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Department of Defense  
OFFICE OF PREPUBLICATION AND SECURITY REVIEW

## **Selected Acquisition Report (SAR)**



## **Improved Turbine Engine Program (ITEP)**

**FY 2024 President's Budget**

**Defense Acquisition Visibility Environment  
(DAVE)**

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## Common Acronyms and Abbreviations

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

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

## Program Information

### Program Name

Improved Turbine Engine Program

### DoD Component

Army

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## Responsible Office

## Program Manager

Name: Ms. Gina Bublitz

Phone: 256-313-2020

Email: [regina.k.bublitz.civ@army.mil](mailto:regina.k.bublitz.civ@army.mil)

## **Mission and Description**

Blank IAW DMAG guidance.

## Executive Summary

### ITEP

#### Program Highlights Since Last Report

The Improved Turbine Engine Program (ITEP) is experiencing continued schedule and cost risk since the last DAES due to 1) lingering supply chain issues (workforce expertise/quality) originating with COVID-19 requiring rework and increasing costs and 2) prior congressional marks / rescissions. With on-going supply chain issues and increased delivery times for ITEP's test hardware required for Preliminary Flight Rating and qualification testing, General Electric (GE) officially reported on September 23, 2022, that they are behind their contractual schedule to complete the Engineering and Manufacturing Development (EMD) effort including engine qualification required for Milestone C (MS C). On November 19, 2022, the Army Acquisition Executive signed a revised Acquisition Decision Memorandum for ITEP establishing new objective and threshold dates for MS C and subsequent program milestones. The program, with GE, continue to pursue opportunities to improve schedule and contain cost growth. There are no significant software-related issues with this program at this time.

#### History of Significant Developments Since Program Initiation

History of Significant Developments Since Program Initiation	
Date	Significant Development Description
Aug - 2022	Award of Black Hawk Integration Contract Phase 2
Jun - 2022	Completed FARA Software Critical Design Review (CDR)
Dec - 2021	Award of Apache Integration Contract Phase 2
Dec - 2021	Completion of FARA Competitive Prototype Preliminary Design Review (PDR)
Oct - 2021	Completion of Apache CDR
Jun - 2021	Concluded First Engine to Test (FETT)
Jun - 2020	Completion of ITEP CDR
Jan - 2019	The Army Acquisition Executive signed the Acquisition Decision Memorandum on January 29, 2019, approving Milestone B, allowing entry into the Engineering and Manufacturing Development Phase.

## Schedule

### ITEP

Events	Milestone Baseline Objective	Current Baseline Objective/Threshold		Current Estimate/Actual	Deviation
Milestone B Complete	Jan 2019	Jan 2019	Jan 2019	Jan 2019	
Critical Design Review Complete	Apr 2020	Apr 2020	Oct 2020	Jul 2020	
Developmental Test and Evaluation Complete	Aug 2025	Aug 2025	Apr 2026	Aug 2025	YES
Milestone C Complete	Aug 2025	Aug 2025	Apr 2026	Aug 2025	YES
Initial Operational Test and Evaluation Complete	Nov 2026	Nov 2026	Dec 2027	Nov 2026	YES
Full Rate Production Complete	Aug 2027	Aug 2027	May 2028	Aug 2027	YES
Initial Operational Capability Complete	Aug 2028	Aug 2028	May 2029	Aug 2028	YES

**Notes**

Hardware and supply chain delays continue to pace Preliminary Flight Rating testing and flight test engine deliveries. General Electric (GE) and the Aviation Turbine Engines Program Office, Improved Turbine Engine Program (ITEP) continue to identify and pursue opportunities to gain schedule.

ITEP incorporates innovative advanced manufacturing design and practices. GE has acknowledged that additive manufacturing is more challenging than originally anticipated and is driving schedule delays for additive parts.

