

CLEARED
For Open Publication

By kempr on Apr 19, 2023

Department of Defense
OFFICE OF PREPUBLICATION AND SECURITY REVIEW

Selected Acquisition Report (SAR)



HH-60W Jolly Green II (HH-60W)

FY 2024 President's Budget

**Defense Acquisition Visibility Environment
(DAVE)**

Table of Contents

Acronyms and Abbreviations 3

Program Information 5

Responsible Office 5

Mission and Description6

Executive Summary7

Schedule 9

Performance10

Acquisition Budget Estimate 13

Unit Cost14

Risks 15

Low Rate Initial Production 16

Contracts17

Deliveries and Expenditures19

Operating and Support Costs20

Common Acronyms and Abbreviations

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

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

Program Information

Program Name

HH-60W Jolly Green II (HH-60W)

DoD Component

Air Force

Responsible Office

Program Manager

Name: Tracy L. Patrick

Date Assigned: February 13, 2022

Address: 2240 B Street

Bldg 11

WPAFB, OH 45433

Phone: (937) 713-0392

Mission and Description

The HH-60W system will provide Combat Search and Rescue (CSAR) forces with a vertical takeoff and landing aircraft that is quickly deployable and capable of main base and austere location operations for worldwide Personnel Recovery (PR) missions. HH-60W system activities may be required during any phase of a service/joint/coalition operation, across the full range of military operations, in any land or sea location, within the areas covered by the relevant defense planning scenarios.

The United States Air Force (USAF) has 12 Core Functions that address its unique capabilities in support of the Joint Functional Capabilities (JFC) across the full spectrum of political and military operations in all environments. The USAF has demonstrated its commitment to the Joint Force by making PR one of the 12 USAF Core Functions. The Air Force recognizes the inherent interdependence of PR, although established as an individual Core Function, with the other Core Functions as well as with the JFCs.

The HH-60W shall be capable of employment day or night, in adverse weather, and in a variety of threat spectrums from terrorist attacks to chemical, biological, radiological, and nuclear threats. A single pilot must be able to fly and operate all electronic/sensor weapons systems including countermeasures, leaving the second pilot to navigate, communicate, and manage mission execution. Onboard defensive capabilities will permit the HH-60W system to operate in an increased threat environment. An in-flight air refueling capability will provide an airborne alert capability and extend its combat mission range. The HH-60W system may conduct combat search and rescue airborne mission commander duties. The aircraft will be self-supporting to the maximum extent practical.

The HH-60W system may also conduct other collateral missions inherent in their capabilities to conduct CSAR, such as non-conventional assisted recovery, national emergency operations, civil search and rescue, international aid, emergency aero medical evacuation, disaster and humanitarian relief, counter drug activities, support for National Aeronautics and Space Administration flight operations, and insertion/extraction of combat forces.

Executive Summary

HH-60W

Program Highlights Since Last Report

The HH-60W program is successfully progressing with Low-Rate Initial Production (LRIP) with nineteen (19) LRIP aircraft delivered. Initial Operational Capability (IOC) was declared on October 4, 2022; first HH-60W unit deployed in theater supporting real-world operations. Initial Operational Test & Evaluation (IOT&E) completed on October 19, 2022.

The Acquisition Program Baseline (APB) Change 1 approved on February 16, 2023, re-baselined the program schedule setting the revised Full Rate Production (FRP) Decision objective to March 31, 2023 due to delays in IOT&E. This re-baseline also addressed the Nunn-McCurdy significant unit cost breach to the Air Force directed buy-profile reduction, declared on April 25, 2022 and the Military Construction (MILCON) cost breach. APB Change 2 will be approved upon the FRP Decision.

Air Force Operational Test and Evaluation Center (AFOTEC) and Air Combat Command (ACC) conducted IOT&E April 4 – October 19, 2022.

In September 2022 Moody had their first save when they airlifted an airman from a hospital in Georgia to a hospital in Florida. In December 2022 a combined force of deployed U.S. assets coordinated to save two lives of partner forces outside the wire in the Horn of Africa. The force consisted of HC-130J recovery aircraft and Guardian Angels from the 347th Rescue Group, as well as HH-60W Combat Rescue Helicopters (CRHs) in their first real-world casualty evacuation operation. There are no significant software-related issues for the program at this time.

