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Apr 27, 2022

Department of Defense
OFFICE OF PREPUBLICATION AND SECURITY REVIEW

APACHE-64E NEW BUILD (AH-64E NEW BUILD)

December 2021 Selected Acquisition Report (SAR)



December 31, 2021
Department of The Army

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Executive Summary

Program Highlights Since Last Report (Congress): Requirements are stable and funding is currently adequate to meet cost, schedule, and performance objectives. United States Government (USG) completed the special investigation into Boeing quality due to Critical Safety Item (CSI) material escapements. Three hundred seventy-nine (379) manufacturing plan changes implemented and 43 of 43 discreet "Return to Green" actions completed.

Strap Pack Product Improvement (SPPI): First Article Test (FAT) is complete for SPPI and a full fielding Airworthiness Release (AWR) has been received. A fielding decision was completed with PEO Aviation on June 17, 2021 to proceed with contract action for full SPPI on the production line. Materiel cut-in is targeted for January 2022.

The Remanufacture and New Build aircraft are procured using the same contracts, built on the same production line, and delivered in the same configuration with the same capabilities.

History of Significant Developments Since Program Initiation:

Date	Description
Jun 2014	Definitized and awarded Boeing Company Full Rate Production (FRP) contract for Lots 3 and 4. This contract supports production of ten AH-64E Apache New Build helicopters. This production activity supported completion of fielding the second and third units equipped, as well as augmentation of the training fleet.
Aug 2014	AH-64E Capability Version 4 Follow-on Operational Test & Evaluation successfully concluded on time at Eglin Air Force Base, Florida. This capability was included in production Lot 5 with the first aircraft being DD250'd in February 2016.
Sep 2014	Awarded seven additional New Build aircraft as an undefinitized contract action.
Nov 2014	The First Unit Equipped (FUE), 1-229 Attack Reconnaissance Battalion (ARB), successfully completed the first operational combat deployment of the AH-64E.
Dec 2014	Apache PM initiated the required processes for necessary approvals to enter a multi-year contract to support production from FY 2017 to FY 2021. The Army Acquisition Executive (AAE) signed the justification and approval.
Dec 2014	Apache PM delivered ten AH-64E New Build Attack Helicopters of the 56 Army Acquisition Objective (AAO).
Aug 2015	Completed Manned/Unmanned Teaming Expanded capabilities competition and awarded contract. Fire Control Radar Maritime Mode Testing occurred from August through September 2015 at Joint Base Little Creek, Virginia.
Sep 2015	Apache PM completed fielding to the 2-17 Cavalry (3-101 Attack Reconnaissance Battalion (ARB)), the Army's 4th Unit Equipped with the AH-64E Apaches. Apache PM assisted and managed transfer of 20 AH-64D aircraft from Germany and Forces Command to a new AH-64 unit, the 1-25 ARB in Fort Wainwright, Alaska. Apache PM identified and provided a materiel solution to support Apache AH-64D and AH-64E helicopters for first time stationing in an arctic environment.

