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Department of Defense  
OFFICE OF PREPUBLICATION AND SECURITY REVIEW

# **Modernized Selected Acquisition Report (MSAR)**

## **MQ-4C Triton Unmanned Aircraft System (MQ-4C Triton)**

FY 2025 President's Budget

Effective: December 31, 2023

Defense Acquisition Visibility Environment

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**(U) Common DoD 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
APA	Additional Performance Attribute
APB	Acquisition Program Baseline
APPN	Appropriation
APUC	Average Procurement Unit Cost
BA	Budget Authority or Budget Activity
Blk	Block
BY	Base Year
CAE	Component Acquisition Executive
CAPE	Cost Assessment and Program Evaluation
CARD	Cost Analysis Requirements Description
CCE	Component Cost Estimate
CCP	Component Cost Position
CDD	Capability Development Document
CLIN	Contract Line Item Number
CPD	Capability Production Document
CY	Calendar Year or Constant Year
DAB	Defense Acquisition Board
DAE	Defense Acquisition Executive
DAES	Defense Acquisition Executive Summary
DAVE	Defense Acquisition Visibility Environment
DoD	Department of Defense
DSN	Defense Switched Network
EMD	Engineering and Manufacturing Development
EVM	Earned Value Management
FD	Full Deployment
FDD	Full-Deployment Decision
FMS	Foreign Military Sales
FOC	Full Operational Capability
FRP	Full-Rate Production
FY	Fiscal Year
FYDP	Future Years Defense Program
ICD	Initial Capabilities Document
ICE	Independent Cost Estimate
Inc	Increment
IOC	Initial Operational Capability
IT	Information Technology
JROC	Joint Requirements Oversight Council
KPP	Key Performance Parameter
KSA	Key System Attribute

LRIP	Low-Rate Initial Production
MDA	Milestone Decision Authority
MDAP	Major Defense Acquisition Program
MILCON	Military Construction
N/A	Not Applicable
O	Objective
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
R&MF	Revolving and Management Funds
RDT&E	Research, Development, Test, and Evaluation
SAR	Selected Acquisition Report
SCP	Service Cost Position
T	Threshold
TBD	To Be Determined
TY	Then Year
U.S.	United States
U.S.C	United States Code
UCR	Unit Cost Reporting
USD(A&S)	Under Secretary of Defense (Acquisition and Sustainment)

**(U) Program Description**

<b>Full Name</b> MQ-4C Triton Unmanned Aircraft System	<b>Short Name</b> MQ-4C Triton
<b>PNO</b> 373	<b>Milestone Decision Authority</b> Head of Department of Defense Component
<b>Lead Component</b> Department of the Navy	<b>Program Executive Office</b> PEO Unmanned Aviation & Strike Weapons
<b>Joint Program</b> No	<b>International Partners</b> Australia
<b>Adaptive Acquisition Pathway</b> Major Capability Acquisition	<b>Acquisition Type</b> Major Defense Acquisition Program
<b>Acquisition Category</b> IC	<b>Acquired Systems</b> MQ-4C Triton Increment 1, MQ-4C Triton Increment 2
<b>Acquisition Status</b> Active Acquisition	

**Subprograms**

Full Name	Short Name	Acquisition Status	Acquired Systems
MQ-4C Increment 1	MQ-4C Increment 1	Active Acquisition	MQ-4C Triton Increment 1
MQ-4C Increment 2	MQ-4C Increment 2	Active Acquisition	MQ-4C Triton Increment 2

**Mission**

The MQ-4C Triton Unmanned Aircraft System (MQ-4C Triton) is an integrated System of Systems and a force multiplier for the Joint Force and Fleet Commander, enhancing battlespace awareness and shortening the sensor-to-shooter kill chain. The system provides multiple-sensor, persistent maritime and littoral Intelligence, Surveillance and Reconnaissance data collection and dissemination as well as an airborne communications relay capability to Combatant Commanders, Expeditionary Strike Group Commanders, Carrier Strike Group Commanders, and other designated U.S. and Joint Commanders. The incorporation of Signals Intelligence (SIGINT) payloads is part of the Navy's Maritime Intelligence, Surveillance, Reconnaissance, and Targeting (MISR&T) transition plan. The addition of a de-icing capability over the baseline Global Hawk provides operators with the capability to transition through icing conditions. The mission sensors installed on the MQ-4C Triton provide 360 degree radar and Electro-Optical/Infrared coverage. The MQ-4C Triton is a tactical, land-based, forward deployed platform that will operate from three operational sites (orbits) worldwide. It will provide surveillance when no other naval forces are present and will support operations in the littorals. Furthermore, the asset will respond to theater level operational or national strategic taskings.

**(U) Responsible Office**

**Program Executive Officer**

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## (U) Executive Summary

### Program Highlights Since Last Report

Since the last report, MQ-4C Triton achieved Initial Operational Capability (IOC), stood up Orbit One (1) in Seventh (7th) Fleet, and Orbit Two (2) in Sixth (6th) Fleet, in Quarter Four (4) FY 2023 and Quarter Two (2) FY 2024, respectively.

The program has awarded two additional Low Rate Initial Production (LRIP) contracts since the last report – the LRIP Six contract was awarded in Quarter One FY 2024, purchasing three additional United States Navy (USN) Unmanned Aircraft (UA), one Australian (AUS) UA and two Main Operating Base (MOB) Primaries, and the LRIP Seven Advanced Acquisition Contract (AAC) was awarded in Quarter Three FY 2023 purchasing long lead material for two USN UAs, one MOB Primary and one MOB Secondary.

Eighteen of twenty-seven production UAs have been contractually delivered to the government in support of continued Integrated Functional Capability (IFC)-4 upgrades, Integrated Testing (IT) and Operational Deployment. Production deliveries of UAs remains on track to support Orbit Three stand-up in FY 2025.

The first AUS UA was contractually delivered to the USN to undergo Software (SW) upgrades in preparation for delivery to Australia and the first Forward Operating Base (FOB) and MOB Mission Control Systems (MCS) were delivered in country in support of the Australian Cooperative Program as they proceed towards IOC. Australian Cooperative Partners also took receipt of initial training devices in Quarter Two FY 2024.

On January 12, 2021, the Milestone Decision Authority (MDA) signed an Acquisition Decision Memorandum (ADM) directing the MQ-4C Triton Program Office to restructure utilizing an incremental development approach. This direction reflected the dynamic Intelligence, Surveillance, Reconnaissance and Targeting (ISR&T) environment requirements and based on a subsequent Joint Staff reevaluation, the Joint Requirements Oversight Council (JROC) modified MQ-4C Triton's Capability Development Document (CDD) to reduce required operational orbits from five to three on November 16, 2022. This reduction in the total operational orbits drove the total Program of Record UA quantity requirement from 70 to 27, resulting in a quantity based Critical Unit Cost Reporting (UCR) breach. Since then, a Congressional Re-Certification Package was signed Quarter Three FY 2023 and in Quarter Four FY 2023, an Acquisition Strategy (AS) and Acquisition Program Baseline (APB) that directed additional capability enhancements (Increment 2) were signed. The APB, designated MQ-4C Triton Increment 1 and 2 as major subprograms. An associated ADM was signed in Quarter One FY 2024, authorizing award of the initial Increment 2 development contract and providing a baseline for remaining sub-program milestones for Increments 1 and 2 of the MQ-4C Triton Program. A Gate 6 Configuration Steering Board was also conducted in Quarter One FY 2024.

MQ-4C Increment 2 development started in Quarter Four FY 2023. Increment 2 builds on the IFC-4 Multi-Intelligence (Multi-INT) Increment 1 IOC capability with significant sensor enhancements and increases to mission availability, reliability and readiness.

Defense Cost and Resource Center Cost and Software Data Reporting (CSDR) Compliance is Red Critical due to the Sustainment Engineering Support (SES) III contract and Subcontractor Qarbon Aerospace delinquent reports.

No significant impacts to cost or schedule due to the Australian Cooperative Partnership.

**(U) History of Significant Developments Since Program Inception**

Date	Description
March 2024	Orbit 2 Stand-up
February 2024	Ready for Deployment
October 2023	Gate 6 Configuration Steering Board (CSB) ADM
September 2023	Acquisition Program Baseline (APB) Signed
August 2023	Acquisition Strategy Signed
July 2023	IFC-4 Multi-INT Initial Operating Capability (IOC)
July 2023	Orbit 1 Stand-up
June 2023	Congressional Certification Package Signed
January 2023	Operational Evaluation Flights
December 2022	Program Deviation Report (PDR) signed
December 2022	PEO(U&W) Endorsement Letter signed
December 2022	Service Acquisition Executive (SAE) Notification Letters to Congress signed
November 2022	JROC Memo signed (5 orbits to 3 orbits, CDD revalidated)
October 2022	EOC Complete
August 2022	IFC-4 Increment 1 IOC Capability First Flight
June 2022	LRIP 5 - FY2022 Congressional Plus Up (B22 and B23) Contract Award
October 2021	IFC-4 Increment 1 QC-2 SYS III Testing completed on schedule
September 2021	Gate 6 Configuration Steering Board (CSB) ADM
August 2021	1st IFC-4 Increment 1 QC-1 Ground Segment (GSEG) available for dedicated production flight operations
August 2021	1st IFC-4 Increment 1 QC-1 Trainer Available
July 2021	IFC-4 Increment 1 QC-1 First Flight
May 2021	1st IFC-4 Increment 1 QC-1 aircraft modification complete
March 2021	LRIP 5 - Congressional Plus Up (UA B21) Contract Award
March 2021	Sustaining Engineering & Support (SES) III Contract Award
November 2020	IFC-4 Increment 1 Qualification Certification (QC-1) completed on schedule
June 2020	LRIP 5 - Exercise AUS Options Contract Modification
April 2020	LRIP 5 - Add Priced Options for AUS (5 UAs and two Main Operating Bases (MOBs)) Contract Modification
February 2020	LRIP 5 - Exercise USN Options Contract Modification
January 2020	Early Operational Capability (EOC) milestone reached with 2 baseline Aircraft deployed to 7th Fleet
December 2019	LRIP 5 DEFIN Contract Award
December 2019	LRIP 4 DEFIN Contract Award
October 2019	Due Regard Alternate Means of Compliance (DRAMOC) signed.
August 2019	IFC-4 Increment 1 Development Contract Definitization
July 2019	BOA IFC-4 Increment 1 Retrofits kits and Install delivery order (B8, B9, B10, B11, MB5, MB7) Contract Award
July 2019	LRIP IFC-4 Increment 1 In-line Modification for LRIP Lot 2 UA B12 Contract Award
June 2019	OT-C1 Complete



