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Department of Defense
OFFICE OF PREPUBLICATION AND SECURITY REVIEW

Selected Acquisition Report (SAR)



UH-60M Black Hawk Helicopter (UH-60M Black Hawk)

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

UH-60M Black Hawk Helicopter

DoD Component

Army

Responsible

Program Manager

Name: COL Calvin Lane

Phone: 256-876-6821

Email: calvin.j.lane2.mil@army.mil

Mission and Description

The UH-60M Black Hawk Helicopter (UH-60M Black Hawk) serves as the Army's utility helicopter for the near and midterm force and is in line with the Army's Modernization Strategy, the National Military Strategy, and the National Defense Strategy. The UH-60M Black Hawk is a digital networked platform with greater range and lift to support maneuver Commanders through air assault, general support command and control, and aeromedical evacuation. Full Rate Production (FRP) for this new build helicopter began in 2007. The UH-60M Black Hawk, with the integrated Medical Evacuation (MEDEVAC) Mission Equipment Package (MEP) kit, provides day/night and adverse weather emergency evacuation of casualties. The integration of the MEDEVAC MEP onto the UH-60M changes the nomenclature to HH-60M.

Executive Summary

UH-60M Black Hawk

Does Classified Data Exist for this Data Section (Y/N)? No Is this data CUI (Y/N)? No

Program Highlights Since Last Report

The UH-60M Black Hawk program requirements are stable and funding is adequate to meet cost, schedule, and performance objectives established in the current Acquisition Program Baseline (APB). On June 26, 2022, a Firm Fixed Price (FFP) Multi-Year (MY) X contract was awarded. The PM received approval on September 13, 2022, from the Office of the Chief Legislative Liaison (OCLL) to procure 7 UH-60M with FY22 Congressional add of \$211.5M. Contract award for these aircraft was executed on November 15, 2022, and the balance will be used to procure required government furnished equipment (GFE) and associated support. In addition, the PM received approval on December 21, 2022, from the Office of the Chief Legislative Liaison (OCLL) to procure 10 UH-60M with FY23 Congressional add of \$273M. Contract award for these aircraft is scheduled for March 2023 and the remaining balance will be used to procure required GFE and associated support. As of December 31, 2022, the PM completed fielding to 2-285th AZ/ND ARNG and 3-142nd ASLT CT/ME/NY ARNG. Additionally, the following units continue to be fielded:

- 6 of 15 UH-60M A/C to 1-52nd GSAB, 16 CAB with expected completion June 2023
- 16 of 30 UH-60M A/C to 1-135th AHB MO/PA ARNG with expected completion December 2023
- 13 of 15 HH-60M A/C to 2-104th GSAB in PA/WV with expected completion March 2023

All aircraft deliveries have been completed under the MY IX contract. A total of 301 MY IX Army aircraft (220 UH / 81 HH) were procured (accepted) under this contract. A total of 15 MY X Army aircraft (6 UH / 9 HH) have been accepted under this contract. This includes only Army aircraft, not Foreign Military Sales (FMS). The UH-60M Black Hawk program (Army only) procured a total of 1,222 aircraft (904 UH, 318 HH) and fielded a total of 1,209 aircraft (893 UH / 316 HH). There are no significant software-related issues with the program at this time.

History of Significant Developments Since Program Initiation

History of Significant Developments Since Program Initiation	
Date	Significant Development Description
Nov 2022	Congressional plus up for 7 additional UH-60M awarded.
Sep 2022	The Office of the Chief Legislative Liaison (OCLL) notified the project office of Congressional approval for the procurement of 7 additional UH-60M.
Jun 2022	The tenth MY Procurement Contract from FY22 through FY26 was awarded.
Jan 2021	Executed 5th Year of 5-year MY IX contract.
Jun 2017	The ninth MY Procurement Contract from FY 2017 through FY 2021 was awarded.
Jul 2012	The eighth MY/Multi-Service Procurement Contract from FY 2012 through FY 2016 was awarded.
Jun 2011	The Defense Acquisition Executive (DAE) approved the UH-60M Black Hawk APB completing the re-baseline.
May 2010	The Aviation Synchronization Conference Council of Colonels recommended the Army Acquisition Objective (AAO) increase from 1,227 to 1,367.
Feb 2010	A Configuration Steering Board (CSB) held on October 15, 2009, recommended to the DAE that the UH-60 Modernization Program restructure. The recommendation included three parts: 1) Produce UH-60M baseline aircraft only, 2) Complete Development Testing on Fly-By-Wire aircraft and 3) Migrate selected technologies from the Upgrade development efforts to the baseline configuration. The recommendation was approved in the February 18, 2010, DAE Acquisition Decision Memorandum (ADM) which directed the program to re-baseline with updates to the Acquisition Strategy and Test & Evaluation Master Plan.
Nov 2008	The 159th Combat Aviation Brigade (CAB) became the first UH-60M baseline unit deployed to a combat zone.
Dec 2007	The MY VII production contract was awarded.