GE continues to be behind their contractual schedule to complete the EMD effort, above and beyond the dates GE communicated in the 23 September 2022 contracts letter. ITEP is staffing a new Acquisition Program Baseline to the Milestone Decision Authority.

**Deviation Explanation**

The current estimates for Development Test & Evaluation, Milestone C, Initial Operational Test & Evaluation, Full Rate Production, and Initial Operational Capability indicate a schedule deviation as identified in the Q1 FY 2023 Defense Acquisition Executive Summary report. The schedule deviation is due to the prime vendor, General Electric, experiencing supply chain issues and higher than normal defect rates. The MDA has been notified, the program is approved to rebaseline, and the rebaseline is in progress.



## Performance

### ITEP

Performance Characteristics				
Milestone Baseline	Current Baseline Objective/Threshold	Demonstrated Performance	Current Estimate/Actual	Deviation
<b>(KPP) - AH-64E Worldwide Performance</b>				
	An AH-64E with the installed ITE will have sufficient power available to HOGE at mission start with a takeoff gross weight of 20,260 lbs up to 6K/95degF at MCP. *Note: HOGE is at zero wind conditions and zero airspeed at 6K/95degF.	An AH-64E with the installed ITE will have sufficient power available to HOGE at mission start with a takeoff gross weight of 18,461 lbs up to 6K/95degF using no more than 95% MRP. *Note: HOGE is at zero wind conditions and zero airspeed at 6K/95degF.	TBD	Will meet threshold. An AH-64E with the installed Improved Turbine Engine (ITE) will have sufficient power available to Hover Out of Ground Effect (HOGE) at mission start with a takeoff gross weight of 18,461 lbs up to 6K/95 using no more than 95% Maximum Rated Power. *Note: HOGE is at zero wind conditions and zero airspeed at 6K/95.
<b>(KPP) - Ballistic Survivability</b>				

	<p>The automatic redundant digital engine control unit design will be such that engagement by a single round shall not result in loss of automatic engine control function. The unit must autonomously function to continue to provide full automatic engine control without crew interaction. Threat round characteristics are as defined in the Apache Lot 4 CPD classified annex dated April 2, 2013.</p>	<p>(T=O) The automatic redundant digital engine control unit design will be such that engagement by a single round shall not result in loss of automatic engine control function. The unit must autonomously function to continue to provide full automatic engine control without crew interaction. Threat round characteristics are as defined in the Apache Lot 4 CPD classified annex dated April 2, 2013.</p>	<p>TBD</p>	<p>Will meet objective. The automatic redundant digital engine control unit design will be such that engagement by a single round shall not result in loss of automatic engine control function. The unit must autonomously function to continue to provide full automatic engine control without crew interaction. Threat round characteristics are as defined in the Apache Lot 4 Capability Production Document classified annex dated April 2, 2013.</p>	
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**(KPP) - Cybersecurity**

	<p>Installation, operations and sustainment of the ITE does not increase the number of known cybersecurity vulnerabilities on the hosting platforms. The ITE shall provide means to rapidly restore functionality in the event of compromise.</p>	<p>Installation, operations and sustainment of the ITE produces no Category 1 (critical) known vulnerabilities on the hosting platforms. Physical separation shall be maintained between the ITE and architecture not requiring communication. The ITE shall provide redundancy to prevent and mitigate functionality in the event of compromise.</p>	<p>TBD</p>	<p>Will meet threshold. Installation, operations and sustainment of the Improved Turbine Engine (ITE) produces no category 1 (critical) known vulnerabilities on the hosting platforms. Physical separation shall be maintained between the ITE and architecture not requiring communication. The ITE shall provide redundancy to prevent and mitigate functionality in the event of compromise.</p>	
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**(KPP) - Energy**

