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Department of Defense
OFFICE OF PREPUBLICATION AND SECURITY REVIEW

Selected Acquisition Report (SAR)



F-15 EX MDAP (F-15 EX MDAP)

FY 2024 President's Budget

**Defense Acquisition Visibility Environment
(DAVE)**

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Common Acronyms and Abbreviations

\$B - Billions of Dollars
\$K - Thousands of Dollars
\$M - Millions of Dollars
ACAT - Acquisition Category
Acq O&M - Acquisition-Related Operations and Maintenance
ADM - Acquisition Decision Memorandum
APB - Acquisition Program Baseline
APPN - Appropriation
APUC - Average Procurement Unit Cost
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
FMS - Foreign Military Sales
FOC - Full Operational Capability
FRP - Full Rate Production
FY - Fiscal Year
FYDP - Future Years Defense Program
ICE - Independent Cost Estimate
Inc - Increment
IOC - Initial Operational Capability
JROC - Joint Requirements Oversight Council
KPP - Key Performance Parameter
LRIP - Low Rate Initial Production
MDA - Milestone Decision Authority
MDAP - Major Defense Acquisition Program
MILCON - Military Construction
N/A - Not Applicable
O&M - Operations and Maintenance
O&S - Operating and Support
ORD - Operational Requirements Document
OSD - Office of the Secretary of Defense
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
U.S. - United States
UCR - Unit Cost Reporting
USD(A&S) - Under Secretary of Defense (Acquisition and Sustainment)
USD(AT&L) - Under Secretary of Defense (Acquisition, Technology and Logistics)

Program Information

Program Name

F-15 EX MDAP (F-15 EX MDAP)

DoD Component

Air Force

Responsible Office

Program Manager

Name: Col Kevin Codrington

Date Assigned: May 6, 2022

Address: 2725 C Street

Building 553, Room 350

Wright Patterson AFB, OH 45433

Phone: (937) 269-7054

Mission and Description

The F-15 EX is based on the 2-seat F-15QA (Qatar) configuration upgraded with USAF-only capabilities, including the Eagle Passive Active Warning and Survivability System (EPAWSS) and the Suite 9.2 Operational Flight Program (OFP) software. With two seats, it will be multirole-capable and operable by one or two aircrew. Many F-15C/Ds are beyond their service life and have SERIOUS structure risks, wire chafing issues, and obsolete parts. Readiness goals are unachievable due to continuous structural inspections, time-consuming repairs, and on-going modernization efforts. The average F-15C/D is 38 years old and 75% of the fleet have exceeded their 9,000-hour certified service life. The oldest F-15C was delivered in 1979. F-15 EX logistics, maintenance, and training will heavily leverage existing F-15 infrastructure.

Executive Summary

F-15 EX MDAP

Program Highlights Since Last Report

This is the initial SAR for the F-15EX after transition from a Middle Tier of Acquisition (MTA) Rapid Fielding Program to Major Capability Acquisition (MCA) Pathway Acquisition Category IB program. As an MTA program, F-15EX initiated the refresh for the aging F-15C/D inventory with delivery of the first two aircraft in less than a year after contract award. As DoD's first Rapid Fielding program to transition from MTA to the MCA Pathway, the program will maintain the momentum to acquire F-15EX aircraft to quickly recapitalize the F-15C/D inventory. Due to 75% of the fleet having exceeded their 9,000-hour certified service life, F15C/D are being retired. The F-15EX program cost, schedule, and performance are stable. The FY 2024 President's Budget (PB) includes 24 additional aircraft in FY 2025 bringing the total F-15EX quantity to 104. This is an increase from the FY 2023 PB position of 80 aircraft. The quantities assume Congressional approval of a \$145M Above Threshold Reprogramming (ATR) request to enable the procurement of two Lot 3 aircraft that cannot currently be funded due to a \$77M FY 2021 rescission and \$82M FY 2022 Congressional mark (\$159M reduction in Aircraft Procurement, Air Force (APAF) buying power). The ATR request is pending Congressional action.