Date	Description
May 2019	First Project Arrangement under the MQ-4C Triton Development, Production and Sustainment (DPS) Memorandum of Understanding (MOU) for development of a sense and avoid capability was signed
May 2019	LRIP Lot 5 AAC Contract Award
April 2019	B7 delivered to VUP-19 at Point Mugu
April 2019	LRIP Lot 3 IFC-4 Increment 1 In Line Modification, (forward fit of B13, B14, B15) Award
March 2019	Interim Sustaining Engineering Support (SES) Contract Award
January 2019	Start of IFC-4 Increment 1 System III Testing
October 2018	Delivered SDTA aircraft and supporting ground station assets (1st Quarter FY2018)
June 2018	Cooperative Memo of Understanding (MOU) with Australia signed
May 2018	LRIP 4 Advance Acquisition Contract (AAC) Award
April 2018	MQ-4C Triton Multi-INT (IFC-4) Configuration LRIP Decision Review Acquisition Decision Memorandum (ADM) approved Multi-INT (IFC-4) cut-in plan
January 2018	Baseline entrance into OT-C1 (2nd Quarter FY2018)
December 2017	LRIP 3 Contract Award
November 2017	Redesignated from ACAT ID to ACAT IC
November 2017	IFC-4 CDR
May 2017	LRIP 2 Contract Award
December 2016	Conducted an Operational Assessment in support of MS C
December 2016	Completed flight test for IFC-2 software build demonstrating air vehicle performance, sensor and communication network functionality
September 2016	MS C
September 2016	Low Rate Initial Production (LRIP) 1 Contract Award
June 2015	Executive Production Readiness Review
April 2015	FMS technical services case with the German Federal Ministry of Defense
December 2014	Began software installation in support of sensor testing
December 2014	Completed development of Integrated Functional Capability (IFC) 2 software
August 2014	Ferried three developmental test aircraft from Palmdale, California to Patuxent River Naval Air Station in Maryland (Fourth Quarter FY2014 through First Quarter FY2015)
March 2014	Completed Initial Envelope Expansion
May 2013	First Flight
June 2012	Entered Integrated Testing with receipt of first SDD aircraft
November 2011	System Demonstration Test Article (SDTA) Contract Award
February 2011	Critical Design Review (CDR)
February 2010	Preliminary Design Review (PDR)
January 2009	System Requirements Review (SRR)
April 2008	Milestone (MS) B
April 2008	System Development and Demonstration (SDD) Contract Award

## MQ-4C Increment 2 Subprogram

**Program Highlights Since Last Report**

IFC-4 Multi-INT Increment 2 development started in September 2023. Increment 2 development will bring enhanced sensor performance, improved reliability and readiness, and operational environment resiliency.

**(U) History of Significant Developments Since Program Inception**

Date	Description
October 2023	IFC-4 Increment 2 Contract Awarded

**MQ-4C Increment 1 Subprogram**

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No Data

**(U) Schedule**

**MQ-4C Increment 2 Subprogram**

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**(U) Schedule Events**

Events		APB Change 3 (Current) 9/25/2023 Objective / Threshold		Current Estimate 12/31/2023	Actual
Systems Requirements Review(Start)	SRR	Mar 2024	Sept 2024	-	-
Systems Requirements Review (Complete)	SRR	Mar 2024	Sept 2024	Jun 2024	-
Preliminary Design Review(Start)	PDR	Aug 2024	Feb 2025	-	-
Preliminary Design Review (Complete)	PDR	Aug 2024	Feb 2025	Oct 2024	-
Critical Design Review(Start)	CDR	Feb 2025	Aug 2025	-	-
Critical Design Review (Complete)	CDR	Feb 2025	Aug 2025	May 2025	-
First Asset Delivery(Start)	First Asset Delivery	Mar 2027	Sept 2027	-	-
First Asset Delivery (Complete)	First Asset Delivery	Mar 2027	Sept 2027	Sept 2027	-

**Notes**

None

**Schedule Baseline Deviation Explanation**

None

**(U) Current Significant Schedule Risks and Risks Identified at Milestones/Decisions**

None

**MQ-4C Increment 1 Subprogram**

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**(U) Schedule Events**

Events	APB Change 3	Current	Actual
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		(Current) 9/25/2023 Objective / Threshold		Estimate 12/31/2023	
Milestone B(Start)	MS B	Apr 2008	Apr 2008	-	-
Milestone B (Complete)	MS B	Apr 2008	Apr 2008	-	30 Apr 2008
IFC 4 CDR(Start)	Other	May 2017	May 2017	-	-
IFC 4 CDR (Complete)	Other	May 2017	May 2017	-	1 May 2017
Operational Evaluation Flights(Start)	Other	Jan 2023	Jan 2023	-	-
Operational Evaluation Flights (Complete)	Other	Jan 2023	Jan 2023	-	31 Jan 2023
Orbit 2 Stand Up(Start)	Other	Feb 2024	Aug 2024	-	-
Orbit 2 Stand Up (Complete)	Other	Feb 2024	Aug 2024	-	29 Mar 2024
Systems Requirements Review(Start)	SRR	Jan 2009	Jan 2009	-	-
Systems Requirements Review (Complete)	SRR	Jan 2009	Jan 2009	-	31 Jan 2009
Preliminary Design Review(Start)	PDR	Feb 2010	Feb 2010	-	-
Preliminary Design Review (Complete)	PDR	Feb 2010	Feb 2010	-	28 Feb 2010
Critical Design Review(Start)	CDR	Feb 2011	Feb 2011	-	-
Critical Design Review (Complete)	CDR	Feb 2011	Feb 2011	-	28 Feb 2011
Milestone C(Start)	MS C	Sept 2016	Sept 2016	-	-
Milestone C (Complete)	MS C	Sept 2016	Sept 2016	-	30 Sept 2016
Initial Operational Capability (IOC)(Start)	IOC	Aug 2023	Feb 2024	-	-
Initial Operational Capability (IOC) (Complete)	IOC	Aug 2023	Feb 2024	-	21 Jul 2023
Orbit 3 Stand Up(Start)	Other	Oct 2024	Apr 2025	-	-
Orbit 3 Stand Up (Complete)	Other	Oct 2024	Apr 2025	Apr 2025	-

**Notes**

None

**Schedule Baseline Deviation Explanation**

None

**(U) Current Significant Schedule Risks and Risks Identified at Milestones/Decisions**

None

**(U) Performance****(U) MQ-4C Increment 2 Subprogram****(U) Performance Attributes**

Electro Optical/Infrared Turret High Definition Optics		KPP
Current Estimate 12/31/2023	Will meet objective: >=1280 x 720 ppi	
Demonstrated Performance 7/30/2027	TBD	
APB Change 3 (Current)	Objective	Threshold = Objective
9/25/2023	Threshold	≥ 1280 x 720 ppi
Full Motion Video Data Handling		KPP
Current Estimate 12/31/2023	Will meet objective: >= 350Mbps data download from Unmanned Aircraft (UA) to Satellite	
Demonstrated Performance 7/30/2027	TBD	
APB Change 3 (Current)	Objective	≥ 350Mbps data download from Unmanned Aircraft (UA) to Satellite
9/25/2023	Threshold	≥ 30TB unmanned aircraft on-board storage
Link 16		KPP
Current Estimate 12/31/2023	Will meet objective: J11 Messaging to other net enabled weapons in addition to LRASM	
Demonstrated Performance 12/31/2024	TBD	
APB Change 3 (Current)	Objective	J11 Messaging to other net enabled weapons in addition to LRASM
9/25/2023	Threshold	J11 messaging to LRASM
Multi-Function Active Sensor Radar Modes		KPP
Current Estimate 12/31/2023	Will meet objective: Ground Moving Target indicator and Computationally Intensive Electronic Attack Modes	
Demonstrated Performance 5/31/2028	TBD	
APB Change 3 (Current)	Objective	Threshold = Objective
9/25/2023	Threshold	Ground Moving Target Indicator and Computationally Intensive Electronic Attack Modes
Multi-Unmanned Aircraft Command and Control		KPP
Current Estimate 12/31/2023	Will meet objective: Command and Control of >= 3 Unmanned Aircraft from Mission Control System	
Demonstrated Performance 7/30/2027	Lab Demonstration	

APB Change 3 (Current) 9/25/2023	Objective	Threshold = Objective
	Threshold	Command and Control of $\geq 3$ Unmanned Aircraft from Mission Control System

**(U) Requirement Source:**

Sponsor(s): United States Navy

1. Capability Development Document, *MQ-4C Triton Capability Design Document*  
Validated By: Joint Requirements Oversight Council, November 22, 2016

**Notes**

MQ-4C Increment 2 future KPPs were declared in the Change 3 APB, 25 September 2023, and will be incorporated in MQ-4C Triton Capability Development Documentation for Increment 2.

**Performance Deviation Explanation**

None

**(U) MQ-4C Increment 1 Subprogram**

*Additional information for this section is provided in the classified annex to this submission.*

**(U) Performance Attributes**

Persistent multi-sensor maritime Intelligence, Surveillance, and Reconnaissance (ISR) at mission radius		KPP
Current Estimate 12/31/2023		Will meet threshold
Demonstrated Performance 8/30/2025		Based on predicted performance.
APB Change 3 (Current)  9/25/2023	Objective	Persistent Multi-sensor Maritime ISR Payloads. The BAMS shall provide persistent maritime ISR. Persistent maritime ISR is defined as a single BAMS UAS being capable of providing (mission essential) sensor data with an endurance of 20 hours.
	Threshold	Persistent Multi-sensor Maritime ISR Payloads. The BAMS shall provide persistent maritime ISR. Persistent maritime ISR is defined as a single BAMS UAS being capable of providing (mission essential) sensor data with an endurance of 20 hours.
Level of Interoperability 1-5		KPP
Current Estimate 12/31/2023		Has meet objective: Beyond Line of Sight (BLOS) and Line of Sight (LOS) from the MOB (Land Based) MCS.
Demonstrated Performance 7/7/2016		BLOS and LOS from MOB (Land Based) MCS (LOI 1-5)
APB Change 3 (Current)	Objective	BLOS and LOS from MOB/ FOB MCS

9/25/2023	Threshold	BLOS from the MOB MCS and LOS from the FOB MCS (LOI 5)
<b>UA Mission Radius</b>		<b>KPP</b>
Current Estimate 12/31/2023		Has met threshold: >2,000 Nautical Miles.
Demonstrated Performance 9/18/2014		2,400 nm
APB Change 3 (Current)	Objective	Minimum mission radius of >=3,000 nm
9/25/2023	Threshold	Mission radius greater than >=2,000 nm
<b>Level Of Interoperability 2 Capability</b>		<b>KPP</b>
Current Estimate 12/31/2023		Has met threshold: Line of Sight (LOS), ISR payload sensor data reception to Maritime Forces afloat.
Demonstrated Performance 3/14/2014		LOS/Beyond Line of Sight (BLOS) multi-ISR payload reception to Maritime Forces. Threshold demonstrated with surrogate labs.
APB Change 3 (Current)	Objective	LOS/BLOS multi-ISR payload reception to Compatible Maritime Forces
9/25/2023	Threshold	LOS, ISR payload sensor data reception to Maritime Forces afloat (Aircraft Carrier, Nuclear Power (CVN), Amphibious Assault Ship, General Purpose (LHA/LHD))
<b>Net Ready</b>		<b>KPP</b>
Current Estimate 12/31/2023		Will meet threshold: IAW CJCSI 5123-01G, CJCSI 3170.01I and the JCIDS Manual.
Demonstrated Performance 8/20/2025		TBD
APB Change 3 (Current)	Objective	IAW CJCSI 6212.01F
9/25/2023	Threshold	IAW CJCSI 6212.01F
<b>Operational Availability</b>		<b>KPP</b>
Current Estimate 12/31/2023		0.86
Demonstrated Performance 8/20/2025		Performance data of IFC-4 Test UA 12-month rolling average
APB Change 3 (Current)	Objective	>=0.9
9/25/2023	Threshold	>=0.7 at IOT&E >=0.8 at IOC plus two years

**(U) Requirement Source:**

Sponsor(s): United States Navy

1. Capability Development Document, *MQ-4C Triton Capability Design Document*  
Validated By: Joint Requirements Oversight Council, November 22, 2016

**Notes**

The CDD was re-validated November 16, 2022 by the Joint Requirements Oversight Council.

