

**NOT FOR PUBLICATION
UNTIL RELEASED BY THE
HOUSE COMMITTEE
ON ARMED SERVICES**

STATEMENT BY

**BRIGADIER GENERAL JEFFREY SCHLOESSER
DIRECTOR, ARMY AVIATION TASK FORCE
OFFICE OF THE DEPUTY CHIEF OF STAFF, G-3/5/7
UNITED STATES ARMY**

**BEFORE THE
TACTICAL AIR AND LAND FORCES SUBCOMMITTEE
COMMITTEE ON ARMED SERVICES
UNITED STATES HOUSE OF REPRESENTATIVES**

**ON
ARMY'S AIRCRAFT MODERNIZATION AND ROTORCRAFT RESEARCH
AND DEVELOPMENT PROGRAMS**

APRIL 14, 2005

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INTRODUCTION

CHAIRMAN WELDON, MR. ABERCROMBIE AND DISTINGUISHED MEMBERS OF THE SUBCOMMITTEE, I AM PLEASED TO BE HERE TODAY TO DISCUSS THE PROGRESS IN OUR AVIATION PROGRAMS. I WELCOME THIS OPPORTUNITY TO TESTIFY BEFORE YOU AND APPRECIATE THE CONTINUED AND ONGOING SUPPORT AND GUIDANCE OF THIS COMMITTEE AS ARMY AVIATION CONTINUES TO MATURE AND EXPAND ITS ROLE IN ENABLING THE JOINT FORCE.

TODAY OUR ARMY REMAINS FULLY ENGAGED IN AN ONGOING AND PROTRACTED WAR ON TERRORISM. HAVING RETURNED LAST YEAR FROM OPERATION IRAQI FREEDOM, WHERE, I SERVED AS THE ASSISTANT DIVISION COMMANDER FOR SUPPORT WITH THE 101ST AIRBORNE DIVISION (AIR ASSAULT), I CAN ATTEST TO THE HEROIC AND DEDICATED SERVICE OF OUR SOLDIERS. ARMY AVIATION'S HIGHEST PRIORITY IS TO SUPPORT OUR SOLDIERS IN COMBAT TODAY, WHILE ENSURING THEY HAVE MODERN EQUIPMENT, EFFECTIVE ORGANIZATIONAL STRUCTURES, AND THE BEST TRAINING POSSIBLE.

FOUR CHALLENGES ARE DRIVING OUR EFFORTS: SUSTAINED COMBAT, A TRANSFORMING ARMY, THE NEED FOR MODERNIZATION, AND SCIENCE AND TECHNOLOGY. I WILL DISCUSS EACH OF THESE IN DETAIL.

SUSTAINED COMBAT OPERATIONS

THE ENVIRONMENT IN OEF/OIF PRESENTS TREMENDOUS CHALLENGES TO COMBAT OPERATIONS: URBAN, MOUNTAIN, DESERT, EXTREME WEATHER, VAST AREAS OF OPERATIONS, LENGTHY DEPLOYMENTS, AN AGILE ENEMY AND AN EXCEPTIONAL OPERATIONAL TEMPO (OPTEMPO). OUR SOLDIERS ARE ADAPTING WELL TO THESE CHALLENGES AND CONSTANTLY DEVELOP AND SHARE TACTICS, TECHNIQUES, AND PROCEDURES TO IMPROVE. THAT SAID, WE HAVE LOST 80 AIRCRAFT (WITH 23 MORE UNDERGOING ASSESSMENT) IN HOSTILE AND NON-HOSTILE INCIDENTS SINCE 1 OCTOBER 2001, INCLUDING 12 THAT WERE LOST BY HOSTILE FIRE (SEE ATTACHMENT ONE FOR TOTAL ATTRITION BY TYPE AIRCRAFT).

OUR ENEMY HAS SHOWN THE CAPACITY TO ADAPT THEIR TACTICS TO MEET OURS AND TO DEVELOP NEW ONES FOR THE CONDUCT OF RAIDS, AMBUSHES, AND SUICIDE ATTACKS.

ADDITIONALLY, THE VAST AMOUNT OF CACHED WEAPONS AND MUNITIONS FROM THE FORMER REGIME POSES A SIGNIFICANT THREAT TO OUR AIRCRAFT AND AIRCREWS. OUR AIRCRAFT SYSTEMS HAVE SUSTAINED NUMEROUS HITS FROM SMALL ARMS AND ROCKET PROPELLED GRENADES (RPG). MOST OF THESE SYSTEMS EITHER RETURNED TO HOME BASE OR LANDED WITH MINIMAL DAMAGE TO AIRCRAFT AND CREW ALLOWING FOR RECOVERY OPERATIONS. NUMEROUS AH-64 ATTACK AIRCRAFT HAVE RECEIVED MULTIPLE RPG HITS AND YET WERE ABLE TO STAY IN THE FIGHT. SEVERAL CH-47 CHINOOKS AND UH-60 BLACKHAWKS HAVE SUSTAINED HITS FROM MULTIPLE TYPES OF SMALL ARMS FIRE AND STILL CONTINUED THE MISSION. HOWEVER, WE HAVE LOST 12 AIRCRAFT BY HOSTILE FIRE, A TOTAL OF 80 ATTRITED (WITH 23 MORE UNDERGOING ASSESSMENT), AND STRONGLY BELIEVE WE NEED THE BEST SURVIVABILITY EQUIPMENT FOR OUR CREWS IN COMBAT. TO COUNTER THIS THREAT ARMY AVIATION HAS MADE AIRCRAFT SURVIVABILITY EQUIPMENT (ASE) IT'S HIGHEST RESOURCING PRIORITY (SEE ATTACHMENT TWO FOR A LAYDOWN OF ASE EQUIPMENT BY AIRCRAFT TYPE). WE HAVE INVESTED SIGNIFICANT RESOURCES TO IMPROVE ASE ON OUR AIRCRAFT IN OIF AND OEF, AS WELL AS BALLISTIC AIRCRAFT PROTECTION SYSTEM (BAPS) ON THE UH-60 AND CH-47 AIRCRAFT, AND BLUE FORCE TRACKING (BFT) ON THE AH-64, UH-60 AND CH-47 AIRCRAFT. WE ALSO INCREASED SURVIVABILITY TRAINING FOR OUR

AIRCREWS BY INCREASING SCHOOL QUOTAS FOR SURVIVAL, EVASION, RESISTANCE, ESCAPE LEVEL C (SERE-C) AS WELL AS DUNKER TRAINING, AND ARE COMPLETING PLANS TO OPEN AN ARMY AVIATION CENTRIC SERE TRAINING PROGRAM AT FORT RUCKER, ALABAMA. ADDITIONALLY, TO ENHANCE OUR AIRCREWS LETHALITY AND INCREASE THEIR SURVIVABILITY, WE HAVE ADAPTED OUR ATTACK TACTICS, TECHNIQUES AND PROCEDURES (TTP) AND INCREASED AIRCREW TRAINING FOR RUNNING AND DIVING FIRES, HELLFIRE/ROCKET PROFICIENCY, AND MANEUVERING FLIGHT. WE HAVE UNDERTAKEN A TRAINING REGIMEN TO BEST PREPARE OUR FLIGHT CREWS FOR OPERATIONS WITHIN DESERT AND MOUNTAIN ENVIRONMENTS. THIS TRAINING INCLUDES BROWN OUT, HIGH-HOT-HEAVY FLIGHT OPERATIONS, AND THE USE OF THE TACTICAL TERRAIN VISUALIZATION SYSTEM AND THE HIGH ALTITUDE AVIATION TRAINING SITE (HAATS). ADDITIONALLY, WE HAVE INCORPORATED LESSONS LEARNED INTO THE CONTEMPORARY OPERATING ENVIRONMENT AND SIMULATIONS TRAINING.