History of Significant Developments Since Program Initiation

History of Significant Developments Since Program Initiation	
Date	Significant Development Description
Dec - 2022	Rescue forces successfully saves two in first HH-60W operational deployment in the Horn of Africa.
Oct - 2022	Initial Operational Capability (IOC) was declared.
Oct - 2022	Initial Operational Test & Evaluation (IOT&E) Completion was achieved.
Sep - 2022	Inaugural deployment and first medevac in a HH-60W.
Apr - 2022	The HH-60W Program began Initial Operational Test & Evaluation (IOT&E).
Dec - 2021	WST was delivered to Kirkland AFB, NM.
Jun - 2021	Sikorsky delivered the first Low Rate Initial Production (LRIP) HH-60W aircraft to the Air Force.
May - 2021	The HH-60Ws successfully completed Red Flag CSAR Task Force scenarios 7-21 at Davis-Monthan AFB, Arizona. Units from the USAF, Marine Corps, Army, and allied partners from around the globe collaborated for the two-week exercise. While at Red Flag, HH-60W operational pilots also completed the first HH-60W operational Air to Air Refueling.
Apr - 2021	The Program Office declared Required Assets Available (RAA). The requirement for this APB milestone included delivery of eight aircraft plus spares/support equipment and logistical field support.
Jan - 2021	The Air Force accepted delivery of HH-60W EMD 2. This aircraft will ferry to Moody AFB to support aircrew seasoning prior to IO&TE.

Date	Significant Development Description
Nov - 2020	The Air Force accepted delivery of two additional HH-60W aircraft.
Oct - 2020	Air Force accepted delivery of DD250 HH-60W aircraft
Oct - 2020	Completion of Live Fire and Evaluation Testing
Jun - 2020	The first HH-60W operational flight trainer arrived at Moody AFB.
Apr - 2020	Initiated delivery and installation of the weapon system trainer by Sikorsky (SAC) and their subcontractor, Flight Safety International to Kirtland AFB.
Mar - 2020	Major assembly of LRIP-1 aircraft began with the first aircraft delivery in May 2021
Feb - 2020	The Secretary of the Air Force revealed the new name for the HH-60W, at the Air Force Association's Air Warfare Symposium - "Jolly Green II".
Sep - 2019	MS C Air Force Review Board with the MS Decision Authority authorized entry into Production and Deployment phase and procurement of up to 61 LRIP aircraft over four production lots.
May - 2019	EMD aircraft 2 achieved first flight and CRH began flight test.
Jan - 2019	EMD 1 and 2 test aircraft shipped to the Sikorsky West Palm Beach facility.
Oct - 2017	Product Support Business Case Analysis was approved.
Sep - 2017	Training Systems Critical Design Review was conducted.
May - 2017	Air Vehicle Critical Design Review (CDR) was conducted.
Dec - 2016	The In-Process Review Air Force Review Board ADM was signed December 7, 2016 and approved purchase of five System Demonstration Test Article aircraft.
Aug - 2016	Training Systems Preliminary Design Review was conducted.
May - 2016	USD(AT&L) ADM dated May 10, 2016, designated the HH-60W program an ACAT 1C.
Apr - 2016	Air Vehicle Preliminary Design Review was conducted.
Apr - 2015	Air Vehicle System and Training Systems Requirements Review / System Functional Review (SRR/SFR) was conducted
Dec - 2014	Integrated Baseline Review conducted; action item completion and Performance Measurement Baseline established July 31, 2015
Jun - 2014	A Fixed-Price Incentive Firm at Firm Fixed Price contract for EMD was awarded to Sikorsky Aircraft Corporation (SAC) on June 26, 2014.
Jun - 2014	A Milestone (MS) B ADM was signed on June 18, 2014, authorizing the CRH contract award and entrance into the EMD phase.
Oct - 2012	A Pre-Engineering and Manufacturing Development (EMD) ADM was signed October 19, 2012, approving final Request For Proposal release.
Mar - 2012	Program initiation was approved in the Material Development Decision ADM signed by the Acting USD (AT&L), USD (A&S) on March 2, 2012