Jun 2007	The Full Rate Production (FRP) decision was achieved, and the ADM signed authorizing entry into FRP for the Black Hawk Upgrade Program to include both the UH-60M and HH-60M baseline aircraft.
Nov 2006	Initial Operational Test and Evaluation (IOT&E) started on October 16, 2006 and was successfully completed four weeks ahead of schedule on November 21, 2006 with the aircraft performing well through all missions.
Jun 2005	A Low-Rate Initial Production (LRIP) contract for the UH-60M baseline aircraft was awarded.
Mar 2005	The Milestone C ADM approved production of up to 40 LRIP aircraft and approval to award an Advance Procurement contract for the first lot of Full Rate Production (FRP) aircraft.
Aug 2004	Limited User Test (LUT) in the Systems Integration Lab (SIL) was successfully executed.
Sep 2003	The Developmental Test Pilot Familiarization Course was completed and the first flight of UH-60M Aircraft 1 was successfully conducted.
Jun 2003	The UH-60M System Critical Design Review (CDR) completed.
Nov 2002	The UH-60M System Preliminary Design Review (PDR) was held at Sikorsky in Stratford, Connecticut.
Apr 2001	Milestone B Defense Acquisition Board (DAB) approved entry into System Development and Demonstration (SDD).

Schedule

UH-60M Black Hawk

Does Classified Data Exist for this Data Section (Y/N)? No
Is this data CUI (Y/N)? No

Events	Milestone Baseline Objective	Current Baseline Objective/Threshold		Current Estimate/Actual	Deviation
Milestone B	Mar 2001	Mar 2001	Mar 2001	Mar 2001	
System Design & Development (SDD) Contract Award	May 2001	May 2001	May 2001	May 2001	
System Preliminary Design Review (PDR)	Nov 2002	Nov 2002	Nov 2002	Nov 2002	
System Critical Design Review (CDR)	Jun 2003	Jun 2003	Jun 2003	Jun 2003	
First Flight	Sep 2003	Sep 2003	Sep 2003	Sep 2003	
Milestone C	Feb 2005	Mar 2005	Nov 2005	Mar 2005	
Low Rate Initial Production (LRIP) Contract Award	Mar 2005	Jun 2005	Dec 2005	Jun 2005	
Operational Test (OT) Start	Sep 2006	Sep 2006	Sep 2007	Oct 2006	
OT Complete	Nov 2006	Nov 2006	Nov 2007	Nov 2006	
Full Rate Production In-Process Review (IPR)	May 2007	May 2007	May 2008	May 2007	
First Unit Equipped (FUE)	Jan 2008	Jan 2008	Jan 2009	Feb 2008	