	The ITE must provide an increased fuel efficiency when compared to current 701D engine at cruise condition of no less than 25% ( $\leq 0.352$ lbs/SHP-hr) improvement in SFC as measured in an appropriate test cell facility with the engine operating at 1450 SHP and environmental conditions set at 6K/95degF.	The ITE must provide an increased fuel efficiency when compared to current 701D engine at cruise condition of no less than 13% ( $\leq 0.409$ lbs/SHP-hr) improvement in SFC as measured in an appropriate test cell facility with the engine operating at 1450 SHP and environmental conditions set at 6K/95degF.	TBD	Will meet threshold. The Improved Turbine Engine (ITE) must provide an increased fuel efficiency when compared to current 701D engine at cruise condition of no less than 13% (0.409 lb./Shaft Horsepower-hr) improvement in Specific Fuel Consumption as measured in an appropriate test cell facility with the engine operating at 1450 Shaft Horsepower and environmental conditions set at 6K/95.	
<b>(KPP) - Sustainment</b>					
	Ao = 98% Am = 80%	Ao = 95% Am = 70%	TBD	Will meet threshold. Ao = 95% Am = 70%	
<b>(KPP) - System Survivability</b>					

	<p>The statistically average production engine will have an IR signature contribution from exhaust and component radiance that is less than the 701D engine at MRP in a comparably configured platform at 6K/95degF without suppressed engine exhaust. The statistically average production engine will also have an integrated IR suppression that is pilot controlled from either off (no suppression) or on (full suppression) capability and will have no more than 2% engine power loss when fully suppressed. The IR suppressor system should default to full suppression in the event of an actuator failure for redundancy.</p>	<p>The production engine will have an IR signature contribution from exhaust and component radiance that will not exceed the 701D engine at MRP in a comparably configured platform at 6K/95degF without suppressed engine exhaust.</p>	TBD	<p>Will meet threshold. The production engine will have an Infrared (IR) signature contribution from exhaust and component radiance that will not exceed the 701D engine at Maximum Rated Power in a comparably configured platform at 6K/95 without suppressed engine exhaust.</p>	
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**(KPP) - Training**

	<p>The Training Program shall train 100% of the identified Critical Training Tasks in a Live, Virtual, or Constructive environment to the identified MOS and skill level at the location identified in the System Training Plan. The system training capability shall replicate/emulate operation and</p>	<p>(T=O) The Training Program shall train 100% of the identified Critical Training Tasks in a Live, Virtual, or Constructive environment to the identified MOS and skill level at the location identified in the System Training Plan. The system training capability shall</p>	TBD	<p>Will meet objective. The Training Program shall train 100% of the identified Critical Training Tasks in a Live, Virtual, or Constructive environment to the identified Military Occupational Specialty and skill level at the location identified in the</p>	
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<p>maintenance tasks of the ITE to 80% of the physical fidelity and 100% of the functional fidelity of the ITE for critical training tasks. Maintainer proficiency shall be maintained on 100% of critical and 90% of supporting tasks within 180 days of the training event. The ITE shall facilitate operator and maintainer task proficiency and skill retention by incorporating trainability considerations in aspects of system design. The ITE shall make use of embedded job/memory aids to assist Soldiers in performing critical tasks and reducing refresher training requirements. ITE components and operator/maintainer interfaces shall provide built-in task performance feedback to enhance skill retention.</p>	<p>replicate/emulate operation and maintenance tasks of the ITE to 80% of the physical fidelity and 100% of the functional fidelity of the ITE for critical training tasks. Maintainer proficiency shall be maintained on 100% of critical and 90% of supporting tasks within 180 days of the training event. The ITE shall facilitate operator and maintainer task proficiency and skill retention by incorporating trainability considerations in aspects of system design. The ITE shall make use of embedded job/memory aids to assist Soldiers in performing critical tasks and reducing refresher training requirements. ITE components and operator/maintainer interfaces shall provide built-in task performance feedback to enhance skill retention.</p>		<p>System Training Plan. The system training capability shall replicate/emulate operation and maintenance tasks of the Improved Turbine Engine (ITE) to 80% of the physical fidelity and 100% of the functional fidelity of the ITE for critical training tasks. Maintainer proficiency shall be maintained on 100% of critical and 90% of supporting tasks within 180 days of the training event. The ITE shall facilitate operator and maintainer task proficiency and skill retention by incorporating trainability considerations in aspects of system design. The ITE shall make use of embedded job/memory aids to assist Soldiers in performing critical tasks and reducing refresher training requirements. ITE components and operator/maintainer interfaces shall provide built-in task performance feedback to enhance skill retention.</p>
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<b>(KPP) - UH-60 Worldwide Performance</b>					
	An H-60 with the installed ITE will have sufficient power available to perform a 750 fpm VROC from HOGE at mission start with a takeoff gross weight of 22,000 lbs up to 6K/95degF at MCP. *Note: HOGE is at zero wind conditions and zero airspeed at 6K/95degF.	An H-60 with the installed ITE will have sufficient power available to perform a 500 fpm VROC from HOGE at mission start with a takeoff gross weight of 20,632 lbs up to 6K/95degF using no more than 95% MRP. *Note: HOGE is at zero wind conditions and zero airspeed at 6K/95degF.	TBD		Will meet threshold. An H-60 with the installed Improved Turbine Engine (ITE) will have sufficient power available to perform a 500 feet per minute Vertical Rate of Climb (VROC) from Hover Out of Ground Effect (HOGE) at mission start with a takeoff gross weight of 20,632 lbs up to 6K/95 using no more than 95% Maximum Rated Power. *Note: HOGE is at zero wind conditions and zero airspeed at 6K/95.

