Modernized Selected Acquisition Report (MSAR)

MH-139A Grey Wolf (MH-139A)

FY 2025 President's Budget

Effective: December 31, 2023

Defense Acquisition Visibility Environment

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(U) Common DoD Abbreviations

$B	Billions of Dollars
$K	Thousands of Dollars
$M	Millions of Dollars
ACAT	Acquisition Category
Acq O&M	Acquisition-Related Operations and Maintenance
ADM	Acquisition Decision Memorandum
APA	Additional Performance Attribute
APB	Acquisition Program Baseline
APPN	Appropriation
APUC	Average Procurement Unit Cost
BA	Budget Authority or Budget Activity
Blk	Block
BY	Base Year
CAE	Component Acquisition Executive
CAPE	Cost Assessment and Program Evaluation
CARD	Cost Analysis Requirements Description
CCE	Component Cost Estimate
CCP	Component Cost Position
CDD	Capability Development Document
CLIN	Contract Line Item Number
CPD	Capability Production Document
CY	Calendar Year or Constant Year
DAB	Defense Acquisition Board
DAE	Defense Acquisition Executive
DAES	Defense Acquisition Executive Summary
DAVE	Defense Acquisition Visibility Environment
DoD	Department of Defense
DSN	Defense Switched Network
EMD	Engineering and Manufacturing Development
EVM	Earned Value Management
FD	Full Deployment
FDD	Full-Deployment Decision
FMS	Foreign Military Sales
FOC	Full Operational Capability
FRP	Full-Rate Production
FY	Fiscal Year
FYDP	Future Years Defense Program
ICD	Initial Capabilities Document
ICE	Independent Cost Estimate
Inc	Increment
IOC	Initial Operational Capability
IT	Information Technology
JROC	Joint Requirements Oversight Council
KPP	Key Performance Parameter
KSA	Key System Attribute

LRIP	Low-Rate Initial Production
MDA	Milestone Decision Authority
MDAP	Major Defense Acquisition Program
MILCON	Military Construction
N/A	Not Applicable
O	Objective
O&M	Operations and Maintenance
O&S	Operating and Support
ORD	Operational Requirements Document
OSD	Office of the Secretary of Defense
PAUC	Program Acquisition Unit Cost
PB	President's Budget
PE	Program Element
PEO	Program Executive Officer
PM	Program Manager
POE	Program Office Estimate
R&MF	Revolving and Management Funds
RDT&E	Research, Development, Test, and Evaluation
SAR	Selected Acquisition Report
SCP	Service Cost Position
T	Threshold
TBD	To Be Determined
TY	Then Year
U.S.	United States
U.S.C	United States Code
UCR	Unit Cost Reporting
USD(A&S)	Under Secretary of Defense (Acquisition and Sustainment)

(U) Program Description

Full Name
MH-139A Grey Wolf

Short Name
MH-139A

PNO
562

Milestone Decision Authority
Component Acquisition Executive

Lead Component
Department of the Air Force

Program Executive Office
ISR/SOF Directorate (AFPEO/ISR&SOF)

Joint Program
No

Acquisition Type
Major Defense Acquisition Program

Adaptive Acquisition Pathway
Major Capability Acquisition

Acquired Systems
New Element

Acquisition Category
IB

Acquisition Status
Active Acquisition

Mission
The MH-139A Program addresses vertical lift support mission requirements for AF Global Strike Command (AFGSC) and Air Force Reserve Command (AFRC). The MH-139A will provide vertical lift support for nuclear weapon convoy escort, 24/7 adverse weather capable Intercontinental Ballistic Missile (ICBM) emergency security and operational support.

(U) Responsible Office

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(U) Executive Summary

Program Highlights Since Last Report

Accomplishments

On March 3, 2023, the MDA for the MH-139A Grey Wolf Program approved entrance into the Production and Deployment Phase. Completion of Milestone C entrance criteria demonstrated adequate aircraft performance, manufacturing and quality processes, airworthiness, cyber security, production cost, and product support goals for the MH-139A. Additionally, Boeing and the MH-139A Program agreed on a way forward to deliver the required Technical Data Package to support the United States Air Force (USAF) long-term organic sustainment strategy. Coinciding with the approval, the Program awarded its first lot of 13 LRIP aircraft, training systems, and associated support equipment.

The Federal Aviation Administration (FAA) issued multiple Supplemental Type Certifications (STC) enabling the use of approved alternate seat configurations for Litter System. In August 2023, STC 1A was issued which certified the use of Closed Circuit Refueling and Cabin Floor Ballistic Protection System. STC 2A was issued by the FAA on May 20, 2023, enabling capabilities such as the Missile Warning Sensors and Forward-Looking Infrared Laser Rangefinder.

On September 29, 2023, the MH-139A Cockpit Procedural Training (CPT) was delivered to the USAF at Malmstrom Air Force Base (AFB), Montana. The CPT will be used to support aircrew familiarization training for Pilots and Special Mission Aviators.

The Boeing Company delivered aircraft five and six to the USAF at Duke Field, Florida. Aircraft 6 was delivered in September 2023, configured with all the capabilities to complete high/hot testing and other remaining Developmental Testing (DT). Aircraft 5 was delivered in October 2023, also configured to complete remaining DT.

The Program Office and Boeing are continuing FAA certifications and progress toward military certification in parallel. To date, since the start of the program, the FAA has issued six Supplemental Type Certifications, and the USAF accepted delivery of six MH-139A aircraft. The Program also received the Military Flight Releases (MFR) required for the DT Program, which is scheduled to complete end of February 2024. The first six aircraft will then field to Malmstrom AFB, Montana and Maxwell AFB, Alabama.

In January 2024, the MDA signed the ADM allowing for the Program to move forward with the purchase of LRIP Lot 2 which includes seven aircraft, training devices, and other investments to support initial fielding. LRIP Lot 3 was delegated to the Program Executive Officer once Boeing delivers required technical data.

On February 29, 2024, the 413th FLTS, Lead Developmental Test Organization (LDTO) for the MH-139A, completed the Developmental Testing phase of the program. Initial aircraft fielding to Malmstrom AFB, Montana and Maxwell AFB, Alabama occurred in March 2024.

On March 5, 2024, the first operational MH-139A was fielded to Air Force Global Strike

Command (AFGSC). An aircraft arrival ceremony was held on March 9, 2024, at Malmstrom AFB, Montana with AFGSC/CC, Senator Tester, 20th AF/CC, and USSTRATCOM/J3 among other DVs. The second MH-139A for Malmstrom AFB, Montana followed on March 12, 2024.