THE VAST AREAS OF OPERATIONS AND CONTINUED ROBUST OPERATIONS TEMPO (OPTEMPO) WITHIN OIF AND OEF REQUIRE A HIGHER DENSITY OF AIRCRAFT TO SUPPORT FULL SPECTRUM COMBAT OPERATIONS. WE CURRENTLY HAVE 569 ROTARY AND FIXED WING AIRCRAFT (AH-64: 142, UH-60: 288, CH-47: 65, OH-58D: 48, UC-35: 4, C-12:

8, AND C-23: 14) IN SUPPORT OF COMBAT OPERATIONS FOR OPERATION IRAQI FREEDOM (OIF) AND OPERATION ENDURING FREEDOM (OEF). SINCE 1 FEB 2003, OUR AIRCRAFT HAVE LOGGED OVER 548,000 FLIGHT HOURS AT OPTEMPOS UP TO 5 TIMES THE PEACETIME RATE ON SEVERAL SYSTEMS. ADDITIONALLY, WE HAVE 190 UAV SYSTEMS IN IRAQ, AFGHANISTAN, AND KUWAIT. ARMY UAVS ARE CONFIGURED AS SYSTEMS WITH MULTIPLE AIRCRAFT, GROUND EQUIPMENT, AND COMMUNICATIONS DEVICES PER SYSTEM. WE HAVE 178 RAVEN SYSTEMS (534 AIRCRAFT); 10 SHADOW (40 AIRCRAFT); ONE HUNTER (6 AIRCRAFT + 2 FLOATS IN THEATER); AND AUGMENTED WITH THE I-GNAT CONSISTING OF 3 AIRCRAFT. THESE SYSTEMS EQUATE TO 585 UNMANNED AIR VEHICLES IN OIF AND OEF THAT HAVE LOGGED OVER 36,000 FLIGHT HOURS

THE HIGH OPTEMPO, SEVERE ENVIRONMENT, AND RESULTANT MAINTENANCE CHALLENGE ADVERSELY IMPACT THE AIRCRAFT READINESS OF OUR FLEETS UPON REDEPLOYMENT TO HOME STATION. WE ARE THEREFORE "RESETTING" EVERY HELICOPTER AS IT RETURNS FROM COMBAT. RESET IS A COMBINATION OF CONTRACT, INSTALLATION, AND UNIT MAINTENANCE THAT INSPECTS AND REPAIRS AIRCRAFT TO A PRE- DEPLOYMENT READINESS CONDITION AND PERFORMS DEPOT MAINTENANCE AS REQUIRED. AS OF 9 MARCH 2005 WE HAVE COMPLETED RESET ON 717 AIRCRAFT (INCLUDING SPECIAL

OPERATIONS AVIATION) WITH 154 AIRCRAFT CURRENTLY IN WORK, AND HAVE MORE TO INDUCT INTO RESET FROM OIF2/OEF4.

WE ARE ALSO PRESETTING THE FORCE. PRESET IS A PROGRAM DESIGNED TO PREPARE ACTIVE AND RESERVE COMPONENT AIRCRAFT BEFORE DEPLOYMENT. DURING PRESET THE AIRCRAFT ARE EQUIPPED WITH ASE AND ALL OUTSTANDING STANDARD MODIFICATION WORK ORDERS (MWO) AND AIRCRAFT DESERT MODIFICATIONS ARE APPLIED. AIRCRAFT PRESET IS EXECUTED ON A PRIORITY BASIS SYNCHRONIZED WITH THE UNIT TRAINING AND OPERATIONAL DEPLOYMENT, AS WELL AS ARMY TRANSFORMATION PLANS.

A TRANSFORMING ARMY

IN 2003 THE CHIEF OF THE STAFF, ARMY (CSA), GENERAL SCHOOMAKER, DIRECTED ARMY AVIATION TO BECOME A “CAPABILITIES-BASED MANEUVER ARM OPTIMIZED FOR THE JOINT FIGHT WITH A SHORTENED LOGISTICS TAIL”. THE DESIRED OUTCOME IS AVIATION UNITS IN MODULAR CONFIGURATION AND ARE AGILE, FLEXIBLE, DEPLOYABLE, AND SUSTAINABLE.

THE AVIATION TASK FORCE OF THE ARMY G-3 IS RESPONSIBLE FOR THE OVERSIGHT AND IMPLEMENTATION OF AVIATION

TRANSFORMATION. AS THE DIRECTOR OF THE AVIATION TASK FORCE, I CAN TELL YOU THAT IN THE PAST YEAR WE HAVE BEEN ACTIVELY IMPLEMENTING THE AVIATION TRANSFORMATION PLAN AS DEFINED IN ANNEX D OF THE ARMY CAMPAIGN PLAN. I WILL DISCUSS A FEW OF THE ARMY'S ACTIONS BELOW.

TRANSFORMATION WILL OCCUR ACROSS THE TOTAL ARMY, IN BOTH THE ACTIVE AND RESERVE COMPONENTS. TO ACCOMPLISH THIS TRANSFORMATION ARMY AVIATION IS RELYING HEAVILY ON OUR RESERVE COMPONENT FOR THE CURRENT ROTATION TO OEF/OIF, WHERE THEY COMPOSE 44% OF THE AVIATION FORCE. THIS IS NECESSARY AS THE ACTIVE COMPONENT IS AGGRESSIVELY TRANSFORMING TO A MULTI-FUNCTIONAL AVIATION BRIGADE (MFAB) ORGANIZATIONAL CONSTRUCT IN FISCAL YEAR 2005 AND 2006. THE NEXT ROTATION WILL SEE ONLY 27% OF THE AVIATION FORCE COMPOSED OF THE RESERVE COMPONENT AS THEY BEGIN THE TRANSFORMATION PROCESS. WE ARE PLANNING FOR SUBSEQUENT ROTATIONS TO CONSIST OF 3 ACTIVE COMPONENT MFABS AND ONE RESERVE COMPONENT MFAB BASED ON THE CURRENT ARMY COMMITMENT TO THE FIGHT.

IN THE PAST YEAR WE TRANSFORMED THE AVIATION BRIGADE OF THE 3RD INFANTRY DIVISION (3ID) TO A MODULAR CONFIGURATION AS A

MULTI-FUNCTIONAL AVIATION BRIGADE (MFAB). 3ID, WITH OUR FIRST MFAB, IS DEPLOYED IN OIF FLYING RECENTLY RESET AIRCRAFT EQUIPPED WITH STATE OF THE ART AIRCRAFT SURVIVABILITY EQUIPMENT. THE 101ST AIRBORNE DIVISION (AIR ASSAULT), 10TH MOUNTAIN DIVISION AND THE 4TH INFANTRY DIVISION ARE IN THE PROCESS OF TRANSFORMING. END STATE WILL BE 11 ACTIVE COMPONENT AND 8 RESERVE COMPONENT MODULAR BRIGADES BY THE END OF FISCAL YEAR 2008.

