VXX Presidential Helicopter Program

SUMMARY

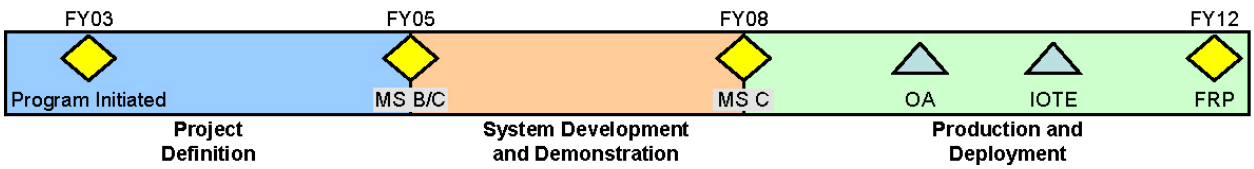
- VXX Program will deliver a dual-piloted, multi-engine vertical take-off and landing aircraft that:
  - Provides safe, reliable transportation for the President
  - Incorporates an executive-style interior
  - Is capable of operations in varied and at times adverse climatic conditions
  - Provides a wide range of communications systems
  - Provides reserve capability in all areas to allow future mission growth
- The VXX Program will field two increments of capability. The Initial Operational Capability (IOC) will occur with the fielding of four Increment 1 aircraft in October 2009.
- Increment 2 aircraft satisfy all requirements. The VXX Program objective is to field Increment 2 capability as soon as practicable.
- An Analysis of Alternatives study determined that two helicopters have the potential to satisfy the requirements: the Sikorsky S-92 and the Lockheed Martin-Augusta Westland-Bell Helicopter Textron US 101.

The VXX will be the primary Presidential vertical-lift platform employed by Marine Helicopter Squadron One.

SYSTEM DESCRIPTION AND MISSION

The VXX will be the primary Presidential vertical-lift platform employed by Marine Helicopter Squadron One. The added emphasis on rapid and reliable Presidential transportation requires a fielded replacement to the SH-3. The VXX program will use a two part incremental development. Increment 1 VXX aircraft will provide the necessary capability for IOC in October 2009. The Increment 1 aircraft configuration will provide a communications capability equal to or greater than the VH-60N and executive accommodations equal to or greater than the VH-3D. The VXX Increment 2 aircraft will use maturing technology to improve and provide additional required capabilities. The operational requirement is to field 23 Increment 2 configured aircraft.

TEST AND EVALUATION ACTIVITY



The VXX Program is Pre-Milestone B. DOT&E did not approve the Test and Evaluation Plan (TEMP) and non-concurred with the Acquisition Strategy. DOT&E anticipates an operational assessment for Increment 1 aircraft in FY09 and an initial operational test and evaluation of Increment 2 capability in FY11. Live fire test and evaluation (LFT&E) will be a significant component of the testing of the VXX aircraft.

TEST AND EVALUATION ASSESSMENT

DOT&E did not approve the TEMP for the following reasons:

- The program is schedule versus event driven. The program has a high degree of concurrent testing and production.
- The level of testing outlined in the TEMP is adequate, but the schedule to conduct the required testing is not executable.
- The program acquisition strategy violates the fly before buy concept. Low-rate Initial Production lots 1 and 2, for Increment 2 aircraft, do not benefit from insights gathered during the operational assessment.
- The LFT&E program is adequate, but Increment 1 aircraft will not benefit from vulnerability and survivability insights gathered during live fire testing.
- Increment 1 aircraft are unlikely to field a system that is as good as the SH-3 in the area of suitability and maintainability.

DOT&E recognizes the imperative to field a system that meets requirements as soon as possible. The Increment 1 aircraft test schedule is not executable. Increment 2 capability fully satisfies the user's requirement, but the Acquisition Strategy is an inefficient approach to fielding Increment 2. Risk reduction and robust execution of a test-fix-fly program requires additional schedule margin. Each phase of the program requires meaningful exit criteria. These intermediate checkpoints will assist in reorienting the program to an event-based test program and provide decisions that are more informed.