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
Dec - 2022	Successfully participated in Weapons School Integration (WSINT) (December 2, 2022 marks the culmination of the event, which started on November 14, 2022).
Dec - 2022	The F-15EX Lot 3 Aircraft and Non-Recurring Engineering UCA was awarded on December 30, 2022.
Nov - 2022	The F-15EX Lot 1 Undefined Contract Action (UCA) was definitized on November 23, 2022, after receiving OSD Peer Review approval on Friday, November 18, 2022.
Sep - 2022	F-15EX ACAT IB APB approved.
Sep - 2022	F-15EX AIM-9X launch for air/air Weapon System Evaluation Program (WSEP) (September 13, 2022).
Sep - 2022	Successfully participated in BLACK FLAG (September 22, 2022).
Sep - 2022	The F-15EX program transitioned from a Middle Tier of Acquisition (MTA) program to a Major Capability Acquisition (MCA), as approved by the Milestone Decision Authority (MDA) on September 6, 2022.
Jan - 2022	F-15EX First Missile Release (January 24, 2021).
Oct - 2021	Successfully participated in EX FLAG (October 29, 2021).
May - 2021	Successfully participated in NORTHERN EDGE (May 14, 2021).
Apr - 2021	EX-2 delivered to Eglin AFB (April 20, 2021).
Mar - 2021	EX-1 delivered to Eglin AFB (March 11, 2021).

Schedule

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Events	Milestone Baseline Objective	Current Baseline Objective/Threshold		Current Estimate/Actual	Deviation
First Aircraft Delivery	Jul 2021	Jul 2021	Apr 2022	Mar 2021	
Required Assets Available (IOC)	Jul 2023	Jul 2023	Jul 2024	Sep 2023	
Full-Rate Production Decision	Sep 2023	Sep 2023	Jun 2024	Nov 2023	
Required Assets Available (FOC)	Jul 2026	Jul 2026	Jul 2027	Sep 2026	

Schedule Note

The F-15EX program transitioned from a Middle Tier of Acquisition (MTA) program to a Major Capability Acquisition (MCA), as approved by the Milestone Decision Authority (MDA) on September 6, 2022. As part of the transition, the MTA program was closed, and all assets accounted for in the new MCA program record.

First aircraft delivered in March 2021.

Required Assets Available (RAA) for IOC consists of eight aircraft along with delivery of training equipment and material, support equipment, spares, and technical data.

RAA for FOC consists of 44 aircraft along with delivery of training equipment and material, support equipment, spares, and technical data.

Performance

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Performance Characteristics				
Milestone Baseline	Current Baseline Objective/Threshold	Demonstrated Performance	Current Estimate/Actual	Deviation
(KPP) - Sustainment (Am)				
Am = 80%	Am = 80%	Am = 60%	0.7664	0.8

Requirement Reference

Rapid Fielding Requirements Document Validated by: ACC, August 17, 2020

Performance Note

Demonstrated performance is cumulative Am from aircraft delivery in March 2021 through December, 2022.

Acquisition Budget Estimate

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Total Acquisition Cost

		Milestone APB	Current Baseline		Budget Estimate PB 2024		
Category	Base Year	Objective (BY\$M)	Objective (BY\$M)	Threshold (BY\$M)	BY\$M	TY\$M	Deviation
RDT&E	2020	782.0	782.0	860.2	752.0	821.9	
Procurement	2020	7,535.0	7,535.0	8,288.5	9,582.6	11,650.8	
MILCON							
Acq. O&M							
Total		8,317.0	8,317.0		10,334.6	12,472.7	
PAUC	2020	106.628	106.628	117.291	99.371	119.930	
APUC	2020	99.145	99.145	109.059	93.947	114.224	

Budget Note

The Production APB reflects the September 6, 2022 MDA approved values. The Current Estimate is adjusted to the FY 2024 PB funded quantities. The FY 2024 PB includes 24 additional aircraft in FY 2025 bringing the total F-15EX quantity to 104. This is an increase from the FY 2023 PB position of 80 aircraft. The quantities assume Congressional approval of a \$145M Above Threshold Reprogramming (ATR) request to enable the procurement of two Lot 3 aircraft that cannot currently be funded. The ATR request is pending Congressional action.

