Modernized Selected Acquisition Report (MSAR)
Ship to Shore Connector Amphibious Craft (SSC)

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

Full Name
Ship to Shore Connector Amphibious Craft

Short Name
SSC

PNO
303

Decision Authority
Component Acquisition Executive

Lead Component
Department of the Navy

Program Executive Office
PEO Ships

Joint Program
No

Acquisition Type
Major Defense Acquisition Program

Adaptive Acquisition Pathway
Major Capability Acquisition

Acquired Systems
SSC

Acquisition Category
IC

Acquisition Status
Active Acquisition

Mission
Ship to Shore Connector (SSC) is the Landing Craft, Air Cushion (LCAC) replacement. It is an Air Cushion Vehicle with the same footprint as the LCAC Service Life Extension Program. The SSC mission is to land surface assault elements in support of Operational Maneuver from the Sea at Over-The-Horizon distances, while operating from amphibious ships and mobile landing platforms. The primary role of SSC is to transport weapon systems, equipment, cargo, and personnel of the assault elements of the Marine Expeditionary Brigades and the Army Brigade Combat Teams during Ship-to-Objective Maneuver and Prepare for Movement operations.

(U) Responsible Office

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(U) Executive Summary

Program Highlights Since Last Report

The Ship to Shore Connector (SSC) program achieved significant milestones and program advancements in calendar year 2023.
Craft 100 (also referred to as the Test and Training Craft) through 104 were delivered to the Navy between February 2020 and August 2022 LCAC 106, 105, and 107 were delivered to the Navy between November 2022, and Jul 2023 and were transported to Assault Craft Unit (ACU) 4 in July 2023 via a Lift of Opportunity on LSD 44 USS Gunston Hall. With the delivery of LCAC 107, the SSC program has demonstrated an increased craft delivery pace of four craft per year. LCAC 108 was successfully delivered in November 2023, completing delivery of all craft in the Detail Design & Construction contract.
The Navy entered into a follow-on construction contract with Textron in April 2020. This contract is for a total of 15 Craft (LCAC 109-123) appropriated in FY 2017 through FY 2020. LCACs 109-112 are currently in testing, LCACs 113-121 are currently in production, and LCACs 122-123 are currently in pre-production. A follow-on contract for FY 2022-2024 Craft (LCAC 124AF) is planned for calendar year 2024 award.
Post Delivery Test and Trials (PDT&T), using Craft 100 and LCAC 101, commenced in October 2020. Current issues with the Power Inverter Unit (PIU) reliability and Other Equipment Manufacturer production are impacting PDT&T. The Navy and contractor are working together to resolve the issue prior to resuming Initial Operational Test & Evaluation (IOT&E). These PIU concerns drove changes to IOT&E and IOC dates. Official APB Change 4 will be approved in calendar year 2024. IOC was partially achieved in July of 2023 once six craft were delivered to ACU 4, but the program is awaiting IOT&E completion to declare IOC.
There are no significant software-related issues with this program at this time.
Defense Cost and Resource Center Cost and Software Data Reporting Compliance Rating: Green.

(U) History of Significant Developments Since Program Inception

Date	Description
November 2023	LCAC 108 was delivered to the Navy.
July 2023	LCACs 105, 106, and 107 delivered to Fleet at ACU 4.
July 2023	LCAC 107 was delivered to the Navy.
March 2023	LCAC 105 was delivered to the Navy.
November 2022	LCAC 106 was delivered to the Navy.
August 2022	LCAC 103 and 104 delivered to Fleet at ACU 4.
June 2022	LCAC 104 was delivered to the Navy.
February 2022	LCAC 101 and 102 delivered to Fleet at ACU 4.
December 2021	LCAC 103 was delivered to the Navy.
November 2021	Test and Evaluation Master Plan Rev A, Ch-1 was signed by the director, Operational Test & Evaluation.
June 2021	LCAC 102 was delivered to the Navy.

Date	Description
May 2021	Approval of APB Change 3 and increase in LRIP quantities.
March 2021	Congress notified of Nunn-McCurdy breach prior to APB Change
October 2020	SSC program officially begins the PDT&T phase.
August 2020	LCAC 101, the first fleet asset, was delivered to the Navy.
April 2020	On April 16, 2020, the Navy awarded a combination $569M fixed price incentive fee and $51M firm-fixed price contract to Textron, Inc. for the FY 2017 - 2020 follow-on construction contract of the next 15 craft (LCAC 109-123).
February 2020	The SSC T&T Craft (Craft 100) was delivered to the Navy.
February 2019	Approval of APB Change 2.
September 2017	Approval of APB Change 1 and increase in LRIP quantities.
March 2016	Pursuant to section 2308 of title 10, U.S. Code "Buy-to-Budget Acquisition - End Items" approval, the contract option for LCACs 104-108 construction was exercised in March 2016.
July 2015	On July 1, 2015, a revalidated CDD was signed by the Chief of Naval Operations and the Logistics Functional Capabilities Board completed its assessment with minor changes. On October 8, 2015, the CDD was signed by the Vice Chairman of the Joint Chiefs, Joint Requirements and Oversight Council.
May 2015	On May 26, 2015, a Milestone C review of the program was successfully held with the Service Acquisition Executive (SAE). The review included an evaluation of key factors that ensured adequate design maturity, production readiness, efficient manufacturing capability and low technical risk. Subsequent to this review, Milestone C approval was authorized by the SAE on July 21, 2015, and the program was granted approval to enter into the Production and Deployment Phase.
February 2015	On February 5, 2015, a fire occurred at General Electric Dowty's propeller production facility in Gloucestershire, United Kingdom, while the contractor was in process of developing the SSC First Article Test units. In the interim, General Electric Dowty identified a temporary manufacturing facility and reconstituted the SSC production line in September 2015.
September 2014	A Production Readiness Review (PRR) was held in September 2014 to evaluate the SSC craft design maturity and readiness, the availability of materials and components, and industry's ability to successfully start and sustain fabrication. All action items from the PRR were successfully addressed, adjudicated and closed out in October 2014. T&T Craft and Landing Craft Air Cushion (LCAC) 101 began production in November 2014 and January 2015, respectively.
July 2012	On July 5, 2012, a Milestone B review of the program was successfully held with the Service Acquisition Executive (SAE). The review included an evaluation of the SSC Milestone B Acquisition Strategy and the Acquisition Program Baseline (APB). Milestone B approval was authorized by the SAE and the program was granted approval to enter into the Engineering and Manufacturing Development phase and was authorized a Low-Rate Initial Production (LRIP) quantity not to exceed 13 craft.
July 2012	On July 6, 2012, the Navy awarded a $212.7M fixed price incentive fee contract to Textron, Inc. for the detail design and construction of the SSC Test and Training (T&T) Craft (Craft 100) with options for eight production craft and technical manuals. The award was based on full and open competition.
June 2010	On June 10, 2010, an Initial SSC Capability Development Document (CDD) was approved.