Feb 2016	The first production Lot 5 AH-64E rolled off the Apache line at the Boeing facility in Mesa, Arizona. This aircraft marked the first production AH-64E with Version 4 capability.
Apr 2016	Definitized the FRP Contract for Lot 3 - Lot 4 New Build aircraft, Quantity of seven aircraft.
Jan 2017	Apache PM completed fielding of six AH-64E aircraft to Fort Rucker, Alabama.
Mar 2017	Awarded AH-64E Apache Multi-Year Contract for Lot 7 through Lot 11 for a total of 244 Remanufactured aircraft, providing options to procure additional Remanufacture and New Build aircraft each year.
May 2017	Completed fielding to the 1-227th ARB, Fort Hood, Texas.
May 2017	Army memo increased the AH-64E Apache helicopter AAO by 77 aircraft from 690 to 767 aircraft. The Authorized Procurement Objective (APO) remains at 634 Remanufacture aircraft and 56 New Build aircraft.
Jun 2017	Apache PM fielded nine AH-64E aircraft to Fort Rucker, Alabama.
Aug 2017	Contract modification of \$202.2M awarded on the AH-64E Apache Multi-Year contract for the purchase of AH-64E New Build aircraft.
Dec 2017	Completed fielding of 24 AH-64E Apache aircraft to Fort Carson, Colorado.
Jan 2018	Begin fielding to 1-6 Cavalry Regiment, Fort Riley, Kansas.
Mar 2018	Army Contracting Command (ACC) sent a letter to Boeing rejecting the acceptance of all U.S. AH-64E aircraft until the redesigned Strap Pack is fielded and additional criteria are met.
May 2018	Army adjusted the AAO from 767 to 812 and the APO to 791 for the AH-64E Apache Helicopter.
Jun 2018	Began fielding the redesigned strap pack to 1-149 Texas National Guard (NG) in Houston, Texas.
Aug 2018	Since Boeing has met the conditions to restart, PM Apache resumed inductions and acceptance of AH-64E Apache Remanufacture and New Build aircraft. New Build aircraft resumed deliveries in April 2020.
Aug 2018	PM Apache, in coordination with ACC, executed a modification to fully fund 31 FY 2018 AH-64E Apache New Build aircraft and funds FY 2019 Advance Procurement for 12 FY 2019 AH-64E Apache New Build aircraft. Total contract obligated is \$507,099,999.78. The FY 2019 Defense Appropriations Act includes funding for five additional New Build aircraft in FY 2019.
Sep 2018	Teams completed retrofit of the redesigned strap pack to all Category 1 Severe Coastal units (Texas NG, Missouri NG, Hawaii NG, Joint Base Lewis-McCord, Korea, and Hunter Army Airfield, Georgia). Retrofit shifted to Category 2 Deployed/Deploying units.
Oct 2018	FY 2019 Defense Appropriations Act increased funding adding six additional helicopters for a total of 18 AH- 64E Apaches for FY 2019.
Nov 2018	The Army stopped fielding of the redesigned strap pack and began legacy strap pack collar retrofit starting with severe coastal units. All severe coastal units will have fail safe collars installed by April 2019 and the entire Army fleet by July 2019. The Army will continue holding the contractor accountable to address quality issues.
May 2019	Failsafe collar fielding is complete.
Jun 2019	The Follow-On Operational Test and Evaluation 2 (FOT&E 2) was completed on June 14, 2019. The event included operations at Ft. Hood, TX and Eglin Air Force Base

	(AFB) and concluded with an adversarial assessment at Redstone Arsenal. The final test report for the event was received on September 11, 2019.
Aug 2019	FY 2019 National Defense Appropriations Act plus up of six additional aircraft was awarded.
Sep 2019	FOT&E 2 report was received from Army Test and Evaluation Command (ATEC). The report determined that the version 6 AH-64E is more effective, more suitable, and is incrementally more survivable than the version 4 AH-64E. The report from ATEC supports a conditional materiel release and recommends version 6 AH-64E capabilities be cut-in the AH-64E production line.
Sep 2020	The first V6 AH-64E aircraft was DD250'd in Mesa, AZ at the Boeing facility.
Oct 2020	The United States Government stopped accepting aircraft from Boeing due to quality issues identified in October 2020.
Dec 2020	After Boeing met the conditions-based criteria, the USG resumed accepting aircraft in December 2020. The conditions-based criteria ensures production processes meet standards for safety and quality and the potential for future quality escapes.
Feb 2021	The first V6 LCT retrofit was completed in the field at Hunter Army Airfield, GA.
Mar 2021	V6 FUE is completed at 1-229th Joint Based Lewis McChord, WA with 24 AH-64E aircraft.
Jun 2021	Full Fielding Decision Brief Completed on the SPPI Program. Production line cut-in scheduled January 2022.
Aug 2021	Second Unit Equipped is completed at 3-17th Hunter Army Airfield, GA with 24 AH-64E aircraft.
Nov 2021	Third Unit Equipped delivery began to 4-2 AB in Korea.