THE MFAB WILL HAVE 4 STANDARD CONFIGURATIONS: HEAVY, MEDIUM, LIGHT, AND AVIATION EXPEDITIONARY BRIGADE (AEB). EACH MFAB WILL HAVE 5 BATTALIONS. THE DIFFERENCE BETWEEN THE HEAVY, MEDIUM, AND LIGHT CONFIGURATIONS IS IN THE RECONNAISSANCE/ATTACK (R/A) BATTALIONS: TWO R/A BATTALIONS (HEAVY: 48 AH64, MEDIUM: 24 AH64 AND 30 OH58D OR ARH, AND LIGHT: 60 OH58D OR ARH). ALL MFABS WILL ALSO HAVE ONE ASSAULT BATTALION (30 UH60), ONE GENERAL SUPPORT BATTALION (8 UH60, 12 CH47, AND 12 HH60 MEDEVAC) AND AN AVIATION SUPPORT BATTALION.

THE AEB WILL ALSO CONSIST OF 5 BATTALIONS. THE DIFFERENCE FROM THE OTHER MFABS IS INSTEAD OF TWO R/A BATTALIONS THE AEB WILL HAVE ONE R/A BATTALION AND ONE SECURITY AND SUPPORT (S&S) BATTALION. THE R/A BATTALION WILL

HAVE 24 AH64 (CURRENTLY RESOURCED AT 16 AIRCRAFT) AND THE S&S BATTALION WILL HAVE 24 LUH OR OH-58A/C. THE ASSAULT, GENERAL SUPPORT, AND AVIATION SUPPORT BATTALIONS ARE IN THE SAME CONFIGURATION AS THE MFAB. WE WILL REPLACE THE OH-58A/C AND OH-58D AIRCRAFT IN THE MFABS AND AEBS UPON FIELDING THE LUH AND ARH AIRCRAFT.

THE S&S BATTALION'S MISSION IS TO PRIMARILY SUPPORT HOMELAND SECURITY (HLS) AND OTHER RELATED MISSIONS AS ASSIGNED BY EITHER THE FEDERAL GOVERNMENT OR THE GOVERNOR OF THE STATE. AS SUCH, THE S&S BATTALIONS WILL NOT BE DEPLOYED TO COMBAT OPERATIONS WHERE THERE IS A SIGNIFICANT AIR DEFENSE THREAT, BUT COULD DEPLOY OUTSIDE THE CONTINENTAL UNITED STATES TO NON-COMBAT OPERATIONAL ENVIRONMENTS. THE FOUR REMAINING BATTALIONS OF THE AEB (RECONNAISSANCE/ATTACK, ASSAULT, GENERAL SUPPORT AVIATION, AND AVIATION SUPPORT) WILL BE DEPLOYED AND UTILIZED THE SAME AS IN THE OTHER THREE TYPES OF MFABS. THIS CONCEPT ALLOWS FOR A BRIGADE CONFIGURATION THAT SUPPORTS WAR AND CONTINGENCY OPERATIONS, BUT WITHOUT SERIOUS DEGRADATION TO ON-GOING HOMELAND SECURITY AND CIVIL SUPPORT OPERATIONS WITHIN THE UNITED STATES.

ANOTHER KEY ELEMENT TO OUR TRANSFORMATION PLAN IS HOW WE ARE TRANSFORMING OUR AVIATION LOGISTICS SUPPORT TO MEET THE CHALLENGES OF OUR MODERNIZED FORCE. THE AVIATION LOGISTICS (AVLOG) TRANSFORMATION PLAN SEEKS TO PROPERLY ORGANIZE, MAN, TRAIN AND EQUIP THE ARMY'S MULTIFUNCTIONAL AVIATION BRIGADES (MFAB) AS TAILORABLE AND MODULAR ORGANIZATIONS BY FISCAL YEAR (FY) 2008. WE ARE MOVING AWAY FROM MULTI-ECHELONS OF MAINTENANCE TO TWO (FIELD AND SUSTAINMENT) LEVELS OF MAINTENANCE. WE HAVE EMBARKED ON A COURSE TO MAKE EACH LEVEL MORE ROBUST AND FLEXIBLE ALLOWING US TO REDUCE THE LOGISTICS TAIL. IN ADDITION, WE ARE IMPROVING OUR MAINTENANCE AUTOMATION, BUYING MODULAR SUPPORT EQUIPMENT AND BETTER TOOLS, AND MAKING A MAJOR INVESTMENT IN AVIATION SPARES. OUR LONG-TERM GOAL OF AVLOG TRANSFORMATION IS TO RESOURCE KEY CAPABILITIES THAT WILL ENABLE ARMY AVIATION TO TRANSITION MAINTENANCE AND SUSTAINMENT FROM A CURRENT FAULT-BASED AND REACTIVE MAINTENANCE PROGRAM, TO A PROACTIVE AND PREDICTIVE CONDITIONED BASED MAINTENANCE PROGRAM BY FY2015.

WE ARE ALSO SPLITTING THE PROPONENCY FOR MEDEVAC AND SPECIAL ELECTRONIC MISSION AIRCRAFT (SEMA). AVIATION BRANCH WILL BE RESPONSIBLE FOR TRAINING AIRCREWS AND SUSTAINING

AIRCRAFT; THE MEDICAL AND INTELLIGENCE BRANCHES WILL BE RESPONSIBLE FOR THEIR RESPECTIVE PAYLOADS/MISSION EQUIPMENT PACKAGES AND TRAINING OF THEIR RELATED PERSONNEL.

WE ARE WORKING WITH FORCES COMMAND HEADQUARTERS TO IMPROVE ARMY RESERVE COMPONENT AVIATION READINESS. WE WILL ACCOMPLISH THIS BY DEVELOPING A FORCE GENERATION MODEL (FORMERLY KNOWN AS ROTATIONAL READINESS MODEL) DESIGNED TO BETTER PREPARE RESERVE COMPONENT AVIATION UNITS FOR DEPLOYMENT AND MISSION SUPPORT AROUND THE WORLD. PRIMARY ISSUES WE ARE CURRENTLY WORKING INCLUDE MOBILIZATION TIMELINES, ALIGNING TRAINING EVENTS WITH EQUIPMENT AVAILABILITY, STANDARDIZING TRAINING SITES, AND RESOURCING THE RESERVE COMPONENTS AT AN APPROPRIATE LEVEL.

WE HAVE INSTITUTIONALIZED THE SPECIAL OPERATIONS FORCES (SOF) CONCEPT OF INTEGRATING AVIATION PLANNERS AT THE BRIGADE COMBAT TEAM LEVEL. THIS IS ACCOMPLISHED BY MAKING A BRIGADE AVIATION ELEMENT (BAE) ORGANIC TO EACH GROUND MANEUVER BRIGADE THAT CAN FULLY INCORPORATE ARMY AVIATION INTO THE COMMANDER'S PLAN. ADDITIONALLY, WE ARE USING SOF ENHANCEMENTS IN AIRCRAFT SYSTEMS FOR INTEGRATION ACROSS OUR AVIATION FORCE, SUCH AS BALLISTIC BLANKETS AND COMMON

COCKPITS FOR THE UH-60 AND CH-47 AIRCRAFT, MISSION REHEARSAL SYSTEMS, AND A MORE MAINTAINER FOCUSED AUTOMATED LOGISTICS SYSTEM.

LAST YEAR WE TOLD YOU THAT OUR AVIATION TASK FORCE DETERMINED THE NEED TO DIVEST OVER 800 AGING AIRCRAFT (UH-1, AH-1, OH-58A/C, OH-58D, AND, RC-12, D-7, AND C-23) WHOSE CAPABILITIES COULD NOT BE ENHANCED TO KEEP PACE WITH REQUIREMENTS FOR CURRENT OR FUTURE COMBAT AND WHOSE OPERATIONS AND SUSTAINMENT COST CONTINUE TO GROW WITH THE AGING OF THE RESPECTIVE FLEET. AS SUCH, WE HAVE STARTED AN ACQUISITION STRATEGY TO ACQUIRE 3 NEW AIRCRAFT (ARMED RECONNAISSANCE HELICOPTER, LIGHT UTILITY HELICOPTER, AND THE FUTURE CARGO AIRCRAFT) TO REPLACE THOSE AIRCRAFT BEING DIVESTED. WE WILL PROVIDE MORE INFORMATION ON THESE "NEW STARTS" LATER IN THIS TESTIMONY.

