB 5 is under construction. On July 11, 2018, ESB 5 experienced damage as a result of failure of the NASSCO graving dock structure. Repairs and the last remnants of planned construction are underway, shifting the original delivery date of March 2019 to the current expected delivery date of September 2019.

The Navy's 2016 Force Structure Assessment (FSA) identified the need for three additional ESBs. The FSA is supported by the Consolidated Appropriations Act, 2018 (P.L. 115-141) signed March 23, 2018 which includes one additional ESB (ESB 6), the Department of Defense Appropriations Act, 2019 (P.L. 115-245) signed September 28, 2019, which includes ESB 7 to be procured in FY 2019, and the Navy's FY 2020 PB submission, which includes Advanced Procurement in FY 2022 and Full Funding in FY 2023 for ESB 8; and provides \$38M FY 2020 cost to complete funds for ESB 5. A Request for Proposal (RFP) was released for Long Lead Time Materials for ESB 6, and an Undefined Contract Action (UCA) to procure these items was awarded October 16, 2018. An RFP for ESBs 6-8 Detail Design and Construction (DD&C) was released on June 15, 2018. Proposals have been received for the ESB 6-8 base ship plus several capability option packages and are being evaluated. The ESB 6-8 base ship includes threshold requirements for Airborne Mine Countermeasure (AMCM) and Special Operations Force (SOF) capabilities as identified in the original MLP AFSB CDD.

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

History of Significant Developments Since Program Initiation	
History of Significant Developments Since Program Initiation	
Date	Significant Development Description
June 1998	Mission Area Analysis of the sea-basing concept for the Maritime Prepositioning Force of 2010 issued
February 2000	MPF for 21st Century (MPF Future (MPF(F)) Mission Need Statement approved
January 2003	MPF(F) Analysis of Alternatives Plan approved
April 2004	MPF(F) Analysis of Alternatives Final Summary Report approved
June 2005	ASN RDA Congressional ltr describing MPF(F) issued
March 2006	ADM Approval of MPF(F) program to enter Technology Development phase
August 2006	Joint Staff J-2 memo Intelligence Certification of MPF(F) CDD
September 2006	N09J legal opinion stating that MLP may be lawfully designated naval auxiliary
March 2008	JROC Approval of MPF(F) Increment 1 CDD
July 2008	Approved 5 June 2008 DAB for incremental acquisition of MPF(F) platforms, focusing on T-AKE and MLP. Milestone A
February 2009	MLP System Design Part I awarded to NASSCO
June 2010	Reviewed and approved MPF(F) KPP for Mission Payload
August 2010	MPF(F) Increment One CDD Addendum & Enclosure
May 2011	Designation of MLP as ACAT II.
May 2011	Approval to Award DD&C for MLP 1 & 2, LLTM MLP 3 SCN Letter
May 2011	Milestone B approval by ASN(RDA) that authorized engineering and manufacturing development and detail design of the MLP class ship
October 2012	MLP CDD Aviation Interface
December 2012	ASN(RDA) approved Contract Design of MLP AFSB and to incorporate design changes to base MLP 3 ship to enable future capabilities elements
December 2012	ASN(RDA) approved award of AFSB Contract Design
March 2013	MLP AFSB Variant Appendix to Increment One CDD Addendum
March 2013	Approved MLP CDD change 2 - AFSB
April 2013	ASN(RDA) approved award of AFSB Advanced Design to include SOF capabilities
May 2013	Delivery of MLP 1
May 2013	ASN(RDA) approved Abbreviated Acquisition Plan dtd 1 May 2013
May 2013	ASN(RDA) approved Detail Design & Construction of MLP 3 AFSB.
June 2013	MLP AFSB ARD
June 2013	ASN(RDA) approval to award two AFSB variants of MLP to NASSCO
November 2013	MLP AFSB ARD Rev 2.0
March 2014	Delivery of MLP 2
December 2014	OPNAV N95 clarification of roles and responsibilities between MILDET and MSC, Force Protection responsibilities, VERTREP support responsibilities.
February 2015	OPNAV N95 ltr that implements modifications to meet SOF capabilities

May 2015	MLP w/ CCS OTA Eval Report
June 2015	ESB 3 Delivered
April 2016	Award as sole source to NASSCO for DD&C of ESB 5
April 2016	ADM to approve acquisition of ESB 5 by ASN(RDA)
August 2016	Increase in ESB 5 LLTM Acquisition with PEO Ships endorsement dtd 8/26/2016
September 2016	MLP AFSB Aviation Requirements Document (ARD) Rev 3.0
September 2016	MPF(F) ESB Circular of Requirements (COR) Rev 1.0
December 2016	Department of the Navy, Executive Summary, 2016 Force Structure Assessment (FSA) December 14, 2016.
December 2016	MLP AFSB (Variant) Net-Ready Key Performance Parameter
December 2016	ASN(RDA) approval to award and fund contract modification to N00024-16-C-2227
May 2017	OTA IOT&E Report OT-C2 Final Report ESB
June 2017	ESB Ready for Fleet Introduction
February 2018	ESB 4 Delivered
February 2018	ESD / ESB, as ACAT II programs, delegated to PEO Ships MDA authority
April 2018	Acquisition Program Baseline updated for 3 additional ships
May 2018	ESB 6-8 Acquisition Strategy Approved
May 2018	ESB 6 LLTM ADM Approved
May 2018	ESB 6 LLTM RFP Released
June 2018	ESB 6-8 ISTRAP Approved
June 2018	ESB 6-8 J&A Approved

Threshold Breaches

APB Breaches

Schedule		<input type="checkbox"/>
Performance		<input type="checkbox"/>
Cost	RDT&E	<input type="checkbox"/>
	Procurement	<input type="checkbox"/>
	MILCON	<input type="checkbox"/>
	Acq O&M	<input type="checkbox"/>
O&S Cost		<input type="checkbox"/>
Unit Cost	PAUC	<input type="checkbox"/>
	APUC	<input type="checkbox"/>