Schedule

Schedule Events

Event Title (or Header)	Current Objective	Current Threshold	Current Estimate/Actual Date	Deviation?
Milestone C	Jul-2010	Jan-2011	Sep-2010	
IOT&E	Mar-2012	Sep-2012	Mar-2012	
FRP	Jul-2012	Mar-2013	Mar-2013	
First Unit Equipped	Nov-2012	May-2013	May-2013	
IOC	May-2013	Nov-2013	Nov-2013	

Significant Schedule Risks

Event	Date	Description
Milestone B	7/30/2006	1. Insufficient fidelity of Lot 6 functionality requirements 2. Reliability Key Performance Parameters (KPP) 3. Performance KPP 4. Network Ready KPP
Milestone C	Mar-2012	1. Architecture Shortfalls – Refined hardware and software requirements coupled with Commercial-Off-The- Shelf (COTS) obsolescence necessitate compute / electronic tech refresh to meet Lot 4 - Lot 6 functionality. 2. Low Rate Initial Production (LRIP) – Boeing has not manufactured an Apache Block III (AB3) aircraft and is using a subcontractor for premodification for the first time. Unforeseen production variables (new subcontractors and components) could cause schedule and delivery delays. 3. Net Ready – AB3 PM is dependent on performance of the Joint Tactical Radio System (JTRS) program to achieve Net Ready – AB3 PM is dependent on performance of the JTRS program to achieve Net Ready KPP. JTRS is the preferred solution to meet the Link 16 requirement at Lot 4 and Wideband Networking Waveform / Soldier Radio Waveform at Lot 6. Further delays to the JTRS program could prohibit AB3 from meeting the Net Ready KPP. 4. Reliability – Limited flight test hours on AB3 aircraft at Limited User Test and Initial Operational Test and Evaluation does not allow for a traditional reliability demonstration in which the test unit is in the final configuration and tested for a statistically significant number of flight hours. This could result in an inability to demonstrate acceptable mission reliability to support the FRP Decision.
FRP	Jul-2012	1. Architecture Shortfalls – Refined hardware and software requirements coupled with Commercial-Off-The- Shelf (COTS) obsolescence necessitate computer / electronic tech refresh to meet Lot 4 - Lot 6 functionality. 2. Main Transmission – Financial issues at Northstar Aerostar (Apache Block III (AB3) main transmission supplier) created a temporary trough in transmission supply, resulting in up to seven aircraft without transmissions. The AB3 prime contractor took measures to sustain AB3 production and revitalize Northstar's supply base. The PM closely monitored this plan and full recovery established in December 2012 with no critical fielding impacts expected. The PM will continue to closely monitor this plan. 3. Net Ready – The AB3 Link 16 solution changed from a Joint Tactical Radio System (JTRS) Joint Program Office (JPO) Government Furnished Equipment radio to a Non-Developmental Item (NDI) radio. The AB3 PM is solely managing Link 16 for Lots 4 - Lot 5. A planned NDI competition for a Lot 6 Link 16 solution will be managed by the JTRS JPO. If the competitive procurement does not meet the Lot 6 timeline there will be a Link 16 capability fielding gap.
Current	Nov-2012	1. The AH-64E program meets all Key Performance Parameters and remains on schedule and affordable. The program currently remains on schedule to deliver IAW the HQDA fielding plan. USG completed the special investigation into Boeing quality due to Critical Safety Item material escapements. Three hundred seventy-nine (379) manufacturing plan changes implemented and 43 of 43 discreet "Return to Green" actions completed. Recommend certify the December 2021 SAR with risk until award of MY2 which will constitute the formal legal agreement between Boeing and USG on the entirety of the Army's CSI program requirement. Award is estimated 3QFY22.

Performance

Performance Attributes					
Current Objective	Current Threshold	Current Estimate	Deviation?	Demonstrated Performance	Date
Attribute Title:	Net Ready			KPP	
Fully support execution of all operational activities.	Fully support execution of joint critical operational activities.	Fully support execution of joint critical operational activities.		Met Threshold	
Attribute Title:	Performance 6000' PA, 95 F OGE Hover (lbs/payload)			KPP	
4,100	3,400	3,400		Met Threshold	
Attribute Title:	Mission Reliability MTBF(M) hrs. Lot 1			KPP	
22	15.3	24.5		Met Objective	
Attribute Title:	Mission Reliability MTBF(M) hrs. Lot 4			KPP	
22	17	24.5		Met Objective	
Attribute Title:	Mission Reliability MR for 3.5 hr. flight (%)			KPP	
85	80	86.7		Met Objective	
Attribute Title:	Survivability Safe Operation (minutes)			KPP	
30	30	30		Met Objective	
Attribute Title:	Survivability Survive Band IV MANPADS IR Missile Engagement			KPP	
IAW JROCM 086-10	IAW JROCM 086-10	IAW JROCM 086-10		Met Objective	
Attribute Title:	Force Protection Crewstation armor survivability (mm)			KPP	
IAW JROCM 086-10	IAW JROCM 086-10	IAW JROCM 086-10		Met Objective	