**Performance Deviation Explanation**

None



**(U) Acquisition Budget Estimate****(U) MQ-4C Increment 2 Subprogram****(U) Total Acquisition Estimates and Quantities**

Category (\$M) Base Year: 2023	APB Change 3 (Current) 9/25/2023 CY\$ obs Objective / Threshold		Current Estimate PB 2025 CY\$ obs / TY\$ obs	
	RDT&E	1,291.6	1,420.8	1,297.2
Procurement	1,497.1	1,646.8	1,475.6	1,754.4
Total Acquisition	2,788.7	-	2,772.9	3,175.4
Program Acquisition Unit Cost	107.258	117.984	106.648	122.131
Average Procurement Unit Cost	62.379	68.617	61.484	73.099
Program End-Item Quantity				
Development	2		2	
Procurement	24		24	
O&M-Acquired	-		-	

**Budget Notes**

PB 2025 aligns to the latest APB update, dated June 15, 2023.

**Quantity Notes**

Quantities include two (2) Increment 2 modified development aircraft and 24 Increment 2 modified procurement aircraft. Total remaining aircraft in inventory of 26, excluding the 1 attrited aircraft, are planned to receive the Increment 2 retrofit.

**Cost Baseline Deviation Explanation**

None

**(U) Risk and Sensitivity Analysis**

Current Procurement Estimate Risks (12/31/2023)
None
Current Baseline Risks (9/25/2023)
None
Revised Original Baseline Risks (9/25/2023)

None

**(U) MQ-4C Increment 1 Subprogram**

**(U) Total Acquisition Estimates and Quantities**

Category (\$M) Base Year: 2023	APB Change 3 (Current) 9/25/2023 CY\$ obs Objective / Threshold		Current Estimate PB 2025 CY\$ obs / TY\$ obs	
	RDT&E	6,840.2	7,524.2	6,825.3
Procurement	6,277.7	6,905.5	6,242.4	5,945.2
MILCON	400.4	440.5	398.4	357.9
Total Acquisition	13,518.4	-	13,466.0	11,837.3
Program Acquisition Unit Cost	500.680	550.748	498.742	438.417
Average Procurement Unit Cost	285.351	313.886	283.745	270.237
Program End-Item Quantity				
Development	5		5	
Procurement	22		22	
O&M-Acquired	-		-	

**Budget Notes**

PB 2025 aligns to the latest APB update, dated June 15, 2023.

**Quantity Notes**

Quantities include procurement end-strength of 27 aircraft ( 25 Operational UAs, one (1) test UA, and one (1) attrited UA), and reduced orbits from five (5) to three (3).

**Cost Baseline Deviation Explanation**

None

**(U) Risk and Sensitivity Analysis**

Current Procurement Estimate Risks (12/31/2023)
None
Current Baseline Risks (9/25/2023)
None
Revised Original Baseline Risks (9/25/2023)
None



**(U) Unit Costs****(U) MQ-4C Increment 2 Subprogram**

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**(U) Current Estimate Compared with Current Baseline**

Category (CY\$M) Base Year: 2023	Current Baseline 09/25/2023	Current Estimate PB 2025	% Change
Program Acquisition Unit Cost			
Acquisition Cost	2,788.7	2,772.9	
Program Quantity	26	26	
PAUC	107.258	106.648	-0.57%
Average Procurement Unit Cost			
Procurement Cost	1,497.1	1,475.6	
Procurement Quantity	24	24	
APUC	62.379	61.484	-1.43%

**(U) Current Estimate Compared with Original Baseline**

Category (CY\$M) Base Year: 2023	Original Baseline 09/25/2023	Current Estimate PB 2025	% Change
Program Acquisition Unit Cost			
Acquisition Cost	2,788.7	2,772.9	
Program Quantity	26	26	
PAUC	107.258	106.648	-0.57%
Average Procurement Unit Cost			
Procurement Cost	1,497.1	1,475.6	
Procurement Quantity	24	24	
APUC	62.379	61.484	-1.43%

**Notes**

None

**(U) MQ-4C Increment 1 Subprogram**

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**(U) Current Estimate Compared with Current Baseline**

Category (CY\$M) Base Year: 2023	Current Baseline 09/25/2023	Current Estimate PB 2025	% Change
<b>Program Acquisition Unit Cost</b>			
Acquisition Cost	13,518.4	13,466.0	
Program Quantity	27	27	
PAUC	500.680	498.742	-0.39%
<b>Average Procurement Unit Cost</b>			
Procurement Cost	6,277.7	6,242.4	
Procurement Quantity	22	22	
APUC	285.351	283.745	-0.56%

**(U) Current Estimate Compared with Original Baseline**

Category (CY\$M) Base Year: 2023	Original Baseline 09/25/2023	Current Estimate PB 2025	% Change
<b>Program Acquisition Unit Cost</b>			
Acquisition Cost	13,518.4	13,466.0	
Program Quantity	27	27	
PAUC	500.680	498.742	-0.39%
<b>Average Procurement Unit Cost</b>			
Procurement Cost	6,277.7	6,242.4	
Procurement Quantity	22	22	
APUC	285.351	283.745	-0.56%

**Notes**

None

**(U) Life-Cycle Costs**

**(U) MQ-4C Increment 1 Subprogram**

**(U) Operating and Support and Disposal Cost Estimates Compared with Baseline**

Category (\$M) Base Year: 2023	APB Change 3 (Current) 9/25/2023 CY\$ obs Objective / Threshold		Current Estimate CY\$ obs / TY\$ obs	
	Total O&S	2,101.0	2,311.1	2,101.0
Total Disposal	-	-	-	-

**(U) Current Cost Estimate Sources**

**Operating and Support Cost**

Type: Component Cost Estimate

Approved by: NAVAIR Cost and Schedule Analysis Group, June 15, 2023

Note: Source of Estimate: NAVAIR Cost and Schedule Analysis Department. Estimate dated June 15, 2023.

**Disposal/Demilitarization Cost**

Type: No estimate. Not Applicable

**Operating and Support Baseline Deviation Explanation**

None

**Cost Notes**

Source of Estimate: NAVAIR Cost and Schedule Analysis Department. Estimate dated June 15, 2023.

**(U) Operating and Support Variance with Prior Estimate**

No Data

**(U) Operating and Support Cost Element Structure Estimates by Acquired System**

(CY\$M) Base Year: 2023							
System	Unit-Level Manpower	Unit Operations	Maintenance	Sustaining Support	Continuing System Improvements	Other	Total

MQ-4C Triton Increment 1	584.9	85.8	575.5	703.1	151.8	-	2,101.0
Program	584.9	85.8	575.5	703.1	151.8	-	2,101.0

### (U) Annual Operating and Support Costs per Unit Compared with Antecedent System

(CY\$M) Base Year: 2023							
System	Unit-Level Manpower	Unit Operations	Maintenance	Sustaining Support	Continuing System Improvements	Other	Total
MQ-4C Triton Increment 1	10.3	1.5	10.2	12.4	2.7	-	37.1

### (U) Operating and Support Cost Estimate Assumptions

System	Quantity to Sustain	Unit Expected Service Life (Years)	Unit of Measure	Fiscal Years Operational
MQ-4C Triton Increment 1	15	20.0	Max Total A/C Inventory	2019 - 2027

### Additional O&S Estimate Assumptions

The program has updated the O&S estimate as part of an updated APB associated with the Program Deviation Report and Program Restructure resulting from the November 16, 2022 revalidated CDD. Notable programmatic input changes to the estimate include the reduced procurement end-strength from 70 aircraft to 27 (25 Operational UAs, one (1) test UA, and one (1) attrited UA), reduced orbits from five (5) to three (3), and reduced flight hour utilization rates. Cost driving technical input changes to the estimate include refinements to unit repair cost estimates and increases to the sustainment labor categories of Program Related Logistics (PRL) and Program Related Engineering (PRE). Also, the Indirect Support category is not reported, per guidance.

### Antecedent Estimate Assumptions

The MQ-4C Triton is projected to fly significantly more hours than the closest analogous airframe and has different mission requirements, different concept of operations, different payloads, and it requires communication links with ground based Mission Control Stations to operate. This results in substantially different projected maintenance costs as compared to previous aircraft.

### O&S Annual Cost Calculation Memo

Total Aircraft O&S (CY23\$) = Unitized cost \* number of operational aircraft years

### (U) MQ-4C Increment 2 Subprogram

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**(U) Operating and Support and Disposal Cost Estimates Compared with Baseline**

Category (\$M) Base Year: 2023	APB Change 3 (Current) 9/25/2023 CY\$ obs Objective / Threshold		Current Estimate CY\$ obs / TY\$ obs	
	Total O&S	11,901.8	13,092.0	11,901.8
Total Disposal	-	-	8.0	11.9

**(U) Current Cost Estimate Sources**

**Operating and Support Cost**

Type: Component Cost Estimate

Approved by: NAVAIR Cost and Schedule Analysis Group, June 15, 2023

Note: Source of Estimate: NAVAIR Cost and Schedule Analysis Department. Estimate dated June 15, 2023.

**Disposal/Demilitarization Cost**

Type: Component Cost Estimate

Approved by: NAVAIR Cost and Schedule Analysis Group, June 15, 2023

Note: Source of Estimate: NAVAIR Cost and Schedule Analysis Department. Estimate dated June 15, 2023.

**Operating and Support Baseline Deviation Explanation**

None

**Cost Notes**

Source of Estimate: NAVAIR Cost and Schedule Analysis Department. Estimate dated June 15, 2023.