Nunn-McCurdy Breaches

Current UCR Baseline

PAUC	None
APUC	None

Original UCR Baseline

PAUC	None
APUC	None

Schedule



Schedule Events				
Events	SAR Baseline Production Estimate	Current APB Production Objective/Threshold	Current Estimate	
MS B DAB	May 2011	May 2011	May 2011	May 2011
Detail Design and Construction Contract Award	May 2011	May 2011	May 2011	May 2011
Start of Construction	Jun 2011	Jun 2011	Jun 2011	Jun 2011
Lead Ship Delivery (Expeditionary Transfer Dock)	May 2013	May 2013	May 2013	May 2013
Lead Ship Delivery (ESB)	Jun 2015	Jun 2015	Jun 2015	Jun 2015
IOT&E Complete	Oct 2014	Oct 2014	Oct 2014	Oct 2014
IOC	Apr 2015	Apr 2015	Apr 2015	Apr 2015
FOC	Jan 2028	Jan 2028	Jan 2029	Jan 2028

Change Explanations

None

Notes

ESB 5 - Delivery September 2019, OWLD November 2020

Performance

Performance Characteristics				
SAR Baseline Production Estimate	Current APB Production Objective/Threshold	Demonstrated Performance	Current Estimate	
Net Ready-KPP Attribute - ESB				
Support to Military Operations (99%) Primary Mission Area - Mine Counter Measures Measure - Ability to disseminate Tactical & Operational Information Enter and be managed on the Network Network - LOS Coms Measure - 1s (time to connect) Data Links Measure - 5s (time to connect) SATCOM Voice Measure - 1s (time to connect) SATCOM Data Measure - 2s (time to connect) Exchange Information: Information Element - Identify Target, Engage Target, Destroy Target Measure - 10s (Time to send and receive information to/from external operational performer)	Support to Military Operations (99%) Primary Mission Area - Mine Counter Measures Measure - Ability to disseminate Tactical & Operational Information Enter and be managed on the Network Network - LOS Coms Measure - 1s (time to connect) Data Links Measure - 5s (time to connect) SATCOM Voice Measure - 1s (time to connect) SATCOM Data Measure - 2s (time to connect) Exchange Information: Information Element - Identify Target, Engage Target, Destroy Target Measure - 10s (Time to send and receive information to/from external operational performer)	Support to Military Operations (90%) Primary Mission Area - Mine Counter Measures Measure - Ability to disseminate Tactical & Operational Information Enter and be managed on the Network Network - LOS Coms Measure - 5s (time to connect) Data Links Measure - 12s (time to connect) SATCOM Voice Measure - 5s (time to connect) SATCOM Data Measure - 10s (time to connect) Exchange Information: Information Element - Identify Target, Engage Target, Destroy Target Measure - 1 min (Time to send and receive information to/from external operational performer)	08/12/2016 - Support to Military Operations (90%) Primary Mission Area - Mine Counter Measures Measure - Ability to disseminate Tactical & Operational Information Enter and be managed on the Network Network - LOS Coms Measure - 5s (time to connect) Data Links Measure - 12s (time to connect) SATCOM Voice Measure - 5s (time to connect) SATCOM Data Measure - 10s (time to connect) Exchange Information: Information Element - Identify Target, Engage Target, Destroy Target Measure - 1 min (Time to send and receive information to/from external operational performer)	Support to Military Operations (90%) Primary Mission Area - Mine Counter Measures Measure - Ability to disseminate Tactical & Operational Information Enter and be managed on the Network Network - LOS Coms Measure - 5s (time to connect) Data Links Measure - 12s (time to connect) SATCOM Voice Measure - 5s (time to connect) SATCOM Data Measure - 10s (time to connect) Exchange Information: Information Element - Identify Target, Engage Target, Destroy Target Measure - 1 min (Time to send and receive information to/from external operational performer)
Net-Ready: The system must support Net-Centric military operations. The system must be able to enter and be managed in the network, and exchange data in a secure manner to enhance mission effectiveness. The system must continuously provide survivable, interoperable, secure, and operationally effective information exchanges to enable a Net-Centric military capability.				
Systems must fully support execution of all operational activities and information exchanges identified in the DoD Enterprise Architecture and	Systems must fully support execution of all operational activities and information exchanges identified in the DoD Enterprise Architecture and	Systems must fully support execution of Joint critical operational activities and information exchanges identified in the DoD Enterprise Architecture and	09/09/2013 - Systems must fully support execution of all operational activities and information exchanges identified in the DoD Enterprise Architecture and	Systems must fully support execution of all operational activities and information exchanges identified in the DoD Enterprise Architecture and

<p>solution architectures based on integrated DODAF content, and must satisfy the technical requirements for Net-Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DODAF content, including specified operationally effective information exchanges 2) Compliant with Net-Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules identified in the DoD IEA, excepting tactical and non-IP communications 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of the GESPs necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views 4) IA requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA, and 5) Supportability requirements to include SAASM, Spectrum and JTRS</p>	<p>solution architectures based on integrated DODAF content, and must satisfy the technical requirements for Net-Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DODAF content, including specified operationally effective information exchanges 2) Compliant with Net-Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules identified in the DoD IEA, excepting tactical and non-IP communications 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of the GESPs necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views 4) IA requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA, and 5) Supportability requirements to include SAASM, Spectrum and JTRS</p>	<p>solution architectures based on integrated DODAF content, and must satisfy the technical requirements for transition to Net-Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DODAF content, including specified operationally effective information exchanges 2) Compliant with Net-Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules identified in the DoD IEA, excepting tactical and non-IP communications 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of the GESPs necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views 4) IA requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an IATO or ATO by the DAA, and 5) Supportability requirements to include SAASM,</p>	<p>solution architectures based on integrated DODAF content, and must satisfy the technical requirements for Net-Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DODAF content, including specified operationally effective information exchanges 2) Compliant with Net-Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules identified in the DoD IEA, excepting tactical and non-IP communications 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of the GESPs necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views 4) IA requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA, and 5) Supportability requirements to include SAASM, Spectrum and JTRS</p>	<p>solution architectures based on integrated DODAF content, and must satisfy the technical requirements for Net-Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DODAF content, including specified operationally effective information exchanges 2) Compliant with Net-Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules identified in the DoD IEA, excepting tactical and non-IP communications 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of the GESPs necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views 4) IA requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA, and 5) Supportability requirements to include SAASM, Spectrum and JTRS</p>
---	---	---	---	---