Attribute Title:	Force Protection Crewstation armor barrier survivability (mm)		KPP	
IAW JROCM 086-10	IAW JROCM 086-10	IAW JROCM 086-10	Met Objective	

<i>Performance Notes:</i>	<i>Performance Deviation Explanations:</i>
<p>Net Ready KPP compliance is achieved by meeting the information exchange capabilities required by the Integrated Architectures Operational View-1 and is demonstrated by completing Joint Interoperability Certification, Army Interoperability Certification and DoD Information Assurance and Accreditation Process.</p> <p>Mission Reliability based on Reliability, Availability, and Maintainability data derived from performance of fielded aircraft.</p>	

Acquisition Budget Estimate

Total Acquisition Cost

Budget Year: 2023 Base Year: 2010

Appropriation Category (\$ Millions)	Objective Base Year (current APB)	Threshold Base Year (current APB)	Budget Estimate Base Year	Budget Estimate Then Year	Deviation?
RDT&E	\$0.0	\$0.0	\$0.0	\$0.0	
Procurement	\$2,003.3	\$2,203.6	\$2,130.7	\$2,472.7	
MILCON)	\$0.0	\$0.0	\$0.0	\$0.0	
Acq-O&M	\$0.0	\$0.0	\$0.0	\$0.0	
Total Acquisition	\$2,003.3		\$2,130.7	\$2,472.7	
PAUC	\$ 35.773	\$39.350	\$26.971	\$31.300	
APUC	\$ 35.773	\$39.350	\$26.971	\$31.300	

Total End Item Quantity

Quantity	Current APB	Current Estimate
Development Qty	0	0
Procurement Qty	56	79

Risk and Sensitivity Analysis

Current Procurement Risks:
1. Original Baseline Estimate (December 2010) - A successful Milestone C was completed on September 27, 2010, authorizing LRIP and advance procurement actions for FRP. Milestone C separated the Apache program into the Remanufacture and New Build programs with separate APBs. The Apache Office of the Secretary of Defense (OSD) CAPE ICE was used to establish the APB. The most significant cost drivers in the Apache estimate are material, labor and prime contractor labor and overhead rates and factors.
2. Current Baseline Estimate (July 2013) - Apache completed a FRP Decision in August 2012 and an OSD CAPE ICE was prepared. This was the first time actuals from the AB3 production line were incorporated into the ICE. Material, labor, prime contractor rates and factors decreased from the Revised Original Baseline completed in December 2010.
3. Current Procurement Cost (June 2021) - The current Apache program office estimate is based upon the 2012 OSD CAPE Estimate and adjusted for fact of life changes and updated actuals of the current New Build production line and option pricing on the Multi-Year contract. The Apache Current Estimate cost model reflects a 50% Confidence Level estimate through its use of actual costs. The most significant cost drivers in the Apache estimate remain the material and labor. The Apache program assumed the risk of procuring radios, which were to be provided by JPO JTRS. The Apache program signed a five-year Multi-Year contract from FY 2017 to FY 2021 for the procurement of the AH-64E Apache aircraft.