(U) Schedule

(U) Schedule Events

Events		APB Change 3 (Current) 5/6/2021 Objective / Threshold		Current Estimate 12/31/2023	Actual
Milestone B	MS B	Jul 2012	Jul 2012	-	1 Jul 2012
Test and Training Craft Detail Design and Contruction Award*	Other	Jul 2012	Jul 2012	-	1 Jul 2012
Craft 101 Operational Effectiveness	CDR	Dec 2012	Dec 2012	-	1 Dec 2012
Operational Assessment	IOT&E	Jul 2014	Jul 2014	-	1 Jul 2014
Craft 101 Production Readiness Review	CDR	Sept 2014	Sept 2014	-	1 Sept 2014
Craft 101 Start Fabrication (2)	Other	Jan 2015	Jan 2015	-	1 Jan 2015
Milestone C	MS C	Jul 2015	Jul 2015	-	1 Jul 2015
T&T Craft Delivery	FUE	Feb 2020	Feb 2020	-	1 Feb 2020
Operational Evaluation/Initial Operational Test and Evaluation	IOT&E	Jul 2022	Jan 2023	Jun 2024*	-
IOC	IOC	Dec 2022	Jun 2023	Sept 2024*	-
Full-Rate Production Decision	FRP Decision	Jan 2028	Jul 2028	Jan 2028	-

* Baseline Deviation

Notes

A Program Deviation Report has been submitted and the APB is expected to be approved in FY 2024.

SHIP HULL # DELIVERY Obligation Work Limiting Date
LCAC 105 2023-03 2024-06
LCAC 106 2022-11 2024-06
LCAC 107 2023-06 2024-09
LCAC 108 2023-11 2024-10
LCAC 109 2024-03 2025-06
LCAC 110 2024-07 2025-10
LCAC 111 2024-09 2025-10
LCAC 112 2024-12 2026-05
LCAC 113 2025-04 2026-05
LCAC 114 2025-07 2026-10
LCAC 115 2025-09 2026-10
LCAC 116 2025-12 2027-03
LCAC 117 2026-02 2027-03
LCAC 118 2026-05 2027-09
LCAC 119 2026-08 2027-09
LCAC 120 2026-12 2028-04

LCAC	121	2027-03	2028-04
LCAC	122	2027-06	2028-10
LCAC	123	2027-09	2028-10
LCAC	124	2027-12	2029-04
LCAC	125	2028-03	2029-04
LCAC	126	2028-06	2029-10
LCAC	127	2028-09	2029-10
LCAC	128	2028-12	2030-04
LCAC	129	2029-03	2030-04
LCAC	130	2029-06	2030-10
LCAC	131	2029-09	2030-10
LCAC	132	2029-12	2031-03
LCAC	133	2030-03	2031-03
LCAC	134	2030-06	2031-10
LCAC	135	2030-09	2031-10
LCAC	136	2030-12	2032-04
LCAC	137	2031-03	2032-04
LCAC	138	2031-06	2032-10
LCAC	139	2031-09	2032-10
LCAC	140	2031-12	2033-04
LCAC	141	2032-03	2033-04
LCAC	142	2032-06	2033-09
LCAC	143	2032-09	2033-09
LCAC	144	2032-12	2034-03
LCAC	145	2033-03	2034-03
LCAC	146	2033-06	2034-09
LCAC	147	2033-08	2034-09
LCAC	148	2033-11	2035-03
LCAC	149	2034-02	2035-03
LCAC	150	2034-05	2035-09
LCAC	151	2034-08	2035-09
LCAC	152	2034-11	2036-03
LCAC	153	2035-02	2036-03
LCAC	154	2035-05	2036-09
LCAC	155	2035-08	2036-09
LCAC	156	2035-11	2037-03
LCAC	157	2036-02	2037-03
LCAC	158	2036-05	2037-09
LCAC	159	2036-08	2037-09
LCAC	160	2036-11	2038-03
LCAC	161	2037-02	2038-03
LCAC	162	2037-05	2038-09
LCAC	163	2037-08	2038-09
LCAC	164	2037-11	2039-03
LCAC	165	2038-02	2039-03
LCAC	166	2038-05	2039-09
LCAC	167	2038-08	2039-09
LCAC	168	2038-11	2040-03
LCAC	169	2039-02	2040-03

LCAC 170 2039-05 2040-09
LCAC 171 2039-08 2040-09
LCAC 172 2039-11 2040-11

Acronyms and Abbreviations (Schedule Section)
DD&C – Detail Design and Construction
IOT&E – Initial Operational Test and Evaluation
OA – Operational Assessment
OE – Option Exercise
OPEVAL – Operational Evaluation
T&T – Test and Training

Schedule Baseline Deviation Explanation

(DEV 1&2) Current issues with the Power Inverter Unit (PIU) reliability and OEM production have led to schedule deviations in IOT&E to Jun 2024 and IOC to Sep 2024.

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

None

(U) Performance

(U) Performance Attributes

Payload Capacity		KPP
Current Estimate 12/31/2023		The Ship to Shore Connector (SSC) will be capable of transporting 62.5 short tons over the threshold range in the threshold temperature operating range and threshold sea state.
Demonstrated Performance -		TBD
APB Change 3 (Current) 5/6/2021	Objective	The SSC should be capable of transporting 79 short tons over the threshold range in the threshold temperature operating range and threshold sea state.
	Threshold	The SSC should be capable of transporting 62.5 short tons over the threshold range in the threshold temperature operating range and threshold sea state.
Interoperability		**KPP**
Current Estimate 12/31/2023		The SSC will be able to: enter, exit, and embark in well decks of current and programmed United States Navy (USN) amphibious ships, to include LHD-1, LPD-17, LSD-41, LSD-49 classes, without ship alterations, while transporting an embarked load 168" high; the off cushion length of the SSC will permit embarkation of (4) SSCs in LSD- 41 class *1, (2) SSCs in LSD-49 and LPD-17 classes, and (3) SSCs in LHD-1 class; and, enter /exit well decks of amphibious ships while on cushion or in displacement mode (wet well only). SSC will embark on board the planned Mobile Landing Platform (MLP), without ship alterations, as designed and built for the LCAC. SSC will be able to operate with existing ships services, including the planned MLP, in place for the LCAC including ship's power, fueling/defueling stations, compressed air, potable and washdown water, lighting, navigational aids, footprint for spare /consumable pack-up kits and night vision systems. The SSC will be able to enter and exit allied amphibious ships Mistral (French) and Osumi (Japan).
Demonstrated Performance -		TBD
APB Change 3 (Current) 5/6/2021	Objective	In addition to the threshold Interoperabil-ity, the SSC should be able to operate with allied amphibious ships classes with suitable well decks, to include French Mistral, Japanese Osumi, Korean Dokdo, Spanish Juan Carlos, and Australian Canberra if this interoperabil-ity does not alter other interfaces.
	Threshold	The SSC shall be able to: enter, exit, and embark in well decks of current and programmed USN amphibious ships, to include LHD-1, LPD-17, LSD-41, LSD-49 classes, without ship alterations, while transporting an embarked load 168" high; the off cushion length of the SSC shall permit embarkation of (4) SSCs in LSD-41 class, (2) SSCs in LSD-49 and LPD-17 classes, and (3) SSCs in LHD-1 class;