Total End Item Quantity

Quantity Category	Current APB Quantity	Current Estimate Quantity
Development	2	2
Procurement	76	102
O&M-Acquired	--	--

Quantity Note

The Current Estimate Quantity is adjusted to the FY 2024 PB funded quantities, which includes 24 additional aircraft in FY 2025 bringing the total F-15EX quantity to 104 aircraft. This is an increase from the FY 2023 PB position of 80 aircraft and the September 6, 2022 Acquisition Program Baseline of 78 aircraft. The Current Estimate quantities assume Congressional approval of a \$145M Above Threshold Reprogramming (ATR) request to enable the procurement of two Lot 3 aircraft that cannot currently be funded. The ATR request is pending Congressional action.

Unit Cost

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Current UCR Baseline and Current Estimate (Base-Year Dollars)			
Category (\$M) Base Year:2020	Current UCR Baseline	Current Estimate	% Change
Program Acquisition Unit Cost			
Cost	8,317.0	10,334.6	
Quantity	78	104	
Unit Cost	106.628	99.371	-6.81%
Average Procurement Unit Cost			
Cost	7,535.0	9,582.6	
Quantity	76	102	
Unit Cost	99.145	93.947	-5.24%
Original UCR Baseline and Current Estimate (Base-Year Dollars)			
Category (\$M) Base Year:2020	Original UCR Baseline	Current Estimate	% Change
Program Acquisition Unit Cost			
Cost	8,317.0	10,334.6	
Quantity	78	104	
Unit Cost	106.628	99.371	-6.81%
Average Procurement Unit Cost			
Cost	7,535.0	9,582.6	
Quantity	76	102	
Unit Cost	99.145	93.947	-5.24%
Cost Growth Details			
Unit Cost Note			

The Current and Original Baseline comparison represents the objective values from the September 6, 2022 MDA approved APB. The Current Estimate is adjusted to the FY 2024 PB funded quantities. The FY 2024 PB includes 24 additional aircraft in FY 2025 bringing the total F-15EX quantity to 104. This is an increase from the FY 2023 PB position of 80 aircraft.

Risks

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Risks and Sensitivity Analysis

Risk and Sensitivity Analysis

Current Procurement Cost (December - 2022)

1. There are no identified Procurement Cost risks with this program in the Independent Cost Estimate risk and sensitivity analysis.

Original Baseline Estimate (August - 2022)

1. An F-15EX Independent Cost Estimate was approved by OSD CAPE in August of 2022 in support of the transition from MTA to MCA, and APB approval in September 2022. The August 2022 ICE methodologies include a set of sensitivity analyses to incorporate considerations for program risks and uncertainties into the most-likely cost estimate based on historical and actual data available at the time of ICE approval. The methodologies and data sources used were reviewed by CAPE analysts and generally assessed as reasonable. The ICE likely understates the risk of additional test activity beyond the planned test program. Defects discovered during flight test will potentially lead to regression testing of capabilities originally planned to be validated and verified using test data from the recently completed FMS programs, thus increasing cost. A conservative estimate of 50% increased flight test effort would add approximately \$60M of RDT&E effort to the program, or an additional 7% of the total RDT&E cost in the ICE.