WE ARE IMPLEMENTING TRAINING ENABLERS TO INCREASE OUR AVIATORS FLIGHT PROFICIENCY. FLIGHT SCHOOL XXI WILL BE FULLY INTEGRATED BY THE 1ST QUARTER OF FISCAL YEAR 2006. AS PREVIOUSLY NOTED, WE HAVE INCORPORATED RUNNING AND DIVING FIRES, HELLFIRE/ROCKET PROFICIENCY, MANEUVERING FLIGHT, DUNKER, AND SERE-C TRAINING INTO OUR PROGRAM. WE HAVE FOUR

NEW TRAINING INITIATIVES TO ENHANCE AVIATION CAPABILITIES AND TRAINING: AVIATION TACTICAL OPERATIONS OFFICER COURSE, AVIATION MASTER GUNNER COURSE, TACTICAL TERRAIN VISUALIZATION SYSTEMS AND NON-RATED CREWMEMBER FLIGHT INSTRUCTOR SCHOOL.

FINALLY, WE ARE UPDATING AVIATION DOCTRINAL PUBLICATIONS TO INCORPORATE CHANGES IN ACCORDANCE WITH OUR TRANSFORMATION AND MODERNIZATION PLANS.

AVIATION TRANSFORMATION CANNOT BE COMPLETED WITHOUT THE MODERNIZATION OF THE AVIATION FORCE. THE TWO PLANS ARE LINKED AND MUST BE SYNCHRONIZED FOR SUCCESSFUL EXECUTION. THE AVIATION MODERNIZATION PLAN, INCLUDED IN THE 2005 ARMY MODERNIZATION PLAN, DESCRIBES THE CHANGES INTENDED TO IMPROVE ARMY CAPABILITIES TO MEET CURRENT AND FUTURE FULL-SPECTRUM OPERATIONS. WE PROVIDED THE FISCAL YEAR 2005 ARMY AVIATION MODERNIZATION PLAN TO THIS COMMITTEE EARLIER THIS MONTH.

THE NEED FOR MODERNIZATION

WE ARE MAINTAINING A CAREFUL BALANCE BETWEEN PROVIDING A WAR FIGHTING CAPABILITY TODAY AND RAPIDLY IMPROVING

CAPABILITIES FOR THE FUTURE. MODERNIZATION OF ARMY AVIATION AIRCRAFT AND EQUIPMENT IS ESSENTIAL TO THIS EFFORT.

TO ACCOMPLISH THIS MODERNIZATION PLAN WE ARE DIVESTING OVER 800 NON-MODERNIZED AIRCRAFT (UH-1, AH-1, OH-58A/C, OH58D, RC-12, D-7, AND C-23) THAT HAVE REACHED THE LIMIT OF CAPABILITY GROWTH AND ARE EXPERIENCING SIGNIFICANT INCREASES IN OPERATIONS AND SUSTAINMENT (O&S) COSTS. WE ARE RECAPITALIZING AND REMANUFACTURING OUR MODERN FLEET TO EXTEND SYSTEM LIFE CYCLES, REDUCE O&S COSTS, PROVIDE FOR INCREASED COMMONALITY WITH SPECIAL OPERATIONS FORCES (SOF) AVIATION AND ENHANCE JOINT INTEROPERABILITY. THE RECAPITALIZATION AND REMANUFACTURING PROGRAM INCLUDES: AH-64A TO D, AH-64D BLOCK I TO BLOCK II AND III, AND THE UH60A TO A. WE WILL BEGIN TO PROCURE OVER 1,100 NEW AIRCRAFT TO REPLACE THE AIRCRAFT IN THE AGING FLEET, OVERCOME CAPABILITY GAPS IDENTIFIED FROM THE CURRENT FIGHT, AND TO MEET AVIATION TRANSFORMATION REQUIREMENTS. WE MUST ENSURE THAT BASE REQUIREMENTS OF DEPLOYABILITY AND SURVIVABILITY THAT WERE INFORMED BY TASK FORCE HAWK ARE IMPLEMENTED. ALL OF THESE PROGRAMS ARE ON TRACK AND FULLY FUNDED IN THE PRESIDENTIAL BUDGET FOR FISCAL YEAR 2006.

OUR CURRENT APACHE FLEET REQUIREMENT IS 714 AIRCRAFT; 263 'A' MODEL AND 451 LONGBOW AIRCRAFT. RECENTLY, THE VICE CHIEF OF STAFF, ARMY APPROVED A PLAN THAT WILL PROVIDE A TOTAL OF 597 LONGBOW AIRCRAFT IN THE INVENTORY; THE REMAINING 117 'A' MODEL AIRCRAFT WILL BE IN THE ARMY NATIONAL GUARD (ARNG). ARMY LEADERSHIP WILL REVIEW THE FLEET STATUS OF THE REMAINING 117 'A' MODEL APACHES DURING THE PROGRAM OBJECTIVE MEMORANDUM REVIEW FOR FISCAL YEAR 2008 TO 2013.

OUR PREVIOUS REQUIREMENT FOR BLACKHAWK WAS 1,577 AIRCRAFT. THE TRANSFORMATION OF OUR AVIATION FORCE TO MODULAR CONFIGURATION WILL INCREASE THIS REQUIREMENT TO 1,806 AIRCRAFT. OF THESE AIRCRAFT, 1,227 WILL BE UH-60M MODEL AIRCRAFT AND THE REMAINING 579 AIRCRAFT WILL BE UH-60A/L CONFIGURED. FOLLOWING A COST AND CAPABILITY ANALYSIS WE DECIDED TO EXECUTE A NEW BUY FOR THE UH-60M PROGRAM VERSUS CONTINUING WITH THE REMANUFACTURING (REMAN) PROCESS. THIS DECISION ALLOWS FOR ACHIEVING THE ARMY ACQUISITION OBJECTIVE 5 YEARS FASTER THAN REMAN, ELIMINATES REMAN OVER AND ABOVE COST/SCHEDULE RISK, PROVIDES AN IMPROVED WARRANTY, AND REDUCES FIELDING COSTS. AS WE PROCURE AND FIELD THE UH-60M TO THE ACTIVE COMPONENT WE WILL CASCADE THE DISPLACED UH60A/L MODEL AIRCRAFT TO THE ARNG.

THE TOTAL CHINOOK TRANSFORMATION REQUIREMENT IS 495 AIRCRAFT. THE PROGRAM IS FUNDED TO THE FULL ARMY ACQUISITION OBJECTIVE OF 513 AIRCRAFT TO ACCOUNT FOR NORMAL ATTRITION OVER THE LIFE OF THE PROGRAM. OF THESE AIRCRAFT, 434 ARE FOR THE CONVENTIONAL FORCE, 61 FOR SPECIAL OPERATIONS AVIATION, AND 18 FOR ATTRITION.

WE HAVE INITIATED 3 NEW START AIRCRAFT PROGRAMS PER THE ARMY AVIATION TRANSFORMATION PLAN: LIGHT UTILITY HELICOPTER, ARMED RECONNAISSANCE HELICOPTER, AND THE FUTURE CARGO AIRCRAFT. THESE NEW START PROGRAMS ARE CRITICAL TO THE SUCCESS OF TRANSFORMATION AND MODERNIZATION OF THE AVIATION FORCE.