requirements.	requirements.	Spectrum and JTRS requirements.	requirements.	requirements.
Capacity to support ESD operations				
Mission deck/cargo capacity: 50,000 sq. ft., elevated if necessary, for vehicle parking and maneuvering with tiedowns for all current and programmed USMC and NSE ground vehicles and equipment (to include Army equivalents) and an additional allocation of space above the 50,000 sq. ft. for stowage and employment of the sideport ramp and fendering LCAC: 3 LCAC equivalent mission deck spots with services (fueling, wash down, lane barriers, lighting) JP 5 cargo fuel stowage capacity: 450,000 gal. to support LCAC refueling and support of operations ashore (i.e. refueling tanker trucks and other vehicles) potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both shipboard and mission related fresh water requirements	Mission deck/cargo capacity: 50,000 sq. ft., elevated if necessary, for vehicle parking and maneuvering with tiedowns for all current and programmed USMC and NSE ground vehicles and equipment (to include Army equivalents) and an additional allocation of space above the 50,000 sq. ft. for stowage and employment of the sideport ramp and fendering LCAC: 3 LCAC equivalent mission deck spots with services (fueling, wash down, lane barriers, lighting) JP 5 cargo fuel stowage capacity: 450,000 gal. to support LCAC refueling and support of operations ashore (i.e. refueling tanker trucks and other vehicles) potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both shipboard and mission related fresh water requirements	Mission deck/cargo capacity: 25,000 sq. ft. elevated if necessary, for vehicle parking and maneuvering with tiedowns for all current and programmed USMC and NSE ground vehicles and equipment (to include Army equivalents) and an additional allocation of space above the 25,000 sq. ft. for stowage and employment of the sideport ramp and fendering LCAC: 3 LCAC equivalent mission deck spots with services (fueling, wash down, lane barriers, lighting) JP 5 cargo fuel stowage capacity: 380,000 gal. to support LCAC refueling and support of operations ashore (i.e. refueling tanker trucks and other vehicles) potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both shipboard and mission related fresh water requirements	09/09/2013 - Mission deck/cargo capacity: 25,000 sq. ft. elevated if necessary, for vehicle parking and maneuvering with tiedowns for all current and programmed USMC and NSE ground vehicles and equipment (to include Army equivalents) and an additional allocation of space above the 25,000 sq. ft. for stowage and employment of the sideport ramp and fendering LCAC: 3 LCAC equivalent mission deck spots with services (fueling, wash down, lane barriers, lighting) JP 5 cargo fuel stowage capacity: 380,000 gal. to support LCAC refueling and support of operations ashore (i.e. refueling tanker trucks and other vehicles) potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both shipboard and mission related fresh water requirements	Mission deck/cargo capacity: 25,000 sq. ft. elevated if necessary, for vehicle parking and maneuvering with tiedowns for all current and programmed USMC and NSE ground vehicles and equipment (to include Army equivalents) and an additional allocation of space above the 25,000 sq. ft. for stowage and employment of the sideport ramp and fendering LCAC: 3 LCAC equivalent mission deck spots with services (fueling, wash down, lane barriers, lighting) JP 5 cargo fuel stowage capacity: 380,000 gal. to support LCAC refueling and support of operations ashore (i.e. refueling tanker trucks and other vehicles) potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both shipboard and mission related fresh water requirements
Capacity to support ESB operations				
Flight Deck: Four Level I/Class 2 operating spots - Air capable ship with weapon support and	Flight Deck: Four Level I/Class 2 operating spots - Air capable ship with weapon support and	Flight Deck: Two Level I/Class 2 operating spots - Air capable ship with weapon support and	08/12/2016 -Flight Deck: Two Level I/Class 2 operating spots - Air capable ship with weapon	Flight Deck: Two Level I/Class 2 operating spots - Air capable ship with weapon support and