Current Baseline Estimate (August - 2022)

1. There are no known Baseline Estimate risks identified in the Independent Cost Estimate risk and sensitivity analysis.

Significant Schedule Risks

Significant Schedule Risk

Current Estimate (December - 2022)

1. There are no known significant risks with this program at this time.

Technologies and Systems Engineering

Significant Technical Risk

Current Estimate (December - 2022)

1. If subsystems developed under Foreign Military Sales (FMS) programs (e.g., F-15SA, F-15QA) exhibit cybersecurity vulnerabilities, then F-15EX may be susceptible to cybersecurity threats and have schedule and cost impacts to correct deficiencies to obtain an Authority to Operate (ATO). Rapid Fielding Requirements Document (RFRD): "F-15EX must be able to operate and survive in a rapidly evolving cyber-contested environment against a REDACTED actor through the prevention, mitigation, and recovery of system capabilities in response to cyber-attacks by actively managing system configurations to counter vulnerabilities at tactically relevant rates." Consequence Details The F-15SA and F-15QA aircraft were not designed to USAF cybersecurity requirements. Therefore, it is uncertain if all functions can operate and survive in a cyber-contested environment. As the F-15EX will leverage the development work of these FMS platforms, the cybersecurity risks are unknown for the inherited FMS subsystems. Mitigation Plan Details Rather than requiring full cybersecurity compliance from the onset, which would have delayed initial F-15EX aircraft deliveries while Boeing analyzed and addressed potential vulnerabilities, the program will perform independent Government-led testing to determine the actual vulnerabilities. The first round of cyber penetration testing will be accomplished by the 47th Cyberspace Test Squadron, 96th Cyberspace Test Group. Based on the findings, Boeing will develop rough order-of-magnitude (ROM) cost and schedule estimates to address any vulnerabilities. The goal is to patch the vulnerabilities with currently budgeted funding. Subsequent independent testing will be required to further cyber harden the F-15EX.

Low Rate Initial Production

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Item	Initial LRIP Decision	Current Total LRIP
Approval Date	9/6/2022	9/6/2022
Approved Quantity	56	56
Reference	F-15EX Major Defense Acquisition Program (MDA) Transition Acquisition Decision Memorandum	F-15EX Major Defense Acquisition Program (MDA) Transition Acquisition Decision Memorandum
Start Year	2020	2020
End Year	2023	2023

Rationale if quantity exceeds 10% of the total number of articles to be procured:

The LRIP quantity for F-15EX is expected to be no more than 56 aircraft, which represents the quantity that is planned to be ordered through Lot 4 prior to the FRP Decision based on the FY 2023 budget request. 56 aircraft is the minimum quantity necessary to permit an orderly increase in the production rate for the system sufficient to lead to full-rate production upon the successful completion of operational testing. Additionally, extending LRIP through Lot 4 addresses the dire need to rapidly refresh the F-15C/D fleet in the near term and prevents a break in production with substantial restart costs. Although this exceeds 10 percent of the total number of articles to be produced, acquiring a significant quantity prior to the FRP Decision is low risk because the F-15EX aircraft is an integration of mature subsystems.

LRIP Note

Exit Criteria for transitioning from LRIP to Full Rate Production (FRP) will be the completion of IOT&E and receipt of the IOT&E report and acceptable production maturity.

Contracts & Efforts

Contract Data	
Contract Number	FA8634-21-D-2707
Effort Number	F-15EX Radars (Lot 3)
Modification Number	
Award Date	09/12/2022
Definitization Date	09/12/2022
Order Number	FA863422F0042
CAGE Code/CAGE Legal Name	4U884/Raytheon Company
Contract Title	Eagle Vision Lot 3 Radars
Contract Address	El Segundo, CA
Contracting Office	AFLCMC/WAQ F-15 Division
Supported Phase	Production
Contract Strategy	FAR 15 (Negotiated)
Contract Type	Firm-Fixed-Price
Modification Date	
Work Start Date	September 12, 2022
Technical Data Rights	
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TY\$M)

Initial Target Price	Current Target Price	
\$61.9	\$61.9	
Initial Ceiling Price	Current Ceiling Price	
N/A	N/A	
Contractor EAC	PM EAC	
\$61.9	\$61.9	
Initial Quantity	Current Quantity	Delivered Quantity
12	12	0

Contract Note:

APG-82 radars are provided to Boeing as Government Furnished Equipment (GFE) in F-15EX Lots 3.