Notes

No deviations for this program/subprogram

Deviation Explanation

Performance

Does Classified Data Exist for this Data Section (Y/N)? No

Is this data CUI (Y/N)? No

Performance Characteristics					
Milestone Baseline	Current Baseline Objective/Threshold		Current Estimate	Demonstrated Performance	Deviation
Key Performance Parameters (KPPs) - Aircraft Survivability Equipment					
	Existing	Existing	Existing	Existing	
Non-KPPs - Troop Movement Airspeed (Sustained Cruise) (Knots True Air Speed / KTAS)					
	175	145	145	142	
Non-KPPs - Ballistic Protection (ground fire armor piercing (mm))					
	14.5	7.62	14.5	14.5	
Non-KPPs - External Lift Combat Radius (w/20 min reserve) (Kilometers/KM)					
	275	135	135	200	
Non-KPPs - Troop Movement Combat Radius (w/20 min reserve) (Kilometers/KM)					
	500	225	225.6	225	
Key Performance Parameters (KPPs) - Force Protection Armor Plating (Millimeters/MM)					
	14.5mm	7.62mm	7.62mm	7.62mm	
Non-KPPs - Troop Movement Internal Lift Capability (290 lbs each)					
	11	11	11	11	
Non-KPPs - Maintainability (mhers per flight hr)					
	4.6	5.4	4.1	2.3	
Key Performance Parameters (KPPs) - Net-Ready					
	All	All Critical	All	All	
Non-KPPs - Troop Movement One Engine Inoperative (KTAS)					
	100	100	100	100 KIAS (Knots-Indicated Air Speed)	
Key Performance Parameters (KPPs) - External Lift Payload (Pounds/lbs)					
	10,000	4,500	4,888	4,888	
Non-KPPs - Self-Deploy Range (nautical miles)					
	1,260	1,056	1,071	TBD	
Key Performance Parameters (KPPs) - Survivability Fuel Cells (Millimeters/mm)					
	14.5mm	7.62mm	7.62mm	7.62mm	
Key Performance Parameters (KPPs) - Survivability Infrared (IR) Signature					
	Existing	Existing	Existing	Existing	
Non-KPPs - Unscheduled (mhers per flight hr)					

	1.3	2.1	1.1	0.4	
Non-KPPs - External Vertical Rate of Climb (Feet per minute/fpm)					
	500	200	200	200	
Non-KPPs - Troop Movement Vertical Rate of Climb (fpm)					
	750	500	725	725	
Non-KPPs - Vertical Rate of Climb w/ One Engine Inoperative (fpm)					
	200	100	100	TBD	

Requirement Reference

Validated: ORD dated January 29, 2007

Deviation Explanation

No deviations for this program/subprogram

Notes

None

Acquisition Budget Estimate

Does Classified Data Exist for this Data Section (Y/N)? No

Is this data CUI (Y/N)? No

Total Acquisition Cost

Budget Position: President Budget (PB)

Budget Year: 2024 Base Year: 2005

		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	2005	\$717.5	\$761.3	\$837.4	\$761.6	\$780.4	
Procurement	2005	\$16,084.2	\$21,873.7	\$24,061.1	\$21,207.4	\$26,838.2	
MILCON	2005	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
Acq O&M	2005	\$0.0	\$0.0	\$0.0	\$105.1	\$151.5	
Total		\$16,801.7	\$22,635.0		\$22,074.1	\$27,770.1	
PAUC	2005	\$13.605	\$16.462	\$18.108	\$16.054	\$20.196	
APUC	2005	\$13.109	\$16.001	\$17.601	\$15.514	\$19.633	

Total End Item Quantity

Quantity Category	Current APB Quantity	Current Estimate Quantity
Development	8	8
Procurement	1,367	1,367
O&M-Acquired		

Appropriation Category Deviation Explanations

None

PAUC Deviation Explanation

None

APUC Deviation Explanation

None

Budget Notes

During 2020, the FY 2022 - FY 2026 Multi-Year (MY) X quantities were revised to reflect a minimum procurement of 24 aircraft per year, nine UH-60M and 15 HH-60M Black Hawk Helicopters. As a result, nine aircraft were shifted to the out-years from FY 2023 and four aircraft were shifted from FY 2024 to the out-years.

The Acquisition O&M funding for civilian labor was moved from PEO Aviation (OA 5E) to U.S. Army Acquisition Support Center (USAASC), (OA 5X) beginning in FY 2022.

Quantity Notes

The UH-60M APO is 1,375 aircraft and consists of 1,365 aircraft that will be sustained and 10 test aircraft that are not fielded or sustained. Eight of the 10 test aircraft were acquired with RDT&E funds and two of the aircraft were acquired using a combination of APA and RDT&E funding. These 2 aircraft were taken off the production line and upgraded with RDT&E funding resulting in a total of 1,367 procurement aircraft.