Significant Issues:
A Program Deviation Report (PDR) was submitted to the Service Acquisition Executive on March 11, 2024, which documented the reduction of 38 air vehicles in the FY 2025 PB results in a PAUC of $58.5M (CY 2023) and an APUC of $40.2M (CY 2023). The updated PAUC and APUC exceeds the Milestone C APB thresholds resulting in a possible APB deviation. The PAUC unit cost growth from the Milestone C APB Objective is 43.7% and the APUC unit cost growth from the Milestone C APB Objective is 32.2%, which are both beyond the 25%-unit cost threshold for a Critical Nunn-McCurdy breach. The application of the FY 2025 PB indices (not available in during the time of the PDR creation) changed the original values documented in the PDR to a PAUC of $58.272M (CY 2023) and an APUC of $39.967M (CY 2023). The PAUC unit cost growth from the Milestone C APB Objective is 43.09% and the APUC unit cost growth from the Milestone C APB Objective is 31.34%, which is still beyond the Critical Nunn-McCurdy breach threshold. The Secretary of the Air Force validated the Nunn-McCurdy breaches and submitted a Congressional notification letter in accordance with 10 U.S.C. section 4374 on April 25, 2024. A June 2024 Quarterly Exception MSAR will be submitted to Congress to report on the Unit Cost Breach and Nunn-McCurdy Review process.

Boeing has faced significant delays to FAA certification of STC 4 due to issues with FAA documents. This has caused delays to Program milestones of DT completion and Operational Testing start. The issuance of STC 4 requires 55 documents to be completed, currently 53 documents have been completed. The primary outstanding document is the Instructions for Continued Airworthiness, the estimated completion date is still to be determined.

Defense Cost and Resource Center and Cost and Software Data Reporting Compliance Rating:
Not applicable given that all contracts are Firm Fixed Price.

There are no significant software-related issues with this program at this time.

(U) History of Significant Developments Since Program Inception

Date	Description
September 2018	The UH-1N Replacement Program awarded a contract to The Boeing Company on September 24, 2018.
January 2019	The Air Vehicle (AV) Configuration Review was conducted by the UH-1N Replacement team January 15-17, 2019, to successfully validate the team's progress towards Critical Design Review (CDR).
June 2019	The AV CDR was executed by the UH-1N Replacement team on June 25-27, 2019, to demonstrate that the maturity of the AV's design meets performance requirements within cost, schedule and risk.
October 2019	The Developmental Test and Evaluation Test Readiness Review was conducted by the UH-1N Replacement team on October 17, 2019, to assess test objectives, methods and procedures, scope and safety.
December 2019	Boeing completed delivery of the first MH-139A to Duke Field, FL on December 16, 2019.
February 2020	The MH-139A Combined Test Team conducted its first flight with mixed Boeing/Air Force

Date	Description
	crew at Duke Field, FL on February 11, 2020.
March 2020	The MH-139A Program Office executed a contract mod to award two System Demonstration Text Article AVs on March 30, 2020.
April 2020	The MH-139A team executed a Training Systems CDR on April 7-9, 2020, to demonstrate the maturity of the aircrew training devices' designs, courseware and Type-1 training.
December 2020	The Operational Flight Trainer Size Reduction & Modern Air Combat Environment Undefinitized Contract Action was awarded December 17, 2020.
April 2021	The MH-139A Program provided notification to the MDA of an APB schedule breach. The breach is against entrance into Milestone C (MS C) and also impacts FRP and Required Assets Available. This APB breach relates to Boeing under-scoping and understaffing the Federal Aviation Administration certification process as a result of not fully understanding the FAA certification requirements for rotary aircraft. Delays and issues involving the FAA airworthiness certification effort have been further complicated by unanticipated integration testing efforts of Non-Development Items. The Program Office is working with Boeing, AFGSC, and the Integrated Test Team to identify mitigations regarding the issues driving this breach.
September 2021	The MH-139A closed all Training Systems CDR Action Items. All MH-139A Advance Training Devices CDRs are closed.
February 2022	FAA issued STC 1, this allows for modified cabin seating configuration and cabin cargo tie-down capability.
July 2022	The FAA issued STC 2, enabling delivery of the first four MH-139As.
August 2022	Acquisition Decision Memorandum (ADM) for updated Acquisition Strategy revising MS C Entrance Criteria Approved.
August 2022	USAF Acceptance (DD250) of AV 1001-1004 completed.
October 2022	An Acquisition Decision Memorandum was approved for procurement of Operational Flight Trainers prior to approval of Milestone C.
March 2023	Milestone C approved authorizing entrance into Low Rate Initial Production (LRIP). The program office activated the previously negotiated LRIP contract that will provide 13 air vehicles, training devices, and other production investments to support the initial fielding of the MH-139A at Malmstrom AFB and Maxwell AFB.
June 2023	On June 12, 2023, the MH-139A CPT was delivered to Malmstrom AFB. Installation and check-out are in progress, and government testing will occur onsite from July 6-20, 2023 prior to USAF acceptance.
August 2023	On Aug 28, 2023, The FAA issued STC 1A, which certifies the use of Closed Circuit Refueling and Cabin Floor Ballistic Protection System. This approval was necessary to proceed with delivery of aircraft 5 and 6.
August 2023	On August 9, 2023, Developmental Test, Military Flight Release Signed.
September 2023	On September 11, Aircraft 6 was delivered to the USAF at Duke Field, FL. This aircraft is configured with all capabilities required to complete high/hot testing in October and other remaining DT. Aircraft 5 is expected to deliver in October.
January 2024	In January 2024, the ADM was signed allowing for the program to move forward with the purchase of LRIP Lot 2 which includes seven aircraft, training devices, and other investments to support initial fielding. LRIP Lot 3 was delegated to the Program Executive Officer once Boeing delivers required technical data.
February 2024	Military Flight Release 005 was approved, which allows operational aircrews at Malmstrom AFB and Maxwell AFB to conduct flight operations upon aircraft arrival at each base in March.
February 2024	The 413th FLTS, LDTO for the MH-139A, completed the Developmental Testing phase of the program. Initial aircraft fielding to Malmstrom AFB, Montana and Maxwell AFB,

Date	Description
	Alabama occurred in March 2024.
February 2024	USAF and Boeing completed testing for the Integrated Aircrew Systems Trainer (IAST) at Maxwell AFB. This training device will be used by aircrew for ground familiarization, pre-flight, post-flight, and refueling training.
March 2024	The first two operational MH-139As were fielded to AFGSC at Malmstrom AFB, Montana.

(U) Schedule

(U) Schedule Events

Events		Production APB (Milestone) 3/3/2023 Objective	Production APB (Current) 3/3/2023 Objective / Threshold		Current Estimate 12/31/2023	Actual
Pre-Milestone C	MS C	Sept 2018	Sept 2018	Sept 2018	-	11 Sept 2018
AV CDR	CDR	Jun 2019	Jun 2019	Jun 2019	-	29 Jun 2019
TRR	DT&E	Feb 2020	Feb 2020	Aug 2020	-	17 Oct 2019
TS CDR	CDR	Jul 2021	Jul 2021	Jul 2021	-	9 Apr 2020
Milestone C	MS C	Feb 2023	Feb 2023	Sept 2023	-	3 Mar 2023
RAA	IOC	Feb 2025	Feb 2025	Aug 2025	Mar 2025	-
FRP	FRP Decision	Mar 2025	Mar 2025	Feb 2026	Jul 2025	-