Contract Data	
Contract Number	FA8634-20-D-2704
Effort Number	Delivery Order 1
Modification Number	
Award Date	07/13/2020
Definitization Date	11/23/2022
Order Number	FA863420F0022
CAGE Code/CAGE Legal Name	28980/The Boeing Company
Contract Title	F-15EX Lot 1 Aircraft & NRE
Contract Address	Saint Louis, MO
Contracting Office	AFLCMC/WAQ - F-15 Division
Supported Phase	Production
Contract Strategy	FAR 15 (Negotiated)
Contract Type	Multiple Types
Modification Date	
Work Start Date	July 13, 2020
Technical Data Rights	
Work Completed	69.76%

Contracts/Effort Price, Quantity, and Performance (TYSM)		
Initial Target Price	Current Target Price	
\$940.5	\$1,034.9	
Initial Ceiling Price	Current Ceiling Price	
\$1,078.7	\$1,078.7	
Contractor EAC	PM EAC	
\$1,065.4	\$1,065.4	
Initial Quantity	Current Quantity	Delivered Quantity
8	8	2
BAC	BCWP	ACWP
\$284.5	\$198.5	\$201.7

BCWS	Cost Variance	Schedule Variance
\$221	-\$3.2	-\$22.5

Contract Note:

This is a contract is FPIF/FFP/CPFF mix. Lot 1 UCA was definitized on November 23, 2022.

Factors Contributing to Cost Variance:

The unfavorable cost variance is predominately driven by rework on Technical Publications, Integration and Assembly, and Mission Computer/Processing Hardware.

Factors Contributing to Schedule Variance:

The unfavorable schedule variance is predominately drive by Radar - Subcontractor Raytheon, and Display and Data Control, Mission Computer/Processing Hardware – Subcontractor Honeywell. This schedule variance does not impact downstream F-15EX major end item deliveries nor program milestones.

Contract Data	
Contract Number	FA8634-20-D-2704
Effort Number	Delivery Order 2
Modification Number	
Award Date	09/29/2022
Definitization Date	
Order Number	FA863421F0023
CAGE Code/CAGE Legal Name	28980/The Boeing Company
Contract Title	F-15EX Lot 2 Aircraft & NRE
Contract Address	Saint Louis, MO
Contracting Office	AFLCMC/WAQ-F-15 Division
Supported Phase	Production
Contract Strategy	FAR 15 (Negotiated)
Contract Type	Fixed-Price Incentive (Firm Target)
Modification Date	
Work Start Date	September 29, 2022
Technical Data Rights	
Work Completed	14.63%

Contracts/Effort Price, Quantity, and Performance (TY\$M)		
Initial Target Price	Current Target Price	
\$1,222.3	\$1,222.3	
Initial Ceiling Price	Current Ceiling Price	
\$1,222.3	\$1,222.3	
Contractor EAC	PM EAC	
\$1,222.3	\$1,222.3	
Initial Quantity	Current Quantity	Delivered Quantity
12	12	0
BAC	BCWP	ACWP
\$126.1	\$18.5	\$14.3

BCWS	Cost Variance	Schedule Variance
\$31.2	\$4.2	-\$12.8

Contract Note:

The contract is a FFP/FPIF/CPFF mix. Lot 2 EVM data as of December 2022. This contract is currently ~20% complete and is moving into a period where the bulk of the performance will take place, centered on the production of 12 aircraft. Price reflects Not to Exceed (NTE) values with pending delta scope contract modifications.

Factors Contributing to Cost Variance:

The favorable cost variance is predominately driven by the efficiencies the Contractor has experienced with tasks completing in shorter amount of time when compared to budget and in some cases placing more experienced engineers on task than budgeted reducing the overall amount of budget spent.

