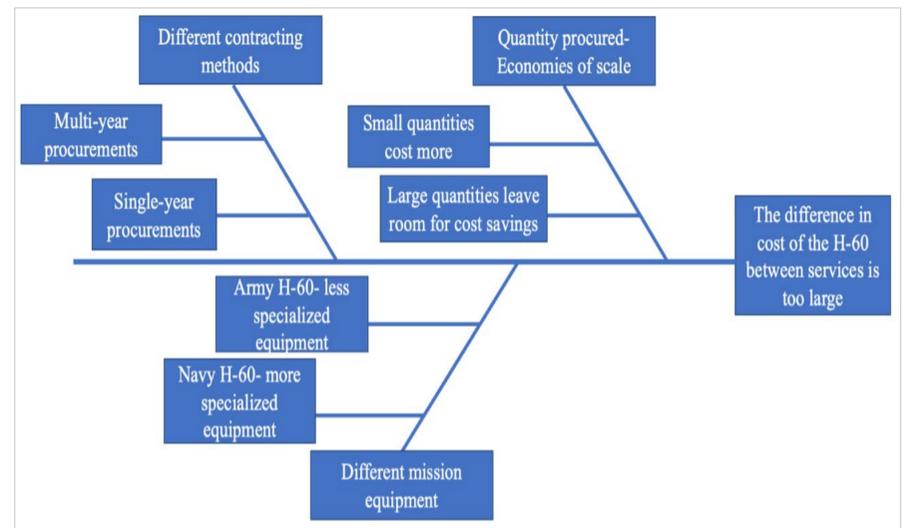


## Abstract

The purpose of this feasibility analysis is to assess the feasibility of a joint program office to manage the cross-service Lockheed Martin/Sikorsky H-60 helicopter. The Lockheed Martin/Sikorsky H-60 helicopter is a multipurpose aircraft employed by numerous United States government agencies including many in the Department of Defense (DOD) and Department of Homeland Security (DHS). This feasibility analysis utilized a quantitative comparative analysis to analyze the U.S. Army's UH-60M Black Hawk helicopter and the Navy's MH-60R Sea Hawk helicopter to assess if there are cost savings opportunities that could be realized with a joint program office. Additionally, we conducted a qualitative comparative analysis to determine if there are benefits or disadvantages to joint program offices. Our findings revealed that there are legitimate quantitative advantages for joint programs based on common principles of economies of scale. However, there are several qualitative detriments that must be overcome in order to transition the H-60 Helicopter to a joint office.



Cost Difference Fishbone Diagram

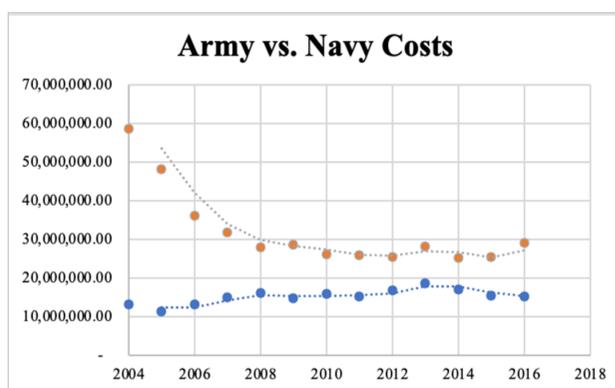
## Methods

- Quantitative comparative analysis using publicly available procurement data for the Army and Navy's procurement of the H-60 helicopter from 2004-2016.
- Additionally, a root cause analysis was conducted to attempt to uncover the cause of the cost differences between services.
- Qualitative comparative analysis was conducted using previous literature on joint programs applying the same qualitative factors to the H-60 helicopter programs.

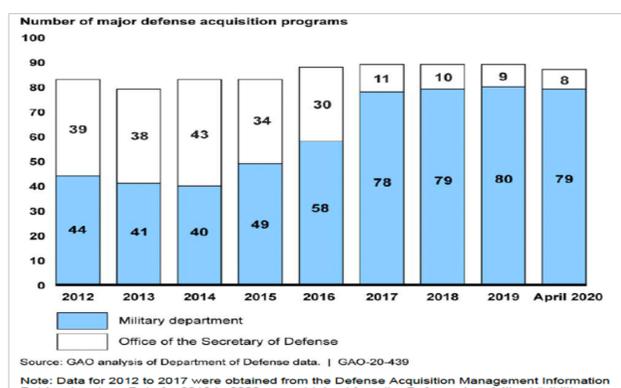
## Results & Their Impact

- Potential quantitative savings exist for joint programs due in part to the following factors:
  - Economies of scale
  - Volume discounts
  - Single office leverage with OEMs
- Numerous qualitative factors make joint programs less desirable for the following reasons:
  - Interservice rivalries
  - Difficulty agreeing on joint requirements
  - Lack of ownership

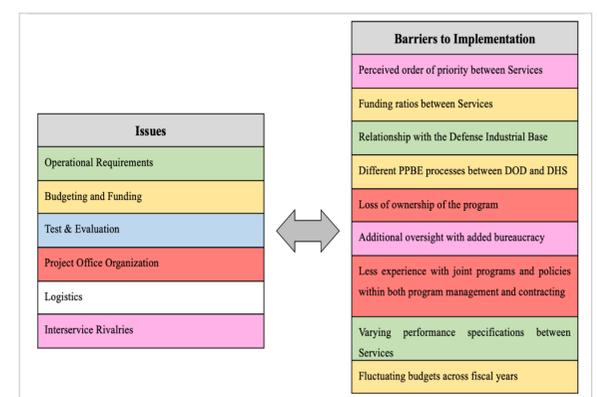
These findings led to our recommendation that the H-60 helicopter remain managed by separate offices of each individual service due to the established service-life of the H-60. Nevertheless, future major weapons systems could benefit from a joint office if adopted early enough in the program's life cycle.



Army vs. Navy Costs (end-item recurring flyaway costs)



Major Defense Acquisition Programs from 2012 to 2020



Hogan's Issues and Barriers to Implementation