The Army Acquisition Executive (AAE) approved the Black Hawk Exchange and Sales Team (BEST) program that avoids demilitarization and divestiture costs and applies both non-appropriated funding and appropriated funding proceeds received from the divestiture of non-excess, obsolete H-60 aircraft towards the procurement of replacement H-60M aircraft. The authorities and policies to execute and administer the BEST program are provided in section 503, title 40, U.S. Code and Army regulations 725-1. A total of 15 aircraft have been procured with BEST proceeds.

Unit Cost

Does Classified Data Exist for this Data Section (Y/N)? No

Is this data CUI (Y/N)? No

Current UCR Baseline and Current Estimate (Base-Year Dollars)			
Category (\$M) Base Year: 2005	Current UCR Baseline	Current Estimate	% Change

Program Acquisition Unit Cost

Cost	\$22,635.0	\$22,074.1	
Quantity	1,375	1,375	
Unit Cost	\$16.462	\$16.054	-2.48%

Average Procurement Unit Cost

Cost	\$21,873.7	\$21,207.4	
Quantity	1,367	1,367	
Unit Cost	\$16.001	\$15.514	-3.04%

Original UCR Baseline and Current Estimate (Base-Year Dollars)			
Category (\$M) Base Year:2005	Original UCR Baseline	Current Estimate	% Change

Program Acquisition Unit Cost

Cost	\$16,801.7	\$22,074.1	
Quantity	1,235	1,375	
Unit Cost	\$13.605	\$16.054	18.00%

Average Procurement Unit Cost

Cost	\$16,084.2	\$21,207.4	
Quantity	1,227	1,367	
Unit Cost	\$13.109	\$15.514	18.34%

Cost Growth Details

Current Baseline PAUC Breach Explanation

None

Current Baseline APUC Breach Explanation

None

Original Baseline PAUC Breach Explanation

None

Original Baseline APUC Breach Explanation

None

Impacts of Schedule Changes on Unit Cost

None

Impacts of Performance Changes on Unit Cost

None

Actions Taken or Proposed to Control Future Cost Growth

None

Risk and Sensitivity Analysis**UH-60M Black Hawk**

Does Classified Data Exist for this Data Section (Y/N)? No

Is this data CUI (Y/N)? No

Risk and Sensitivity Analysis	
Current Procurement Cost (December 2022)	
<p>Black Hawk Multi-Year X Contract Quantities: Potential fluctuations in yearly aircraft procurement quantities (dropping below 24 aircraft per year contract floor) will break the Multi-Year X contract and increase the likelihood of a Nunn-McCurdy breach. Significant reductions in quantities, driven by POM/PB perturbations negatively impact unit costs and production flow. Breaking the multi-year would adversely affect FMS and set a negative precedent regarding DoD multi-year contracts. Breaking the Multi-Year X contract would negatively affect Army operational readiness and FMS.</p>	
Revised Original Estimate (March 2005)	
<p>In December 2004, the Army changed the Acquisition Strategy in favor of UH-60M new build versus recapitalization and realigned procurement funding from modifications (Aircraft Procurement, Army Line Item AA0480/AA0492) to new build production. The Defense Acquisition Board (DAB) approved the Milestone C on March 15, 2005. The approved APB includes the UH-60M Upgrade program development, integration and qualification and the new build UH/HH-60M aircraft rather than recapitalized aircraft. The UH-60M Upgrade program includes Common Avionics Architecture System, Fly-By-Wire, and Full Authority Digital Engine Control development and integration on the UH-60M aircraft.</p>	
Current Baseline Estimate (June 2011)	
<p>The Configuration Steering Board recommended to the Defense Acquisition Executive (DAE) that the UH-60 Modernization Program restructure. The recommendation included three parts: 1) Produce UH-60M baseline aircraft only; 2) Complete Development Testing on Fly-By-Wire aircraft; and 3) Migrate selected technologies from the upgrade development efforts to the baseline configuration. The recommendation was approved by the DAE on February 18, 2010 in a signed Acquisition Decision Memorandum (ADM). The ADM also directed the Program to be re-baselined with updates to the Acquisition Strategy, Test & Evaluation Master Plan (TEMP) and APB as a result of this restructure. On May 18, 2010, the Aviation Synchronization Conference Council of Colonels recommended the Authorized Acquisition Objective increase from 1,227 to 1,365. Two additional aircraft were procured in the upgrade configuration and these two aircraft will not be fielded. The increase in quantities resulted in Total Procurement Cost increase over the Threshold value resulting in a Total Procurement Cost programmatic breach. The program went through the process of developing an Army Cost Position to re-baseline the program. Both the current unit costs (PAUC and APUC) are still showing a negative percent change for the past nine years indicating that risks have been managed well and the program is not sensitive any cost breaches.</p>	