Factors Contributing to Schedule Variance:

The majority of the unfavorable schedule variance is attributed to the Data Display Control account, responsible for a redesign within the Low Profile Heads Up Display (LPHUD). The contractor has experienced supplier delays and existing performance-based payments authorized but not invoiced by the supplier. Impact to the Lot 2 program is not expected to be significant as this effort is not on the critical path or driving path. The redesigned LPHUD is not expected to cut in until a future lot.

Contract Data	
Contract Number	FA8634-20-D-2704
Effort Number	Delivery Order 3
Modification Number	
Award Date	12/30/2022
Definitization Date	
Order Number	FA863421F0026
CAGE Code/CAGE Legal Name	28980/The Boeing Company
Contract Title	F-15EX Lot 3 Aircraft
Contract Address	Saint Louis, MO
Contracting Office	AFLCMC/WAQ F-15 Division
Supported Phase	Production
Contract Strategy	FAR 15 (Negotiated)
Contract Type	Fixed-Price Incentive (Firm Target)
Modification Date	
Work Start Date	December 30, 2022
Technical Data Rights	
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TYSM)		
Initial Target Price	Current Target Price	
\$736.9	\$736.9	
Initial Ceiling Price	Current Ceiling Price	
\$736.9	\$736.9	
Contractor EAC	PM EAC	
\$736.9	\$736.9	
Initial Quantity	Current Quantity	Delivered Quantity
9	9	0

Contract Note:

The contract is a FFP/FPIF/CPFF mix. Lot 3 UCA was awarded December 30, 2022 for nine aircraft with contractual options for an additional three aircraft and other production efforts. Price reflects NTE values of contractual line items awarded as of December 30, 2022.

Contract Data	
Contract Number	FA8626-22-C-0002
Effort Number	F-15EX Engines
Modification Number	
Award Date	10/29/2021
Definitization Date	10/29/2021
Order Number	
CAGE Code/CAGE Legal Name	07482/General Electric Company
Contract Title	F-15EX Lot 2+ Engines
Contract Address	Cincinnati, OH
Contracting Office	AFLCMC/LPA
Supported Phase	Production
Contract Strategy	FAR 15 (Negotiated)
Contract Type	Firm-Fixed-Price
Modification Date	
Work Start Date	October 29, 2021
Technical Data Rights	
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TY\$M)		
Initial Target Price	Current Target Price	
\$254.5		
Initial Ceiling Price	Current Ceiling Price	
\$254.5		
Contractor EAC	PM EAC	
\$254.5	\$254.5	
Initial Quantity	Current Quantity	Delivered Quantity
29	58	0

Contract Note:

The base contract procures 24 production engines (plus 5 spare engines) for Lot 2 (\$136,564,318), with an option to procure 24 production engines (plus 5 spare engines) for Lot 3 (\$117,893,360). Additionally, this contract includes options to procure engines and spares for future lots which have not yet been exercised.

Deliveries and Expenditures

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Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	2	2	2	100.00%
Production	0	0	102	0.00%
Total Program Quantity Delivered	2	2	104	1.92%

Expended and Appropriated (TY \$M)

Years Appropriated to date: 4

Total Years Appropriated Funding (Current Baseline): 7

Percent Years Appropriated: 57.14%

Then-Year Funding Appropriated as Percentage of Total Acquisition Estimate: 8.82%

Then-Year Funding Expended as Percentage of Total Acquisition Estimate: 53.70%

Total Acquisition Cost: \$12,472.7

F gk> lgu'c pf 'Gzr gpf kwt gu'P qvg

The Delivery and Expenditure numbers assume Congressional approval of a \$145M Above Threshold Reprogramming (ATR) request to enable the procurement of two Lot 3 aircraft that cannot currently be funded. The ATR request is pending Congressional action.