**(U) Operating and Support Variance with Prior Estimate**

No Data

**(U) Operating and Support Cost Element Structure Estimates by Acquired System**

(CY\$M) Base Year: 2023							
System	Unit-Level Manpower	Unit Operations	Maintenance	Sustaining Support	Continuing System Improvements	Other	Total
MQ-4C Triton Increment 2	1,955.5	437.7	5,323.7	3,400.6	784.3	-	11,901.8
Program	1,955.5	437.7	5,323.7	3,400.6	784.3	-	11,901.8

**(U) Annual Operating and Support Costs per Unit Compared with Antecedent System**



(CY\$M) Base Year: 2023							
System	Unit-Level Manpower	Unit Operations	Maintenance	Sustaining Support	Continuing System Improvements	Other	Total
MQ-4C Triton Increment 2	6.5	1.5	17.7	11.3	2.6	-	39.6

### (U) Operating and Support Cost Estimate Assumptions

System	Quantity to Sustain	Unit Expected Service Life (Years)	Unit of Measure	Fiscal Years Operational
MQ-4C Triton Increment 2	25	20.0	Max Total A/C Inventory	2028 - 2048

### Additional O&S Estimate Assumptions

The program has updated the O&S estimate as part of an updated APB associated with the Program Deviation Report and Program Restructure resulting from the November 16, 2022 revalidated CDD. Notable programmatic input changes to the estimate include the reduced procurement end-strength from 70 aircraft to 27 (25 Operational UAs, one (1) test UA, and one (1) attrited UA), reduced orbits from five (5) to three (3), and reduced flight hour utilization rates. Cost driving technical input changes to the estimate include refinements to unit repair cost estimates and increases to the sustainment labor categories of Program Related Logistics (PRL) and Program Related Engineering (PRE). Also, the Indirect Support category is not reported, per guidance.

### Antecedent Estimate Assumptions

The MQ-4C Triton is projected to fly significantly more hours than the closest analogous airframe and has different mission requirements, different concept of operations, different payloads, and it requires communication links with ground based Mission Control Stations to operate. This results in substantially different projected maintenance costs as compared to previous aircraft.

### O&S Annual Cost Calculation Memo

Total Aircraft O&S (CY23\$) = Unitized cost \* number of operational aircraft years

**(U) Technologies and Systems Engineering****(U) MQ-4C Increment 1 Subprogram**

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*Additional information for this section is provided in the classified annex to this submission.*

**(U) Current Significant Technical Risks and Risks Identified at Milestones/Decisions**

Event	Date	Description
Current	12/31/2023	MQ-4C O-Level Maintenance Capability Risk - Due to inadequate design and Build in Test (BIT) data limits, fault detection accuracy and isolation to a single WRA is well below specification requirement. As a result, extensive troubleshooting and ground maintenance time, in consultation with Original Equipment Manufacturer (OEM) Field Service Representatives (FSRs), is required.

**(U) MQ-4C Increment 2 Subprogram**

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No Data

**(U) Performing Activities and Contracts**

**(U) External Government Activities**

None

**(U) Contracts and Efforts**

Contract Title	Contract Number / Effort	Contractor	Phase
MQ-4C B9 and B10 Retrofit	N00019-20-G0005	Northrop Grumman Systems Corporation	Production
MQ-4C Fatigue Test Article Follow-on Test	N00019-20-G-0005	Northrop Grumman Systems Corporation	Production
MQ-4C LRIP Lot 2 CLINs	N00019-15-C-0002	Northrop Grumman Systems Corporation	Production
MQ-4C LRIP Lot 3 Production	N00019-17-C-0018	Northrop Grumman Systems Corporation	Production
MQ-4C LRIP Lot 4 Production	N00019-18-C-1028	Northrop Grumman Systems Corporation	Production
MQ-4C LRIP Lot 5 Production	N00019-19-C-0008	Northrop Grumman Systems Corporation	Production
MQ-4C LRIP Lot 6 Production	N00019-19-C-0008	Northrop Grumman Systems Corporation	Production
MQ-4C Sustaining Engineering Support 3	N00019-21-C-0060	Northrop Grumman Systems Corporation	Production

**(U) Contract and Effort Identification, Price, Quantity and Performance**

<b>Contract Number:</b>	N00019-20-G0005	<b>Order Number:</b>	N00019-23-F-0041
<b>Contract Title:</b>	MQ-4C B9 and B10 Retrofit	<b>Strategy:</b>	FAR 16.703: Basic Ordering Agreement
<b>CAGE:</b>	78022 - Northrop Grumman Systems Corporation	<b>Contracting Office:</b>	NAVAIR
<b>City, State/Province:</b>	San Diego, CA		
<b>Effort Number:</b>	-	<b>Supported Phase:</b>	Production
<b>Type:</b>	Cost Plus Fixed Fee	<b>Award Date:</b>	August 23, 2023
<b>Latest Modification Date:</b>	March 12, 2024	<b>Definitization Date:</b>	August 23, 2023
<b>Latest Modification No.:</b>	P00004	<b>Work Start Date:</b>	August 23, 2023
<b>Technical Data Rights:</b>	-		
<b>Notes:</b>	None		

Initial Price (TY\$M) Target / Ceiling	Current Price (TY\$M) Target / Ceiling	Estimate at Completion (TY\$M) Contractor / PM	Initial Quantity	Current Quantity	Delivered Quantity
80.3 -	80.5 -	181.1 73.4	-	-	-

Work Completed (%): 12.45%  
 Cost Variance (TY\$M): +3.2  
 Schedule Variance (TY\$M): +0.2

**Factors Contributing to Cost Variance and Projected Effects on Program Costs**

None

**Factors Contributing to Schedule Variance and Projected Effects on Program Schedule**

None

**(U) Contract and Effort Identification, Price, Quantity and Performance**

<b>Contract Number:</b>	N00019-20-G-0005	<b>Order Number:</b>	N00019-22-F-0910
<b>Contract Title:</b>	MQ-4C Fatigue Test Article Follow-on Test	<b>Strategy:</b>	FAR 16.703: Basic Ordering Agreement
<b>CAGE:</b>	78022 - Northrop Grumman Systems Corporation	<b>Contracting Office:</b>	NAVAIR
<b>City, State/Province:</b>	San Diego, CA		
<b>Effort Number:</b>	-	<b>Supported Phase:</b>	Production
<b>Type:</b>	Cost Plus Fixed Fee	<b>Award Date:</b>	June 10, 2022
<b>Latest Modification Date:</b>	February 21, 2024	<b>Definitization Date:</b>	June 10, 2022
<b>Latest Modification No.:</b>	P00009	<b>Work Start Date:</b>	June 10, 2022
<b>Technical Data Rights:</b>	-		
<b>Notes:</b>	None		

Initial Price (TY\$M) Target / Ceiling	Current Price (TY\$M) Target / Ceiling	Estimate at Completion (TY\$M) Contractor / PM	Initial Quantity	Current Quantity	Delivered Quantity
40.7      45.7	40.7      -	41.7      43.6	1	1	1

Work Completed (%): 32.31%  
 Cost Variance (TY\$M): -0.9  
 Schedule Variance (TY\$M): -0.9

**Factors Contributing to Cost Variance and Projected Effects on Program Costs**

None

**Factors Contributing to Schedule Variance and Projected Effects on Program Schedule**

None

**(U) Contract and Effort Identification, Price, Quantity and Performance**

<b>Contract Number:</b>	N00019-15-C-0002	<b>Order Number:</b>	-
<b>Contract Title:</b>	MQ-4C LRIP Lot 2 CLINs	<b>Strategy:</b>	-
<b>CAGE:</b>	78022 - Northrop Grumman Systems Corporation	<b>Contracting Office:</b>	NAVAIR

City, State/Province: San Diego, CA

Effort Number:	-	Supported Phase:	Production
Type:	Other	Award Date:	September 30, 2016
Latest Modification Date:	March 7, 2024	Definitization Date:	May 16, 2017
Latest Modification No.:	P00072	Work Start Date:	-
Technical Data Rights:	-		
Notes:	None		

Initial Price (TY\$M) Target / Ceiling		Current Price (TY\$M) Target / Ceiling		Estimate at Completion (TY\$M) Contractor / PM		Initial Quantity	Current Quantity	Delivered Quantity
353.3	365.9	376.8	390.3	330.6	330.6	3	3	3

Work Completed (%): 91.58%  
 Cost Variance (TY\$M): +3.7  
 Schedule Variance (TY\$M): -1.0

**Factors Contributing to Cost Variance and Projected Effects on Program Costs**

Delays and disruptions due to concurrent development of IFC-4 have resulted in an ongoing negative impact on both cost and schedule for LRIP. This resulted in the stop work of two air vehicles that were placed in preservation and storage and the third air vehicle delivering after the original baseline date.

**Factors Contributing to Schedule Variance and Projected Effects on Program Schedule**

Delays and disruptions due to concurrent development of IFC-4 have resulted in an ongoing negative impact on both cost and schedule for LRIP. This resulted in the stop work of two air vehicles that were placed in preservation and storage and the third air vehicle delivering after the original baseline date.

**(U) Contract and Effort Identification, Price, Quantity and Performance**

Contract Number:	N00019-17-C-0018	Order Number:	-
Contract Title:	MQ-4C LRIP Lot 3 Production	Strategy:	-
CAGE:	78022 - Northrop Grumman Systems Corporation	Contracting Office:	NAVAIR
City, State/Province:	San Diego, CA		
Effort Number:	-	Supported Phase:	Production
Type:	Other	Award Date:	December 28, 2017
Latest Modification Date:	January 6, 2023	Definitization Date:	May 24, 2019
Latest Modification No.:	P00044	Work Start Date:	January 26, 2023
Technical Data Rights:	-		
Notes:	None		

Initial Price (TY\$M) Target / Ceiling		Current Price (TY\$M) Target / Ceiling		Estimate at Completion (TY\$M) Contractor / PM		Initial Quantity	Current Quantity	Delivered Quantity
303.1	314.1	344.5	356.8	324.8	332.1	3	3	3

Work Completed (%): 96.63%  
 Cost Variance (TY\$M): -26.8  
 Schedule Variance (TY\$M): -2.3

#### Factors Contributing to Cost Variance and Projected Effects on Program Costs

The unfavorable cost performance is driven by continuous cost growth across all three air vehicles due to disruptions caused by the inline development build, testing, and troubleshooting efforts above the expected budget and complications experienced in flight operations. The cost overruns are not recoverable.

#### Factors Contributing to Schedule Variance and Projected Effects on Program Schedule

The unfavorable schedule performance is driven more troubleshooting and rework than originally planned. This resulted in two of the air vehicles being delivered after their original baseline date.

#### (U) Contract and Effort Identification, Price, Quantity and Performance

Contract Number:	N00019-18-C-1028	Order Number:	-
Contract Title:	MQ-4C LRIP Lot 4 Production	Strategy:	-
CAGE:	78022 - Northrop Grumman Systems Corporation	Contracting Office:	NAVAIR
City, State/Province:	San Diego, CA		
Effort Number:	-	Supported Phase:	Production
Type:	Other	Award Date:	May 16, 2018
Latest Modification Date:	January 24, 2024	Definitization Date:	December 20, 2019
Latest Modification No.:	P00042	Work Start Date:	-
Technical Data Rights:	-		
Notes:	None		

Initial Price (TY\$M) Target / Ceiling	Current Price (TY\$M) Target / Ceiling	Estimate at Completion (TY\$M) Contractor / PM	Initial Quantity	Current Quantity	Delivered Quantity
379.8    390.7	390.7    -	353.0    356.7	3	3	3

Work Completed (%): 99.22%  
 Cost Variance (TY\$M): -27.7  
 Schedule Variance (TY\$M): -2.2

#### Factors Contributing to Cost Variance and Projected Effects on Program Costs

The unfavorable cost variance was caused by the additional rework and troubleshooting than originally planned with the Production IPT. Global Supply Chain experienced surge support in order to burn down open supplier negotiations and ensure placement of hardware according to the manufacturing schedule. The material unit price for a Main Operating Base (MOB)/ Forward Operating Base (FOB) was higher than originally planned. These impacts are not recoverable and will result in the program costing more than originally planned.