Schedule Risk		
Other	10/20/2022	H-60M Sustainment. If the Industrial base support fails to maintain necessary production efforts to support sustainment of the H-60M fleet through spares, the Black Hawk fleet may be susceptible to loss of fully mission capable aircraft in the fleet. If the Original Equipment Manufacturer (OEM) is unable to identify and manage obsolete components and the engineering qualification requirements on the platform and funds are not available when required, the H-60M fleet will realize impacts to aircraft production and readiness to the fleet.
Other	7/20/2022	Black Hawk Multi-Year (MY) Contract Quantities: Potential fluctuations in yearly aircraft procurement quantities (dropping below 24 aircraft/year contract floor) will break the MY X contract and increases the likelihood of a Nunn-McCurdy breach.
Technical Risks		

Low Rate Initial Production

UH-60M Black Hawk

Does Classified Data Exist for this Data Section (Y/N)? No

Is this data CUI (Y/N)? No

Item	Initial LRIP Decision	Current Total LRIP
Approval Date	03/31/2005	03/31/2005
Approved Quantity	40	40
Reference	Milestone C ADM	Milestone C ADM
Start Year	2005	2005
End Year	2007	2007

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

Notes

The Milestone C Acquisition Decision Memorandum (ADM) dated March 31, 2005, approved up to 40 LRIP aircraft and supported the award of an Advance Procurement Contract for the first lot of FRP aircraft.

Does Classified Data Exist for this Data Section (Y/N)? No
Is this data CUI (Y/N)? No

Contracts & Efforts

Contract Data	
Contract Number	W58RGZ-22-C-0010
Order Number	N/A
Latest Modification Number	P00010
Award Date	06/27/2022
Definitization Date	06/26/2022
Order Number	
CAGE Code/CAGE Legal Name	78286/Sikorsky Aircraft Corporation
Contract Title	Black Hawk Multi-Year X
Contract Address	Stratford, CT
Contracting Office	Army Contracting Command - Redstone (ACC-RSA)
Supported Phase	Production
Contract Strategy	Federal Acquisition Regulation (FAR) 15: Negotiated Contracts
Contract Type	Firm-Fixed-Price
Latest Modification Date	December 01, 2022
Work Start Date	July 01, 2022
Technical Data Rights	None
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TY\$M)		
Initial Target Price	Current Target Price	
\$2,278.6	\$2,409.2	
Initial Ceiling Price	Current Ceiling Price	
\$2,278.6	\$2,409.2	
Contractor EAC	PM EAC	
Initial Quantity	Current Quantity	Delivered Quantity
120	122	3
BAC	BCWP	ACWP
BCWS	Cost Variance	Schedule Variance

Contract Notes:

There are no Technical Data Packages (TDP) on this contract. Current Target Price: Army Total \$2,409.2M

Delivered Quantity: As of December 31, 2022, a total of 15 MY X Army aircraft (6 UH / 9 HH) were accepted.

Factors Contributing to Cost Variance and Projected Effects on Program Costs

This is a Firm-Fixed-Price (FFP) contract and does not have Earned Value.

Factors Contributing to Schedule Variance and Projected Effects on Program Schedule

This is a Firm-Fixed-Price (FFP) contract and does not have Earned Value.