<p>defueling. MH53E or MH60 or CV22 or CH47 or AH6 equivalent with additional parking for 4 MH53E or CV22 equivalent aircraft, a hangar sized to fit one MH53E equivalent spread or two MH53E equivalent folded</p> <p>Accommodations: Berthing for a total of 351 personnel comprised of 94 MSC standard and 257 Military standard. Also, stores for 94 MSC at 30/45/90. Stores for 257 Military at 30/45/90 (chill/frozen/dry) Mission deck/cargo capacity to accommodate: - 6 MK-105 mine sleds and 4 7-M RHIBs and 4 9-M RHIBs, and 20 TEUs Or - 4 12-M boats, and 16 TEUs and 10 ISU 90 (9'X7') with power service hook-up and tiedowns Or - 2 65-ft boats and 2 DCS-M and 16 TEUs and 10 ISU 90 (9'X7') with power service hook-up and tiedowns JP 5 and MOGAS cargo fuel stowage capacity: 350,000 gal. JP5 and 4,000 gal. MOGAS. Potable water stowage and production capacity: Same as threshold</p>	<p>defueling. MH53E or MH60 or CV22 or CH47 or AH6 equivalent with additional parking for 4 MH53E or CV22 equivalent aircraft, a hangar sized to fit one MH53E equivalent spread or two MH53E equivalent folded</p> <p>Accommodations: Berthing for a total of 351 personnel comprised of 94 MSC standard and 257 Military standard. Also, stores for 94 MSC at 30/45/90. Stores for 257 Military at 30/45/90 (chill/frozen/dry) Mission deck/cargo capacity to accommodate: - 6 MK-105 mine sleds and 4 7-M RHIBs and 4 9-M RHIBs, and 20 TEUs Or - 4 12-M boats, and 16 TEUs and 10 ISU 90 (9'X7') with power service hook-up and tiedowns Or - 2 65-ft boats and 2 DCS-M and 16 TEUs and 10 ISU 90 (9'X7') with power service hook-up and tiedowns JP 5 and MOGAS cargo fuel stowage capacity: 350,000 gal. JP5 and 4,000 gal. MOGAS. Potable water stowage and production capacity: Same as threshold</p>	<p>defueling. MH53E equivalent with additional parking for 2 MH53E equivalent aircraft, a hangar sized to fit one MH53E equivalent spread or two MH53E equivalent folded. Space, weight, and services (S/W/S) to accommodate MH60, CH47, AH6 equivalent aircraft.</p> <p>Accommodations: Berthing for a total of 284 personnel comprised of 34 MSC standard and 250 Military standard. Also, stores for 34 MSC at 30/45/90 (chill/frozen/ dry). Stores for 250 Military at 10/10/10 (chill/frozen/dry) Mission deck/cargo capacity to accommodate: - 4 MK-105 mine sleds equivalents and 4 7-M RHIBs and 12 TEUs Or - 4 41ft craft and 12 TEUs S/W for objective value cargo JP 5 and MOGAS cargo fuel stowage capacity: 350,000 gal. JP5 and 110 gal. MOGAS to support aviation and boat operations. S/W for a MOGAS 4,000 gal. jettison able bladder rack system; Services for AFFF only Potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both</p>	<p>support and defueling. MH53E equivalent with additional parking for 2 MH53E equivalent aircraft, a hangar sized to fit one MH53E equivalent spread or two MH53E equivalent folded. Space, weight, and services (S/W/S) to accommodate MH60, CH47, AH6 equivalent aircraft.</p> <p>Accommodations: Berthing for a total of 284 personnel comprised of 34 MSC standard and 250 Military standard. Also, stores for 34 MSC at 30/45/90 (chill/frozen/ dry). Stores for 250 Military at 10/10/10 (chill/frozen/dry) Mission deck/cargo capacity to accommodate: - 4 MK-105 mine sleds equivalents and 4 7-M RHIBs and 12 TEUs Or - 4 41ft craft and 12 TEUs S/W for objective value cargo JP 5 and MOGAS cargo fuel stowage capacity: 350,000 gal. JP5 and 110 gal. MOGAS to support aviation and boat operations. S/W for a MOGAS 4,000 gal. jettison able bladder rack system; Services for AFFF only Potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both</p>	<p>defueling. MH53E equivalent with additional parking for 2 MH53E equivalent aircraft, a hangar sized to fit one MH53E equivalent spread or two MH53E equivalent folded. Space, weight, and services (S/W/S) to accommodate MH60, CH47, AH6 equivalent aircraft.</p> <p>Accommodations: Berthing for a total of 284 personnel comprised of 34 MSC standard and 250 Military standard. Also, stores for 34 MSC at 30/45/90 (chill/frozen/ dry). Stores for 250 Military at 10/10/10 (chill/frozen/dry) Mission deck/cargo capacity to accommodate: - 4 MK-105 mine sleds equivalents and 4 7-M RHIBs and 12 TEUs Or - 4 41ft craft and 12 TEUs S/W for objective value cargo JP 5 and MOGAS cargo fuel stowage capacity: 350,000 gal. JP5 and 110 gal. MOGAS to support aviation and boat operations. S/W for a MOGAS 4,000 gal. jettison able bladder rack system; Services for AFFF only Potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both</p>
---	---	---	---	---

		shipboard and mission related fresh water requirements	shipboard and mission related fresh water requirements	shipboard and mission related fresh water requirements
Force Protection				
Crew served weapons mounts and stowage space (volume, accessibility and safety) for these weapons, small arms, ammunition, non-lethal weapons/devices, and personnel protective equipment as routinely provided to MSC ships plus space and weight for point defense weapons system(s)	Crew served weapons mounts and stowage space (volume, accessibility and safety) for these weapons, small arms, ammunition, non-lethal weapons/devices, and personnel protective equipment as routinely provided to MSC ships plus space and weight for point defense weapons system(s)	Crew served weapons mounts and stowage space (volume, accessibility and safety) for these weapons, small arms, ammunition, non-lethal weapons/devices, and personnel protective equipment as routinely provided to MSC ships	09/09/2013 - Crew served weapons mounts and stowage space (volume, accessibility and safety) for these weapons, small arms, ammunition, non-lethal weapons/devices, and personnel protective equipment as routinely provided to MSC ships	Crew served weapons mounts and stowage space (volume, accessibility and safety) for these weapons, small arms, ammunition, non-lethal weapons/devices, and personnel protective equipment as routinely provided to MSC ships
Survivability - ESD				
Chemical and radiological detection system, washdown capability for the ship, personnel decontamination stations, and CBR PPE for the crew. Survival of the ship and crew through sea state 8 while maintaining best heading under power. Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.	Chemical and radiological detection system, washdown capability for the ship, personnel decontamination stations, and CBR PPE for the crew. Survival of the ship and crew through sea state 8 while maintaining best heading under power. Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.	S/W for chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, and CBR PPE for the crew Survival of the ship, crew, embarked force through sea state 8 (Note 1), while maintaining best heading under power Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.	09/09/2013 - S/W for chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, and CBR PPE for the crew Survival of the ship, crew, embarked force through sea state 8 (Note 1), while maintaining best heading under power Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.	S/W for chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, and CBR PPE for the crew Survival of the ship, crew, embarked force through sea state 8 (Note 1), while maintaining best heading under power Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.

Survivability - ESB

Threshold plus chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, CBR PPE for the crew Same as threshold Damage control repair lockers: Three damage control repair lockers shall be provided. The two identified in threshold plus a third locker located in the new AFSB house. The DC lockers shall be capable of stowing the required MSC damage control Allowance Equipage Lists	Threshold plus chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, CBR PPE for the crew Same as threshold Damage control repair lockers: Three damage control repair lockers shall be provided. The two identified in threshold plus a third locker located in the new AFSB house. The DC lockers shall be capable of stowing the required MSC damage control Allowance Equipage Lists	S/W for chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, and CBR PPE for the crew Survival of the ship, crew, embarked force through sea state 8 (Note 1), while maintaining best heading under power Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.	08/12/2016 - S/W for chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, and CBR PPE for the crew Survival of the ship, crew, embarked force through sea state 8 (Note 1), while maintaining best heading under power Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.	S/W for chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, and CBR PPE for the crew Survival of the ship, crew, embarked force through sea state 8 (Note 1), while maintaining best heading under power Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.
---	---	--	---	--

Matériel Availability. Percentage of time ships not in a maintenance availability and the ship can undertake the bulk of its wartime mission (equivalent to Ao). "Bulk of its wartime mission" for MLP is defined as ability to transit at 10 knots, and ability to ballast and control head in support of LCAC operations.