Notes

None

Schedule Baseline Deviation Explanation

None

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

Event	Date	Description
Current	12/31/2023	RISK: IF Interface Control Documents (ICDs) are not updated for technical completion THEN Functional Configuration Audits (FCAs) cannot be closed and Physical Configuration Audits (PCA) cannot be conducted; negatively affecting production decisions and long-term organic sustainment. MITIGATION: The program office successfully conducted a detailed face-to-face meeting in late February 2024 with Boeing to review discrepancies and expectations for future ICD submittals. Pending future ICD submittals meet criteria and expectations agreed upon at the February meeting, FCAs can be closed and PCAs conducted and closed; thus reduce the likelihood of this risk. Satisfactorily conducted FCAs and PCAs will verify a technically sufficient understanding of the production baseline and enable program office engineering to support organic sustainment from field requests and depot requests for technical support.
Current	12/31/2023	RISK: IF Boeing is unable to deliver required supplier-owned technical data to support full documentation of the product baseline and development of depot-level technical orders THEN the MH-139A long term organic sustainment strategy cannot be implemented. MITIGATION: The MH-139A Program Office collaborated with other DoD Program Offices and stakeholders for lessons learned on programs with similar

		tech data risks to organic sustainment. As a result, a Tech Data Package (TDP) delivery strategy was developed that uses a metered gate process before each incremental future production decision. Boeing understands and concurs with the strategy. The SAE concurred with the TDP delivery strategy and approved Milestone C on March 3, 2023. This strategy will inform the SAE on the progress of data delivery before each future incremental production decision. AF working groups evaluated supplier data via contractor portal as sufficient. The next mitigation step is establishing long-term AF access to Leonardo data (Estimated Completion Date 2nd Quarter FY 2024). Additional access or delivery methods are in-work for remaining supplier data.
Current	12/31/2023	RISK: IF P25 Radio is not integrated, installed on test Air Vehicles and Military Flight Release (MFR) issued in time for Initial Operational Test & Evaluation (IOT&E) (September 2024 - February 2025), THEN planned IOC could be jeopardized. MITIGATION: Due to delays in Federal Aviation Administration (FAA) certification schedule, the MH-139A Program Office is coordinating for issuance of a MFR ahead of FAA certification. MFR issuance is dependent upon the program's ability to produce test artifacts needed to satisfy airworthiness criteria, normally produced via FAA certification, for the MFR. Additionally, the Air Force and Boeing are synchronizing the retrofit schedule with test asset needs and incorporating efficiencies into the test plan such as combined contractor, developmental and operational testing.
Current	12/31/2023	IF the program cannot buy back the 38 air vehicle reduction from the FY 2025 PB, THEN Air Vehicle production quantities will be reduced and the MH-139A Program will likely/potentially have a critical growth in unit cost.

(U) Performance

(U) Performance Attributes

Carrying Capacity (KPP-1)		KPP
Current Estimate **12/31/2023**		Capable of carrying nine combat equipped troops (2475 lbs) and equipment (719 lbs) (3194 lbs of the total ICBM, ESR, SCL) IAW ICBM ESR mission profile.
Demonstrated Performance -		TBD
Production APB (Current) **3/3/2023**	**Objective**	Capable of carrying nine combat equipped troops (2475 lbs) and equipment (719 lbs) (3194 lbs of the total ICBM, ESR, SCL) IAW ICBM ESR mission profile.
	Threshold	(T=O) Capable of carrying nine combat equipped troops (2475 lbs) and equipment (719 lbs) (3194 lbs of the total ICBM, ESR, SCL) IAW ICBM ESR mission profile.
Production APB (Milestone) **3/3/2023**	**Objective**	Capable of carrying nine combat equipped troops (2475 lbs) and equipment (719 lbs) (3194 lbs of the total ICBM, ESR, SCL) IAW ICBM ESR mission profile.
Sustainment (KPP-8)		**KPP**
Current Estimate **12/31/2023**		Operational Availability (Mission Capability) rate of88.1% (Mission Capable hours /Possessed hours). Materiel Availability rate of 82.1% (MC hours/ TAI hours)
Demonstrated Performance -		TBD
Production APB (Current) **3/3/2023**	**Objective**	Operational Availability (Mission Capability) rate of 83% (Mission Capable hours / Possessed hours). Materiel Availability rate of 76% (MC hours / TAI hours)
	Threshold	(T=O) Operational Availability (Mission Capability) rate of 83% (Mission Capable hours / Possessed hours). Materiel Availability rate of 76% (MC hours / TAI hours)
Production APB (Milestone) **3/3/2023**	**Objective**	Operational Availability (Mission Capability) rate of 83% (Mission Capable hours / Possessed hours). Materiel Availability rate of 76% (MC hours / TAI hours)
Training (KPP-10)		**KPP**
Current Estimate **12/31/2023**		The goal of UH-1N replacement Training System is to efficiently train aircrews to enable the aircraft to function as designed to support assigned missions throughout its lifecycle. The airframe itself will not require any specific operational performance characteristics; aircrew will operate and train on aircraft as it normally performs. The full training system compliment should include an ATS consisting of training devices, courseware, Type1 Training, spare parts, support equipment and technical data. These devices must replicate the performance of the airframe and provide full spectrum training capability.
Demonstrated Performance -		TBD

Production APB (Current) **3/3/2023**	**Objective**	The goal of UH-1N replacement Training System is to efficiently train aircrews to enable the aircraft to function as designed to support assigned missions throughout its life cycle. The airframe itself will not require any specific operational performance characteristics; aircrew will operate and train on aircraft as it normally performs. The full training system compliment should include an ATS consisting of training devices, courseware, Type 1 Training, spare parts, support equipment and technical data. These devices must replicate the performance of the airframe and provide full spectrum training capability.
	Threshold	(T=O) The goal of UH-1N replacement Training System is to efficiently train aircrews to enable the aircraft to function as designed to support assigned missions throughout its life cycle. The airframe itself will not require any specific operational performance characteristics; aircrew will operate and train on aircraft as it normally performs. The full training system compliment should include an ATS consisting of training devices, courseware, Type 1 Training, spare parts, support equipment and technical data. These devices must replicate the performance of the airframe and provide full spectrum training capability.
Production APB (Milestone) **3/3/2023**	**Objective**	The goal of UH-1N replacement Training System is to efficiently train aircrews to enable the aircraft to function as designed to support assigned missions throughout its life cycle. The airframe itself will not require any specific operational performance characteristics; aircrew will operate and train on aircraft as it normally performs. The full training system compliment should include an ATS consisting of training devices, courseware, Type 1 Training, spare parts, support equipment and technical data. These devices must replicate the performance of the airframe and provide full spectrum training capability.
Mission Range (KPP-4)		**KPP**
Current Estimate **12/31/2023**		Current estimate 336 nm.
Demonstrated Performance -		TBD
Production APB (Current) **3/3/2023**	**Objective**	Un-refueled range of 515 nm at cruise airspeed with sufficient useable fuel reserves to continue flight for 20 minutes under Hot Day conditions performing the COOP/ Transport SCL IAW NCR 3A mission profile. Additional range provides increased distance capability desired for alternate locations for the NCR mission.
	Threshold	Un-refueled range of 225 nm at cruise airspeed with sufficient useable fuel reserves to continue flight for 20 minutes under Hot Day conditions performing the COOP/ Transport SCL IAW NCR 3A mission profile.
Production APB (Milestone) **3/3/2023**	**Objective**	Un-refueled range of 515 nm at cruise airspeed with sufficient useable fuel reserves to continue flight for 20 minutes under Hot Day conditions performing the COOP/ Transport SCL IAW NCR 3A mission profile. Additional range provides increased distance capability desired for alternate locations for the NCR mission.