Schedule

HH-60W

Events	Milestone Baseline Objective	Current Baseline Objective/Threshold		Current Estimate/Actual	Deviation
Milestone B	Jun 2014	Jun 2014	Jun 2014	Jun 2014	
PDR	Apr 2016	Apr 2016	Apr 2016	Apr 2016	
CDR	May 2017	May 2017	May 2017	May 2017	
DT&E Start	Sep 2018	Sep 2018	Sep 2018	Sep 2018	
Milestone C	Sep 2019	Sep 2019	Sep 2019	Sep 2019	
RAA	Apr 2021	Apr 2021	Oct 2021	Apr 2021	
FRP Decision Complete	May 2022	Mar 2023	Sep 2023	Mar 2023	

Schedule Note

The FRP Decision current estimate was updated to March 2023 to align with the February 16, 2023, APB Change 1 objective.

Performance

HH-60W

Performance Characteristics					
Milestone Baseline	Current Baseline Objective/Threshold	Demonstrated Performance	Current Estimate/Actual	Deviation	
Force Protection					
Pilot and copilot seating to 14.5 mm AP projectiles at 500 meters. Walls around the primary cabin crew member positions and the entire cabin floor to 14.5 mm AP at 500 meters.	Pilot and copilot seating to 14.5 mm AP projectiles at 500 meters. Walls around the primary cabin crew member positions and the entire cabin floor to 14.5 mm AP at 500 meters.	Pilot and copilot seating will incorporate ballistic hardening to defeat 7.62 mm AP projectiles at 100 meters. The cabin walls around the primary cabin crew member positions and the entire cabin floor will have the capability to defeat 7.62 mm AP projectiles at 100 meters.	Pilot and copilot seating will incorporate ballistic hardening to defeat 7.62 mm AP projectiles at 100 meters. The cabin walls around the primary cabin crew member positions and the entire cabin floor will have the capability to defeat 7.62 mm AP projectiles at 100 meters.	Pilot and copilot seating will incorporate ballistic hardening to defeat 7.62 mm AP projectiles at 100 Meters. The cabin walls around the primary cabin crew member positions and the entire cabin floor will have the capability to defeat 7.62 mm AP projectiles at 100 meters	
Hover Performance					
A combat configured HH-60 Recap with SCL shall have an OGE hover capability at mid-mission gross weights at 6,000' PA, 35degC.	A combat configured HH-60 Recap with SCL shall have an OGE hover capability at mid-mission gross weights at 6,000' PA, 35degC.	A combat configured HH-60 Recap with SCL shall have an OGE hover capability at mid-mission gross weights at 4,000' PA, 35degC.	The HH-60W capability to hover at mid-mission gross weight at 4000', 35 Celsius meets the Hover Performance Requirement.	A combat configured HH-60 Recap with SCL shall have an OGE hover capability at mid-mission gross weights at 4,000' PA, 35 degrees C.	

Net Ready					
Execution of all operational activities and information exchanges identified and information assurance requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA.	Execution of all operational activities and information exchanges identified and information assurance requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA.	The capability, system, and/or service shall 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 shall satisfy the technical requirements for transition to Net-Centric military operations. Issuance of an IATO or ATO by the DAA.	Partially Compliant with Threshold. Issues related to Link-16 (ECD FY 2025) and Common Interactive Broadcast (ECD FY 2026) in work.	The capability, system, and/or service shall 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 shall satisfy the technical requirements for transition to Net-Centric military Operations. Issuance of an IATO or ATO by the DAA.	