Unit Cost

Current Baseline Compared with Current Estimate

Current Baseline Base Year: 2010

Category (\$ Millions)	Current Baseline	Current Estimate	% Change	Breach? Significant or Critical
Program Acquisition Unit Cost				
Acquisition Cost	\$2,003.3	\$2,130.7		
Program Quantity				
PAUC	\$35.773	\$26.971	-24.61%	None
Average Procurement Unit Cost				
Procurement Cost	\$2,003.3	\$2,130.7		
Procurement Quantity	56	79		
APUC	\$35.773	\$26.971	-24.61%	None

Original Baseline Compared with Current Estimate

Original Baseline Base Year: 2010

Category (\$ Millions)	Original Baseline	Current Estimate	% Change	Breach? Significant or Critical
Program Acquisition Unit Cost				
Acquisition Cost	\$2,134.6	\$2,130.7		
Program Quantity	56			
PAUC	\$38.118		0.00%	None
Average Procurement Unit Cost				
Procurement Cost	\$2,134.6	\$2,130.7		
Procurement Quantity	56	79		
APUC	\$38.118	\$26.971	-29.24%	None

Contracts

Contract Number:	W58RGZ-16-C-0023	Order Number:		Contract Title:	AH-64E Apache Multi-Year Contract	
CAGE Code		City	Mesa			
CAGE Legal Name		State/Province	AZ 85215-9707	Contract Strategy		
Effort Number						
Supportive Phase	Production	Latest Modification Number		Definitization Date	3/15/2017	
Contract Type	Firm Fixed Price	Latest Modification Date		Work Start Date		
Technical Data Rights	None	Notes				
Contract/Effort Price, Quantity and Performance (\$M)						
Initial Target Price	\$430.90	Current Target Price	\$1,028.40	Contractor's EAC	\$1,028.40	
Initial Ceiling Price		Current Ceiling Price		PM's EAC	\$1,028.40	
Initial Quantity	51	BAC		BCWP		Work Completed 0.00%
Current Quantity	62	ACWP		BCWS		Cost Variance
Delivered Quantity	21					Schedule Variance
Factors Contributing to Cost Variance and Projected Effects on Program Costs:				Factors Contributing to Schedule Variance and Projected Effects on Program Schedule:		

Contract Number:	W53P1J-17-D-0043	Order Number:		Contract Title:	MTADS/PNVS Production Services IDIQ
CAGE Code		City	Orlando		
CAGE Legal Name		State/Province	FL 32819-8907	Contract Strategy	
Effort Number					

Supportive Phase	Production	Latest Modification Number		Definitization Date	4/28/2017		
Contract Type	Firm Fixed Price	Latest Modification Date		Work Start Date	4/28/2017		
Technical Data Rights	None	Notes	Quantities are reflective of complete MTADS/PNVS systems, but multiple Line Replaceable Unit's (LRU)/ Line Replaceable Modules (LRM's) that are contained within a MTADS/PNVS system.				
Contract/Effort Price, Quantity and Performance (\$M)							
Initial Target Price	\$33.90	Current Target Price	\$298.60	Contractor's EAC	\$4,656.00		
Initial Ceiling Price		Current Ceiling Price		PM's EAC	\$4,656.00		
Initial Quantity	8	BAC		BCWP		Work Completed	0.00%
Current Quantity	62	ACWP		BCWS		Cost Variance	
Delivered Quantity	45					Schedule Variance	
Factors Contributing to Cost Variance and Projected Effects on Program Costs:				Factors Contributing to Schedule Variance and Projected Effects on Program Schedule:			

Contract Number:	W52P1J-16-D-0055	Order Number:		Contract Title:	REU/MMA Production & Services IDIQ		
CAGE Code		City	Orlando				
CAGE Legal Name		State/Province	FL 32819-8907	Contract Strategy			
Effort Number							
Supportive Phase	Production	Latest Modification Number		Definitization Date	6/30/2017		
Contract Type	Firm Fixed Price	Latest Modification Date		Work Start Date	8/18/2016		
Technical Data Rights	None	Notes					
Contract/Effort Price, Quantity and Performance (\$M)							
Initial Target Price	\$1.90	Current Target Price	\$19.90	Contractor's EAC	\$931.20		

Initial Ceiling Price		Current Ceiling Price		PM's EAC	\$931.20		
Initial Quantity	3	BAC		BCWP		Work Completed	0.00%
Current Quantity	52	ACWP		BCWS		Cost Variance	
Delivered Quantity	3					Schedule Variance	
Factors Contributing to Cost Variance and Projected Effects on Program Costs:				Factors Contributing to Schedule Variance and Projected Effects on Program Schedule:			