		and, enter/exit well decks of amphibious ships while on cushion or in displacement mode (wet well only). SSC shall embark on board the planned MLP, without ship alterations, as designed and built for the LCAC. SSC shall be able to operate with existing ships services, including the planned MLP, in place for the LCAC including ship's power, fueling/ defueling stations, compressed air, potable and washdown water, lighting, navigational aids, footprint for spare / consumable pack-up kits, and night vision systems.
Net-Ready		**KPP**
Current Estimate **12/31/2023**		The SSC must fully support execution of joint critical operational activities and information exchanges identified in the DoD Enterprise Architecture and solution architectures based on integrated Department of Defense Architecture Framework (DoDAF) content, and must satisfy the technical requirements for transition to Net Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DoDAF content, including specified operationally effective information exchanges. 2) Compliant with Net-Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules identified in the Department of Defense Information Enterprise Architecture (DoD IEA), excepting tactical and non-IP communications. 3) Compliant with Global Information Grid (GIG) Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of Global Enterprise System Profiles (GESPs) necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views. 4) Information assurance requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an Interim Authorization to Operate (IATO) or Authorization to Operate (ATO) by the Designated Approval Authority (DAA). 5) Supportability requirements to include Selective Availability Anti-Spoofing Module (SAASM), Spectrum and Joint Tactical Radio System (JTRS) requirements. See appendix A of the CDD for additional details on the Net-Ready Key Performance Parameter (NR-KPP).
Demonstrated Performance -		TBD
APB Change 3 **(Current)**	**Objective**	The SSC should fully support execution of all operational activities and information exchanges identified in DoD Enterprise Architecture and solution architectures based on integrated DoDAF content, and must satisfy the technical requirements for transition to Net-Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DoDAF content, including specified operationally effective information exchanges. 2) Compliant with Net -Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules identified in the DoD IEA, excepting tactical and non-IP communica-

		tions. 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementa-tion guidance of GESPs, necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views. 4) Information assurance requirements including availability, integrity, authenticat-ion, confidential-ity, and non-repudiation, and issuance of an ATO by the DAA. 5) Supportabil-ity requirements to include SAASM, Spectrum and JTRS require-ments. See appendix A of the CDD for additional details on the NR-KPP.
5/6/2021	**Threshold**	The SSC must fully support execution of joint critical operational activities and information exchanges identified in the DoD Enterprise Architecture and solution architectures based on integrated DoDAF content, and must satisfy the technical requirements for transition to Net-Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DoDAF content, including specified operationally effective information exchanges. 2) Compliant with Net -Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules identified in the DoD IEA, excepting tactical and non-IP communica-tions. 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementa-tion guidance of GESPs necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views. 4) Information assurance requirements including availability, integrity, authenticat-ion, confidential-ity, and non-repudiation, and issuance of an IATO or ATO by the DAA. 5) Supportabil-ity requirements to include SAASM, Spectrum and JTRS require-ments. See appendix A of the CDD for additional details on the NR-KPP.
Force Protection		**KPP**
Current Estimate **12/31/2023**		The SSC shall provide protection to the crew and internally carried embarked forces from small arms, crew served weapons and fragmentation. Appendix F of the CDD describes the specific ballistic protection requirement. The SSC shall be equipped with mounts capable of accepting current US crew-served weapons to include the M2 .50 Caliber (12.7mm) Machine Gun, MK19 40mm Grenade Machine Gun and M60/M240 Series 7.62mm Light Machine Gun.
Demonstrated Performance **10/17/2022**		Threshold requirement of protecting the crew from small arms and crew served weapons and fragmentation was demonstrated 2 November 2018 through Evaluation of the Ship-to-Shore Connector Ballistic Armor Systems (U)," NSWCCD-66-TR-2019/018, January 2020. The threshold capability of providing mounts capable of accepting current crew served weapons in 17 October 2022, Craft 101-104 received National Occupational Safety Association (NOSA) certification in November 2022.
APB Change 3 **(Current)**	**Objective**	The SSC should be equipped with a remotely operated crew-served weapon system and provide ballistic and fragmenta-tion protection for crew, internally carried

		embarked forces and critical machinery spaces. Appendix F of the CDD describes the specific ballistic protection requirement.
5/6/2021	Threshold	The SSC shall provide protection to the crew and internally carried embarked forces from small arms, crew served weapons and fragmenta-tion. Appendix F of the CDD describes the specific ballistic protection requirement. The SSC shall be equipped with mounts capable of accepting current US crew-served weapons to include the M2 .50 Caliber (12.7mm) Machine Gun, MK19 40mm Grenade Machine Gun and M60/M240 Series 7.62mm Light Machine Gun.
Survivability (Sea-Worthiness)		**KPP**
Current Estimate **12/31/2023**		T=O The SSC will be capable of surviving (remaining afloat) in displacement mode without power or steerage through seas up to ten foot Significant Wave Height (SWH) without incurring structural damage which would impair mission capability until recovered or towed to a boat haven.
Demonstrated Performance **8/1/2014**		Objective demonstrated through 1/10- Scale Model Testing.
APB Change 3 **(Current)**	**Objective**	T=O The SSC shall be capable of surviving (remaining afloat) in displacement mode without power or steerage through seas up to ten foot SWH without incurring structural damage which would impair mission capability until recovered or towed to a boat haven.
5/6/2021	**Threshold**	T=O The SSC shall be capable of surviving (remaining afloat) in displacement mode without power or steerage through seas up to ten foot SWH without incurring structural damage which would impair mission capability until recovered or towed to a boat haven.
Manpower		**KPP**
Current Estimate **12/31/2023**		The SSC will be fully operable, to include conducting on load/offload operations, with a crew of no more than five (5).
Demonstrated Performance **12/8/2022**		The threshold manpower requirement for the craft to be fully operable, to include conducting on load/offload operations, with a crew of no more than five was successfully demonstrated 1-8 December 2022 during Ship Interface Testing.
APB Change 3 **(Current)**	**Objective**	The SSC should be fully operable with a crew of no more than three (3).
5/6/2021	**Threshold**	The SSC shall be fully operable, to include conducting on load/offload operations, with a crew of no more than five (5).
Materiel Availability (Am)		**KPP**
Current Estimate **12/31/2023**		The SSC will have a Materiel Availability of 59.9 percent.
Demonstrated Performance -		TBD
APB Change 3	**Objective**	The SSC should have a Materiel Availability of 63 percent.