84%	84%	80%	09/09/2013 - 80%	80%
-----	-----	-----	------------------	-----

Requirements Reference

CDD approved on March 11, 2013

Change Explanations

None

Acronyms and Abbreviations

AEL - Allowance Equipage Lists
AFFF - Aqueous Film Forming Foam
AFSB - Afloat Forward Sea Base
AH6 - Attack Helicopter Model 6
Ao - Operational Availability
ATO - Authority to Operate
CBR - Chemical, Biological, and Radiological
CH47 - Cargo Helicopter Model 47
CV22 - Cargo Fixed Wing Helicopter Model 22
DAA - Designated Accrediting Authority
DC - Damage Control
DCS-M - Dry Combat Submersible Medium
DoDAF - Department of Defense Architecture Framework
ESD - Expeditionary Transfer Dock
Gal - Gallon(s)
GESP - GIG Enterprise Service Profile
GIG - Global Information Grid
IA - Information Assurance
IATO - Interim Authority to Operate
IEA - Information Enterprise Architecture
IP - Internet Protocol
ISU - International Standard Unit
IT - Information Technology
JP - Jet Propellant
JTRS - Joint Tactical Radio System
LCAC - Landing Craft Air Cushion
LOS - Line Of Sight
MH53E - Multi-mission Helicopter Model 53E
MH60 - Multi-mission Helicopter Model 60
Min - Minute(s)
MK - Mark
MLP - Mobile Landing Platform
MOGAS - Mobility Gasoline
MSC - Military Sealift Command
NSE - Naval Support Elements
PPE - Personal Protective Equipment
RHIB - Rigid Hull Inflatable Boat
S - Second(s)
S/W - Space and Weight
SAASM - Selective Availability Anti-Spoofing Module
SATCOM - Satellite Communications
sq. ft. - Square Feet
TEU - Twenty Foot Equivalent Unit
TV-1 - Technical Standards Profile
USMC - United States Marine Corp

Track to Budget

RDT&E

Appn	BA	PE		
Navy	1319	05	0604567N	
	Project		Name	
	1803		Ship Contract Design/Live Fire T&E	(Sunk)
	3374		MPF (F)	(Sunk)
Navy	4557	04	0408042N	
	Project		Name	
	0900		MLP R&D	(Sunk)

Procurement

Appn	BA	PE		
Navy	1611	03	0204411N	
	Line Item		Name	
	3039		Expeditionary Sea Base (ESB)	
Navy	1611	05	0204411N	
	Line Item		Name	
	5110		Outfitting	(Shared)
Navy	1611	03	0204411N	
	Line Item		Name	
	5300		SCN ESB Completion of PY Shipbuilding	(Shared)
Navy	4557	01	0408042N	
	Line Item		Name	
	0401		MLP Procurement	(Sunk)
	5000		Outfitting and Post Delivery	(Sunk)

Cost and Funding

Cost Summary

Total Acquisition Cost							
Appropriation	BY 2011 \$M			BY 2011 \$M	TY \$M		
	SAR Baseline Production Estimate	Current APB Production Objective/Threshold		Current Estimate	SAR Baseline Production Estimate	Current APB Production Objective	Current Estimate
RDT&E	112.0	112.0	123.3	111.9	114.3	114.3	114.3
Procurement	4416.9	4416.9	4940.7	4368.6	5081.9	5081.9	5073.8
Flyaway	--	--	--	4131.1	--	--	4786.3
Recurring	--	--	--	4032.6	--	--	4686.2
Non Recurring	--	--	--	98.5	--	--	100.1
Support	--	--	--	237.5	--	--	287.5
Other Support	--	--	--	237.5	--	--	287.5
Initial Spares	--	--	--	0.0	--	--	0.0
MILCON	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acq O&M	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	4528.9	4528.9	N/A	4480.5	5196.2	5196.2	5188.1

Current APB Cost Estimate Reference

Business Case Analysis (BCA) for the procurement of Expeditionary Sea Base (ESB 6,7, & 8) dated March 28, 2018

Cost Notes

The BCA was conducted to support the sole source acquisition of ESB 6, ESB 7 and ESB 8.

Total Quantity			
Quantity	SAR Baseline Production Estimate	Current APB Production	Current Estimate
RDT&E	0	0	0
Procurement	8	8	8
Total	8	8	8

Cost and Funding

Funding Summary

Appropriation Summary									
FY 2020 President's Budget / December 2018 SAR (TY\$ M)									
Appropriation	Prior	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	To Complete	Total
RDT&E	114.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	114.3
Procurement	3563.6	674.1	54.1	21.0	161.2	559.4	11.5	28.9	5073.8
MILCON	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acq O&M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PB 2020 Total	3677.9	674.1	54.1	21.0	161.2	559.4	11.5	28.9	5188.1
	--	--	--	--	--	--	--	--	--

Quantity Summary										
FY 2020 President's Budget / December 2018 SAR (TY\$ M)										
Quantity	Undistributed	Prior	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	To Complete	Total
Development	0	0	0	0	0	0	0	0	0	0
Production	0	6	1	0	0	0	1	0	0	8
PB 2020 Total	0	6	1	0	0	0	1	0	0	8
	--	--	--	--	--	--	--	--	--	--

Cost and Funding

Annual Funding By Appropriation

Annual Funding							
1319 RDT&E Research, Development, Test, and Evaluation, Navy							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2012	--	--	--	--	--	--	8.0
2013	--	--	--	--	--	--	--
2014	--	--	--	--	--	--	--
2015	--	--	--	--	--	--	--
2016	--	--	--	--	--	--	--
2017	--	--	--	--	--	--	0.7
2018	--	--	--	--	--	--	0.5
Subtotal	--	--	--	--	--	--	9.2

Annual Funding							
1319 RDT&E Research, Development, Test, and Evaluation, Navy							
Fiscal Year	Quantity	BY 2011 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2012	--	--	--	--	--	--	7.7
2013	--	--	--	--	--	--	--
2014	--	--	--	--	--	--	--
2015	--	--	--	--	--	--	--
2016	--	--	--	--	--	--	--
2017	--	--	--	--	--	--	0.6
2018	--	--	--	--	--	--	0.4
Subtotal	--	--	--	--	--	--	8.7