Survivability					
(Objective=Threshold) HH-60 Recap aircraft shall provide vulnerability reduction at least equal to existing HH-60G vulnerability reduction features - protection for the pilot, copilot and all flight critical components or subsystems against ground-fired 7.62 mm armor piercing projectiles at 100 meters.	(Objective=Threshold) HH-60 Recap aircraft shall provide vulnerability reduction at least equal to existing HH-60G vulnerability reduction features - protection for the pilot, copilot and all flight critical components or subsystems against ground-fired 7.62 mm armor piercing projectiles at 100 meters.	HH-60 Recap aircraft shall provide vulnerability reduction at least equal to existing HH-60G vulnerability reduction features - protection for the pilot, copilot and all flight critical components or subsystems against ground-fired 7.62 mm armor piercing projectiles at 100 meters.	The FRP Decision objective and threshold changed from October 2022 and November 2022 to March 2023 and September 2023 to align with the February 16, 2023, APB Change 1 objective.	HH-60 Recap aircraft shall provide vulnerability reduction at least equal to existing HH-60G vulnerability reduction features – protection for the pilot, copilot and all flight critical components or subsystems against ground-fired 7.62 mm armor piercing projectiles at 100 meters.	

Sustainment (Material Availability)					
(Objective=Threshold) MC rate of 83 percent at IOC	(Objective=Threshold) MC rate of 83 percent at IOC	MC rate of 83 percent at IOC	Demonstrated 64.9% as of December 31, 2022. Material Availability per the contract will be evaluated 30 months after RAA, October 2023.	Materiel Availability shall be calculated 30 months after achievement of RAA using the fleet's previous 12-month average data as contained in the USAF Weapons System Logistics, Installation and Mission Support –Enterprise View system.	
System Training Process					
(Objective=Threshold) HH-60 Recap shall provide operations and maintenance training systems	(Objective=Threshold) HH-60 Recap shall provide operations and maintenance training systems	HH-60 Recap shall provide operations and maintenance training systems	Demonstrated 75.0% compliance as of January 31, 2023. Training Interoperability and Training Support have not been met and in work (ECD FY 2024)	Training systems shall provide an operational availability rate of 95% for 16 hours a day, 5 days a week and 50 weeks a year for the operating life.	

Requirement Reference

ACC Capability Development Document (CDD) July 06, 2010, CDD Supplement July 20, 2012, and Systems Specification January 6, 2022.

Acquisition Budget Estimate

HH-60W

Total Acquisition Cost

		Milestone APB	Current Baseline		Budget Estimate PB 2024		
Category	Base Year	Objective (BY\$M)	Objective (BY\$M)	Threshold (BY\$M)	BY\$M	TY\$M	Deviation
RDT&E	2019	2,211.9	2,354	2,589.4	2,232.8	2,388.9	
Procurement	2019	6,974.7	4,800.8	5,280.9	5,096.8	5,872.1	
MILCON	2019	68.8	101.7	111.9	78.2	96.9	
Acq. O&M	2019	0					
Total		9,255.4	7,256.5	7,982.2	7,407.8	8,357.9	
PAUC	2019	81.906	96.753	106.428	87.151	98.328	
APUC	2019	67.716	73.859	81.244	67.957	78.295	

Budget Note

The enacted FY 2023 President's Budget (PB) included a Congressional add of \$459M in FY 2023 Production funds for ten additional aircraft and funding for associated spares. In addition, Production Initial Spares of \$39.923M were labeled excess to need in FY 2023. The program office plans to buy-to-budget spares in FY 2023 and submit the spares disconnect as part of the FY 2025 budget process. The FY 2024 PB reduced the amount of Production funds for Capabilities Upgrades by a total of \$270M in FY 2024 through FY 2028. Development delays and a refinement of requirements were drivers of the reduction.

The FRP Decision objective of March 2023, will capture the ten additional Production aircraft added in the FY 2023 PB.

Total End Item Quantity

Quantity Category	Current APB Quantity	Current Estimate Quantity
Development	10	10
Procurement	65	75
O&M-Acquired	--	--

Quantity Note

The Program of Record (PoR) is a total of 85 aircraft (10 Development and 75 Production Aircraft). In February 2022, the Department of Air Force truncated the HH-60W PoR from 113 to 65 aircraft; this reduction would cease procurement of the HH-60W after 2022. The Program Deviation Memorandum II programed 10 additional aircraft in FY 2023 increasing the total fleet to 75 aircraft. December 2022 Congress directed the procurement of 10 additional aircraft in FY 2023 increasing the PoR to a total fleet of 85. The FY 2023 PB added 10 additional aircraft. The program will re-baseline at FRP Decision to capture this congressional add. The FY 2024 PB Production aircraft quantity profile is: FY 2019 – 10, FY 2020 – 12, FY 2021 – 19, FY 2022 – 14, FY 2023 – 20.