Contract Data	
Contract Number	W58RGZ-17-C-0009
Order Number	N/A
Modification Number	P00206
Award Date	06/30/2017
Definitization Date	06/30/2017
Order Number	
CAGE Code/CAGE Legal Name	78286/Sikorsky Aircraft Corporation
Contract Title	Multi-Year (MY) IX
Contract Address	Stratford, CT
Contracting Office	Army Contracting Command - Redstone Arsenal (ACC-RSA)
Supported Phase	Production
Contract Strategy	Federal Acquisition Regulation (FAR) 15: Negotiated Contracts
Contract Type	Firm-Fixed-Price
Latest Modification Date	December 16, 2021
Work Start Date	June 30, 2017
Technical Data Rights	None
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TY\$M)		
Initial Target Price	Current Target Price	
\$3,199.2	\$4,326.9	
Initial Ceiling Price	Current Ceiling Price	
\$3,199.2	\$4,326.9	
Contractor EAC	PM EAC	
\$4,326.9	\$4,326.9	
Initial Quantity	Current Quantity	Delivered Quantity
217	301	301
BAC	BCWP	ACWP
BCWS	Cost Variance	Schedule Variance

Contract Notes:

There are no Technical Data Packages (TDP) on this contract. Current Target Price: Army Total \$4,326.9M

Delivered Quantity: As of September 30, 2022, a total of 301 MY IX Army aircraft (220 UH / 81 HH) were accepted.

Factors Contributing to Cost Variance and Projected Effects on Program Costs

This is a Firm-Fixed-Price (FFP) contract and does not have Earned Value.

Factors Contributing to Schedule Variance and Projected Effects on Program Schedule

This is a Firm-Fixed-Price (FFP) contract and does not have Earned Value.

External Government Activities

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

Deliveries and Expenditures

UH-60M Black Hawk

Does Classified Data Exist for this Data Section (Y/N)? No

Is this data CUI (Y/N)? No

Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	8	8	8	100.00%
Production	1,213	1,214	1,367	88.81%

Total Program Quantity Delivered	1,221	1,222	1,375	88.87%
----------------------------------	-------	-------	-------	--------

Expended and Appropriated (TY \$M)				
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Years Appropriated to date: 24

Total Years Appropriated Funding (Current Baseline): 30

Percent Years Appropriated: 80.00%

Then-Year Funding Appropriated as Percentage of Total Acquisition Estimate: 99.57%

Then-Year Funding Expended as Percentage of Total Acquisition Estimate: 86.32%

Deliveries & Expenditures Notes:

Operating and Support Costs

UH-60M Black Hawk

Does Classified Data Exist for this Data Section (Y/N)? No

Is this data CUI (Y/N)? No

O&S Cost Breakdown:

Category (BY\$ Million)	UH-60M Black Hawk Upgrade
Unit-Level Manpower	\$16,193.9
Unit Operations	\$1,807.3
Maintenance	\$11,416.4
Sustaining Support	\$2,418.8
Continued System Improvements	\$210.1
Other	\$2,950.3
Total	\$34,996.8

Cost Estimate Source: DASA-CE ICE, June 2022

O&S Cost Notes:

A total of 1,375 UH-60M aircraft will be procured. The operating and support sustainment cost is based on 1,365 fielded aircraft. The eight (8) RDT&E funded prototype aircraft and two (2) procurement/RDT&E aircraft in an upgrade configuration will not be fielded or sustained.

"Other" consists of "Indirect Support" which is comprised of Installation Support, Personnel Support, and General Training & Education.

O&S Cost Data Source: Source for O&S cost data is from most recent ICE used to support OSR.

Total Program O&S Cost Compared with Baseline					
	Current Baseline				
	Objective (BY\$M)	Threshold (BY\$M)	Current Estimate (BY\$M)	Current Estimate (TY\$M)	Deviation
Total O&S	\$17,652.5	\$19,417.8	\$34,996.8	\$59,377.6	Yes

Note:

The UH-60M Black Hawk APB dated June 2011 represents Operations and Maintenance (O&M) costs only and a 20-year service life. The Current Estimate reflects all O&S costs and a 25-year service life. The key difference between the Operations and Maintenance (O&M) costs and the Operations and Support (O&S) costs is that O&M costs do not include Military Personnel (MILPERS) costs.