Annual Funding 4557 RDT&E National Defense Sealift Fund, Navy							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2008	--	--	--	--	--	--	18.1
2009	--	--	--	--	--	--	12.9
2010	--	--	--	--	--	--	32.7
2011	--	--	--	--	--	--	3.5
2012	--	--	--	--	--	--	4.9
2013	--	--	--	--	--	--	4.0
2014	--	--	--	--	--	--	18.7
2015	--	--	--	--	--	--	8.5
2016	--	--	--	--	--	--	1.8
Subtotal	--	--	--	--	--	--	105.1

Annual Funding 4557 RDT&E National Defense Sealift Fund, Navy							
Fiscal Year	Quantity	BY 2011 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2008	--	--	--	--	--	--	18.6
2009	--	--	--	--	--	--	13.1
2010	--	--	--	--	--	--	32.7
2011	--	--	--	--	--	--	3.4
2012	--	--	--	--	--	--	4.7
2013	--	--	--	--	--	--	3.8
2014	--	--	--	--	--	--	17.5
2015	--	--	--	--	--	--	7.8
2016	--	--	--	--	--	--	1.6
Subtotal	--	--	--	--	--	--	103.2

Annual Funding 1611 Procurement Shipbuilding and Conversion, Navy							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2014	1	603.3	--	--	603.3	--	603.3
2015	--	--	--	--	--	--	--
2016	1	635.0	--	--	635.0	4.0	639.0
2017	--	--	--	--	--	18.0	18.0
2018	1	635.0	--	--	635.0	12.3	647.3
2019	1	647.0	--	--	647.0	27.1	674.1
2020	--	38.0	--	--	38.0	16.1	54.1
2021	--	--	--	--	--	21.0	21.0
2022	--	127.3	--	--	127.3	33.9	161.2
2023	1	549.0	--	--	549.0	10.4	559.4
2024	--	--	--	--	--	11.5	11.5
2025	--	--	--	--	--	20.1	20.1
2026	--	--	--	--	--	8.8	8.8
Subtotal	5	3234.6	--	--	3234.6	183.2	3417.8

Annual Funding								
1611 Procurement Shipbuilding and Conversion, Navy								
Fiscal Year	Quantity	BY 2011 \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
2014	1	530.1	--	--	530.1	--	530.1	
2015	--	--	--	--	--	--	--	
2016	1	535.5	--	--	535.5	3.4	538.9	
2017	--	--	--	--	--	14.9	14.9	
2018	1	514.3	--	--	514.3	10.0	524.3	
2019	1	513.7	--	--	513.7	21.6	535.3	
2020	--	29.6	--	--	29.6	12.5	42.1	
2021	--	--	--	--	--	16.0	16.0	
2022	--	95.3	--	--	95.3	25.3	120.6	
2023	1	402.7	--	--	402.7	7.7	410.4	
2024	--	--	--	--	--	8.3	8.3	
2025	--	--	--	--	--	14.2	14.2	
2026	--	--	--	--	--	6.1	6.1	
Subtotal	5	2621.2	--	--	2621.2	140.0	2761.2	

Cost Quantity Information		
1611 Procurement Shipbuilding and Conversion, Navy		
Fiscal Year	Quantity	End Item Recurring Flyaway (Aligned With Quantity) BY 2011 \$M
2014	1	530.1
2015	--	--
2016	1	565.1
2017	--	--
2018	1	514.3
2019	1	513.7
2020	--	--
2021	--	--
2022	--	--
2023	1	498.0
2024	--	--
2025	--	--
2026	--	--
Subtotal	5	2621.2

Annual Funding 4557 Procurement National Defense Sealift Fund, Navy							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2010	--	82.6	--	37.1	119.7	--	119.7
2011	2	825.9	--	49.0	874.9	--	874.9
2012	1	372.0	--	14.0	386.0	6.2	392.2
2013	--	148.5	--	--	148.5	32.0	180.5
2014	--	22.6	--	--	22.6	33.3	55.9
2015	--	--	--	--	--	17.3	17.3
2016	--	--	--	--	--	15.5	15.5
Subtotal	3	1451.6	--	100.1	1551.7	104.3	1656.0

Annual Funding 4557 Procurement National Defense Sealift Fund, Navy							
Fiscal Year	Quantity	BY 2011 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2010	--	82.7	--	37.1	119.8	--	119.8
2011	2	808.3	--	47.9	856.2	--	856.2
2012	1	358.3	--	13.5	371.8	6.0	377.8
2013	--	141.0	--	--	141.0	30.3	171.3
2014	--	21.1	--	--	21.1	31.2	52.3
2015	--	--	--	--	--	16.0	16.0
2016	--	--	--	--	--	14.0	14.0
Subtotal	3	1411.4	--	98.5	1509.9	97.5	1607.4

Cost Quantity Information		
4557 Procurement National Defense Sealift Fund, Navy		
Fiscal Year	Quantity	End Item Recurring Flyaway (Aligned With Quantity) BY 2011 \$M
2010	--	--
2011	2	891.0
2012	1	520.4
2013	--	--
2014	--	--
2015	--	--
2016	--	--
Subtotal	3	1411.4

Low Rate Initial Production

There is no LRIP for this program.