(Current) 5/6/2021	Threshold	The SSC shall have a Materiel Availability of 59.5 percent.
Inland Accessibility		**KPP**
Current Estimate **12/31/2023**		The SSC will be capable of operating over the high water mark. This includes movement over ice, mud, rivers, swamps, and marshes. While moving inland, the SSC will be able to negotiate obstacles found in the complex operational environment (natural and man-made). The SSC will be able to operate over a beach high water mark, rocks, rubble, obstacles and walls up to 4 feet high, grass, reeds and dunes.
Demonstrated Performance -		TBD
APB Change 3 **(Current)**	**Objective**	T=O The SSC shall be capable of operating over the high water mark. This includes movement over ice, mud, rivers, swamps, and marshes. While moving inland, the SSC shall be able to negotiate obstacles found in the complex operational environment (natural and man-made). The SSC shall be able to operate over a beach high water mark, rocks, rubble, obstacles and walls up to 4 feet high, grass, reeds and dunes.
5/6/2021	**Threshold**	T=O The SSC shall be capable of operating over the high water mark. This includes movement over ice, mud, rivers, swamps, and marshes. While moving inland, the SSC shall be able to negotiate obstacles found in the complex operational environment (natural and man-made). The SSC shall be able to operate over a beach high water mark, rocks, rubble, obstacles and walls up to 4 feet high, grass, reeds and dunes.

(U) Requirement Source:
Sponsor(s): None

1. Document Type Not Provided
   Notes: CDD dated June 10, 2010

Notes

Performance:
Performance on the following attributes, Payload Capacity, Interoperability. Net-Ready, Materiel Availability (Am), Inland Accessibility will be demonstrated once IOT&E is completed.
Acronyms and Abbreviations (Performance Section)
ATO - Authority to Operate
DAA - Designated Approval Authority
DoD IEA - Department of Defense Information Enterprise Architecture
DoDAF - Department of Defense Architecture Framework
GESP - GIG Enterprise Service Profile
GIG - Global Information Grid
IATO - Interim Authority to Operate
IOT&E - Initial Operational Test and Evaluation
IP - Internet Protocol

JTRS - Joint Tactical Radio System
LCAC - Landing Craft Air Cushion
LHD - Amphibious Assault Ship (Multi-Purpose)
LPD - Landing Platform Dock
LSD - Landing Ship Dock
MK - Mark
MLP - Mobile Landing Platform
mm - Millimeter
NR-KPP - Net Ready Key Performance Parameter
O - Objective
SAASM - Selective Availability Anti-Spoofing Module
SSC - Ship-to-Shore Connector
SWH - Significant Wave Height
TV - Technical View
USN - United States Navy

Performance Deviation Explanation

None

(U) Acquisition Budget Estimate

(U) Total Acquisition Estimates and Quantities

Category ($M) Base Year: 2011	APB Change 3 (Current) 5/6/2021 CY$ obs Objective / Threshold		Current Estimate PB 2025 CY$ obs / TY$ obs	
RDT&E	576.4	634.0	573.2	605.9
Procurement	4,062.5	4,468.8	4,393.1	6,734.9
MILCON	14.3	15.7	13.7	17.3
O&M	0.0	0.0	0.0	0.0
R&MF	-	-	-	-
Total Acquisition	4,653.2	-	4,980.0	7,358.1
Program Acquisition Unit Cost	63.742	70.116	68.219	100.796
Average Procurement Unit Cost	56.424	62.066	61.015	93.540
Program End-Item Quantity				
Development	1		1	
Procurement	72		72	
O&M-Acquired	-		-	

Budget Notes

None

Quantity Notes

None

Cost Baseline Deviation Explanation

None

(U) Risk and Sensitivity Analysis

Current Procurement Estimate Risks (12/31/2023)	
1	If a minimum of six craft are not procured on the FY 2022 - 2024 contract award, and if quantities do not increase by two craft per year in FY 2025 - 2028, SSC unit cost would increase due to a production line break with the shipbuilder and its vendors. MITIGATION: 1) Revert to Fixed Price Incentive Type Contract 2) Include EPA clauses to limit material cost risk.
Current Baseline Risks (5/6/2021)	
None	

Original Baseline Risks (7/5/2012)
The SAE endorsed the Navy's SCP and certified that the FYDP fully funded the Navy's SCP. Risk: In preparing the SCP, three cost drivers were identified: labor hours, Manufacturing Overhead and Command, Control, Communications, Computers, and Navigation. The Navy baseline remained unchanged at Milestone C.

(U) Unit Costs

(U) Current Estimate Compared with Current Baseline

Category (CY$M) Base Year: 2011	Current Baseline 05/06/2021	Current Estimate PB 2025	% Change
Program Acquisition Unit Cost			
Acquisition Cost	4,653.2	4,980.0	
Program Quantity	73	73	
PAUC	63.742	68.219	7.02%
Average Procurement Unit Cost			
Procurement Cost	4,062.5	4,393.1	
Procurement Quantity	72	72	
APUC	56.424	61.015	8.14%

(U) Current Estimate Compared with Original Baseline

Category (CY$M) Base Year: 2011	Original Baseline 07/05/2012	Current Estimate PB 2025	% Change
Program Acquisition Unit Cost			
Acquisition Cost	3,925.6	4,980.0	
Program Quantity	73	73	
PAUC	53.775	68.219	26.86%
Average Procurement Unit Cost			
Procurement Cost	3,354.4	4,393.1	
Procurement Quantity	71	72	
APUC	47.245	61.015	29.15%

Notes

(U) Life-Cycle Costs

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

Category ($M) Base Year: 2011	APB Change 3 (Current) 5/6/2021 CY$ obs Objective / Threshold		Current Estimate CY$ obs / TY$ obs	
Total O&S	10,171.3	11,188.4	10,106.3	15,657.1
Total Disposal	-	-	14.2	29.6

(U) Current Cost Estimate Sources

Operating and Support Cost
Type: Component Cost Position
Approved by: NCCA, May 21, 2015

Disposal/Demilitarization Cost
Type: Component Cost Position
Approved by: NCCA, May 21, 2021

Operating and Support Baseline Deviation Explanation

None

Cost Notes

None

(U) Operating and Support Variance with Prior Estimate

(CY$M) Base Year: 2011	Estimate	
Prior Estimate (4/18/2012)	10,153.0	
Current Estimate	10,106.3	
Category	**Variance**	**Explanation**
Unit-Level Manpower	-843.2	Current estimate assumed a ramping up of personnel until all 73 craft are operational and ramping down once disposal begins compared to a steady state in prior estimate resulting in a cost decrease.
Unit Operations	-4.4	Prior estimate incorrectly bucketed depot-level repairables here. This moved to cost element "Maintenace" in current estimate with a zero-sum change in the estimate.