Energy (KPP-11)		KPP
Current Estimate 12/31/2023		Average burn rate across both SC profiles will not exceed 150 GPH.
Demonstrated Performance -		TBD
Production APB (Current) 3/3/2023	Objective	Average burn rate across both SCL profiles will not exceed 150 GPH.
	Threshold	Average burn rate across both SCL profiles will not exceed 185 GPH.
Production APB (Milestone) 3/3/2023	Objective	Average burn rate across both SCL profiles will not exceed 150 GPH.
System Survivability - Flight Damage (KPP-7)		**KPP**
Current Estimate 12/31/2023		95 percent probability to withstand flight critical damage for 30 minutes imposed by a single hit at all azimuths and elevation angles within the bottom hemisphere while the aircraft is in a level flight attitude from a7.62x39mmM1943 BZ API projectile at 50-meter slant range and 12.7x108mmB32 API projectile at 250-metersslant range.
Demonstrated Performance -		TBD
Production APB (Current) 3/3/2023	Objective	95 percent probability to withstand flight critical damage for 30 minutes imposed by a single hit at all azimuths and elevation angles within the bottom hemisphere while the aircraft is in a level flight attitude from a 7.62x39mm M1943 BZ API projectile at 50-meter slant range and 12.7x108mm B32 API projectile at 250-meters slant range.
	Threshold	95 percent probability to withstand flight critical damage for 30 minutes imposed by a single hit at all azimuths and elevation angles within the bottom hemisphere while the aircraft is in a level flight attitude from a 7.62x39mm M1943 BZ Armor Piercing Incendiary (API) projectile at 100-meter slant range and 12.7x108mm B32 API projectile at 500-meters slant angle. IAW DoDI 8510.01, The airframe shall be capable of cybersecurity evaluation for MX equipment, flight planning equipment and ground based computer hardware and software with physical access control to systems and data ports. The system monitors and controls for system data exchanges at external boundaries with mechanics for preventing the deployment of malicious code being installed to prevent airframe system compromise. If a cyber system is compromised, the aircraft should be able to perform its primary mission IAW profiles list in Appendix A of the CPD.
Production APB (Milestone) 3/3/2023	Objective	95 percent probability to withstand flight critical damage for 30 minutes imposed by a single hit at all azimuths and elevation angles within the bottom hemisphere while the aircraft is in a level flight attitude from a 7.62x39mm M1943 BZ API projectile at 50-meter slant range and

		12.7x108mm B32 API projectile at 250-meters slant range.
Force Protection - Floor (KPP-5)		**KPP**
Current Estimate **12/31/2023**		Cockpit and cabin floor shall be able to provide ballistic protection at zero degrees obliquity against small arms fire up to12.7x99 M33 ball at 500-meterrange at V50probability of penetration. If armor is used, it must be removable and accounted for in basic aircraft weight.
Demonstrated Performance -		TBD
Production APB (Current) **3/3/2023**	**Objective**	Cockpit and cabin floor shall be able to provide ballistic protection at zero degrees obliquity against small arms fire up to 12.7x99 M33 ball at 500 meter range at V50 probability of penetration. If armor is used, it must be removable and accounted for in basic aircraft weight.
	Threshold	Cockpit and cabin floor shall be able to provide ballistic protection at zero degrees obliquity against small arms fire up to 7.62x39mm M43 Type PS ball at 100-meter range at V50 probability of penetration. If armor is used, it must be removable and accounted for in basic aircraft weight.
Production APB (Milestone) **3/3/2023**	**Objective**	Cockpit and cabin floor shall be able to provide ballistic protection at zero degrees obliquity against small arms fire up to 12.7x99 M33 ball at 500 meter range at V50 probability of penetration. If armor is used, it must be removable and accounted for in basic aircraft weight.
Airspeed (KPP-2)		**KPP**
Current Estimate **12/31/2023**		Current estimate136.9 KTAS.
Demonstrated Performance -		TBD
Production APB (Current) **3/3/2023**	**Objective**	Using no more than maximum continuous power, the UH-1N Replacement must be capable of maintaining 135 KTAS for the en-route portion of the ICBM ESR mission profile with 3194 lbs of the ICBM ESR SCL on a High Hot Day IAW ICBM ESR mission profile
	Threshold	(T=O) Using no more than maximum continuous power, the UH-1N Replacement must be capable of maintaining 135 KTAS for the en-route portion of the ICBM ESR mission profile with 3194 lbs of the ICBM ESR SCL on a High Hot Day IAW ICBM ESR mission profile
Production APB (Milestone) **3/3/2023**	**Objective**	Using no more than maximum continuous power, the UH-1N Replacement must be capable of maintaining 135 KTAS for the en-route portion of the ICBM ESR mission profile with 3194 lbs of the ICBM ESR SCL on a High Hot Day IAW ICBM ESR mission profile
Unrefueled Endurance (KPP-3)		**APA**
Current Estimate **12/31/2023**		Current estimate 3.2 hours.
Demonstrated Performance -		TBD

Production APB (Current) **3/3/2023**	**Objective**	4.0 hours unrefueled flight performing in the ICBM convoy escort mission profile with SCL plus an additional 45 nm flight to the refueling location with sufficient usable fuel reserves to continue fight for 20 minutes. IAW convoy escort mission profile. Additional flight time provides enough gas for return flight home if necessary for additional security compliment.
	Threshold	3.0 hours unrefueled flight performing in the ICBM convoy escort mission profile with SCL plus an additional 45 nm flight to the refueling location with sufficient usable fuel reserves to continue fight for 20 minutes IAW convoy escort mission profile.
Production APB (Milestone) **3/3/2023**	**Objective**	4.0 hours unrefueled flight performing in the ICBM convoy escort mission profile with SCL plus an additional 45 nm flight to the refueling location with sufficient usable fuel reserves to continue fight for 20 minutes. IAW convoy escort mission profile. Additional flight time provides enough gas for return flight home if necessary for additional security compliment.