#### Factors Contributing to Schedule Variance and Projected Effects on Program Schedule

The unfavorable schedule variance was caused by reprioritization of the aircraft in the Master Production Schedules, as well as troubleshooting and test failures have caused scheduling delays on two aircraft. The impact is the aircraft delivered later than originally plan but within their contractual delivery dates.

**(U) Contract and Effort Identification, Price, Quantity and Performance**

<b>Contract Number:</b>	N00019-19-C-0008	<b>Order Number:</b>	-
<b>Contract Title:</b>	MQ-4C LRIP Lot 5 Production	<b>Strategy:</b>	-
<b>CAGE:</b>	78022 - Northrop Grumman Systems Corporation	<b>Contracting Office:</b>	NAVAIR
<b>City, State/Province:</b>	San Diego, CA		
<b>Effort Number:</b>	-	<b>Supported Phase:</b>	Production
<b>Type:</b>	Fixed-Price Incentive (Firm Target)	<b>Award Date:</b>	May 29, 2019
<b>Latest Modification Date:</b>	March 19, 2024	<b>Definitization Date:</b>	December 21, 2019
<b>Latest Modification No.:</b>	P00053	<b>Work Start Date:</b>	May 29, 2019
<b>Technical Data Rights:</b>	-		
<b>Notes:</b>	None		

Initial Price (TY\$M) Target / Ceiling	Current Price (TY\$M) Target / Ceiling	Estimate at Completion (TY\$M) Contractor / PM	Initial Quantity	Current Quantity	Delivered Quantity
540.1    557.3	934.3    960.5	873.8    878.2	5	8	2

**Work Completed (%):** 71.63%

**Cost Variance (TY\$M):** -25.2

**Schedule Variance (TY\$M):** 0.0

**Factors Contributing to Cost Variance and Projected Effects on Program Costs**

The unfavorable cost variance is driven by more troubleshooting and re-works than originally planned, related to unloaded power, Factory Fill Functional Acceptance Test Procedure and Fuel Orifices. These impacts are not recoverable and will result in the program costing more than originally planned.

**Factors Contributing to Schedule Variance and Projected Effects on Program Schedule**

The schedule variance is primarily driven by favorable schedule variances. There are no impacts to major schedule milestones.

**(U) Contract and Effort Identification, Price, Quantity and Performance**

<b>Contract Number:</b>	N00019-19-C-0008	<b>Order Number:</b>	-
<b>Contract Title:</b>	MQ-4C LRIP Lot 6 Production	<b>Strategy:</b>	-
<b>CAGE:</b>	78022 - Northrop Grumman Systems Corporation	<b>Contracting Office:</b>	NAVAIR
<b>City, State/Province:</b>	San Diego, CA		
<b>Effort Number:</b>	-	<b>Supported Phase:</b>	Production
<b>Type:</b>	Fixed-Price Incentive (Firm Target)	<b>Award Date:</b>	October 31, 2023
<b>Latest Modification Date:</b>	March 19, 2024	<b>Definitization Date:</b>	October 31, 2023
<b>Latest Modification No.:</b>	P00053	<b>Work Start Date:</b>	October 31, 2023

Technical Data Rights: -  
 Notes: None

Initial Price (TY\$M) Target / Ceiling		Current Price (TY\$M) Target / Ceiling		Estimate at Completion (TY\$M) Contractor / PM		Initial Quantity	Current Quantity	Delivered Quantity
538.7	560.4	538.7	560.4	493.8	471.7	4	4	-

Work Completed (%): 7.28%  
 Cost Variance (TY\$M): +0.2  
 Schedule Variance (TY\$M): +1.7

**Factors Contributing to Cost Variance and Projected Effects on Program Costs**

The favorable cost variances is driven by LRIP 6 requiring less support than anticipated. This is likely caused by the contractors focus on LRIP 5 air vehicles and the Government anticipates the favor cost variance will not continue once focus shifts to LRIP 6.

**Factors Contributing to Schedule Variance and Projected Effects on Program Schedule**

The favorable schedule variance is primarily driven by early completion for Section Load 850 on B24 Wing, and then early finish on the B25 Inlet Lip Testing. There are no impacts to major schedule milestones.

**(U) Contract and Effort Identification, Price, Quantity and Performance**

<b>Contract Number:</b>	N00019-21-C-0060	<b>Order Number:</b>	-
<b>Contract Title:</b>	MQ-4C Sustaining Engineering Support 3	<b>Strategy:</b>	-
<b>CAGE:</b>	78022 - Northrop Grumman Systems Corporation	<b>Contracting Office:</b>	-
<b>City, State/Province:</b>	San Diego, CA		
<b>Effort Number:</b>	-	<b>Supported Phase:</b>	Production
<b>Type:</b>	Cost Plus Fixed Fee	<b>Award Date:</b>	March 15, 2021
<b>Latest Modification Date:</b>	March 12, 2024	<b>Definitization Date:</b>	March 15, 2021
<b>Latest Modification No.:</b>	P00038	<b>Work Start Date:</b>	-
<b>Technical Data Rights:</b>	-		
<b>Notes:</b>	None		

Initial Price (TY\$M) Target / Ceiling		Current Price (TY\$M) Target / Ceiling		Estimate at Completion (TY\$M) Contractor / PM		Initial Quantity	Current Quantity	Delivered Quantity
82.0	0.0	89.3	0.0	142.2	151.6	-	-	-

Work Completed (%): 96.49%  
 Cost Variance (TY\$M): +25.7  
 Schedule Variance (TY\$M): -0.1

**Factors Contributing to Cost Variance and Projected Effects on Program Costs**

Schedule variance reporting is not required for this contract.



**Factors Contributing to Schedule Variance and Projected Effects on Program Schedule**

Schedule variance reporting is not required for this contract.

**(U) MQ-4C Increment 1 Subprogram**

No Data

**(U) MQ-4C Increment 2 Subprogram**

**(U) External Government Activities**

None

**(U) Contracts and Efforts**

Contract Title	Contract Number / Effort	Contractor	Phase
MQ-4C IFC-4 Increment 2 Development	N68786-23-G-1112	Northrop Grumman Systems Corporation	Development

**(U) Contract and Effort Identification, Price, Quantity and Performance**

<b>Contract Number:</b>	N68786-23-G-1112	<b>Order Number:</b>	Base
<b>Contract Title:</b>	MQ-4C IFC-4 Increment 2 Development	<b>Strategy:</b>	FAR 15: Negotiated Contracts
<b>CAGE:</b>	78022 - Northrop Grumman Systems Corporation	<b>Contracting Office:</b>	NSMA
<b>City, State/Province:</b>	San Diego, CA		
<b>Effort Number:</b>	-	<b>Supported Phase:</b>	Development
<b>Type:</b>	Cost Plus Fixed Fee	<b>Award Date:</b>	October 13, 2023
<b>Latest Modification Date:</b>	October 13, 2023	<b>Definitization Date:</b>	October 13, 2023
<b>Latest Modification No.:</b>	-	<b>Work Start Date:</b>	October 13, 2023
<b>Technical Data Rights:</b>	Government Purpose License Rights		
<b>Notes:</b>	None		

Initial Price (TY\$M) Target / Ceiling	Current Price (TY\$M) Target / Ceiling	Estimate at Completion (TY\$M) Contractor / PM	Initial Quantity	Current Quantity	Delivered Quantity
597.4 -	597.0 598.0	545.0 544.4	-	-	-

<b>Work Completed (%):</b>	6.10%
<b>Cost Variance (TY\$M):</b>	0.0
<b>Schedule Variance (TY\$M):</b>	-5.5

**Factors Contributing to Cost Variance and Projected Effects on Program Costs**

The program is executing to the plan, the amount of work being accomplish is approximately equal to the cost expenditures. There is no impact to the cost of the program.

**Factors Contributing to Schedule Variance and Projected Effects on Program Schedule**

The schedule variance is caused by subcontractor material. This variance was caused by switching from estimated subcontractor actuals to billed actuals. This change is not expected to impact any schedule milestones.

**(U) Production****(U) MQ-4C Increment 1 Subprogram**

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*Additional information for this section is provided in the classified annex to this submission.*

**(U) Low-Rate Initial Production**

	Original LRIP Determination	Current LRIP Determination
Total LRIP Quantity	17	22
Date	4/7/2016	10/31/2028
Reference	Gate 6 Review Program Plan	MDA
LRIP Period	FY 2016 - 2023	FY 2023 - 2028
Total Procurement Quantity	70	27
LRIP Percentage of Total	24.3%	81.5%

**Rationale if LRIP Quantity Exceeds 10% of Total Procurement Quantity (Current Determination)**

Program of Record Does not require Full Rate Production (FRP) due to reduction in quantities.

**LRIP Notes**

None

**(U) MQ-4C Increment 2 Subprogram**

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*Additional information for this section is provided in the classified annex to this submission.*

**(U) Low-Rate Initial Production**

No Data

**Rationale if LRIP Quantity Exceeds 10% of Total Procurement Quantity (Current Determination)**

Not required.

**LRIP Notes**

No aircraft will be procured in MQ-4C Increment 2. All aircraft will be MQ-4C Increment 1 aircraft modified to an Increment 2 configuration.

**(U) Deliveries and Expenditures****(U) MQ-4C Increment 2 Subprogram**

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**(U) Acquisition Funding**

	Total Estimate	Actual to Date	Actual, Percent Complete
Years Appropriated	13	3	23.1%
Appropriations (TY, \$M)	3,175.4	3,175.4	100.0%
Expenditures (TY, \$M)	3,175.4	3,175.4	100.0%

**(U) End Items Delivered**

	Total Required	Planned to Date	Actual to Date	Actual, Percent Complete
Development	2			
MQ-4C Triton Increment 2		26	0	
Procurement	24			
<b>Total</b>	<b>26</b>	<b>26</b>	<b>-</b>	<b>-</b>

**Notes**

Deliveries and expenditures as of March 31, 2024

**(U) MQ-4C Increment 1 Subprogram**

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**(U) Acquisition Funding**

	Total Estimate	Actual to Date	Actual, Percent Complete
Years Appropriated	29	22	75.9%
Appropriations (TY, \$M)	11,837.3	11,837.3	100.0%
Expenditures (TY, \$M)	11,837.3	11,837.3	100.0%

**(U) End Items Delivered**

	Total Required	Planned to Date	Actual to Date	Actual, Percent Complete
Development	5			
MQ-4C Triton Increment 1		5	5	
Procurement	22			
MQ-4C Triton Increment 1		13	13	
<b>Total</b>	<b>27</b>	<b>18</b>	<b>18</b>	<b>66.7%</b>

### Notes

Deliveries and expenditures as of March 31, 2024

## (U) International Program Aspects

### General Memo

The Triton Co-Operative Memorandum of Understanding (MOU) (June 2018) is a significant pillar to the overall Program. Australia has bought in as a 10% financial sharing partner but has significantly contributed to the execution and requirements definition.