(CY$M) Base Year: 2011	Estimate	
Maintenance	1,476.1	Prior estimate incorrectly bucketed several items from "Maintenance" to "Continuing System Improvements Variance Explanation" including depot maintenance, non-scheduled ship repair, equipment rework, naval aviation depot, and other depot ($2,899M TY). In addition, current estimate adjusted mid-life modernization to not include across the board engine replacements ($664M decrease).
Sustaining Support	484.0	Current estimate includes scope corrections of In-House Government Contractor support and associate sub-contractors and Systems Engineering and Program Management support at warfare centers.
Continuing System Improvements	-1,438.8	Prior estimate incorrectly bucketed several items from Maintenance" to "Continuing System Improvements Variance Explanation" including depot maintenance, non-scheduled ship repair, equipment rework, naval aviation depot, and other depot ($2,899M TY).
Other	247.5	Current estimate included a policy change to include previously non-DoD cost elements, health benefits for retirees under 65 as well as health care for active duty and active duty families. In addition, "Not categorized" variance due to rounding errors.
Not Categorized	32.2	

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

(CY$M) Base Year: 2011							
System	Unit-Level Manpower	Unit Operations	Maintenance	Sustaining Support	Continuing System Improvements	Other	Total
SSC	3,339.7	995.0	2,387.0	1,013.2	578.4	1,793.0	**10,106.3**
Program	**3,339.7**	**995.0**	**2,387.0**	**1,013.2**	**578.4**	**1,793.0**	**10,106.3**

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

(CY$M) Base Year: 2011							
System	Unit-Level Manpower	Unit Operations	Maintenance	Sustaining Support	Continuing System Improvements	Other	Total
SSC	1.5	0.5	1.1	0.5	0.3	0.8	**4.6**
LCAC (Antecedent)	1.3	0.5	1.4	0.5	0.3	0.4	**4.3**

(U) Operating and Support Cost Estimate Assumptions

System	Quantity to Sustain	Unit Expected Service Life (Years)	Unit of Measure	Fiscal Years Operational
SSC	73	30.0	Craft	2018 - 2057
LCAC (Antecedent)	73	30.0	Craft	2018 - 2057

Additional O&S Estimate Assumptions

The SSC Operating & Support (O&S) cost estimate is based primarily on Landing Craft Air Cushion (LCAC) actual operating and support cost data. The cost data is obtained from the Assault Craft Units (ACU) and the program office and managed using the LCAC-M cost model. The LCAC-M model is a Chief of Naval Operations (CNO) accredited cost model currently used as a financial model and management information tool by the LCAC Program. LCAC-M is the LCAC program equivalent of the Visibility and Management of Operating and Support Cost (VAMOSC) database and Operating and Support Cost Analysis Model (OSCAM). The LCAC-M model was used to generate an LCAC Baseline O&S cost model to account for the differences in operating hours between the SSC and LCAC and to reflect the various design changes made to improve reliability, maintainability and performance. Since the SSC is basically an updated version of the LCAC design with an identical support structure at the ACU's, LCAC O&S cost data provides a reasonable basis of estimate for SSC. The Component Cost Position for SSC was updated in May 2015.

Antecedent Estimate Assumptions

LCAC-M is currently used as a financial model and management information tool by the LCAC Program. LCAC-M uses data from the most recent ten years of Operating Target data which funds LCAC Operations, Support, Readiness, Hours of Operation, Sustaining Support, and Continuing System Improvements to predict the O&S cost of a specified level of readiness. The LCAC-M model parameters were adjusted to reflect the specified 150 operating hours per year and manning specified in the Cost Analysis Requirements Description for the SSC.

O&S Annual Cost Calculation Memo

Total O&S cost is calculated by multiplying the Average Annual Cost per craft by the total number of craft by total years of service. $4.615 BY 2011 $M X 73 X 30 = $10,106.0 BY 2011 $M. $15,657 TY

(U) Technologies and Systems Engineering

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

Event	Date	Description
Current	12/31/2023	SSC Power Inverter Unit (PIU) Sustainability: If PIU sustainability (reliability plus spares) doesn't improve, then the Craft would not successfully complete Initial Operational Test & Evaluation (IOT&E). MITIGATION: 1) Implement Field Service Bulletins 2) Original Equipment Manufacturer (OEM) improve repairs 3) OEM produce improved units; 4) Develop interim sparing solution 5) Explore alternative power generation solutions 6) Monitor fleet PIU reliability 7)Completion of IOT&E.

(U) Performing Activities and Contracts

(U) External Government Activities

None

(U) Contracts and Efforts

Contract Title	Contract Number / Effort	Contractor	Phase
Ship to Shore Connector (SSC) Detail Design & Construction	N00024-12-C-2401 / 1	Textron Systems Corp	Production
SSC Follow On Production	N00024-17-C-2480 / 1	Textron Systems Corp	Production

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

Contract Number:	N00024-12-C-2401	**Order Number:**	-
Contract Title:	Ship to Shore Connector (SSC) Detail Design & Construction	**Strategy:**	-
CAGE:	50079 - Textron Systems Corp	**Contracting Office:**	-
City, State/Province:	New Orleans, LA		
Effort Number:	1	**Supported Phase:**	Production
Type:	Other	**Award Date:**	July 6, 2012
Latest Modification Date:	March 12, 2024	**Definitization Date:**	July 6, 2012
Latest Modification No.:	A00211	**Work Start Date:**	-
Technical Data Rights:	-		
Notes:	In accordance with Section 830(a)(2) of the FY 2020 National Defense Authorization Act, which requires a Selected Acquisition Report (SAR) to be submitted in unclassified form without any designation relating to dissemination control this SAR section has omitted information that is Controlled Unclassified Information (CUI).		