Unit Cost**HH-60W**

Current UCR Baseline and Current Estimate (Base-Year Dollars)			
Category (\$M) Base Year:2019	Current UCR Baseline	Current Estimate	% Change
Program Acquisition Unit Cost			
Cost	7,256.5	7,407.8	
Quantity	75	85	
Unit Cost	96.753	87.151	-9.93%
Average Procurement Unit Cost			
Cost	4,800.8	5,096.8	
Quantity	65	75	
Unit Cost	73.859	67.957	-7.99%
Original UCR Baseline and Current Estimate (Base-Year Dollars)			
Category (\$M) Base Year:2014	Original UCR Baseline	Current Estimate	% Change
Program Acquisition Unit Cost			
Cost	8,090.9	6,947.2	
Quantity	112	85	
Unit Cost	72.240	81.700	13.10%
Average Procurement Unit Cost			
Cost	6,108.4	4,707.7	
Quantity	103	75	
Unit Cost	59.305	62.800	5.89%

The Current Estimate's base-year costs have been converted from Base Year 2019 to Base Year 2014 using the National Defense Budget Estimates for FY 2023 (Green Book).

Risks

HH-60W

Risk and Sensitivity Analysis

Risk and Sensitivity Analysis
Current Procurement Cost (December - 2022)
1. There are no known risks with this program at this time.
Original Baseline Estimate (June - 2014)
1. There are no known risks with this baseline estimate.
Current Baseline Estimate (February - 2023)
1. There are no known risks with this baseline estimate.

Significant Schedule Risks

Significant Schedule Risks
Current Estimate (December - 2022)
1. There are no known risks with this program at this time.

Technologies and System Engineering

Significant Technical Risks
Current Estimate (December - 2022)
1. [RISK] Delivery of Depot Level Manuals on or before IOC +4. IF any Depot Level Manuals are not in the authoring process by 2024 THEN the B005 IOC +4 competition date is at risk. MITIGATION: SAC and the program office agreed on a complete list for B003 candidates (Priority 1,2,3). SAC released a Request For Quotations (RFQs) for any remaining B003 Subcontract Data Requirements List (SDRLs) and began the Purchase Order (PO) placement for B003 SDRLs. The USAF identified components for organic depot repair through Depot Maintenance Activation Working Group process and shared results with SAC. SAC will release RFQs for BT004 (B005 Depot Level Source Data) SDRLs, begins PO placement for BT004 SDRLs, and Depot Manual authoring commences for components identified for organic depot repair through DMAWG process. .

Low Rate Initial Production

HH-60W

Item	Initial LRIP Decision	Current Total LRIP
Approval Date	09/24/2019	03/15/2022
Approved Quantity	61	55
Reference	Combat Rescue Helicopter Milestone C Acquisition Decision Memorandum	FY 2022 PB
Start Year	2019	2019
End Year	2025	2025

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

At Milestone C the Milestone Decision Authority approved the addition of LRIP Lot 3 and 4 in lieu of the first two FRP lots increasing the total LRIP quantity to 61 aircraft.

Contracts & Efforts

Contract Data	
Contract Number	FA8629-14-C-2403
Effort Number	2
Modification Number	
Award Date	06/26/2014
Definitization Date	06/26/2014
Order Number	
CAGE Code/CAGE Legal Name	Lockheed Martin Rotary and Mission
Contract Title	LRIP
Contract Address	Stratford, CT
Contracting Office	
Supported Phase	Production
Contract Strategy	
Contract Type	Fixed-Price Incentive (Firm Target)
Modification Date	
Work Start Date	
Technical Data Rights	
Work Completed	81.05%

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

Initial Target Price	Current Target Price	
\$472.6	\$1,199.4	
Initial Ceiling Price	Current Ceiling Price	
\$510.9	\$1,293.7	
Contractor EAC	PM EAC	
\$1,144.3	\$1,163	
Initial Quantity	Current Quantity	Delivered Quantity
22	55	19
BAC	BCWP	ACWP
\$1,230.4	\$997.2	\$925.3

BCWS	Cost Variance	Schedule Variance
\$1,029.6	\$71.9	-\$32.3

Contract Note:

Initial Target Price is the LRIP Lot 1 contract award and does not include the additional LRIP lots that have since been awarded. Current Target Price is based off of the additional LRIP lots which have been awarded.