Contract Number:	W52P1J-17-D-0070	Order Number:		Contract Title:	MUMT Production & Services IDIQ		
CAGE Code		City	Salt Lake City				
CAGE Legal Name		State/Province	UT	Contract Strategy			
Effort Number							
Supportive Phase	Production	Latest Modification Number		Definitization Date	6/15/2019		
Contract Type	Firm Fixed Price	Latest Modification Date		Work Start Date	4/12/2019		
Technical Data Rights	None	Notes					
Contract/Effort Price, Quantity and Performance (\$M)							
Initial Target Price	\$2.80	Current Target Price	\$44.20	Contractor's EAC	\$226.60		
Initial Ceiling Price		Current Ceiling Price		PM's EAC	\$226.60		
Initial Quantity	9	BAC		BCWP		Work Completed	0.00%
Current Quantity	186	ACWP		BCWS		Cost Variance	
Delivered Quantity	186					Schedule Variance	

Factors Contributing to Cost Variance and Projected Effects on Program Costs:	Factors Contributing to Schedule Variance and Projected Effects on Program Schedule:

Contract Number:	W58RGZ-15-C-005	Order Number:		Contract Title:	EI2 Camera Production
CAGE Code		City	Santa Clara		
CAGE Legal Name		State/Province	CA 95054-2704	Contract Strategy	
Effort Number					
Supportive Phase	Production	Latest Modification Number		Definitization Date	6/12/2015
Contract Type	Firm Fixed Price	Latest Modification Date		Work Start Date	6/12/2015
Technical Data Rights	None	Notes			

Contract/Effort Price, Quantity and Performance (\$M)							
Initial Target Price	0.500	Current Target Price	\$3.50	Contractor's EAC	\$32.50		
Initial Ceiling Price		Current Ceiling Price		PM's EAC	\$32.50		
Initial Quantity	104	BAC		BCWP		Work Completed	0.00%
Current Quantity	104	ACWP		BCWS		Cost Variance	
Delivered Quantity	104					Schedule Variance	

Factors Contributing to Cost Variance and Projected Effects on Program Costs:	Factors Contributing to Schedule Variance and Projected Effects on Program Schedule:

Contract Number:	W52P1J-18-D-0061	Order Number:		Contract Title:	MRFI Production & Services IDIQ		
CAGE Code		City	Owego				
CAGE Legal Name		State/Province	NY	Contract Strategy			
Effort Number							
Supportive Phase	Production	Latest Modification Number		Definitization Date	7/29/2019		
Contract Type	Firm Fixed Price	Latest Modification Date		Work Start Date	9/1/2018		
Technical Data Rights	None	Notes					
Contract/Effort Price, Quantity and Performance (\$M)							
Initial Target Price	\$1.80	Current Target Price	\$8.30	Contractor's EAC	\$249.50		
Initial Ceiling Price		Current Ceiling Price	\$249.50	PM's EAC	\$249.50		
Initial Quantity	2	BAC		BCWP		Work Completed	0.00%
Current Quantity	30	ACWP		BCWS		Cost Variance	
Delivered Quantity	6					Schedule Variance	
Factors Contributing to Cost Variance and Projected Effects on Program Costs:				Factors Contributing to Schedule Variance and Projected Effects on Program Schedule:			

Technologies and Systems Engineering

Significant Technical Risks

Event	Date	Description
MS B	7/30/2006	1. Insufficient fidelity of Lot 6 functionality requirements 2. Reliability KPP 3. Performance KPP 4. Net Ready KPP
MS C	9/30/2006	1. Architecture Shortfalls – Refined hardware and software requirements coupled with COTS