(U) Requirement Source:

Sponsor(s): United States Air Force

1. Capability Production Document*, UH-1N Replacement CPD*
   Validated By: Joint Requirements Oversight Council, June 22, 2016

Notes

1. This Performance Attribute is incorrectly identified as APA for the Performance Type, it should be listed as a KPP.

Performance Deviation Explanation

None

(U) Acquisition Budget Estimate

(U) Total Acquisition Estimates and Quantities

Category ($M) Base Year: 2023	Production APB (Milestone) 3/3/2023 CY$ obs Objective	Production APB (Current) 3/3/2023 CY$ obs Objective	Production APB (Current) 3/3/2023 CY$ obs Threshold	Current Estimate PB 2025 CY$ obs	Current Estimate PB 2025 TY$ obs
RDT&E	676.0	676.0	743.6	702.7	620.3
Procurement	2,252.0	2,252.0	2,477.2	1,438.9	1,587.3
MILCON	330.0	330.0	363.0	305.8	279.4
Total Acquisition	3,258.0	3,258.0	-	2,447.4	2,487.0
Program Acquisition Unit Cost	40.725	40.725	48.235	58.272*	59.215
Average Procurement Unit Cost	30.432	30.432	36.978	39.969*	44.093
Program End-Item Quantity					
Development	6	6		6	
Procurement	74	74		36	
O&M-Acquired	-	-		0	

* Baseline Deviation

Budget Notes

NA

Quantity Notes

The FY 2025 PB reduced the total Air Vehicles by 38, a PDR was submitted to the SAE on March 11, 2024, identifying a potential Nunn-McCurdy Unit Cost breach to PAUC and APUC, and the Secretary of the Air Force validated the Nunn-McCurdy breaches and submitted a Congressional notification letter in accordance with 10 U.S.C. section 4374 on April 25, 2024. A June 2024 Quarterly Exception MSAR will be submitted to Congress to report on the Unit Cost Breach and Nunn-McCurdy Review process.

Cost Baseline Deviation Explanation

Parameter	Explanation
Program Acquisition Unit Cost	Deviation explanation not provided.
Average Procurement Unit Cost	Deviation explanation not provided.

(U) Risk and Sensitivity Analysis

Current Procurement Estimate Risks (12/31/2023)

1	IF the program cannot buy back the 38 air vehicle reduction from the FY 2025 PB, THEN Air Vehicle production quantities will be reduced and the MH-139A Program will likely/potentially have a critical growth in unit cost.
Current Baseline Risks (3/3/2023)	
(1) The CY 2023 Service Cost Position includes dollars based on uncertainty and risk analysis. Cost Growth is low risk as evidenced by the low % growth from the original baseline. With development over 90% complete and FFP NTE pricing for current and future production lots, additional cost growth is anticipated to be minimal. Additionally, most future modifications to the aircraft will be initiated as new programs, further insulating the program from cost growth.	
Original Baseline Risks (9/11/2018)	
(1) Total Acquisition Cost (BY18 $M) - $3,279.9M (Qty 84); PAUC - $39.046M (Qty 84); APUC - $30.546M (Qty 78). (2) RDT&E and Production APB (BY18$): Total Acquisition Cost - $3,308.8M (Qty 84); PAUC - $39.390M (Qty 84); APUC - $30.281M (Qty 80). (3) Due to the short timeline for stand up of the UH-1N Replacement Program Office (PO), the PO will pay for government civilians directly from 3600 UH-1N Replacement program funds. The PO plans to cover these 3600 civilian pay costs out of Program Management and Administration (PMA) from the SCP. The first opportunity to request civilian authorizations will be in the FY 2022 Program Objective Memorandum (POM). There is no guarantee that this civilian pay cost will move to the Central Civilian Pay fund in the FY 2022 POM or any subsequent POMs.	

(U) Unit Costs

(U) Current Estimate Compared with Current Baseline

Category (CY$M) Base Year: 2023	Current Baseline 03/03/2023	Current Estimate PB 2025	% Change	
Program Acquisition Unit Cost				
Acquisition Cost	3,258.0	2,447.4		
Program Quantity	80	42		
PAUC	40.725	58.272	43.09%	*Critical Cost Growth*
Average Procurement Unit Cost				
Procurement Cost	2,252.0	1,438.9		
Procurement Quantity	74	36		
APUC	30.432	39.969	31.34%	*Critical Cost Growth*

(U) Current Estimate Compared with Original Baseline

Category (CY$M) Base Year: 2018	Original Baseline 09/11/2018	Current Estimate PB 2025	% Change
Program Acquisition Unit Cost			
Acquisition Cost	3,308.8	2,052.7	
Program Quantity	84	42	
PAUC	39.390	48.874	24.08%
Average Procurement Unit Cost			
Procurement Cost	2,422.5	1,206.8	
Procurement Quantity	80	36	
APUC	30.281	33.523	10.71%

The Current Estimate's constant-year dollars have been converted from Base Year 2023 to Base Year 2018 using the National Defense Budget Estimates for FY 2024 (Green Book).

(U) Critical Cost Growth Details

Current Baseline PAUC Breach Explanation

A Program Deviation Report (PDR) was submitted to the Service Acquisition Executive on March 11, 2024, which documented the reduction of 38 air vehicles in the FY 2025 PB results in a PAUC of $58.5M (CY 2023) and an APUC of $40.2M (CY 2023). The updated PAUC and APUC exceeds the Milestone C APB thresholds resulting in a possible APB deviation. The PAUC unit cost growth from the Milestone C APB Objective is 43.7% and the APUC unit cost growth from the Milestone C APB Objective is 32.2%, which are both beyond the 25%-unit cost threshold for a Critical Nunn-McCurdy breach. The application of the FY 2025 PB indices (not available in during the time of the PDR creation) changed the original values documented in the PDR to a PAUC of $58.272M (CY 2023) and an APUC of $39.967M (CY 2023). The PAUC unit cost growth from the Milestone C APB Objective is 43.09% and the APUC unit cost growth from the Milestone C APB Objective is 31.34%, which is still beyond the Critical Nunn-McCurdy breach threshold. The Secretary of the Air Force validated the Nunn-McCurdy breaches and submitted a Congressional notification letter in accordance with 10 U.S.C. section 4374 on April 25, 2024. A June 2024 Quarterly Exception MSAR will be submitted to Congress to report on the Unit Cost Breach and Nunn-McCurdy Review process.

Current Baseline APUC Breach Explanation

Deviation explanation not provided.

Impacts of Schedule Changes on Unit Cost

Not Applicable

Impacts of Performance Changes on Unit Cost

Not Applicable

Actions taken or Proposed to Control Future Cost Growth

Not Applicable

Status of Each Major Contract and Significant Factors Contributing to Cost and Schedule Variance; Projected Effects on Future Program Costs

See Contracts section.

Notes

A June 2024 Quarterly Exception MSAR will be submitted to Congress to report on the Unit Cost Breach and Nunn-McCurdy Review process. Any identified impacts to Schedule, Performance, and actions required to control future cost growth will be detailed in the June 2024 MSAR.

(U) Life-Cycle Costs

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

Category ($M) Base Year: 2023	Production APB (Milestone) 3/3/2023 CY$ obs Objective	Production APB (Current) 3/3/2023 CY$ obs Objective / Threshold		Current Estimate CY$ obs / TY$ obs	
Total O&S	14,368.0	14,368.0	15,804.8	8,558.6	12,892.5
Total Disposal	-	-	-	8.2	33.2

(U) Current Cost Estimate Sources

Operating and Support Cost
Type: Program Office Estimate
Approved by: Mr. Jeremy S. Mitchell, Chief, Cost and Economics Division, AFLCMC/FZC, December 31, 2023

Disposal/Demilitarization Cost
Type: Program Office Estimate
Approved by: Mr. Jeremy S. Mitchell, Chief, Cost and Economics Division, AFLCMC/FZC, December 31, 2023

Operating and Support Baseline Deviation Explanation

None

Cost Notes

O&S and Disposal Cost Sources: For Programs with an O&S Cost estimate or Disposal Cost estimate the O&S Cost Source and Disposal Cost Source listed in the MSAR are inaccurate due to a system limitation. See MSAR Supplement for corrected source(s).