Factors Contributing to Cost Variance:

The favorable cost variance primary drivers are System Engineering and Integration as well as Air Vehicle Sustaining Engineering.

Factors Contributing to Schedule Variance:

The unfavorable schedule variance primary drivers are delayed Initial Spares and Production Line Personnel COVID-19 impacts.

Deliveries and Expenditures

HH-60W

Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	10	10	10	100.00%
Production	41	19	75	25.33%
Total Program Quantity Delivered	51	29	85	34.12%

Expended and Appropriated (TY \$M)	
Years Appropriated to date:	12
Total Years Appropriated Funding (Current Baseline):	24
Percent Years Appropriated:	50.00%
Then-Year Funding Appropriated as Percentage of Total Acquisition Estimate:	78.00%
Then-Year Funding Expended as Percentage of Total Acquisition Estimate:	51.70%
Total Acquisition Cost:	\$8,357.9

Deliveries and Expenditures Note

The methodology to calculate the Total Acquisition Cost was refined for the December 2022 SAR, which caused a slight decrease in the Percent Expended when compared to the December 2021 SAR.

Operating and Support Costs

HH-60W

O&S Cost Breakdown:

Category (BY2019\$ Million)	HH-60W
Unit-Level Manpower	\$6,622.0
Unit Operations	\$1,462.6
Maintenance	\$4,535.3
Sustaining Support	\$1,514.1
Continued System Improvements	\$1,035.9
Other	\$0.0
Total	\$15,169.9

Cost Estimate Source: POE dated October 04, 2022

Total Program O&S Cost Compared with Baseline					
	Current Baseline				
Base Year: 2019	Objective (BY\$M)	Threshold (BY\$M)	Current Estimate (BY\$M)	Current Estimate (TY\$M)	Deviation
Total O&S	\$26,512.7	\$29,164	\$15,169.9	\$22,750.0	

Operating and Support Costs - Disposal and Unitized Costs

HH-60W

Annual Unitized O&S Cost Definition and Calculation Relative to Total O&S Cost:

Divide each Category element total by the total number of HH-60W aircraft being sustained (75), then further divide by the service life (27 years). The result is the Annual O&S cost by Category.

Sustainment Factors	System Name: HH-60W	Antecedent System Name: Not Applicable.
Quantity to Sustain	75	
Unit of Measure	Aircraft	
Unit Expected Service Life	27	

Base Year: 2019

Annual Unitized O&S Cost by Category Base Year \$ Unit:(\$M)	System Name: HH-60W	Antecedent System Name: Not Applicable.
Unit-Level Manpower	\$3.3	
Unit Operations	\$0.7	
Maintenance	\$2.2	
Sustaining Support	\$0.7	
Continued System Improvements	\$0.5	
Other	\$0.0	
Total O&S	\$7.5	

Disposal/Demilitarization Cost Estimate

(BY2019\$M)	System Name: HH-60W	Antecedent System Name: Not Applicable.
Total Disposal	\$3.5	

Cost Estimate Source - Disposal	
Type:	Program Office Estimate
Approval Authority and Date:	Tracy Patrick-Program Manager-Combat Rescue Helicopter. 10/04/2022
Note:	
None	
Disposal Cost Note:	
None	

Additional O&S Estimate Assumptions:

Annual Flight Hours are 22,500 hours per year. Estimated Maintenance Cycles - Airframe: 8000 hours. Engine Overhaul: 720 hours. The Full Rate Production (FRP) Decision objective of March 2023, will capture the ten additional Production aircraft added in the FY 2023 President's Budget (PB).

Sustainment Strategy:

The HH-60W strategy is to maintain two levels of maintenance: Organizational-level and Depot-level.

Antecedent Estimate Assumptions:

None