		<p>obsolescence necessitate computer / electronic tech refresh to meet Lot 4 - Lot 6 functionality.</p> <p>2. LRIP Production – Boeing has not manufactured an AB3 aircraft and is using a subcontractor for premodification for the first time. Unforeseen production variables (new subcontractors and components) could cause schedule and delivery delays.</p>
FRP	8/30/2012	<p>1. Architecture Shortfalls – Refined hardware and software requirements coupled with Commercial-Off-The-Shelf (COTS) obsolescence necessitate computer / electronic tech refresh to meet Lot 4 - Lot 6 functionality.</p> <p>2. Main Transmission – Financial issues at Northstar Aerostar (Apache Block III (AB3) main transmission supplier) created a temporary trough in transmission supply, resulting in up to seven aircraft without transmissions. The AB3 prime contractor took measures to sustain AB3 production and revitalize Northstar's supply base. The PM closely monitored this plan and full recovery established in December 2012 with no critical fielding impacts expected. The PM will continue to closely monitor this plan.</p> <p>3. Net Ready – The AB3 Link 16 solution changed from a Joint Tactical Radio System (JTRS) Joint Program Office (JPO) Government Furnished Equipment radio to a Non-Developmental Item (NDI) radio. The AB3 PM is solely managing Link 16 for Lots 4 - Lot 5. A planned NDI competition for a Lot 6 Link 16 solution will be managed by the JTRS JPO. If the competitive procurement does not meet the Lot 6 timeline there will be a Link 16 capability fielding gap.</p>
Current	12/31/2021	<p>1. The AH-64E program meets all Key Performance Parameters and remains on schedule and affordable. The program currently remains on schedule to deliver IAW the HQDA fielding plan. USG completed the special investigation into Boeing quality due to Critical Safety Item material escapements. Three hundred seventy-nine (379) manufacturing plan changes implemented and 43 of 43 discreet "Return to Green" actions completed.</p> <p>Recommend certify the December 2021 SAR with risk until award of MY2 which will constitute the formal legal agreement between Boeing and USG on the entirety of the Army's CSI program requirement. Award is estimated 3QFY22.</p>

Deliveries and Expenditures

Quantities	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	0	0	0	0.00%
Procurement	41	41	79	51.90%
Total	41	41	79	51.90%

Years Appropriated to date	10	Total Years Appropriated Funding (Current Baseline):	10	Percent Years Appropriated:	100.00 %
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Appropriation Category (\$Millions)	Then Year Appropriated Amount	Then Year Expended Amount
RDT&E	0.00	0.00
Procurement	2,472.70	1,852.65
MILCON	0.00	0.00
Acq O&M	0.00	0.00
Total Appropriated/Expended	\$2,472.70	\$1,852.65
Percent Appropriated/Expended	100.00%	74.92%

The above data is current as of March 14, 2022.

Low-Rate Initial Production

	Initial Decision LRIP	Current Total LRIP
Approval Date		
Approval LRIP Quantity		
Approval Document Title		
Start Year		
End Year		

Rationale if quantity exceeds 10% of the total number of articles to be produced: CUI: _____

There is no LRIP for this program.

Operating and Support (O&S) Cost

Total Program O&S Costs Compared with Baseline

Base Year: 2010

	Current Base Year Objective	Current Base Year Threshold	Current Base Year Estimate	Current Then Year Estimate	Deviation ?
Total O&S (\$Millions)	\$3,538.10	\$3,891.90	\$3,258.00	\$4,141.27	

Operating and Support Cost Breakdown

Category (Base Year \$Millions)	System Name: AH-64E New Build	System Name: Longbow Apache
Unit-Level Manpower	\$1,572.0	\$22,835.0
Unit Operations	\$185.0	\$3,044.0
Maintenance	\$840.0	\$17,044.0
Sustaining Support	\$538.0	\$5,271.0
Continued System Improvements	\$90.0	\$1,084.0
Other	\$33.0	\$1,500.0
Total O&S	\$3,258.0	\$50,778.0

Cost Estimate Source

Type: Program Office Estimate

Approval Authority and Date: 12-08-2021

Note: The O&S cost estimate is based upon the OSD CAPE ICE dated August 15, 2012. The estimate was last updated on December 8, 2021 for fact-of-life changes.

O&S Notes:

The AH-64E Apache is maintained in a two level maintenance system (field and depot) by a mix of Soldier and civilian maintainers. The strategy assumes the fielding of 79 New Build aircraft, each flying 238.8 hours per year. Aircraft are logistically supported by a mix of organic supply and Contractor Performance Based Logistics activities.

Other Costs: PM Apache utilizes this field to capture the OMA funded costs from AMCOS labeled "Average Cost of Morale, Welfare, and Recreation," "Average Recruiting Cost," and "Average Cost of Officer Acquisition."