(U) Operating and Support Variance with Prior Estimate

(CY$M) Base Year: 2023	Estimate	
Prior Estimate (12/31/2022)	14,367.8	
Current Estimate	8,558.6	
Category	**Variance**	**Explanation**
Unit-Level Manpower	-2,432.8	Updated phasing and labor rates; Decreased headcount, basing, and buy quantity.
Unit Operations	-730.4	Updated fuel rates and phasing, decreased buy quantity and total flying hours.

(CY$M) Base Year: 2023	Estimate	
Maintenance	-2,118.3	Updated phasing, decreased buy quantity and total flying hours.
Sustaining Support	-289.3	Updated phasing, decreased buy quantity and total flying hours.
Continuing System Improvements	-238.5	Updated phasing, decreased buy quantity and total flying hours.
Other	0.0	
Not Categorized	0.0	

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

(CY$M) Base Year: 2023							
System	Unit-Level Manpower	Unit Operations	Maintenance	Sustaining Support	Continuing System Improvements	Other	Total
New Element	3,813.7	756.0	2,952.9	782.5	253.5	0.0	**8,558.6**
Program	**3,813.7**	**756.0**	**2,952.9**	**782.5**	**253.5**	**0.0**	**8,558.6**

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

(CY$M) Base Year: 2023							
System	Unit-Level Manpower	Unit Operations	Maintenance	Sustaining Support	Continuing System Improvements	Other	Total
New Element	3.0	0.6	2.3	0.6	0.2	0.0	**6.8**

(U) Operating and Support Cost Estimate Assumptions

System	Quantity to Sustain	Unit Expected Service Life (Years)	Unit of Measure	Fiscal Years Operational
New Element	42	30.0	Aircraft	2019 - 2061

Additional O&S Estimate Assumptions

NA

Antecedent Estimate Assumptions

This program has no Antecedent Program identified.

O&S Annual Cost Calculation Memo

None

(U) Technologies and Systems Engineering

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

Event	Date	Description
Current	12/31/2023	RISK: IF Interface Control Documents (ICDs) are not updated for technical completion THEN Functional Configuration Audits (FCAs) cannot be closed and Physical Configuration Audits (PCA) cannot be conducted; negatively affecting production decisions and long-term organic sustainment. MITIGATION: The program office successfully conducted a detailed face-to-face meeting in late February 2024 with Boeing to review discrepancies and expectations for future ICD submittals. Pending future ICD submittals meet criteria and expectations agreed upon at the February meeting, FCAs can be closed and PCAs conducted and closed; thus reduce the likelihood of this risk. Satisfactorily conducted FCAs and PCAs will verify a technically sufficient understanding of the production baseline and enable program office engineering to support organic sustainment from field requests and depot requests for technical support.
Current	12/31/2023	RISK: IF Boeing is unable to deliver required supplier-owned technical data to support full documentation of the product baseline and development of depot-level technical orders THEN the MH-139A long term organic sustainment strategy cannot be implemented. MITIGATION: The MH-139A Program Office collaborated with other DoD Program Offices and stakeholders for lessons learned on programs with similar tech data risks to organic sustainment. As a result, a Tech Data Package (TDP) delivery strategy was developed that uses a metered gate process before each incremental future production decision. Boeing understands and concurs with the strategy. The SAE concurred with the TDP delivery strategy and approved Milestone C on March 3, 2023. This strategy will inform the SAE on the progress of data delivery before each future incremental production decision. AF working groups evaluated supplier data via contractor portal as sufficient. The next mitigation step is establishing long-term AF access to Leonardo data (Estimated Completion Date 2nd Quarter FY 2024). Additional access or delivery methods are in-work for remaining supplier data.
Current	12/31/2023	RISK: IF P25 Radio is not integrated, installed on test Air Vehicles and Military Flight Release (MFR) issued in time for Initial Operational Test & Evaluation (IOT&E) (September 2024 - February 2025), THEN planned IOC could be jeopardized. MITIGATION: Due to delays in Federal Aviation Administration (FAA) certification schedule, the MH-139A Program Office is coordinating for issuance of a MFR ahead of FAA certification. MFR issuance is dependent upon the program's ability to produce test artifacts needed to satisfy airworthiness criteria, normally produced via FAA certification, for the MFR. Additionally, the Air Force and Boeing are synchronizing the retrofit schedule with test asset needs and incorporating efficiencies into the test plan such as combined contractor, developmental and operational testing.

(U) Performing Activities and Contracts

(U) External Government Activities

None

(U) Contracts and Efforts

Contract Title	Contract Number / Effort	Contractor	Phase
UH-1N	FA873918C5030	THE BOEING COMPANY	Development

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

Contract Number:	FA873918C5030	**Order Number:**	-
Contract Title:	UH-1N	**Strategy:**	FAR 15: Negotiated Contracts
CAGE:	77272 - THE BOEING COMPANY	**Contracting Office:**	-
City, State/Province:	RIDLEY PARK, PA		
Effort Number:	-	**Supported Phase:**	Development
Type:	Firm-Fixed-Price	**Award Date:**	February 7, 2024
Latest Modification Date:	-	**Definitization Date:**	-
Latest Modification No.:	P00115	**Work Start Date:**	September 24, 2018
Technical Data Rights:	-		

Notes: The MH-139A is replacing the UH-1N.

Target Price Change Explanation
The difference between the Initial Target Price and the Current Target Price is due to additional air vehicles being procured. The original contract was to deliver four Air Vehicles, a modification was later issued to procure an additional two Air Vehicles for the developmental test and the Low-Rate Initial Production Lot 1 modification was awarded to procure an additional 13 Air Vehicles for the MH-139A Program. An additional 7 Air Vehicles will be procured April 2024 as part of the Low-Rate Initial Production Lot 2 modification.

General Variance Explanation
Cost and Schedule Variance reporting is not required on this FFP type contract.

Initial Price (TY$M) Target / Ceiling		Current Price (TY$M) Target / Ceiling		Estimate at Completion (TY$M) Contractor / PM	Initial Quantity	Current Quantity	Delivered Quantity
375.5	-	811.9	-	811.9	80	42	6

Work Completed (%):	-
Cost Variance (TY$M):	-
Schedule Variance (TY$M):	-

Factors Contributing to Cost Variance and Projected Effects on Program Costs

Cost and Schedule Variance reporting is not required on this FFP type contract.