### Exportability and Business Issues

Triton is only exportable to a select few of our allied partners due to Low Observable/Counter Low Observable equities which prohibit widespread export. Cost sharing initiatives to provide for a greater aperture are available but are typically a fiscal inhibitor for most potential customers who are not already approved for export.

Design for international exportability is planned for limited potential customers.

There is no current contract with Northrop Grumman that ensures half cost share for exportability features.

Is design for international exportability planned?	No	Industry/Partner Exportability Cost-Sharing?	No
If not, has the MDA approved an exportability waiver for a U.S.-only design?	Not Applicable		

### Program Protection: Technology Security and Foreign Disclosure Issues

Anticipated initiatives are on-going that will open opportunities for additional customers. There are no issues at this time.

### (U) Agreements

Activity Date	Type	Agreement Number	International Partner(s)	Quantity	Funding (TY\$M)
6/29/2018	ICP MOU	Triton DPS MOU	Australia (AT)	-	150.0

#### (U) Agreement Information

<b>Partner(s):</b>	Australia (AT)	<b>Activity Date:</b>	6/29/2018
<b>Type:</b>	International Cooperative Program: Memorandum of Understanding	<b>Agreement Number:</b>	Triton DPS MOU
<b>Notes:</b>	Australia's contribution to the Co-Operative program amounts to \$150M which, at the time, was valued at a 10% cost share to the Triton development. Via Australian Unique procurements, they are also procuring up to 7 Unmanned Air Vehicles (4 currently contracted), 3 Main Operating Bases (2 currently contracted), and 1 Forward Operating Base (on contract) plus all necessary support elements to enable the capability.		

Australia (AT)	Fiscal Year	Funding (TY\$M)	Quantity
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Australia (AT) Fiscal Year	Funding (TY\$M)	Quantity
2018	20.0	-
2019	44.5	-
2020	-	-
2021	25.0	-
2022	40.5	-
2023	20.0	-
<b>Total</b>	<b>150.0</b>	<b>-</b>

### (U) MQ-4C Increment 1 Subprogram

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*Additional information for this section is provided in the classified annex to this submission.*

#### General Memo

The Triton Co-Operative MOU (June 2018) is a significant pillar to the overall Program. Australia has bought in as a 10% financial sharing partner but has significantly contributed to the execution and requirements definition.

#### Exportability and Business Issues

Triton is only exportable to a select few of our allied partners due to Low Observable/Counter Low Observable equities which prohibit widespread export. Cost sharing initiatives to provide for a greater aperture are available but are typically a fiscal inhibitor for most potential customers who are not already approved for export.

Design for international exportability is planned for limited potential customers.

There is no current contract with Northrop Grumman that ensures half cost share for exportability features.

Is design for international exportability planned?	Yes	Industry/Partner Exportability Cost-Sharing?	Yes
--	-----	--	-----

#### Program Protection: Technology Security and Foreign Disclosure Issues

These items have been considered, but are unable to be elaborated upon at this classification level.

#### (U) Agreements

No International Agreements have been defined for MQ-4C Increment 1

### (U) MQ-4C Increment 2 Subprogram

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*Additional information for this section is provided in the classified annex to this submission.*

**General Memo**

The Triton Co-Operative MOU (June 2018) is a significant pillar to the overall Program. Australia has bought in as a 10% financial sharing partner but has significantly contributed to the execution and requirements definition.

**Exportability and Business Issues**

Triton is only exportable to a select few of our allied partners due to Low Observable/Counter Low Observable equities which prohibit widespread export. Cost sharing initiatives to provide for a greater aperture are available but are typically a fiscal inhibitor for most potential customers who are not already approved for export.

Design for international exportability is planned for limited potential customers.

There is no current contract with Northrop Grumman that ensures half cost share for exportability features.

Is design for international exportability planned?	Yes	Industry/Partner Exportability Cost-Sharing?	Yes
--	-----	--	-----

**Program Protection: Technology Security and Foreign Disclosure Issues**

These items have been considered, but are unable to be elaborated upon at this classification level.

**(U) Agreements**

No International Agreements have been defined for MQ-4C Increment 2





UNCLASSIFIED

**Modernized  
Selected Acquisition Report  
Supplement**

**MQ-4C Triton Unmanned Aircraft System  
(MQ-4C Triton)**

FY 2025 President's Budget  
As of: December 31, 2023

UNCLASSIFIED

## **MSAR Supplement Sections**

Program Description

Program Use of the Adaptive Acquisition Framework

Technologies and Systems Engineering

Funding Sources (Acquisition)

Funding Sources (Operating and Support)

Acquisition Estimate and Quantity Summary

Annual Acquisition Estimates by Appropriation Account

Acquired System Annual End-Item Quantities by Appropriation Account

Nuclear Costs

Operational Fielding Plan

O&S Independent Cost Estimate

Annual Operating and Support Estimates by Cost Element

## Program Description

**Full Name**

MQ-4C Triton Unmanned Aircraft System

**Short Name**

MQ-4C Triton

**PNO**

373

**Lead Component**

Navy

**AAF Pathway**

MCA

**Acquisition Type**

MDAP

### Acquired Systems

#### Subprograms

Full Name	Short Name	Acquired Systems
MQ-4C Increment 1	MQ-4C Increment 1	MQ-4C Triton Increment 1
MQ-4C Increment 2	MQ-4C Increment 2	MQ-4C Triton Increment 2

### Related Programs

Full Name	PNO	Pathway	Type	ACAT/ BCAT	Acquisition Status	Costs in SAR? Acq O&S	

## **Program Use of the Adaptive Acquisition Framework**

This acquisition is accomplished by a single program in the Major Capability Acquisition Pathway.

## Technologies and Systems Engineering

### MQ-4C Increment 1 Subprogram

#### Major Software Efforts

Title	Status	Fielding Date	Description
None			

#### Major Engineering Changes

Title	Original Need Date	Fielding Date	Description, Rationale and Program Impacts
None			

## Technologies and Systems Engineering

### MQ-4C Increment 2 Subprogram

#### Major Software Efforts

Title	Status	Fielding Date	Description
None			

#### Major Engineering Changes

Title	Original Need Date	Fielding Date	Description, Rationale and Program Impacts
MQ-4C Increment 2	Aug 2031	Aug 2031	Approved Quarter four FY 2023, MQ-4C Increment 2 modifies MQ-4C Increment 1 aircraft to incorporate enhanced sensor performance, improved reliability and readiness, and operational environment resiliency. No significant program impacts.

**Funding Sources (Acquisition)****Acquisition Funding Notes**

None

**MQ-4C Increment 1 Subprogram**

Category	Account	BA	Line Item	Program Element	RDT&E Project	Shared	Sunk
RDT&E	1319N	07	0305220N - MQ-4C Triton	0305220N	4020 - MQ-4C TRITON		
RDT&E	1319N	07	0305421N - RQ-4 Modernization	0305421N	2939 - RQ-4 Modernization		
Procurement	1506N	04	0442 - MQ-4 Triton	0305220N	-		
Procurement	1506N	06	0605 - Spares and Repair Parts	0305220N	-		
Procurement	1506N	05	0596 - MQ-4 Series	0305220N	-		
MILCON	1205N	01	00207662 - Triton Mission Control Facility	0212176N	-		
MILCON	1205N	01	C1002154 - Triton Forward Operating Base Hangar	0815976N	-		
MILCON	1205N	01	69232577 - Triton Forward Operating Base 3rd Fleet	0305220N	-		
MILCON	1205N	01	00620240 - Triton Mission Control Facility	0212176N	-		
MILCON	1205N	01	69232607 - Triton Avionics and Fuel Systems Trainer	0805976N	-		

## Funding Sources (Acquisition)

### Acquisition Funding Notes

#### MQ-4C Increment 2 Subprogram

Category	Account	BA	Line Item	Program Element	RDT&E Project	Shared	Sunk
RDT&E	1319N	07	0305421N - RQ-4 Modernization	0305421N	2939 - RQ-4 Modernization		
Procurement	1506N	05	0596 - MQ-4 Series	0305220N	-		
Procurement	1506N	06	0605 - Spares and Repair Parts	0305220N	-		



## Funding Sources (Operating and Support)

*Note: Budget lines fund activities executed by the Program Office or Sustainment Office.*

### Operating and Support Funding Notes

None

### MQ-4C Increment 1 Subprogram

Category	Account	BA	Line Item	Program Element	RDT&E Project	Shared	Sunk
O&M	1804N	01	1A1A - Mission and Other Flight Operations	0305220N	-		
Note: Fleet Flying Hour Program							
O&M	1804N	01	1D4D - Weapons Maintenance	0305220N	-		
Note: Program Weapons Maintenance							

## Funding Sources (Operating and Support)

*Note: Budget lines fund activities executed by the Program Office or Sustainment Office.*

### Operating and Support Funding Notes

#### MQ-4C Increment 2 Subprogram

Category	Account	BA	Line Item	Program Element	RDT&E Project	Shared	Sunk
O&M	1804N	01	1A1A - Mission and Other Flight Operations	0305220N	-		
O&M	1804N	01	1D4D - Weapons Maintenance	0305220N	-		

## Acquisition Estimate and Quantity Summary

### MQ-4C Increment 1 Subprogram

#### Acquisition Estimates

Category	PB 2025	TY (\$M)	Current Base Year	Original Base Year	Report Fiscal Year
			CY2023 (\$M)	CY2023 (\$M)	CY2024 (\$M)
RDT&E		5,534.2	6,825.3	6,825.3	6,988.8
Procurement		5,945.2	6,242.4	6,242.4	6,392.0
MILCON		357.9	398.4	398.4	407.9
O&M		-	-	-	-
Total Acquisition		11,837.3	13,466.0	13,466.0	13,788.7
PAUC		438.417	498.742	498.742	510.692
APUC		270.237	283.745	283.745	290.544

#### Acquisition End-Item Quantities

System	PB 2025	Development	Procurement
MQ-4C Triton Increment 1		5	22
<b>Total</b>		<b>5</b>	<b>22</b>

#### Unit Description

MQ-4C Triton unmanned aircraft system (UAS) with Multi-Intelligence Increment 1 capability