O&S Cost Deviation Explanation

MEMO PEO AVN to ASA(AL&T): SUBJECT: Program Deviation Report H-60M Black Hawk Operating & Support (O&S) Breach, Dated: 02JUN2015 - Selected text: a. Bottom line up front: There is no cost growth to the UH-60M Black Hawk. The O&S Breach is strictly a book keeping one based on the adjustment of what is reported for O&S costs and a good news story that the Economical Useful Life (EUL) can be extended from the previously estimated 20 years to 25 years. This EUL change does not change the annual operating cost of the UH-60M Black Hawk. Source file: Program Deviation Report, available upon request.

Operating and Support Costs - Disposal and Unitized Costs

UH-60M Black Hawk

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

A total of 1,375 UH-60M aircraft will be procured. The operating and support sustainment cost is based on 1,365 fielded aircraft. The eight RDT&E funded prototype aircraft and two procurement/RDT&E aircraft in an upgrade configuration will not be fielded or sustained. "Other" consists of "Indirect Support" which is comprised of Installation Support, Personnel Support, and General Training & Education.

Sustainment Factors	System Name: UH-60M	Antecedent System Name: UH-60L
Quantity to Sustain	1,367	
Unit of Measure	Aircraft	
Unit Expected Service Life	25 years	

Base Year:

Annual Unitized O&S Cost by Category Base Year 2005 \$K	System Name: UH-60M	Antecedent System Name: UH-60L
Unit-Level Manpower	704.1	426.0
Unit Operations	78.6	54.0
Maintenance	496.4	285.0
Sustaining Support	105.2	0.0
Continued System Improvements	9.1	0.0
Other	128.3	216.0
Total O&S	1,521.6	981.0

Disposal/Demilitarization Cost Estimate

(Base Year \$Millions)	System Name: UH-60M	Antecedent System Name: UH-60L
Total Disposal	\$84.635	

Cost Estimate Source - Disposal	
Type:	Program Office Estimate
Approval Authority and Date:	DASA-CE / FY22 OSR
Note:	
The U.S. Army Environmental Center developed the disposal cost estimate. The estimate includes effort for pollution prevention, aircraft wash waste, painting/de-painting and Programmatic Environmental, Safety and Occupational Evaluation (PESHE).	
Disposal Cost Notes:	

Additional O&S Estimate Assumptions:**Sustainment Strategy:**

The UH-60M Black Hawk follows the standard Army maintenance model of two-level maintenance, Field Maintenance Level and Sustainment Maintenance Level as defined by TC 3-04.7 (FM 3-04.500), Army Aviation Maintenance regulation. However, the training base will continue as Contractor Logistics Support. Field Maintenance and Sustainment Maintenance comes under the Army national maintenance program (NMP). Field Maintenance is performed by Combat Aviation Brigade (CAB) / Air Cavalry Services (ACS) personnel assigned to flight companies, aviation maintenance companies, and aviation support companies. Sustainment Maintenance is divided and primarily performed by three separate entities: 1) the Original Equipment Manufacturers (OEM) and contractor field service representatives; 2) Army depots located at fixed bases in the continental United States; and 3) by the national maintenance sources of repair. The total aircraft sustainment quantity of 1,365 aircraft includes the production aircraft and Black Hawk Exchange and Sales Team (BEST) aircraft. A total of 10 test aircraft are not fielded or sustained. Eight of the test aircraft were procured with RDT&E funds and two of the aircraft were procured using a combination of APA and RDT&E funding. These two aircraft were removed from the production line and upgraded using RDT&E funding.

Antecedent Estimate Assumptions:

The antecedent system is the UH-60L Black Hawk. The total O&S Costs for the UH-60L Black Hawk were not reported in the last UH-60L Black Hawk SAR dated December 31, 1999. The information in the O&S Cost Table is based on O&S Management Information Systems (OSMIS) data for the UH-60L Black Hawk (excluding Contingency Operations). Sustaining support costs for the UH-60L Black Hawk aircraft are not included in the table because the costs (software maintenance, system specific base operations, systems engineering/program management and transportation) are not collected in OSMIS. There are 780 UH-60L Black Hawks in the current fleet with an Economic Useful Life expectancy of 25 years.