Factors Contributing to Schedule Variance and Projected Effects on Program Schedule

Cost and Schedule Variance reporting is not required on this FFP type contract,

(U) Production

(U) Low-Rate Initial Production

	Original LRIP Determination	Current LRIP Determination
Total LRIP Quantity	13	20
Date	3/3/2023	1/3/2024
Reference	Milestone C ADM	MH-139A Lot 2 and 3 ADM
LRIP Period	FY 2024 - 2025	FY 2025 - 2026
Total Procurement Quantity	36	36
LRIP Percentage of Total	36.1%	55.6%

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

The United States Air Force Service Acquisition Executive, approved the purchase of LRIP Lot 2 which includes and additional seven aircraft.

LRIP Notes

None

(U) Deliveries and Expenditures

(U) Acquisition Funding

	Total Estimate	Actual to Date	Actual, Percent Complete
Years Appropriated	-	-	-
Appropriations (TY, $M)	2,487.0	2,487.0	100.0%
Expenditures (TY, $M)	2,487.0	1,120.7	45.1%

(U) End Items Delivered

	Total Required	Planned to Date	Actual to Date	Actual, Percent Complete
Development	6			
New Element		6	6	
Procurement	36			
Total	**42**	**6**	**6**	**14.3%**

Notes

None

(U) International Program Aspects

General Memo

Not Applicable.

Exportability and Business Issues

Not Applicable.

Is design for international exportability planned?	No	**Industry/Partner Exportability Cost-Sharing?**	No
If not, has the MDA approved an exportability waiver for a U.S.-only design?	Not Applicable		

Program Protection: Technology Security and Foreign Disclosure Issues

Not Applicable.

(U) Agreements

No International Agreements have been defined for MH-139A

Modernized
Selected Acquisition Report
Supplement

MH-139A Grey Wolf
(MH-139A)

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

MSAR Supplement Sections

Program Description

Program Use of the Adaptive Acquisition Framework

Technologies and Systems Engineering

Funding Sources (Acquisition)

Funding Sources (Operating and Support)

Acquisition Estimate and Quantity Summary

Annual Acquisition Estimates by Appropriation Account

Acquired System Annual End-Item Quantities by Appropriation Account

Nuclear Costs

Operational Fielding Plan

O&S Independent Cost Estimate

Annual Operating and Support Estimates by Cost Element

Program Description

Full Name
MH-139A Grey Wolf

Short Name
MH-139A

PNO
562

Lead Component
Air Force

AAF Pathway
MCA

Acquisition Type
MDAP

Acquired Systems
New Element

Related Programs

Full Name	PNO	Pathway	Type	ACAT/ BCAT	Acquisition Status	Costs in SAR? Acq	Costs in SAR? O&S

Program Use of the Adaptive Acquisition Framework

This Acquisition is accomplished by a single program in the Major Capability Acquisition Pathway.

Technologies and Systems Engineering

MH-139A Grey Wolf

Major Software Efforts

Title	Status	Fielding Date	Description

Major Engineering Changes

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

Funding Sources (Acquisition)

Acquisition Funding Notes

MH-139A Grey Wolf

Category	Account	BA	Line Item	Program Element	RDT&E Project	Shared	Sunk
RDT&E	3600F	07	0102110F - MH-139A	0102110F	672021 - UH-1N Replacement		
Procurement	3010F	04	H0106O -	0102110F	-		
Procurement	3010F	06	H0106O - UH-1N Replacement	0102110F	-		
Procurement	3010F	06	000999 -	0102110F	-		

Funding Sources (Operating and Support)

Note: Budget lines fund activites executed by the Program Office or Sustainment Office.

Operating and Support Funding Notes

There are no O&S accounts defined for this Program.

MH-139A Grey Wolf

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

Acquisition Estimate and Quantity Summary

MH-139A Grey Wolf

Acquisiton Estimates

Category PB 2025	TY ($M)	Current Base Year CY2023 ($M)	Original Base Year CY2018 ($M)	Report Fiscal Year CY2024 ($M)
RDT&E	620.3	702.7	589.4	719.6
Procurement	1,587.3	1,438.9	1,206.8	1,473.4
MILCON	279.4	305.8	256.5	313.1
O&M	-	-	-	-
Total Acquisition	2,487.0	2,447.4	2,052.7	2,506.0
PAUC	59.214	58.271	48.873	59.667
APUC	44.093	39.969	33.523	40.927

Acquisiton End-Item Quantities

System PB 2025	Development	Procurement
New Element	6	36
Total	**6**	**36**

Unit Description

The MH-139A Helicopter Program addresses vertical lift support mission requirements for AF Global Strike Command (AFGSC) and Air Force Reserve Command (AFRC). The MH-139A will provide vertical lift support for nuclear weapon convoy escort, 24/7 adverse weather capable ICBM emergency security and operational support. As of April 2024 six MH-139As have been delivered to the USAF.

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

Appropriation	Prior	2024	2025	2026	2027	2028	2029	To Complete	Total
RDT&E	603.0	17.3	-	-	-	-	-	-	620.3
Procurement	349.2	243.5	328.5	188.4	201.8	171.1	104.8	-	1,587.3
MILCON	279.4	-	-	-	-	-	-	-	279.4
O&M	-	-	-	-	-	-	-	-	-
PB 2025 Total	**1,231.6**	**260.8**	**328.5**	**188.4**	**201.8**	**171.1**	**104.8**	**-**	**2,487.0**

(Aligned to Budget Position: PB 2025)

MH-139A Grey Wolf

Source for TY$-CY$ Conversion: SAF/FMCE Raw and Weighted Inflation Indices for DAF Accounts: 23 Feb 2024

3600F - Research, Development, Test & Eval, AF					
fiscal year		Other/ Unallocated	Total TY($M)	Weighted Rate	Total CY2023 ($M)
Total		**620.3**	**620.3**	**-**	**702.7**
2016			-	0.818756	-
2017		3.398	3.4	0.835889	4.1
2018		188.153	188.2	0.853461	220.5
2019		190.026	190.0	0.869327	218.6
2020		161.606	161.6	0.891686	181.2
2021		28.131	28.1	0.933579	30.1
2022		15.913	15.9	0.983662	16.2
2023		15.805	15.8	1.018624	15.5
2024		17.279	17.3	1.044569	16.5

(Aligned to Budget Position: PB 2025)

MH-139A Grey Wolf

Source for TY$-CY$ Conversion: SAF/FMCE Raw and Weighted Inflation Indices for DAF Accounts: 23 Feb 2024

3010F - Aircraft Procurement, Air Force									
fiscal year	End Item Recurring Flyaway	Non-End Item Recurring Flyaway	Non-Recurring Flyaway	Initial Spares	Depot Activation	Other/ Unallocated	Total TY($M)	Weighted Rate	Total CY2023 ($M)
Total	**1,587.3**	**-**	**-**	**-**	**-**	**-**	**1,587.3**	**-**	**1,438.9**
2016	1.626						1.6	0.843231	1.9
2017							-	0.860879	-
2018							-	0.885975	-
2019							-	0.916713	-
2020							-	0.955476	-
2021	6.306						6.3	0.996363	6.3
2022	143.797						143.8	1.029229	139.7
2023	197.445						197.4	1.054621	187.2
2024	243.515						243.5	1.075876	226.3
2025	328.488						328.5	1.098582	299.0
2026	188.398						188.4	1.121652	168.0
2027	201.803						201.8	1.145206	176.2
2028	171.144						171.1	1.169256	146.4
2029	104.810						104.8	1.193810	87.8