#### Current and Future Years Defense Program Summary, TY(\$M)

Appropriation	Prior	2024	2025	2026	2027	2028	2029	To Complete	Total
RDT&E	5,464.0	12.1	14.4	14.7	14.6	14.4	-	-	5,534.2
Procurement	4,746.0	422.2	159.2	175.7	131.0	135.4	138.3	37.4	5,945.2
MILCON	281.8	-	-	-	-	-	-	76.1	357.9
O&M	-	-	-	-	-	-	-	-	-
<b>PB 2025 Total</b>	<b>10,491.8</b>	<b>434.3</b>	<b>173.6</b>	<b>190.4</b>	<b>145.6</b>	<b>149.8</b>	<b>138.3</b>	<b>113.5</b>	<b>11,837.3</b>

## Acquisition Estimate and Quantity Summary

### MQ-4C Increment 2 Subprogram

#### Acquisition Estimates

Category	PB 2025	TY (\$M)	Current Base Year	Original Base Year	Report Fiscal Year
			CY2023 (\$M)	CY2023 (\$M)	CY2024 (\$M)
RDT&E		1,421.1	1,297.2	1,297.2	1,328.3
Procurement		1,754.4	1,475.6	1,475.6	1,511.0
MILCON		-	-	-	-
O&M		-	-	-	-
<b>Total Acquisition</b>		<b>3,175.4</b>	<b>2,772.9</b>	<b>2,772.9</b>	<b>2,839.3</b>
PAUC		122.131	106.648	106.648	109.203
APUC		73.098	61.484	61.484	62.957

#### Acquisition End-Item Quantities

System	PB 2025	Development	Procurement
MQ-4C Triton Increment 2		2	24
<b>Total</b>		<b>2</b>	<b>24</b>

#### Unit Description

MQ-4C Triton unmanned aircraft system (UAS) with Multi-Intelligence Increment 1 IOC capability plus enhanced sensors, increased mission availability, reliability and readiness

#### Current and Future Years Defense Program Summary, TY(\$M)

Appropriation	Prior	2024	2025	2026	2027	2028	2029	To Complete	Total
RDT&E	24.1	218.0	428.4	359.3	149.8	119.6	122.1	-	1,421.1
Procurement	-	66.1	122.0	195.0	162.7	165.3	183.8	859.4	1,754.4
MILCON	-	-	-	-	-	-	-	-	-
O&M	-	-	-	-	-	-	-	-	-
<b>PB 2025 Total</b>	<b>24.1</b>	<b>284.1</b>	<b>550.4</b>	<b>554.2</b>	<b>312.5</b>	<b>284.9</b>	<b>305.9</b>	<b>859.4</b>	<b>3,175.4</b>

## Annual Acquisition Estimates by Appropriation Account

(Aligned to Budget Position: PB 2025)

### MQ-4C Increment 1 Subprogram

Source for TY\$-CY\$ Conversion: ASN FMB-6 Inflation Rates and Outlay Factors for DA, DoN and DW accounts: 17 Jan 2024

1319N - Research, Development, Test & Eval, Navy					
fiscal year		Other/ Unallocated	Total TY(\$M)	Weighted Rate	Total CY2023 (\$M)
<b>Total</b>		<b>5,534.2</b>	<b>5,534.2</b>	<b>-</b>	<b>6,825.3</b>
2004		17.930	17.9	0.660913	27.1
2005		39.300	39.3	0.678308	57.9
2006		-	-	0.699444	-
2007		26.200	26.2	0.716576	36.6
2008		83.100	83.1	0.729647	113.9
2009		420.400	420.4	0.739016	568.9
2010		438.090	438.1	0.750101	584.0
2011		525.550	525.6	0.768011	684.3
2012		549.760	549.8	0.780748	704.1
2013		612.682	612.7	0.788947	776.6
2014		374.520	374.5	0.800094	468.1
2015		449.242	449.2	0.810162	554.5
2016		473.510	473.5	0.825198	573.8
2017		266.030	266.0	0.840638	316.5
2018		317.820	317.8	0.861229	369.0
2019		235.280	235.3	0.877816	268.0
2020		207.052	207.1	0.910097	227.5
2021		140.284	140.3	0.951000	147.5
2022		147.352	147.4	1.000683	147.3
2023		139.935	139.9	1.030474	135.8
2024		12.094	12.1	1.053997	11.5
2025		14.402	14.4	1.076355	13.4
2026		14.672	14.7	1.098959	13.4
2027		14.624	14.6	1.122037	13.0
2028		14.382	14.4	1.145600	12.6

## Annual Acquisition Estimates by Appropriation Account

(Aligned to Budget Position: PB 2025)

### MQ-4C Increment 1 Subprogram

Source for TY\$-CY\$ Conversion: ASN FMB-6 Inflation Rates and Outlay Factors for DA, DoN and DW accounts: 17 Jan 2024

1506N - Aircraft Procurement, Navy									
fiscal year	End Item Recurring Flyaway	Non-End Item Recurring Flyaway	Non-Recurring Flyaway	Initial Spares	Depot Activation	Other/ Unallocated	Total TY(\$M)	Weighted Rate	Total CY2023 (\$M)
<b>Total</b>	<b>2,831.5</b>	<b>-</b>	<b>654.5</b>	<b>550.4</b>	<b>-</b>	<b>1,908.8</b>	<b>5,945.2</b>	<b>-</b>	<b>6,242.4</b>
2004							-	0.671658	-
2005							-	0.690574	-
2006							-	0.709725	-
2007							-	0.726273	-
2008							-	0.737167	-
2009							-	0.747435	-
2010							-	0.763064	-
2011							-	0.778208	-
2012							-	0.789398	-
2013							-	0.797847	-
2014							-	0.808271	-
2015	72.050		-	-		-	72.1	0.820942	87.8
2016	398.880		45.534	103.954		58.130	606.5	0.839135	722.8
2017	266.550		131.451	99.261		95.016	592.3	0.857047	691.1
2018	354.900		48.565	134.079		158.556	696.1	0.874380	796.1
2019	341.350		97.913	68.926		179.201	687.4	0.898502	765.0
2020	219.520		53.972	107.888		190.344	571.7	0.933944	612.2
2021	87.840		19.361	3.492		149.764	260.5	0.976782	266.6
2022	317.100		12.949	28.848		160.151	519.0	1.015238	511.3
2023	490.400		131.662	3.967		114.396	740.4	1.043270	709.7
2024	282.920		46.803			92.440	422.2	1.066613	395.8
2025			19.843			139.383	159.2	1.089200	146.2
2026			46.419			129.298	175.7	1.112073	158.0
2027						131.016	131.0	1.135426	115.4
2028						135.402	135.4	1.159270	116.8
2029						138.272	138.3	1.183615	116.8
2030						30.893	30.9	1.208471	25.6
2031						5.517	5.5	1.233849	4.5
2032						1.027	1.0	1.259760	0.8
2033						0.009	0.0	1.286215	0.0

## Annual Acquisition Estimates by Appropriation Account

(Aligned to Budget Position: PB 2025)

### MQ-4C Increment 1 Subprogram

Source for TY\$-CY\$ Conversion: ASN FMB-6 Inflation Rates and Outlay Factors for DA, DoN and DW accounts: 17 Jan 2024

1205N - Military Construction, Navy					
fiscal year		Other/ Unallocated	Total TY(\$M)	Weighted Rate	Total CY2023 (\$M)
<b>Total</b>		<b>357.9</b>	<b>357.9</b>	<b>-</b>	<b>398.4</b>
2004			-	0.673929	-
2005			-	0.693057	-
2006			-	0.711855	-
2007			-	0.726331	-
2008			-	0.738710	-
2009			-	0.748831	-
2010			-	0.767573	-
2011		33.030	33.0	0.784814	42.1
2012		4.480	4.5	0.796410	5.6
2013		64.970	65.0	0.807755	80.4
2014		55.500	55.5	0.819870	67.7
2015			-	0.842979	-
2016		51.910	51.9	0.862625	60.2
2017		71.860	71.9	0.884844	81.2
2018			-	0.917682	-
2019			-	0.952984	-
2020			-	0.993226	-
2021			-	1.027740	-
2022			-	1.050855	-
2023			-	1.075264	-
2024			-	1.098302	-
2025			-	1.121425	-
2026			-	1.144975	-
2027			-	1.169020	-
2028			-	1.193569	-
2029			-	1.218634	-
2030		76.100	76.1	1.244225	61.2

## Annual Acquisition Estimates by Appropriation Account

(Aligned to Budget Position: PB 2025)

### MQ-4C Increment 2 Subprogram

Source for TY\$-CY\$ Conversion: ASN FMB-6 Inflation Rates and Outlay Factors for DA, DoN and DW accounts: 17 Jan 2024

1319N - Research, Development, Test & Eval, Navy					
fiscal year		Other/ Unallocated	Total TY(\$M)	Weighted Rate	Total CY2023 (\$M)
<b>Total</b>		<b>1,421.1</b>	<b>1,421.1</b>	<b>-</b>	<b>1,297.2</b>
2004			-	0.660913	-
2005			-	0.678308	-
2006			-	0.699444	-
2007			-	0.716576	-
2008			-	0.729647	-
2009			-	0.739016	-
2010			-	0.750101	-
2011			-	0.768011	-
2012			-	0.780748	-
2013			-	0.788947	-
2014			-	0.800094	-
2015			-	0.810162	-
2016			-	0.825198	-
2017			-	0.840638	-
2018			-	0.861229	-
2019			-	0.877816	-
2020			-	0.910097	-
2021			-	0.951000	-
2022			-	1.000683	-
2023		24.050	24.1	1.030474	23.3
2024		217.980	218.0	1.053997	206.8
2025		428.360	428.4	1.076355	398.0
2026		359.250	359.3	1.098959	326.9
2027		149.750	149.8	1.122037	133.5
2028		119.600	119.6	1.145600	104.4
2029		122.060	122.1	1.169657	104.4



## Annual Acquisition Estimates by Appropriation Account

(Aligned to Budget Position: PB 2025)

### MQ-4C Increment 2 Subprogram

Source for TY\$-CY\$ Conversion: ASN FMB-6 Inflation Rates and Outlay Factors for DA, DoN and DW accounts: 17 Jan 2024

1506N - Aircraft Procurement, Navy									
fiscal year	End Item Recurring Flyaway	Non-End Item Recurring Flyaway	Non-Recurring Flyaway	Initial Spares	Depot Activation	Other/ Unallocated	Total TY(\$M)	Weighted Rate	Total CY2023 (\$M)
<b>Total</b>	-	-	<b>1,646.3</b>	<b>108.1</b>	-	-	<b>1,754.4</b>	-	<b>1,475.6</b>
2004							-	0.671658	-
2005							-	0.690574	-
2006							-	0.709725	-
2007							-	0.726273	-
2008							-	0.737167	-
2009							-	0.747435	-
2010							-	0.763064	-
2011							-	0.778208	-
2012							-	0.789398	-
2013							-	0.797847	-
2014							-	0.808271	-
2015							-	0.820942	-
2016							-	0.839135	-
2017							-	0.857047	-
2018							-	0.874380	-
2019							-	0.898502	-
2020							-	0.933944	-
2021							-	0.976782	-
2022							-	1.015238	-
2023							-	1.043270	-
2024			66.148				66.1	1.066613	62.0
2025			122.000				122.0	1.089200	112.0
2026			149.646	45.351			195.0	1.112073	175.3
2027			149.368	13.351			162.7	1.135426	143.3
2028			156.389	8.875			165.3	1.159270	142.6
2029			159.567	24.263			183.8	1.183615	155.3
2030			194.790	16.259			211.0	1.208471	174.6
2031			199.974				200.0	1.233849	162.1
2032			172.778				172.8	1.259760	137.2
2033			133.724				133.7	1.286215	104.0
2034			89.666				89.7	1.313225	68.3
2035			52.214				52.2	1.340803	38.9