WE WILL PROCURE 322 LIGHT UTILITY HELICOPTERS (LUH) TO REPLACE THE UH-1 AND OH-58A/C AIRCRAFT BEING DIVESTED AND TO RETURN 23 BLACKHAWK AIRCRAFT TO COMBAT UNITS. OF THESE 322 AIRCRAFT, 204 AIRCRAFT ARE SCHEDULED TO BE FIELDDED TO THE ARMY NATIONAL GUARD; 144 AIRCRAFT TO THE SERVICE AND SUPPORT (S&S) BATTALIONS AND 60 AIRCRAFT TO THE GENERATING FORCE MEDEVAC. THE REMAINING 118 AIRCRAFT WILL BE FIELDDED TO THE TABLE OF DISTRIBUTION AND ALLOWANCE (TDA) UNITS OF THE ACTIVE

COMPONENT (JOINT READINESS TRAINING CENTER, NATIONAL TRAINING CENTER, AVIATION SCHOOL HOUSE, UNITED STATES MILITARY ACADEMY, MEDEVAC, AND OTHER SUPPORT ACTIVITIES). THE LUH IN THE ARNG WILL PROVIDE MISSION SUPPORT FOR HOMELAND SECURITY, GENERATING FORCE MEDEVAC, DISASTER RELIEF, AND OTHER MISSIONS AS REQUIRED FOR STATE AND FEDERAL AGENCIES.

WE WILL PROCURE 368 NEW ARMED RECONNAISSANCE HELICOPTERS (ARH) TO REPLACE THE OH-58D AIRCRAFT. OF THESE, 300 AIRCRAFT GO TO THE FIGHTING FORCE , 270 IN THE ACTIVE COMPONENT AND 30 IN THE ARMY NATIONAL GUARD; 38 AIRCRAFT WILL GO TO THE TRAINING BASE; AND 30 AIRCRAFT WILL ESTABLISH THE OPERATIONAL READINESS FLOAT. THE ARH WILL POSSESS THE GROWTH POTENTIAL TO BRIDGE THE ARMED RECONNAISSANCE CAPABILITY GAPS TO THE FUTURE FORCE.

WE WILL PROCURE 33 FUTURE CARGO AIRCRAFT (FCA) IN THE PROGRAM OBJECTIVE MEMORANDUM (POM) FISCAL YEAR 2006-2011 TO BEGIN THE REPLACEMENT OF THE 47 C-23 AIRCRAFT BEING DIVESTED. THE ARMY IS CHALLENGED IN OEF/OIF TO PROVIDE THE SUPPORT NECESSARY TO ENSURE HIGH PRIORITY PARTS, PERSONNEL, EQUIPMENT AND SUPPLIES ARE DELIVERED TO THE FIGHTING FORCE. WE ARE CONDUCTING UP TO 250 ROAD CONVOYS PER DAY AND OUR

CHINOOK AND C-23 SHERPA FLEETS ARE STRAINED TO SUPPORT COMBAT AND LOGISTICAL OPERATIONS. THE PROCUREMENT OF THE FCA WILL ALLOW US TO RETURN MORE CHINOOK AIRCRAFT TO COMBAT OPERATIONS, REDUCE THE NUMBER OF GROUND CONVOYS REQUIRED FOR LOGISTICAL RESUPPLY, AND DIVEST OUR LEGACY C-23 FLEET. ALTHOUGH WE HAVE NOT COMPLETED THE STATIONING PLAN FOR THESE AIRCRAFT, IT IS ANTICIPATED THAT ALL OR MOST OF THESE AIRCRAFT WILL BE FIELDDED TO THE ARNG.

OUR MODERNIZATION EFFORTS ALSO INCLUDE UNMANNED AERIAL VEHICLE (UAV) SYSTEMS. THE FOLLOWING IS A MUCH SHORTENED SYNOPSIS OF MY TESTIMONY BEFORE THIS COMMITTEE OF 9 MARCH 2005 ON ARMY UAV'S.

ARMY UAVS ARE NORMALLY FLOWN AND MAINTAINED BY SOLDIERS AND OPERATED AT TACTICAL LEVELS TO PROVIDE IMMEDIATE DYNAMIC RECONNAISSANCE, SURVEILLANCE, AND TARGET ACQUISITION. WE HAVE FOUR UAV SYSTEMS CURRENTLY FIELDDED TO THE FORCE: THE SMALL UAV (RAVEN) USED AT THE BATTALION AND BELOW LEVEL; THE TACTICAL UAV (SHADOW) FIELDDED TO BRIGADES; THE HUNTER USED AT THE CORPS LEVEL; AND THREE I-GNAT AIRCRAFT AND GROUND STATIONS. I-GNAT WAS PURCHASED THROUGH CONGRESSIONAL PLUS-UP.

WE ALSO HAVE TWO UAV PROGRAMS FOR THE ARMY MODULAR FORCE, WHICH ARE THE EXTENDED RANGE MULTI-PURPOSE (ERMP) UAV AND A SMALL UAV PROGRAM IN COOPERATION WITH UNITED STATES SPECIAL OPERATIONS COMMAND (USSOCOM). THE ERMP UAV WILL BE FIELDED TO UEX (DIVISION) AND BELOW FOR OUR MODULAR AND POTENTIALLY FOR OUR FUTURE FORCE REQUIREMENTS. THE ERMP WILL PRIMARILY BE A RECONNAISSANCE, SURVEILLANCE, AND TARGET ACQUISITION (RSTA) PLATFORM CAPABLE OF INTELLIGENCE COLLECTION, AS WELL AS COMMUNICATIONS RELAY, ATTACK MISSIONS, AND MANNED-UNMANNED TEAMING.

AVIATION SCIENCE AND TECHNOLOGY (S&T)

IN KEEPING WITH THE ARMY'S OVERALL TRANSFORMATION AND MODERNIZATION STRATEGY, WE ARE CONTINUING TO PURSUE THE TECHNOLOGIES THAT HAVE A HIGH POTENTIAL TO ENHANCE THE CURRENT FORCE AND ENABLE THE FUTURE FORCE.

THE ARMY HAS A UNIQUE RESPONSIBILITY WITHIN THE DEPARTMENT OF DEFENSE (DOD) AS THE SERVICE LEAD FOR ROTORCRAFT S&T INVESTMENT. UNDER PROJECT RELIANCE, THE ARMY ADDRESSES THE ROTORCRAFT S&T REQUIREMENTS OF ALL

SERVICES AND THE SPECIAL OPERATIONS COMMAND (SOCOM) IN AREAS THAT ARE NOT SERVICE OR COMMAND UNIQUE. THE DOD AND THE SERVICES RELY ON THE ARMY TO MATURE AND DEMONSTRATE TECHNOLOGIES AND CAPABILITIES FOR THE JOINT ROTORCRAFT FORCE.

THE ARMY AVIATION S&T PROGRAM DEVELOPS, MATURES, AND DEMONSTRATES TECHNOLOGIES FOR BOTH MANNED AND UNMANNED ROTORCRAFT, IN SUPPORT OF THE FUTURE FORCE. BASED ON THE ARMY AVIATION TRANSFORMATION AND THE AVIATION MODERNIZATION STRATEGY, THIS EFFORT FOCUSES ON TWO FRONTS: 1) DEVELOPING AND MATURING COMPONENTS AND SUBSYSTEMS THAT ENABLE INCREASED SYSTEM SURVIVABILITY, PLATFORM LIFT, MANEUVERABILITY, AND ENDURANCE; AND 2) CONDUCTING REALISTIC AND ROBUST DEMONSTRATIONS OF TECHNOLOGIES FOR BOTH MANNED AND UNMANNED TEAMING IN COMBAT AND COMBAT SUPPORT OPERATIONS FOR ATTACK, RECONNAISSANCE, AIR ASSAULT, SURVIVABILITY, AND COMMAND AND CONTROL MISSIONS.