Initial Price (TY$M) Target / Ceiling		Current Price (TY$M) Target / Ceiling		Est. Price at Completion (TY$M) Contractor / PM		Initial Quantity	Current Quantity	Delivered Quantity
199.9	226.4	571.1	571.1	-	-	1	9	9

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

Contract Number:	N00024-17-C-2480	**Order Number:**	-
Contract Title:	SSC Follow On Production	**Strategy:**	-
CAGE:	50079 - Textron Systems Corp	**Contracting Office:**	-
City, State/Province:	New Orleans, LA		
Effort Number:	1	**Supported Phase:**	Production
Type:	Other	**Award Date:**	September 1, 2017

Latest Modification Date:	March 8, 2024	**Definitization Date:**	April 16, 2020
Latest Modification No.:	A00037	**Work Start Date:**	-
Technical Data Rights:	-		
Notes:	In accordance with Section 830(a)(2) of the FY 2020 National Defense Authorization Act, which requires a Selected Acquisition Report (SAR) to be submitted in unclassified form without any designation relating to dissemination control this SAR section has omitted information that is Controlled Unclassified Information (CUI).		

Initial Price (TY$M) Target / Ceiling		Current Price (TY$M) Target / Ceiling		Est. Price at Completion (TY$M) Contractor / PM		Initial Quantity	Current Quantity	Delivered Quantity
769.0	891.3	769.0	891.3	-	-	14	14	-

(U) Production

(U) Low-Rate Initial Production

	Original LRIP Determination	Current LRIP Determination
Total LRIP Quantity	13	50
Date	7/5/2012	5/6/2021
Reference	Milestone B ADM	APB Change 3
LRIP Period	FY 2013 - 2021	FY 2013 - 2028
Total Procurement Quantity	12	49
LRIP Percentage of Total	108.3%	102.0%

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

The Current Total LRIP Quantity is more than 10% of the total production quantity per the Milestone B approved Acquisition Strategy which establishes an initial production base for the system, provides for an orderly increase in the production rate prior to approval for FRP, and meets fleet operational requirements by FY 2031.

LRIP Notes

The Service Acquisition Executive authorized an increase in LRIP quantities to 50 in order to cover fluctuating procurement quantities.

(U) Deliveries and Expenditures

(U) Acquisition Funding

	Total Estimate	Actual to Date	Actual, Percent Complete
Years Appropriated	-	-	-
Appropriations (TY, $M)	7,358.1	-	-
Expenditures (TY, $M)	7,358.1	1,870.0	25.4%

(U) End Items Delivered

	Total Required	Planned to Date	Actual to Date	Actual, Percent Complete
Development	1			
SSC		1	1	
Procurement	72			
SSC		8	8	
Total	**73**	**9**	**9**	**12.3%**

Notes

Data is current as of March 11, 2024.

(U) International Program Aspects

General Memo

None

Exportability and Business Issues

The enhanced operational capability of the SSC and the reduced Total Ownership Cost relative to the LCAC increases the potential for FMS. It is expected that the SSC will be compatible with the French Mistral, Japanese Osumi, Korean Dokdo, Spanish Juan Carlos 1, Singapore Navy Endurance, and Australian Canberra class ships. Future inquiries from Turkey, Qatar or other countries will be evaluated on a case-by-case basis. In the event of foreign interest, a determination would be made for either a FMS case or commercial procurement. Should an FMS case for SSC sales develop, the acquisition approach for those LCACs will follow the ASN (RD&A) policy and procedures regarding review, development, and approval of any necessary armaments cooperation and DOD technology transfer requirements. An endorsement letter from PEO SHIPS along with supporting documentation has been submitted through the Navy International Program Office to the Technology Transfer and Security Assistance Review Board for establishment of an exportable variant of SSC for FMS.

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

No Technology Security and Foreign Disclosure (TSFD) to report.

(U) Agreements

No International Agreements have been defined for SSC

Modernized
Selected Acquisition Report
Supplement

Ship to Shore Connector Amphibious Craft
(SSC)

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

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
Ship to Shore Connector Amphibious Craft

Short Name
SSC

PNO
303

Lead Component
Navy

AAF Pathway
MCA

Acquisition Type
MDAP

Acquired Systems
SSC

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

Ship to Shore Connector Amphibious Craft

Major Software Efforts

Title	Status	Fielding Date	Description

Major Engineering Changes

Title	Original Need Date	Fielding Date	Description, Rationale and Program Impacts

Funding Sources (Acquisition)

Acquisition Funding Notes

Ship to Shore Connector Amphibious Craft

Category	Account	BA	Line Item	Program Element	RDT&E Project	Shared	Sunk
RDT&E	1319N	05	0604567N - Ship Contract Design/ Live Fire T&E	0604567N	3133 - Ship to Shore Connectors Contract Design		x
RDT&E	1319N	05	0604567N - Ship Contract Design/ Live Fire T&E	0604567N	3137 - SSC Construction		x
RDT&E	1319N	04	0603564N - Ship Preliminary Design & Feasibility Studies	0603564N	3127 - Sea Base to Shore Connectors (Cncpt Stud)		x
RDT&E	1319N	05	0605220N - Ship to Shore Connector (SSC)	0605220N	3133 - Ship to Shore Connectors Contract Design		
RDT&E	1319N	05	0605220N - Ship to Shore Connector (SSC)	0605220N	3137 - SSC Construction		
RDT&E	1319N	05	0605220N - Ship to Shore Connector (SSC)	0605220N	9999 - Congressional Add		x
RDT&E	1319N	05	0605220N - Ship to Shore Connector (SSC)	0605220N	9999 - Congressional Add		x
RDT&E	1319N	05	0605220N - Ship to Shore Connector (SSC)	0605220N	9999 - Congressional Add		
RDT&E	1319N	05	0605220N - Ship to Shore Connector (SSC)	0605220N	9999 - Congressional Add		
Procurement	1810N	04	5664 - Surface Training Equipment	0204228N	-	x	
Procurement	1611N	05	5110 - Outfitting	0204112N	-	x	
Procurement	1611N	05	5112 - Ship to Shore Connector	0204228N	-		

Ship to Shore Connector Amphibious Craft

Category	Account	BA	Line Item	Program Element	RDT&E Project	Shared	Sunk
Procurement	1611N	05	5300 - Completion of PY Shipbuilding Programs	0204228N	-	x	
MILCON	1205N	XX	OTHER - Other or New 1205N Line Item	XXX	XXX - --	x	
Note:		BA 01	Line Item 0712776N Facilities New Footprint - Utilities		PE 0712776N		
MILCON	1205N	01	50092176 - ACU-4 Electrical Upgrades	0712776N	-	x	
MILCON	1205N	XX	OTHER - Other or New 1205N Line Item	XXX	XXX - --	x	
Note:		BA 01	Line Item 0815976N Facilities New Footprint - Training		PE 0815976N		

Funding Sources (Operating and Support)

Operating and Support Funding Notes

Note: This section is not applicable to this program.