**Requirement Reference**

Validated:  
CDD approved July 24, 2017

**Deviation Explanation**

No deviations for this program/subprogram

**Notes**

None

## Acquisition Budget Estimate

### ITEP

#### 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	1,983	1,983	2,181.3	2,102	2,294.7	
Procurement	2019	10,030.5	10,030.5	11,033.6	9,894.2	15,796.4	
MILCON	2019	0	0	0			
Acq. O&M	2019	74.9	74.9	82.4	4.7	5	
<b>Total</b>		<b>12,088.4</b>	<b>12,088.4</b>		<b>12,000.9</b>	<b>18,096.1</b>	
PAUC	2019	1.932	1.932	2.125	1.918	2.892	
APUC	2019	1.621	1.621	1.783	1.599	2.552	



## Appropriation Category Deviation Explanations

### PAUC Deviation Explanation

### APUC Deviation Explanation

### Budget Notes

The Improved Turbine Engine Program (ITEP) has experienced the following funding turbulence since achieving Milestone B in January 2019: General Electric (GE) has been awarded requested equitable adjustments (REA) for FY 2020 (\$11M) and FY 2021 (\$4.63M) and is expected to submit additional REAs totaling \$12.7M for FYs 2022-2024. GE has requested labor rate escalation and inflation impacts. Since contract award, the Engineering Manufacturing Development contract has incurred ~\$22M in Defense Contract Management Agency approved labor rate increases. The following rescission and marks have occurred: FY 2020 \$49.5M rescission FY 2021 \$8M mark FY 2022 \$15M mark. The Army returned \$32.5M in FY 2022 (\$24.5M rescission above proposed Above Threshold Reprogramming - ATR; \$8M mark) and re-phased FY 2019 RDTE ATR funding into FY 2023 (\$17.5M) & FY 2024 (\$17.5M). (Note: Though funding has since been restored, the FY 2020 \$49.5M rescission and FY21 \$8M mark caused a six (6) month delay for AH-64E and H-60 Developmental Testing (DT), moving the MS C from July 2024 to the objective of August 2025.) Acquisition O&M funding represents civilian pay for the Project Management Office from FY 2016 -FY 2019.