THE ARMY'S AVIATION S&T PROGRAM INVESTS IN THREE AREAS: BASIC RESEARCH; APPLIED RESEARCH; AND ADVANCED TECHNOLOGY DEVELOPMENT. FOR BASIC RESEARCH (6.1), THE ARMY INVESTS IN WORLD-CLASS EXPERTISE IN ACADEMIA, INDUSTRY AND OTHER

GOVERNMENT AGENCIES, AS WELL AS IN STATE-OF-THE-ART EQUIPMENT. THE AVIATION APPLIED RESEARCH (6.2) PROGRAM PROVIDES THE ENABLING TECHNOLOGY AND BASELINE FOR AVIATION DEVELOPMENT. THIS RESEARCH INCLUDES ENABLING TECHNOLOGIES FOR MANNED AND UNMANNED ROTORCRAFT IN PROPULSION, ROTORS, DRIVE TRAIN, AND STRUCTURES. THE AVIATION ADVANCED TECHNOLOGY DEVELOPMENT (6.3) PROGRAM DEMONSTRATES TECHNOLOGIES UP TO A TECHNOLOGY READINESS LEVEL SUFFICIENT FOR SUCCESSFUL TRANSITION INTO ENGINEERING. THESE EFFORTS ARE CURRENTLY FOCUSED ON UNMANNED SYSTEMS, MANNED-UNMANNED TEAMING, SURVIVABILITY, PROPULSION, AERODYNAMICS, STRUCTURES AND DRIVE TRAIN TECHNOLOGIES.

A HIGHLIGHT OF OUR VISION FOR THE JOINT FUTURE FORCE IS THE JOINT HEAVY LIFT CONCEPT REFINEMENT (JHL CR) EFFORT BEGINNING THIS YEAR. THE PURPOSE OF THE JHL CR IS TO IDENTIFY THE HEAVY LIFT TECHNOLOGICAL "ART OF THE POSSIBLE" AND TO INFORM THE EMERGING JOINT CONCEPTS AND THE JOINT REQUIREMENTS PROCESS. THE GOAL OF JHL CR IS TO PROVIDE INFORMATION THAT WILL ENABLE THE DEPARTMENT OF DEFENSE (DOD) TO MAKE AN INFORMED ACQUISITION DECISION. THIS CONCEPT REFINEMENT IS JOINT WITH ARMY IN THE LEAD.

ARMY S&T HAS SIGNIFICANTLY INCREASED ITS INVESTMENT IN AIRCRAFT SURVIVABILITY. THIS EFFORT EMPHASIZED AFFORDABLE AND RELIABLE PASSIVE AND ACTIVE TECHNOLOGIES THAT ADDRESSES THE FULL-SPECTRUM OF THREATS WITHIN THE CONSTRAINTS OF A ROTORCRAFT SYSTEM. THESE TECHNOLOGIES HAVE THE POTENTIAL TO SUBSTANTIALLY IMPROVE ROTORCRAFT SURVIVABILITY AND WILL PROVIDE THE DEPARTMENT OF DEFENSE WITH OPPORTUNITIES FOR IMPROVING THE CURRENT FORCE AS WELL AS THE FUTURE FORCE.

THE ARMY ALSO MAINTAINS A ROBUST S&T EFFORT IN UAVS. THE A-160 HUMMINGBIRD PROGRAM IS THE HIGHLIGHT OF THE UAV EFFORT. THE ARMY, TEAMED WITH THE DEFENSE ADVANCED RESEARCH PROJECTS AGENCY (DARPA), IS MATURING THE A-160 HUMMINGBIRD, WITH A GOAL TO DEMONSTRATE A MEDIUM ALTITUDE, LONG ENDURANCE, VERTICAL TAKEOFF AND LANDING UAV THAT IS ABLE TO SLOW OR STOP ITS MOTION RELATIVE TO THE INTENDED TARGET.

AN AREA OF CONCERN FOR THE FUTURE OF AVIATION S&T INVESTMENT IS THE NATIONAL AERONAUTICS AND SPACE ADMINISTRATION'S (NASA) RECENT DECISION TO DISCONTINUE ITS EFFORTS IN ROTORCRAFT DEVELOPMENT. THE FINAL IMPACT OF THE LOSS OF NASA PARTICIPATION IN ROTORCRAFT, TO INCLUDE CRITICAL WIND TUNNEL INFRASTRUCTURE, IS UNKNOWN, BUT WE ARE CERTAIN

THAT IT WILL BE SIGNIFICANT IN THE LOSS OF FACILITIES AND INTELLECTUAL CAPITAL. THE ARMY IS WORKING WITH NASA TO DEVELOP A FEASIBLE WAY AHEAD. IN ORDER TO RETAIN THE HIGHEST PRIORITY CRITICAL INFRASTRUCTURE, THE DEPARTMENT OF DEFENSE HAS RECENTLY AGREED TO ASSUME MANAGEMENT AND OPERATIONS OF THE NATIONAL FULL-SCALE AERODYNAMICS COMPLEX (NFAC), LOCATED AT THE AMES RESEARCH CENTER AT MOFFETT FIELD, CA. THE NFAC IS A UNIQUE SUB-SONIC TEST FACILITY AND A NATIONAL ASSET WITH TEST SECTIONS THAT ARE 40 FEET BY 80 FEET AND 80 FEET BY 120 FEET, WHICH WILL ALLOW FOR FULL-SCALE ,OR NEAR FULL SCALE, ROTOR AND ROTORCRAFT RESEARCH, DEVELOPMENT AND TEST. WHILE THE MOST SIGNIFICANT IMPACT IS ON ROTORCRAFT, THE RETENTION OF THE NFAC WILL BENEFIT ALL AERONAUTICS RESEARCH AND DEVELOPMENT ACTIVITIES.

THE ARMY'S INVESTMENT IN AVIATION S&T IS GUIDED BY THE REQUIREMENTS OF THE FUTURE FORCE BUT ACKNOWLEDGES THE NEEDS OF OUR SISTER SERVICES. OUR INVESTMENT IN ADVANCED TECHNOLOGY DEVELOPMENT WILL GROW IN THE COMING YEARS TO MEET THE CHALLENGES OF THOSE REQUIREMENTS, AS INDICATED IN ATTACHMENT 3. TO THIS END, THE ARMY MUST HAVE A DIVERSE AVIATION S&T PORTFOLIO TO BE RESPONSIVE TO CURRENT AND FUTURE COMBAT NEEDS. THE S&T COMMUNITY SEEKS

TECHNOLOGICAL SOLUTIONS THAT CAN BE DEMONSTRATED IN THE NEAR-TERM, INVESTIGATES THE FEASIBILITY OF NEW CONCEPTS FOR THE MID-TERM, AND EXPLORES THE IMAGINABLE FOR AN UNCERTAIN FAR-TERM FUTURE. THE ARMY IS CONFIDENT THAT THE CURRENT AVIATION S&T INVESTMENT REPRESENTS A PRUDENT PROGRAM THAT MEETS THE DOD AND ARMY TRANSFORMATIONAL GOALS.