Ship to Shore Connector Amphibious Craft

Category	Account	BA	Line Item	Program Element	RDT&E Project	Shared	Sunk

Acquisition Estimate and Quantity Summary

Ship to Shore Connector Amphibious Craft

Acquisiton Estimates

Category PB 2025	TY ($M)	Current Base Year CY2011 ($M)	Original Base Year CY2011 ($M)	Report Fiscal Year CY2024 ($M)
RDT&E	605.9	573.1	573.1	780.3
Procurement	6,734.9	4,393.1	4,393.1	5,981.9
MILCON	17.3	13.8	13.8	18.7
O&M	-	-	-	-
Total Acquisition	7,358.1	4,979.9	4,979.9	6,781.0
PAUC	100.796	68.218	68.218	92.890
APUC	93.541	61.015	61.015	83.082

Acquisiton End-Item Quantities

System PB 2025	Development	Procurement
SSC	1	72
Total	**1**	**72**

Unit Description

Ship to Shore Connector (SSC) is the Landing Craft, Air Cushion (LCAC) replacement. It is an Air Cushion Vehicle with the same footprint as the LCAC Service Life Extension Program. The SSC mission is to land surface assault elements in support of Operational Maneuver from the Sea at Over-The-Horizon distances, while operating from amphibious ships and mobile landing platforms. The primary role of SSC is to transport weapon systems, equipment, cargo, and personnel of the assault elements of the Marine Expeditionary

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

Appropriation	Prior	2024	2025	2026	2027	2028	2029	To Complete	Total
RDT&E	598.9	1.3	5.7	-	-	-	-	-	605.9
Procurement	2,542.4	666.7	64.4	298.9	290.0	423.4	573.5	1,875.8	6,734.9
MILCON	17.3	-	-	-	-	-	-	-	17.3
O&M	-	-	-	-	-	-	-	-	-
PB 2025 Total	**3,158.5**	**668.0**	**70.1**	**298.9**	**290.0**	**423.4**	**573.5**	**1,875.8**	**7,358.1**

Annual Acquisition Estimates by Appropriation Account

(Aligned to Budget Position: PB 2025)

Ship to Shore Connector Amphibious Craft

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($M)	Weighted Rate	Total CY2011 ($M)
Total		**605.9**	**605.9**	**-**	**573.1**
2006		14.026	14.0	0.928300	15.1
2007		12.988	13.0	0.951036	13.7
2008		26.991	27.0	0.968385	27.9
2009		25.017	25.0	0.980819	25.5
2010		33.853	33.9	0.995531	34.0
2011		97.785	97.8	1.019301	95.9
2012		57.062	57.1	1.036206	55.1
2013		112.697	112.7	1.047087	107.6
2014		68.351	68.4	1.061882	64.4
2015		41.616	41.6	1.075243	38.7
2016		7.734	7.7	1.095200	7.1
2017		12.588	12.6	1.115691	11.3
2018		31.583	31.6	1.143020	27.6
2019		1.425	1.4	1.165034	1.2
2020		19.188	19.2	1.207877	15.9
2021		12.336	12.3	1.262164	9.8
2022		6.295	6.3	1.328102	4.7
2023		17.344	17.3	1.367641	12.7
2024		1.343	1.3	1.398861	1.0
2025		5.697	5.7	1.428535	4.0

Annual Acquisition Estimates by Appropriation Account

(Aligned to Budget Position: PB 2025)

Ship to Shore Connector Amphibious Craft

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($M)	Weighted Rate	Total CY2011 ($M)
Total		**17.3**	**17.3**	**-**	**13.8**
2006			-	0.944771	-
2007			-	0.963984	-
2008			-	0.980413	-
2009			-	0.993846	-
2010			-	1.018719	-
2011			-	1.041602	-
2012			-	1.056992	-
2013			-	1.072049	-
2014			-	1.088129	-
2015			-	1.118798	-
2016			-	1.144873	-
2017			-	1.174362	-
2018		2.600	2.6	1.217944	2.1
2019		14.700	14.7	1.264797	11.6

Annual Acquisition Estimates by Appropriation Account

(Aligned to Budget Position: PB 2025)

Ship to Shore Connector Amphibious Craft

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

1611N (BLS Hist) - Shipbuilding and Conversion, Navy									
fiscal year	End Item Recurring Flyaway	Non-End Item Recurring Flyaway	Non-Recurring Flyaway	Initial Spares	Depot Activation	Other/ Unallocated	Total TY($M)	Weighted Rate	Total CY2011 ($M)
Total	**6,709.2**	**-**	**-**	**-**	**-**	**-**	**6,709.2**	**-**	**4,374.6**
2006							-	0.898279	-
2007							-	0.939556	-
2008							-	0.971557	-
2009							-	1.001279	-
2010							-	1.036066	-
2011							-	1.070054	-
2012							-	1.094602	-
2013							-	1.117495	-
2014							-	1.140124	-
2015	159.600						159.6	1.166401	136.8
2016	210.630						210.6	1.196229	176.1
2017	128.067						128.1	1.230543	104.1
2018	530.521						530.5	1.270627	417.5
2019	523.652						523.7	1.317906	397.3
2020	76.093						76.1	1.372212	55.5
2021	8.582						8.6	1.427692	6.0
2022	415.314						415.3	1.477544	281.1
2023	479.974						480.0	1.512313	317.4
2024	651.345						651.3	1.544756	421.6
2025	64.271						64.3	1.577253	40.7
2026	298.805						298.8	1.610375	185.5
2027	289.859						289.9	1.644193	176.3
2028	423.291						423.3	1.678721	252.2
2029	573.354						573.4	1.713975	334.5
2030	1,875.801						1,875.8	1.749968	1,071.9

Annual Acquisition Estimates by Appropriation Account

(Aligned to Budget Position: PB 2025)