### Total End Item Quantity

Quantity Category	Current APB Quantity	Current Estimate Quantity
Development	69	69
Procurement	6,189	6,189
O&M-Acquired		

### Quantity Notes

Development Quantity includes equivalent engines. Core engines will be rebuilt multiple times during the Preliminary Flight Rating (PFR) and Qualification Testing (QT) test periods.

## Unit Cost

### ITEP

Current UCR Baseline and Current Estimate (Base-Year Dollars)			
Category (\$M) Base Year:2019	Current UCR Baseline	Current Estimate	% Change
<b>Program Acquisition Unit Cost</b>			
Cost	12,088.4	12,000.9	
Quantity	6,258	6,258	
Unit Cost	1.932	1.918	-0.724%
<b>Average Procurement Unit Cost</b>			
Cost	10,030.5	9,894.2	
Quantity	6,189	6,189	
Unit Cost	1.621	1.599	-1.357%
Original UCR Baseline and Current Estimate (Base-Year Dollars)			
Category (\$M) Base Year:2019	Original UCR Baseline	Current Estimate	% Change
<b>Program Acquisition Unit Cost</b>			
Cost	12,088.4	12,000.9	
Quantity	6,258	6,258	
Unit Cost	1.932	1.918	-0.724%
<b>Average Procurement Unit Cost</b>			
Cost	10,030.5	9,894.2	
Quantity	6,189	6,189	
Unit Cost	1.621	1.599	-1.357%
Cost Growth Details			
<b>Current Baseline PAUC Breach Explanation</b>			
<b>Current Baseline APUC Breach Explanation</b>			
<b>Original Baseline PAUC Breach Explanation</b>			
<b>Original Baseline APUC Breach Explanation</b>			
<b>Impacts of Schedule Changes on Unit Cost</b>			
<b>Impacts of Performance Changes on Unit Cost</b>			
<b>Actions Taken or Proposed to Control Future Cost Growth</b>			

*Risk and Sensitivity Analysis***ITEP**

Risk and Sensitivity Analysis
Current Procurement Cost (December - 2022)
Original Baseline Estimate (August - 2019)
None
Current Baseline Estimate (August - 2019)
(1) The Current Baseline Estimate is based on the 2019 Milestone B Army Cost Position. The PB FY 2021-2025 fully funds the EMD program. (2) The Improved Turbine Engine Program Original Baseline was established by the Army Acquisition Executive on January 29, 2019. The Milestone B Army Cost Position was used to establish the APB. The most significant cost drivers in the estimate were the projected engine unit price and aircraft platform integration costs.

Schedule Risk		
Technical Risks		

## Low Rate Initial Production

ITEP

Item	Initial LRIP Decision	Current Total LRIP
Approval Date	01/29/2019	01/29/2019
Approved Quantity	255	255
Reference	Milestone B Acquisition Decision Memorandum	Milestone B Acquisition Decision Memorandum
Start Year	2024	2025
End Year	2026	2027

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

Notes

**Contracts & Efforts**

Contract Data	
Contract Number	W58RGZ-19-C-0003
Effort Number	3
Modification Number	
Award Date	02/01/2019
Definitization Date	05/31/2019
Order Number	
CAGE Code/CAGE Legal Name	/General Electric Aviation
Contract Title	Engine EMD Contract
Contract Address	Lynn, MA
Contracting Office	
Supported Phase	Development
Contract Strategy	
Contract Type	Cost-Plus-Incentive-Fee
Modification Date	
Work Start Date	May 31, 2019
Technical Data Rights	
Work Completed	62.83%

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

Initial Target Price	Current Target Price	
\$512	\$512	
Initial Ceiling Price	Current Ceiling Price	
\$540	\$540	
Contractor EAC	PM EAC	
\$595	\$610.6	
Initial Quantity	Current Quantity	Delivered Quantity
46	46	1
BAC	BCWP	ACWP
\$555.1	\$348.8	\$378.1

BCWS	Cost Variance	Schedule Variance
\$405.1	-\$29.3	-\$56.4

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

The unfavorable cumulative cost variance is due to supply chain lags for hardware, challenges in additive manufacturing and increased labor rates. Program costs remain within Acquisition Program Baseline cost thresholds.