(Aligned to Budget Position: PB 2025)

MH-139A Grey Wolf

Source for TY$-CY$ Conversion: SAF/FMCE Raw and Weighted Inflation Indices for DAF Accounts: 23 Feb 2024

3300F - Military Construction, Air Force					
fiscal year		Other/ Unallocated	Total TY($M)	Weighted Rate	Total CY2023 ($M)
Total		**279.4**	**279.4**	**-**	**305.8**
2016			-	0.854044	-
2017			-	0.873897	-
2018		123.460	123.5	0.894887	138.0
2019		129.735	129.7	0.922475	140.6
2020		26.166	26.2	0.962696	27.2

Acquired System Annual End-Item Quantities by Appropriation Account

(Aligned to Budget Position: PB 2025)

MH-139A Grey Wolf

3010F - Aircraft Procurement, Air Force				
fiscal year	New Element			Total
Total	**36**			**36**
Undistributed				-
2015				-
2016				-
2017				-
2018				-
2019				-
2020				-
2021				-
2022	8			8
2023	5			5
2024	7			7
2025	8			8
2026	2			2
2027	2			2
2028	2			2
2029	2			2

Acquired System Annual End-Item Quantities by Appropriation Account

(Aligned to Budget Position: PB 2025)

MH-139A Grey Wolf

3600F - Research, Development, Test & Eval, AF				
fiscal year	New Element			Total
Total	**6**			**6**
Undistributed				-
2015				-
2016				-
2017				-
2018	4			4
2019				-
2020	2			2

Nuclear Costs

MH-139A Grey Wolf

Program's Use of Department of Energy Resources

None

Operational Fielding Plan

MH-139A Grey Wolf

System: New Element

Fielding and Inventory Notes

This Program's Operational Field Plan contains Controlled Unclassified Information (CUI) data and has been removed per the Implementation Plan for the DoD's Modernized Selected Acquisition Report Process, dated June 2023, which required the SAR be submitted without any designation relation to dissemination control.

New Element Fielding Plan and Inventory

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

O&S Independent Cost Estimate

MH-139A Grey Wolf

Independent and Current Cost Estimate Comparison

Category CY2023 ($M)	Independent Cost Estimate 2/14/2023	Current Estimate 3/18/2024	Variance with ICE (%)
Unit-Level Manpower	6,246.5	3,813.7	-39%
Unit Operations	1,486.4	756.0	-49%
Maintenance	5,071.2	2,952.9	-42%
Sustaining Support	1,071.0	782.5	-27%
Continued System Improvements	492.0	253.0	-49%
Other			-
Total O&S	**14,367.1**	**8,558.1**	**-40%**

Independent Cost Estimate Source

Event: Milestone C
Type: Independent Cost Estimate
Approved by: Air Force Cost Analysis Agency, February 14, 2023

Current Cost Estimate Source

Type: Program Office Estimate
Approved by: Mr. Jeremy S. Mitchell, Chief, Cost and Economics Division, AFLCMC/FZC, March 18, 20

Cost Estimate Variance Explanation

The variance between the FY 2023 Milestone C ICE and the FY 2024 POE is primarily due to the reduction in Aircraft from 74 to 36.

Annual Operating and Support Estimates by Cost Element

MH-139A Grey Wolf

System: New Element

Source for TY-CY Conversion: PB25 2/27/24

Operating and Support Cost Elements							
fiscal year	1.0 Unit-Level Manpower	2.0 Unit Operations	3.0 Maintenance	4.0 Sustaining Support	5.0 Continuing System Improvements	Other	Total CY2023 ($M)
Total	**3,813.7**	**756.0**	**2,952.9**	**782.5**	**253.5**	**-**	**8,558.6**
2019	0.242	-	-	-	-		0.2
2020	1.549	0.778	0.095	0.848	-		3.3
2021	1.816	2.362	0.518	0.848	-		5.5
2022	2.840	3.042	0.451	0.652	-		7.0
2023	12.615	3.760	0.085	2.374	-		18.8
2024	20.353	3.189	2.159	11.600	-		37.3
2025	54.558	9.269	7.571	12.508	5.080		89.0
2026	71.351	14.907	13.366	13.458	6.059		119.1
2027	103.918	19.423	18.098	14.231	7.182		162.9
2028	110.692	21.618	21.035	14.712	7.471		175.5
2029	117.517	23.085	42.424	14.959	7.760		205.7
2030	121.151	24.040	102.122	15.693	8.051		271.1
2031	121.556	24.273	104.511	21.975	8.343		280.7
2032	121.963	24.299	104.649	22.037	8.355		281.3
2033	122.371	24.325	104.788	22.100	8.367		282.0
2034	122.781	24.351	104.927	22.163	8.378		282.6
2035	123.193	24.378	105.067	22.226	8.390		283.3
2036	123.606	24.404	105.207	22.290	8.401		283.9
2037	124.022	24.431	105.349	22.355	8.413		284.6
2038	124.439	24.457	105.490	22.420	8.425		285.2
2039	124.858	24.484	105.633	22.485	8.437		285.9
2040	125.279	24.510	105.776	22.551	8.448		286.6
2041	125.701	24.537	105.920	22.618	8.460		287.2
2042	126.126	24.564	106.064	22.684	8.472		287.9
2043	126.552	24.591	106.209	39.840	8.484		305.7
2044	126.980	24.619	106.355	40.013	8.495		306.5
2045	127.410	24.646	106.501	40.188	8.507		307.3
2046	127.842	24.673	106.648	40.363	8.519		308.0
2047	128.276	24.701	106.796	40.540	8.531		308.8
2048	128.712	24.728	106.944	23.097	8.543		292.0
2049	129.149	24.756	107.092	23.167	8.555		292.7
2050	129.588	24.784	107.241	23.238	8.567		293.4
2051	130.030	24.812	107.391	23.310	8.579		294.1

System: New Element

Source for TY-CY Conversion: PB25 2/27/24

Operating and Support Cost Elements							
fiscal year	1.0 Unit-Level Manpower	2.0 Unit Operations	3.0 Maintenance	4.0 Sustaining Support	5.0 Continuing System Improvements	Other	Total CY2023 ($M)
2052	130.473	24.840	107.541	22.484	8.591		293.9
2053	130.918	24.868	107.692	22.550	8.603		294.6
2054	124.237	23.847	102.177	22.151	7.733		280.1
2055	64.401	16.400	76.536	12.809	3.731		173.9
2056	46.696	10.749	50.158	9.947	2.505		120.1
2057	25.243	6.516	32.062	8.314	1.239		73.4
2058	18.102	4.161	20.870	7.446	0.910		51.5
2059	10.904	2.675	14.741	6.914	0.603		35.8
2060	3.649	1.185	8.592	6.380	0.299		20.1