CONCLUSION

ARMY AVIATION'S STRENGTH IS ITS ABILITY TO DEPLOY QUICKLY, MANEUVER RAPIDLY, FOCUS TREMENDOUS COMBAT POWER, AND ACHIEVE SURPRISE AND POSITIONAL ADVANTAGE. IT IS INSTRUMENTAL IN ACHIEVING SIMULTANEOUS, DISTRIBUTED AND CONTINUOUS COMBINED ARMS AIR-GROUND OPERATIONS. MODERNIZATION AND TRANSFORMATION OF ARMY AVIATION ENSURES THESE CAPABILITIES ARE SUSTAINED AND MAINTAINED.

THANK YOU FOR ALLOWING ME TO PARTICIPATE IN THIS SESSION. WE IN THE ARMY SINCERELY APPRECIATE THE RESOURCES, GUIDANCE, AND ASSISTANCE YOU PROVIDE AND WE LOOK FORWARD TO YOUR CONTINUED INTEREST AND SUPPORT. I AM READY TO ADDRESS ANY QUESTIONS YOU MAY HAVE. THANK YOU.

ATTACHMENT1 – AIRCRAFT ATTRITION

Attrition Aircraft

FY02 - Present

*As of 18 Mar 05

MDS	Attrited			Pending Attrition/ECOD		
	OIF/OEF	Non OIF/OEF	Total	OIF/OEF	Non OIF/OEF	Total
AH-64A/D	14	15	29	6	5	11
UH/MH-60A/L	13	6	19	4	6	10
CH/MH-47D/E	7	2	9	-	-	-
OH-58D	18	5	23	2	-	2
TOTALS	52	28	80	13	10	23

Legend:

Attrited: Destroyed; Sent to DRMO; Loss from Inventory

Pending Attrition / ECOD: Aircraft Accident / Incident with Damage; Awaiting Reparability Determination (ECOD) or Release by JAG

AH-64A/D Aircraft Attrition (FY02-04)

Attrited

AH-64A	AH-64D	Unit	OIF/OEF	As of	Comments
9000454		17 BDE	Non-OIF/OEF	Oct 01	Mar 97 - EUSA - Power Loss; Destroyed
8424299		USAAVNC	Non-OIF/OEF	Jan 02	Jun 99 - TRADOC - Hard Landing
8609019		2 / 6 CAV	Non-OIF/OEF	Aug 02	Oct 01 - USAREUR - Crash Sulecin, Poland; Destroyed
8900209		3-101 AVN	OEF	Aug 02	Mar 02 - Afghanistan - Power Loss; Destroyed
8700466		1-111 AVN	Non-OIF/OEF	Aug 02	Apr 02 - NGB - Crash Burned; Destroyed
8608967		4 / 3 ACR	Non-OIF/OEF	Aug 02	May 02 - FORSCOM - Burned; Destroyed
	9905150	1-2 AVN	Non-OIF/OEF	Sep 02	Aug 02 - EUSA - Crash; Destroyed
8608947		2 / 6 CAV	Non-OIF/OEF	Nov 02	Aug 02 - USAREUR - Crash; Destroyed
8700488		4 / 3 ACR	Non-OIF/OEF	Nov 02	Sep 02 - FORSCOM - Crash; Destroyed
8800261		1-229 AVN	OEF	Dec 02	Aug 02 - Afghanistan - Power Loss; Destroyed
	9805058	USAAVNC	Non-OIF/OEF	Mar 03	Dec 02 - TRADOC - Crash; Destroyed
9100121		1 / 6 CAV	Non-OIF/OEF	Jun 03	Aug 02 - EUSA - Crash; Destroyed
	9905135	1-227 AVN	OIF	Jul 03	Mar 03 - Iraq - Captured; Destroyed; Cause Unknown
8900258		3-229 AVN	OEF	Jul 03	Jun 03 - Afghanistan - Power Loss; Destroyed in Place
8323808		USAAVNC	Non-OIF/OEF	Aug 03	May 03 - TRADOC - Crash T/B twisted,
9000308		3-101 AVN	OIF	Sep 03	Jun 03 - Iraq - Shot by 3 RPGs; Destroyed
	0005219	1-101 AVN	OIF	Dec 03	Oct 03 - Iraq - APU Fire Act burned in two
	0005211	6 / 6 CAV	OIF	Dec 03	Oct 03 - Iraq - APU Fire Destroyed
9000335		1-285 AVN	Non-OIF/OEF	Dec 03	Jun 00 - NGB - Crash / Burned; Destroyed
8323811		USAAVNC	Non-OIF/OEF	Jan 04	Oct 03 - Corrosion; Converted to PTT at BGAD



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AH-64A/D Aircraft Attrition (FY02-04)

Attrited (Con't)

AH-64A	AH-64D	Unit	OIF/OEF	As of	Comments
8323815		USAAVNC	Non-OIF/OEF	Jan 04	Oct 03 - Corrosion; Converted to PTT at BGAD
9000307		3-101 AVN	OIF	Apr 04	Mar 03 - Hard Landing
	9705035	2-101 AVN	OIF	Apr 04	Apr 03 - Crash on Takeoff
	0105241	1-4 AVN	OIF	Apr 04	Aug 03 - IGB Failure, live ordnance found embedded in wreckage; AMCOM authorized AVCRAD to destroy in place OIF -
	0205301	1/227 th AVN	OIF	May 04	Apr 04 - Shot down, acft destroyed
	0005186	1-101 AVN	OIF	Jul 04	Dec 03 - APU Fire; acft destroyed in OIF
8900263		1-211 AVN	OEF	Aug 04	Jun 04 - Crashed on Takeoff in OEF, Acft Destroyed
	0205308	1-3 AVN	Non-OIF/OEF	Dec 04	Jun 04 - Crash into Trees, Acft Destroyed
9100112		1-151 AVN	OIF	Mar 05	Dec 04 - Accident, Class A, Aircraft landed on top of UH-60 in FARP

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AH-64A/D Aircraft Attrition (FY02-04)

Pending Attrition / ECOD

AH-64A	AH-64D	Unit	OIF/OEF	As of	Comments
8700473		1-1 AVN	Non-OIF/OEF	Jun 03	Jun 03 - Hit Mining Cable, acft destroyed
8525477		AAH PM	Non-OIF/OEF	Dec 04	Dec 04 - LB Prototype, Live fire test, pending test results evaluation then attrition
9100118		1-151 AVN	OIF	Dec 04	Dec 04 - Battle Damage
	9705032	CCAD	OIF	Jan 05	Mar 03 - Battle Damage, Brown out. Pending Attrition
	9805068	CCAD	OIF	Jan 05	Mar 03 - Battle Damage, Brown out. Pending Attrition
9000440		CCAD	Non-OIF/OEF	Jan 05	Mar 04 - Crashed into trees inverted Ft Polk, no injuries. Pending Attrition
	0105270	3-3 AVN	OIF	Jan 05	Jan 05 - Crashed during gunnery, CLASS A, One fatality. pending attrition
	0205320	1-3 AVN	OIF	Feb 05	Feb 05 - Crashed, Cause Unknown. CLASS A -pending attrition
	9905153	1-2 AVN	Non-OIF/OEF	Feb 05	Feb 05 - Crashed into mountain side, Cause Unknown, CLASS A, Two fatalities - Pending Accident board release and ECOD
9200484		1-151 AVN	OIF	Feb 05	Feb 05 - Battle Damage
	9805079	USAAVNC	Non-OIF/OEF	Mar 05	Mar 05 - Hovered backward into trees, CLASS A, Pending ECOD and shipment to San Angelo - probable repairable