Operating and Support Costs

F-15 EX MDAP

O&S Cost Breakdown:

Category (BY2020\$ Million)	F-15 EX
Unit-Level Manpower	\$8,048.9
Unit Operations	\$2,889.3
Maintenance	\$9,099.1
Sustaining Support	\$1,807.3
Continued System Improvements	\$1,287.3
Other	\$0.0
Total	\$23,131.8

Cost Estimate Source: ICE dated August 26, 2022

O&S Cost Note: Air Force Service Cost Position approved in June 2022. The Office of the Secretary of Defense (OSD) Cost Assessment and Program Evaluation (CAPE), Cost Assessment (CA), reviewed the Air Force Independent Cost Estimate (ICE), the Air Force Program Office Estimate (POE), and supporting documentation.

Total Program O&S Cost Compared with Baseline					
	Current Baseline				
Base Year: 2020	Objective (BY\$M)	Threshold (BY\$M)	Current Estimate (BY\$M)	Current Estimate (TY\$M)	Deviation
Total O&S	\$23,202	\$25,522.2	\$23,131.8	\$41,638.0	

Note: Then Year Total O&S costs are \$41,638.00. The Life Cycle Costs are based upon a June 2022 Air Force Service Cost Position and Sept 2022 OSD Independent Cost Estimate for a total aircraft quantity of 78. The FY 2024 PB includes 24 additional aircraft in FY 2025 bringing the total F-15EX quantity to 104. This is an increase from the FY 2023 PB position of 80 aircraft. The quantities assume Congressional approval of a \$145M Above Threshold Reprogramming (ATR) request to enable the procurement of two Lot 3 aircraft that cannot currently be funded. The ATR request is pending Congressional action. A FY 2023 Service Cost Position is currently in work and will be approved no later than the FRP Decision to reflect the FY 2024 PB funded quantities.

Operating and Support Costs - Disposal and Unitized Costs**F-15 EX MDAP****Annual Unitized O&S Cost Definition and Calculation Relative to Total O&S Cost:**

Total O&S cost (23,131.81) / 78 Aircraft / 40 Years' Service Life = 7.414

Sustainment Factors	System Name: F-15EX	Antecedent System Name:
Quantity to Sustain	78	
Unit of Measure	Aircraft	
Unit Expected Service Life	40	

Base Year: 2020

Annual Unitized O&S Cost by Category Base Year \$ Unit: \$M	System Name: F-15EX	Antecedent System Name:
Unit-Level Manpower	\$2.6	
Unit Operations	\$0.9	
Maintenance	\$2.9	
Sustaining Support	\$0.6	
Continued System Improvements	\$0.4	
Other	\$0.0	
Total O&S	\$7.4	

Disposal/Demilitarization Cost Estimate

(BY\$M)	System Name:	Antecedent System Name:
Total Disposal	\$0.0	\$0.0

Cost Estimate Source - Disposal

Type:	Independent Cost Estimate
Approval Authority and Date:	Director, Cost Assessment & Program Evaluation 8/26/2022

Note:

The initial F-15EX APB (September 6, 2022) was approved without a disposal cost estimate component. Air Force Service Cost Position approved in June 2022. The Office of the Secretary of Defense (OSD) Cost Assessment and Program Evaluation (CAPE), Cost Assessment (CA), reviewed the Air Force Independent Cost Estimate (ICE), the Air Force Program Office Estimate (POE), and supporting documentation.

Additional O&S Estimate Assumptions:

Primary Aircraft Authorization (PAA) 67/year; Airframe Program Depot Maintenance (PDM) 10 years; Engine Overhaul (OH) 3175 Engine Flight Hours (EFHs); Disposal Starting FY 2062; Aircraft Service Life 8,000 hours or 40 years at 200 Flight Hours (FH)/Year; Single Pilot Aircraft

Sustainment Strategy:

None

Antecedent Estimate Assumptions:

No official comparison data