Foreign Military Sales

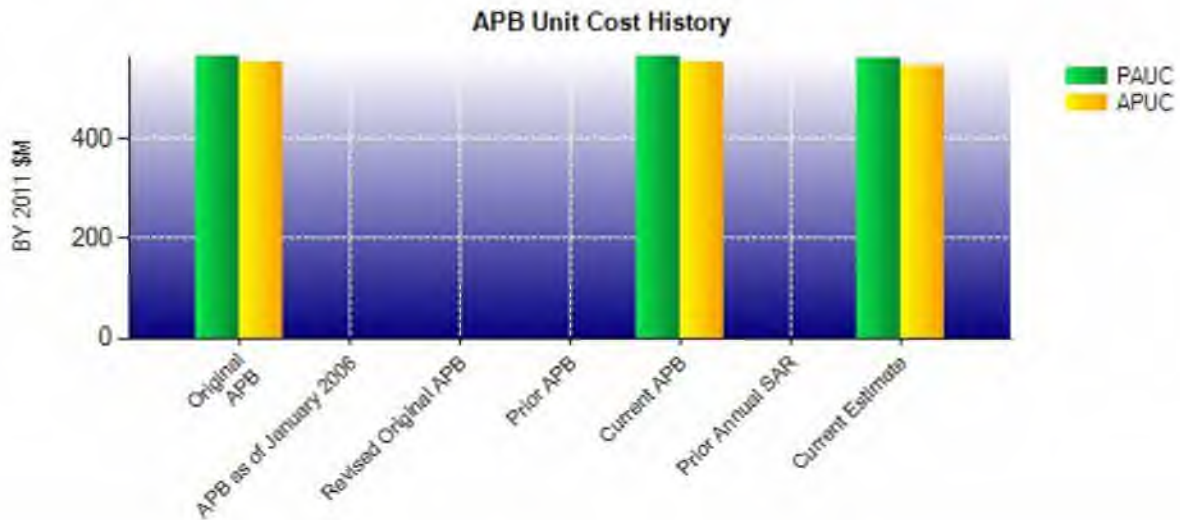
None

Nuclear Costs

None

Unit Cost

Current UCR Baseline and Current Estimate (Base-Year Dollars)			
Item	BY 2011 \$M	BY 2011 \$M	% Change
	Current UCR Baseline (Feb 2019 APB)	Current Estimate (Dec 2018 SAR)	
Program Acquisition Unit Cost			
Cost	4528.9	4480.5	
Quantity	8	8	
Unit Cost	566.112	560.062	-1.07
Average Procurement Unit Cost			
Cost	4416.9	4368.6	
Quantity	8	8	
Unit Cost	552.112	546.075	-1.09
Original UCR Baseline and Current Estimate (Base-Year Dollars)			
Item	BY 2011 \$M	BY 2011 \$M	% Change
	Original UCR Baseline (Feb 2019 APB)	Current Estimate (Dec 2018 SAR)	
Program Acquisition Unit Cost			
Cost	4528.9	4480.5	
Quantity	8	8	
Unit Cost	566.112	560.062	-1.07
Average Procurement Unit Cost			
Cost	4416.9	4368.6	
Quantity	8	8	
Unit Cost	552.112	546.075	-1.09



APB Unit Cost History					
Item	Date	BY 2011 \$M		TY \$M	
		PAUC	APUC	PAUC	APUC
Original APB	Feb 2019	566.112	552.112	649.525	635.238
APB as of January 2006	N/A	N/A	N/A	N/A	N/A
Revised Original APB	N/A	N/A	N/A	N/A	N/A
Prior APB	N/A	N/A	N/A	N/A	N/A
Current APB	Feb 2019	566.112	552.112	649.525	635.238
Prior Annual SAR	N/A	N/A	N/A	N/A	N/A
Current Estimate	Dec 2018	560.062	546.075	648.512	634.225

SAR Unit Cost History

Current SAR Baseline to Current Estimate (TY \$M)									
PAUC Production Estimate	Changes								PAUC Current Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
649.525	5.600	0.000	1.800	0.000	-2.588	0.000	-5.825	-1.013	648.512

Current SAR Baseline to Current Estimate (TY \$M)									
Initial APUC Production Estimate	Changes								APUC Current Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
635.238	5.588	0.000	1.800	0.000	-2.575	0.000	-5.825	-1.012	634.225

SAR Baseline History				
Item	SAR Planning Estimate	SAR Development Estimate	SAR Production Estimate	Current Estimate
Milestone A	N/A	N/A	N/A	N/A
Milestone B	N/A	N/A	May 2011	May 2011
Milestone C	N/A	N/A	N/A	N/A
IOC	N/A	N/A	Apr 2015	Apr 2015
Total Cost (TY \$M)	N/A	N/A	5196.2	5188.1
Total Quantity	N/A	N/A	8	8
PAUC	N/A	N/A	649.525	648.512

Cost Variance

Summary TY \$M				
Item	RDT&E	Procurement	MILCON	Total
SAR Baseline (Production Estimate)	114.3	5081.9	--	5196.2
Previous Changes				
Economic	--	--	--	--
Quantity	--	--	--	--
Schedule	--	--	--	--
Engineering	--	--	--	--
Estimating	--	--	--	--
Other	--	--	--	--
Support	--	--	--	--
Subtotal	--	--	--	--
Current Changes				
Economic	+0.1	+44.7	--	+44.8
Quantity	--	--	--	--
Schedule	--	+14.4	--	+14.4
Engineering	--	--	--	--
Estimating	-0.1	-20.6	--	-20.7
Other	--	--	--	--
Support	--	-46.6	--	-46.6
Subtotal	--	-8.1	--	-8.1
Total Changes	--	-8.1	--	-8.1
CE - Cost Variance	114.3	5073.8	--	5188.1
CE - Cost & Funding	114.3	5073.8	--	5188.1

Summary BY 2011 \$M				
Item	RDT&E	Procurement	MILCON	Total
SAR Baseline (Production Estimate)	112.0	4416.9	--	4528.9
Previous Changes				
Economic	--	--	--	--
Quantity	--	--	--	--
Schedule	--	--	--	--
Engineering	--	--	--	--
Estimating	--	--	--	--
Other	--	--	--	--
Support	--	--	--	--
Subtotal	--	--	--	--
Current Changes				
Economic	--	--	--	--
Quantity	--	--	--	--
Schedule	--	--	--	--
Engineering	--	--	--	--
Estimating	-0.1	-13.6	--	-13.7
Other	--	--	--	--
Support	--	-34.7	--	-34.7
Subtotal	-0.1	-48.3	--	-48.4
Total Changes	-0.1	-48.3	--	-48.4
CE - Cost Variance	111.9	4368.6	--	4480.5
CE - Cost & Funding	111.9	4368.6	--	4480.5

Initial SAR - Above variances (if any) reflect changes since the SAR Baseline/APB.