## Acquired System Annual End-Item Quantities by Appropriation Account

(Aligned to Budget Position: PB 2025)

### MQ-4C Increment 1 Subprogram

1319N - Research, Development, Test & Eval, Navy				
fiscal year	MQ-4C Triton Increment 1			Total
<b>Total</b>	<b>5</b>			<b>5</b>
Undistributed				-
2008	2			2
2009				-
2010				-
2011				-
2012				-
2013	2			2
2014				-
2015				-
2016	1			1

## Acquired System Annual End-Item Quantities by Appropriation Account

(Aligned to Budget Position: PB 2025)

### MQ-4C Increment 1 Subprogram

1506N - Aircraft Procurement, Navy				
fiscal year	MQ-4C Triton Increment 1			Total
<b>Total</b>	<b>22</b>			<b>22</b>
Undistributed				-
2008				-
2009				-
2010				-
2011				-
2012				-
2013				-
2014				-
2015				-
2016	3			3
2017	3			3
2018	3			3
2019	3			3
2020	2			2
2021	1			1
2022	2			2
2023	3			3
2024	2			2

## Acquired System Annual End-Item Quantities by Appropriation Account

(Aligned to Budget Position: PB 2025)

### MQ-4C Increment 2 Subprogram

1319N - Research, Development, Test & Eval, Navy				
fiscal year	MQ-4C Triton Increment 2			Total
<b>Total</b>	<b>2</b>			<b>2</b>
Undistributed				-
2008				-
2009				-
2010				-
2011				-
2012				-
2013				-
2014				-
2015				-
2016				-
2017				-
2018				-
2019				-
2020				-
2021				-
2022				-
2023				-
2024				-
2025				-
2026	2			2

**Acquired System Annual End-Item Quantities by Appropriation Account**  
(Aligned to Budget Position: PB 2025)

**MQ-4C Increment 2 Subprogram**

1506N - Aircraft Procurement, Navy				
fiscal year	MQ-4C Triton Increment 2			Total
<b>Total</b>	<b>24</b>			<b>24</b>
Undistributed				-
2008				-
2009				-
2010				-
2011				-
2012				-
2013				-
2014				-
2015				-
2016				-
2017				-
2018				-
2019				-
2020				-
2021				-
2022				-
2023				-
2024				-
2025				-
2026				-
2027	1			1
2028	3			3
2029	3			3
2030	4			4
2031	4			4
2032	4			4
2033	3			3
2034	2			2

## **Nuclear Costs**

### **MQ-4C Increment 1 Subprogram**

#### **Program's Use of Department of Energy Resources**

None

## **Nuclear Costs**

### **MQ-4C Increment 2 Subprogram**

#### **Program's Use of Department of Energy Resources**

None

## Operational Fielding Plan

### MQ-4C Increment 1 Subprogram

#### System: MQ-4C Triton Increment 1

#### Fielding and Inventory Notes

FY 2023 operational inventory total does not include Test Assets, damaged UAs or UAs in preservation and storage pending retrofit activity.

#### MQ-4C Triton Increment 1 Fielding Plan and Inventory

fiscal year	Store	Field	Expend/Loss	Decommission	Inventory
2023					7
2024	-	3	-	-	10
2025	-	1	-	-	11
2026	-	3	-	-	14
2027	-	4	-	-	18
2028	-	2	-	-	20
2029	-	3	-	-	23



## Operational Fielding Plan

### MQ-4C Increment 2 Subprogram

#### System: MQ-4C Triton Increment 2

#### Fielding and Inventory Notes

Full Increment 2 capability will be available Quarter four FY 2031. Fielding plan for Increment 2 is currently not available.

#### MQ-4C Triton Increment 2 Fielding Plan and Inventory

fiscal year	Store	Field	Expend/Loss	Decommission	Inventory
2023					-
2024	-	-	-	-	-
2025	-	-	-	-	-
2026	-	-	-	-	-
2027	-	-	-	-	-
2028	-	-	-	-	-
2029	-	-	-	-	-

## O&S Independent Cost Estimate

### MQ-4C Increment 1 Subprogram

#### Independent and Current Cost Estimate Comparison

Category	CY2023 (\$M)	Independent Cost Estimate 6/15/2023	Current Estimate 6/15/2023	Variance with ICE (%)
Unit-Level Manpower		584.9	584.9	0%
Unit Operations		85.8	85.8	0%
Maintenance		575.5	575.5	0%
Sustaining Support		703.1	703.1	0%
Continued System Improvements		151.8	151.8	0%
Other				-
<b>Total O&amp;S</b>		<b>2,101.0</b>	<b>2,101.0</b>	<b>0%</b>

#### Independent Cost Estimate Source

Event: Aquisition Program Baseline  
 Type: Component Cost Position  
 Approved by: NAVAIR Cost and Schedule Analysis Group, June 15, 2023

#### Current Cost Estimate Source

Type: Component Cost Estimate  
 Approved by: NAVAIR Cost and Schedule Analysis Group, June 15, 2023

#### Cost Estimate Variance Explanation

## O&S Independent Cost Estimate

### MQ-4C Increment 2 Subprogram

#### Independent and Current Cost Estimate Comparison

Category	CY2023 (\$M)	Independent Cost Estimate 6/15/2023	Current Estimate 6/15/2023	Variance with ICE (%)
Unit-Level Manpower		1,955.5	1,955.5	0%
Unit Operations		437.7	437.7	0%
Maintenance		5,323.7	5,323.7	0%
Sustaining Support		3,400.6	3,400.6	0%
Continued System Improvements		784.3	784.3	0%
Other				-
<b>Total O&amp;S</b>		<b>11,901.8</b>	<b>11,901.8</b>	<b>0%</b>

#### Independent Cost Estimate Source

Event: Aquisition Program Baseline  
 Type: Component Cost Position  
 Approved by: NAVAIR Cost and Schedule Analysis Group, June 15, 2023

#### Current Cost Estimate Source

Type: Component Cost Estimate  
 Approved by: NAVAIR Cost and Schedule Analysis Group, June 15, 2023

#### Cost Estimate Variance Explanation

**Annual Operating and Support Estimates by Cost Element****MQ-4C Increment 1 Subprogram****System: MQ-4C Triton Increment 1**

Source for TY-CY Conversion: OSD Escalation Tables

<b>Operating and Support Cost Elements</b>							
<b>fiscal year</b>	<b>1.0 Unit-Level Manpower</b>	<b>2.0 Unit Operations</b>	<b>3.0 Maintenance</b>	<b>4.0 Sustaining Support</b>	<b>5.0 Continuing System Improvements</b>	<b>Other</b>	<b>Total CY2023 (\$M)</b>
<b>Total</b>	<b>584.9</b>	<b>85.8</b>	<b>575.5</b>	<b>703.1</b>	<b>151.8</b>	<b>-</b>	<b>2,101.0</b>
2014	3.597						3.6
2015	9.418						9.4
2016	23.380		0.054				23.4
2017	27.294		0.134				27.4
2018	29.717	0.872	0.898	0.010	7.397		38.9
2019	32.914	1.460	2.128	0.022	42.982		79.5
2020	36.398	5.205	36.659	7.712	35.639		121.6
2021	41.409	5.381	42.492	28.700	17.235		135.2
2022	27.555	5.333	31.132	41.946	10.367		116.3
2023	31.511	5.927	38.640	99.688	5.786		181.6
2024	61.907	11.740	83.313	110.167	6.880		274.0
2025	83.136	16.058	96.162	127.447	7.340		330.1
2026	84.462	16.605	121.185	134.633	7.436		364.3
2027	92.160	17.179	122.684	152.791	10.691		395.5

## Annual Operating and Support Estimates by Cost Element

### MQ-4C Increment 2 Subprogram

#### System: MQ-4C Triton Increment 2

Source for TY-CY Conversion: OSD Escalation Tables

Operating and Support Cost Elements							
fiscal year	1.0 Unit-Level Manpower	2.0 Unit Operations	3.0 Maintenance	4.0 Sustaining Support	5.0 Continuing System Improvements	Other	Total CY2023 (\$M)
<b>Total</b>	<b>1,955.5</b>	<b>437.7</b>	<b>5,323.7</b>	<b>3,400.6</b>	<b>784.3</b>	<b>-</b>	<b>11,901.8</b>
2014							-
2015							-
2016							-
2017							-
2018							-
2019							-
2020							-
2021							-
2022							-
2023							-
2024							-
2025							-
2026							-
2027							-
2028	92.794	19.452	168.502	152.082	10.987		443.8
2029	93.187	21.601	213.453	154.189	15.555		498.0
2030	93.581	21.619	220.136	156.939	35.649		527.9
2031	93.977	21.637	230.994	173.581	35.720		555.9
2032	95.113	21.735	256.511	171.815	35.694		580.9
2033	95.516	21.754	242.818	170.486	35.688		566.3
2034	95.922	21.772	248.165	171.690	35.681		573.2
2035	96.329	21.791	267.814	170.173	35.675		591.8
2036	96.739	21.810	256.449	171.940	44.617		591.6
2037	97.150	21.829	263.542	170.612	44.617		597.8
2038	97.564	21.848	279.030	171.816	44.125		614.4
2039	97.979	21.867	280.085	163.774	43.633		607.3
2040	98.397	21.886	273.151	165.542	43.141		602.1
2041	98.816	21.905	287.577	164.214	42.649		615.2
2042	99.238	21.924	283.852	165.418	42.157		612.6
2043	99.662	21.943	297.062	163.903	41.665		624.2
2044	100.087	21.963	298.737	165.672	41.173		627.6
2045	100.515	21.982	308.375	164.200	41.173		636.2
2046	100.945	22.002	298.695	165.260	40.681		627.6

**System: MQ-4C Triton Increment 2**

Source for TY-CY Conversion: OSD Escalation Tables

<b>Operating and Support Cost Elements</b>							
<b>fiscal year</b>	<b>1.0 Unit-Level Manpower</b>	<b>2.0 Unit Operations</b>	<b>3.0 Maintenance</b>	<b>4.0 Sustaining Support</b>	<b>5.0 Continuing System Improvements</b>	<b>Other</b>	<b>Total CY2023 (\$M)</b>
2047	77.610	15.952	205.413	141.415	39.808		480.2
2048	34.337	9.422	143.372	105.856	34.210		327.2