Ship to Shore Connector Amphibious Craft

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

1810N - Other Procurement, Navy									
fiscal year	End Item Recurring Flyaway	Non-End Item Recurring Flyaway	Non-Recurring Flyaway	Initial Spares	Depot Activation	Other/ Unallocated	Total TY($M)	Weighted Rate	Total CY2011 ($M)
Total	**25.8**	**-**	**-**	**-**	**-**	**-**	**25.8**	**-**	**18.5**
2006							-	0.941484	-
2007							-	0.961978	-
2008							-	0.977611	-
2009							-	0.990499	-
2010							-	1.009643	-
2011							-	1.024406	-
2012							-	1.040705	-
2013							-	1.054955	-
2014							-	1.068995	-
2015							-	1.084411	-
2016							-	1.104041	-
2017							-	1.127492	-
2018							-	1.153186	-
2019	0.652						0.7	1.181170	0.6
2020	-						-	1.222761	-
2021	-						-	1.282580	-
2022	-						-	1.336975	-
2023	9.265						9.3	1.375680	6.7
2024	15.327						15.3	1.406863	10.9
2025	0.091						0.1	1.436697	0.1
2026	0.104						0.1	1.466868	0.1
2027	0.104						0.1	1.497672	0.1
2028	0.106						0.1	1.529123	0.1
2029	0.108						0.1	1.561235	0.1

Acquired System Annual End-Item Quantities by Appropriation Account

(Aligned to Budget Position: PB 2025)

Ship to Shore Connector Amphibious Craft

1319N - Research, Development, Test & Eval, Navy				
fiscal year	SSC			Total
Total	**1**			**1**
Undistributed				-
2011	1			1

Acquired System Annual End-Item Quantities by Appropriation Acco

(Aligned to Budget Position: PB 2025)

Ship to Shore Connector Amphibious Craft

1611N (BLS Hist) - Shipbuilding and Conversion, Navy				
fiscal year	SSC			Total
Total	**72**			**72**
Undistributed				-
2011				-
2012				-
2013				-
2014				-
2015	3			3
2016	5			5
2017	1			1
2018	7			7
2019	6			6
2020	1			1
2021	-			-
2022	5			5
2023	5			5
2024	4			4
2025	-			-
2026	2			2
2027	2			2
2028	3			3
2029	4			4
2030	24			24

Nuclear Costs

Ship to Shore Connector Amphibious Craft

Program's Use of Department of Energy Resources

Note: This section is not applicable to this program.

Operational Fielding Plan

Ship to Shore Connector Amphibious Craft

System: SSC

Fielding and Inventory Notes
Note: This section is not applicable to this program.

SSC Fielding Plan and Inventory

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

O&S Independent Cost Estimate

Ship to Shore Connector Amphibious Craft

Independent and Current Cost Estimate Comparison

Category CY2011 ($M)	Independent Cost Estimate 5/21/2015	Current Estimate 5/21/2015	Variance with ICE (%)
Unit-Level Manpower	3,339.7	3,339.7	0%
Unit Operations	995.0	995.0	0%
Maintenance	2,387.0	2,387.0	0%
Sustaining Support	1,013.2	1,013.2	0%
Continued System Improvements	578.4	578.4	0%
Other	1,793.0	1,793.0	0%
Total O&S	**10,106.3**	**10,106.3**	**0%**

Independent Cost Estimate Source

Event: Milestone C
Type: Component Cost Position
Approved by: NCCA, May 21, 2015

Current Cost Estimate Source

Type: Component Cost Position
Approved by: NCCA, May 21, 2015

Cost Estimate Variance Explanation

Component cost estimate is equivalent to the current estimate, therefore, no variance.

Annual Operating and Support Estimates by Cost Element

Ship to Shore Connector Amphibious Craft

System: SSC

Source for TY-CY Conversion:

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 (Indirect Costs)	Total CY2011 ($M)
Total	**3,339.7**	**995.0**	**2,387.0**	**1,013.2**	**578.4**	**1,793.0**	**10,106.3**
2017	-	0.353	-	0.731	-	-	1.1
2018	2.798	0.364	-	1.761	-	1.499	6.4
2019	16.528	1.396	5.338	3.063	-	8.895	35.2
2020	33.057	5.500	15.493	4.917	-	17.790	76.8
2021	44.705	10.471	25.648	7.420	-	24.046	112.3
2022	57.264	14.110	35.013	10.618	-	30.822	147.8
2023	76.818	17.775	44.605	12.501	-	41.346	193.0
2024	93.347	23.680	60.516	14.996	2.396	50.241	245.2
2025	107.733	28.676	72.701	17.578	2.396	57.839	286.9
2026	107.733	33.135	78.794	19.455	2.396	57.839	299.4
2027	107.733	33.135	78.794	30.757	2.396	57.839	310.7
2028	107.733	33.135	78.794	30.757	2.396	57.839	310.7
2029	107.733	33.135	78.794	30.757	2.396	57.839	310.7
2030	107.733	33.135	78.794	30.757	2.396	57.839	310.7
2031	107.733	33.135	78.794	30.757	2.396	57.839	310.7
2032	107.733	33.135	78.794	30.757	2.396	57.839	310.7
2033	107.733	33.135	78.794	30.757	29.805	57.839	338.1
2034	107.733	33.135	78.794	30.757	70.918	57.839	379.2
2035	107.733	33.135	78.794	30.757	70.918	57.839	379.2
2036	107.733	33.135	78.794	30.757	70.918	57.839	379.2
2037	107.733	33.135	78.794	30.757	70.918	57.839	379.2
2038	107.733	33.135	78.794	30.757	70.918	57.839	379.2
2039	107.733	33.135	78.794	30.757	70.918	57.839	379.2
2040	107.733	33.135	78.794	30.757	64.066	57.839	372.3
2041	107.733	33.135	78.794	30.757	2.396	57.839	310.7
2042	107.733	33.135	78.794	30.757	2.396	57.839	310.7
2043	107.733	33.135	78.794	30.757	2.396	57.839	310.7
2044	107.733	33.135	78.794	30.757	2.396	57.839	310.7
2045	107.733	33.135	78.794	30.757	2.396	57.839	310.7
2046	107.733	33.135	78.794	30.757	2.396	57.839	310.7
2047	107.733	32.781	78.794	30.757	2.396	57.839	310.3
2048	107.733	32.781	78.794	30.757	2.396	57.839	310.3
2049	104.935	31.873	76.763	30.638	2.396	56.339	302.9

System: SSC

Source for TY-CY Conversion:

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 (Indirect Costs)	Total CY2011 ($M)
2050	91.204	27.780	66.609	30.058	2.396	48.944	267.0
2051	74.676	22.794	56.454	29.411	2.396	40.049	225.8
2052	63.028	19.155	47.088	28.902	2.396	33.792	194.4
2053	50.469	15.516	37.497	28.377	2.396	27.016	161.3
2054	30.915	9.600	21.586	27.529	2.396	16.492	108.5
2055	14.386	4.599	9.400	26.830	2.396	7.597	65.2
2056	-	-	-	20.864	0.771	-	21.6
2057	-	-	-	20.864	0.771	-	21.6