SAR Baseline Reference: Assistant Secretary of the Navy (Research, Development & Acquisition) (ASN(RDA)) Approved Acquisition Program Baseline (APB) dated February 05, 2019

RDT&E	\$M	
	Base Year	Then Year
Current Change Explanations		
Revised escalation indices. (Economic)	N/A	+0.1
Adjustment for current and prior escalation. (Estimating)	-0.1	-0.1
RDT&E Subtotal	-0.1	0.0

Procurement	\$M	
	Base Year	Then Year
Current Change Explanations		
Revised escalation indices. (Economic)	N/A	+44.7
Stretch-out of procurement buy profile for ESB 8 from FY 2022 to FY 2023. (Schedule)	0.0	+14.4
Adjustment for current and prior escalation. (Estimating)	-24.9	-30.4
Revised estimate to reflect the updated ESB 5 cost-to-complete. (Estimating)	+29.6	+38.0
Revised estimate due to Congressional reduction in FY 2019. (Estimating)	-2.3	-3.0
Revised estimate to reflect updated Outfitting and Post Delivery requirements for ESB 4, ESB 5, ESB 6, ESB 7 and ESB 8. (Estimating)	-16.0	-25.1
Refined estimate to reflect minor miscellaneous adjustments. (Estimating)	0.0	-0.1
Adjustment for current and prior escalation. (Support)	-1.0	-1.1
Revised estimate to reflect updated Outfitting and Post Delivery requirements for ESB 4, ESB 5, ESB 6, ESB 7 and ESB 8. (Support)	-33.7	-45.5
Procurement Subtotal	-48.3	-8.1

Contracts

Contract Identification

Appropriation: Procurement
Contract Name: Expeditionary Sea Base - ESB 5
Contractor: NASSCO
Contractor Location: 2798 Harbor Drive
 San Diego, CA 92113
Contract Number: N00024-16-C-2227/5
Contract Type: Fixed Price Incentive(Firm Target) (FPIF)
Award Date: December 29, 2016
Definitization Date: December 29, 2016

Contract Price

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
481.6	507.2	1	486.7	512.6	1	480.4	484.5

Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to adjudicated changes (ECP's).

Contract Variance

Item	Cost Variance	Schedule Variance
Cumulative Variances To Date (1/27/2019)	+5.4	-11.7
Previous Cumulative Variances	--	--
Net Change	+5.4	-11.7

Cost and Schedule Variance Explanations

The favorable cumulative cost variance is due to actual material costs being awarded at less than originally planned.

The unfavorable cumulative schedule variance is due to the ESB 5 graving dock incident resulting in a slow down of work production progress.

Notes

This is the first time this contract is being reported.

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

Deliveries and Expenditures

Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	0	0	0	--
Production	8	4	8	50.00%
Total Program Quantity Delivered	8	4	8	50.00%

Expended and Appropriated (TY \$M)			
Total Acquisition Cost	5188.1	Years Appropriated	12
Expended to Date	2780.2	Percent Years Appropriated	63.16%
Percent Expended	53.59%	Appropriated to Date	4352.0
Total Funding Years	19	Percent Appropriated	83.88%

The above data is current as of March 11, 2019.

Operating and Support Cost

Cost Estimate Details

Date of Estimate:	November 19, 2010
Source of Estimate:	Mobile Landing Platform (MLP) Program Life Cycle Cost Estimate (PLCCE)
Quantity to Sustain:	8
Unit of Measure:	Ship
Service Life per Unit:	40.00 Years
Fiscal Years in Service:	FY 2013 - FY 2065

The MLP PLCCE was utilized to obtain estimated life cycle costs for the current program. The program is refining and updating the O&S estimate in FY 2019 based upon differences associated with ESD and ESB missions and accruals from actual deployments.

Sustainment Strategy

The Military Sealift Command (MSC) maintains the ESDs utilizing established sustainment practices and maintenance philosophy which reflect the ship's commercial design and construction, utilization of commercial equipment and MSC's two-level maintenance philosophy consisting of shipboard and depot level maintenance. Sustainment efforts follow commercial merchant service practices that emphasize maximizing cost effectiveness and ship availability. Operating Tempo (OPTEMPO) was assumed 10% of In Fleet Time (IFT) steaming underway and 90% of IFT steaming not underway.

The Military Sealift Command (MSC) and US Navy act as a joint TYCOM and the hybrid crew, based off agreed upon Roles and Responsibilities, maintains the ESBs utilizing established sustainment practices and maintenance philosophy which reflect the ship's commercial design and construction, utilization of commercial equipment and MSC's two-level maintenance philosophy for Hull, Mechanical & Engineering (HM&E) equipment and the Navy's maintenance philosophy for associated Mission support Equipment. Logistics support includes the use of the Navy and DoD supply systems as well as commercial distribution networks to reduce life cycle cost. Operating Tempo (OPTEMPO) was assumed 60% of In Fleet Time (IFT) steaming underway and 40% of IFT steaming not underway.

Antecedent Information

The ESD and ESB ships represent new capabilities from their original intent and therefore they are without a true antecedent system.

Annual O&S Costs BY2011 \$M		
Cost Element	ESB_ Average Annual Cost Per Ship	No Antecedent
Unit-Level Manpower	6.825	--
Unit Operations	11.875	--
Maintenance	5.775	--
Sustaining Support	0.850	--
Continuing System Improvements	0.250	--
Indirect Support	4.450	--
Other	--	--
Total	30.025	--

Item	Total O&S Cost \$M			
	ESB_		No Antecedent	
	Current Production APB Objective/Threshold	Current Estimate		
Base Year	9649.9	10614.9	9608.0	0.0
Then Year	15958.7	N/A	15889.4	N/A

Disposal Cost is included in the Operating and Support Cost of the current APB objective and threshold for this program.

Equation to Translate Annual Cost to Total Cost

Total O&S Cost = 8 ships X \$30.025M Average Annual Cost per ship x 40 year service life

Disposal Estimate Details

Date of Estimate: November 19, 2010
Source of Estimate: MLP PLCCE
Disposal/Demilitarization Total Cost (BY 2011 \$M): 6.0

Disposal costs account for the inactivation cost and the net disposal (scrap) cost. It is assumed that the ESDs and ESBs will not become a remobilization asset, therefore no costs are set aside for that effort once the ship is decommissioned and taken out of service.