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

The unfavorable cumulative schedule variance is due to 1) lingering supply chain issues (workforce expertise/quality) originating with COVID-19 requiring rework and increasing costs and 2) prior congressional marks / rescissions.

### External Government Activities

Activity Title		Government Entity	Supported Phase
CAGE		Work Start Date	
City		State/Province:	
Notes			

## Deliveries and Expenditures

### ITEP

Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	1	1	69	1.45%
Production			6,189	0.00%
<b>Total Program Quantity Delivered</b>	<b>1</b>	<b>1</b>	<b>6,258</b>	<b>0.02%</b>
Expended and Appropriated (TY \$M)				

Years Appropriated to date: 10

Total Years Appropriated Funding (Current Baseline): 43

Percent Years Appropriated: 23.26%

Then-Year Funding Appropriated as Percentage of Total Acquisition Estimate: 6.898%

Then-Year Funding Expended as Percentage of Total Acquisition Estimate: 5.971%

Total Acquisition Cost: 18,096.1

Deliveries & Expenditures Notes:



## Operating and Support Costs

### ITEP

#### *O&S Cost Breakdown:*

Category (BY\$ Million)	Improved Turbine Engine
Unit-Level Manpower	0.0
Unit Operations	6,622.1
Maintenance	4,515.6
Sustaining Support	0.0
Continued System Improvements	138.3
Other	0.0
<b>Total</b>	<b>11,276.0</b>

**Cost Estimate Source:**

Type: Component Cost Position

Approved by: ASA(FM&C), January 18, 2019

**O&S Cost Notes:**

Improved Turbine Engine Program (ITEP) Milestone B Army Cost Position as reviewed by the Army Cost Review Board. This is a lifecycle cost position, not just O&S.

#### Total Program O&S Cost Compared with Baseline

	Current Baseline		Current Estimate (BY\$M)	Current Estimate (TY\$M)	Deviation
	Objective (BY\$M)	Threshold (BY\$M)			
<b>Total O&amp;S</b>	11,276	12,403.6	0.0	0.0	

**Note:**

There are no O&M costs tracked in the APB. ITEP will deliver a sub-component to other weapon systems: ITEP will produce engines for Apache and Black Hawk aircraft. As a Class IX repair part, Operating and Support Costs are not tracked at the component level.

#### O&S Cost Deviation Explanation

## ***Operating and Support Costs - Disposal and Unitized Costs***

### **ITEP**

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

The Improved Turbine Engine Program (ITEP) will produce engines for Apache and Black Hawk aircraft. As a Class IX repair part, Operating and Support Costs are not tracked at the component level.

Sustainment Factors	System Name:	Antecedent System Name:
Quantity to Sustain		
Unit of Measure		
Unit Expected Service Life		

#### **Base Year:**

Annual Unitized O&S Cost by Category Base Year \$ Unit:(\$M)	System Name:	Antecedent System Name:
Unit-Level Manpower		
Unit Operations		
Maintenance		
Sustaining Support		
Continued System Improvements		
Other		
Total O&S		

#### **Disposal/Demilitarization Cost Estimate**

(Base Year \$Millions)	System Name:	Antecedent System Name:
Total Disposal		

Cost Estimate Source - Disposal	
Type:	
Approval Authority and Date:	
Note:	
Disposal Cost Notes:	
The Improved Turbine Engine (ITE) is a Class IX repair part. Disposal costs are captured in the platform in which it is installed (H-60 and the AH-64E). There is no separate disposal cost for the engine.	
Additional O&S Estimate Assumptions:	

Sustainment Strategy:

Antecedent Estimate Assumptions:

General Electric, 701D Engine