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UH-60 Aircraft Attrition

Attrited

UH-60A	UH/MH-60L	Unit	Type	As of	Comments
78-22996		1022 nd MED (NGB)	Non OIF/OEF	Mar 02	Tree Strike
	90-26256	4-3 ACR	Non OIF/OEF	Aug 02	Crashed
87-24586		1-228 th AVN	Non OIF/OEF	Dec 02	Crashed into Mountain; 5 fatalities
	89-26185	1-160 th SOAR	OEF	Feb 03	Crashed in Afghanistan
86-24507		571 MED	OIF	Jun 03	Crashed in Baghdad during MED mission
	95-26653	3-158 ASLT BN	OIF	Oct 03	Crashed; Burned
	94-26548	9-101 ASLT BN	OIF	Nov 03	Loss in Iraq; With Aircraft 93-26531
	89-26179	1-160 th SOAR	Non OIF/OEF	Nov 03	Beyond economical repair – Awaiting disposition for movement in support as a SOA trainer
	93-26531	4-101 ASLT BN	OIF	Nov 03	Loss in Iraq, with Aircraft 94-26548
	92-26431	5-101 ASLT BN	OIF	Dec 03	Shot Down
86-24488		571 st MED	OIF	Jan 04	Shot Down; (8 fatalities)
	93-26514	5-101 ASLT BN	OIF	Jan 04	Loss in Iraq
	89-26215	1/159 th	Non OIF/OEF	Apr 04	Crashed – Aircraft was inverted & submerged; 3 Fatalities
87-24579		B 158th CAB	OIF	Sep 04	Hard Landing – injuries sustained

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UH-60 Aircraft Attrition

Attrited (Cont'd)

UH-60A	UH/MH-60L	Unit	Type	As of	Comments
83-23856		1-106 ASLT (ARNG)	OIF	Nov 04	Small arms fire and a possible AAA.
	95-26597	2-82 ABN	Non OIF/OEF	Oct 04	Impact with Trees/Ground – Class A Accident, injuries sustained.
	94-26557	2-3 GSAB	OIF	Dec04	Crashed; Fatalities
82-23668		4-278 ACR (ARNG)	OIF	Dec 04	Acft was parked in refuel when an AH-64 descended and landed on top of aircraft. Aircraft was destroyed in incident when a fire broke out after the collision. No fatalities reported.
	93-26522	4-101 ASLT	OIF	Mar 03	Aircraft Experienced Brown Out; Fire

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UH-60 Aircraft Attrition

Pending Attrition/ECOD

UH-60A	UH/MH-60L	Unit	Type	As of	Comments
88-26083		7-159 BN AVN MAINT	OIF	Feb 03	Crashed; Destroyed; Fatalities
88-26067		1-244th (ARNG)	OIF	Nov 04	Hit by mortar fire – aircraft under assessment for level of repair
82-23717		RTTC	Non OIF/OEF	Sep 02	Aircraft deteriorated, capton wiring installed
82-23679		TX OLR	Non OIF/OEF	May 04	Lightening Strike, capton wiring installed
	96-26720	2-25 AVN	OEF	Feb 05	Received small arms ground fire during support operations. No fatalities or injuries.
86-24574		USAAVNC	NON OIF/OEF	Feb 05	Struck utility pole and wires while hovering and then crashed. No injuries or fatalities.

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UH-60 Aircraft Attrition

Pending Attrition/ECOD (cont'd)

UH-60A	UH/MH-60L	Unit	Type	As of	Comments
83-23837		2-135 AVN (ARNG)	Non OIF/OEF	Mar 05	Aircraft encountered whiteout conditions in snow covered terrain and struck trees/ground. No reported injuries or fatalities.

Pending Attrition/ Deferred - Pending Legal Release

UH-60A	UH/MH-60L	Unit	Type	As of	Comments
	90-26273	2-10 th ASLT BN	Non OIF/OEF	Mar 03	Crashed – Awaiting release from SJA & Legal; current status is Deferred
	96-26699	2-25th ASLT	OIF	Aug 04	Impacted Ground - Deferred, pending legal release
	98-26827	2-4 GSAB	Non OIF/OEF	Nov 04	Impacted with Radio tower. Acft crashed and caught fire. Fatalities. Deferred, pending legal release

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CH-47D/E Aircraft Attrition (FY02-04)

Attrited

CH-47D	MH-47E	Unit	OIF/OEF	As of	Comments
84-24174		B / 159	OEF	Feb 02	Brown Out; Destroyed in Place
	92-00471	SOA	OEF	Feb 02	Total Loss; Philippines
	92-00475	SOA	OEF	Mar 02	Destroyed in Place
90-00217		C / 7 / 101	OEF	Apr 03	Engine Failure; Destroyed in Place
90-00195		G / 104	NON-OIF/OEF	May 03	Crashed; Burned
88-00098		F / 159	OIF	Sep 03	Rollover; FARP
90-00183		B/4/123	NON-OIF/OEF	Apr 04	Crash, Alaska
91-00230		F / 106	OIF	Nov 03	Shot Down; Destroyed
92-00301		C/193	OIF	Apr 04	Brown Out; Destroyed in Place

Pending Attrition / ECOD

CH-47D	MH-47D/E	Unit	OIF/OEF	As of	Comments

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OH-58D Attrition Summary

MDS	Attrited		Pending Attrition	
	OIF/OEF	Non OIF/OEF	OIF/OEF	Non OIF/OEF
CDS 4 (SEP)	15	3	-	-
CDS 2 (Non SEP)	3	2	2	-
Total OH-58Ds (25)	18	5	2	-

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OH-58D Aircraft Attrition (FY02-05)

Attrited

OH-58D	Unit	OIF/OEF	As of	Comments
94-00178	1/1 CAV	Non OIF/OEF	Dec 01	Right Drift, Contacted Ground; Germany; Use for Live Fire Test Support
94-00167	3 rd ACR	Non OIF/OEF	May 02	Uncoordinated Steep Turn; Ft. Carson; Use for Live Fire Test Support
97-00135	1/25 ATK	Non OIF/OEF	Jun 02	Wire Strike; Bosnia; Return CONUS for Training/Training Device Support
91-00545	4/2 ACR	Non OIF/OEF	Aug 02	Copilot Cyclic Not Engaged; Crashed Inverted; Ft. Polk; Strip and DRMO
95-00080	3 rd ACR	Non OIF/OEF	Aug 02	Engine Electronic Control Unit Failed; NTC; Use for Live Fire Test Support
94-00163	4 / 3 ACR	OIF	May 03	Brown-Out/Hard Landing; DRMO in Country; Strip Parts
95-00072	3 / 7 CAV	OIF	Jul 03	Brown-Out/Hard Landing; DRMO in Country; Strip Parts
92-00578	1 / 82 ATK	OIF	Oct 03	Hard Landing; Return to CONUS; Use for Training/Training Device Support
92-00605	1 / 17 CAV	OIF	Nov 03	Hard Landing; DRMO in Country; Strip Parts
96-00040	1/10 CAV	OIF	Nov 03	Tail Rotor Strike (Gunnery); Return to CONUS; Use for Training/Training Device Support
92-00531	1/82 ATK	OIF	Dec 03	Shot Down; No Value; DRMO in Country
90-00370	1/82 ATK	OIF	Jan 04	Shot Down; DRMO in Country; Strip Parts
97-00124	3 rd ACR	OIF	Feb 04	Wirestrike; Went into River; Aircraft Recovered; Non-repairable; DRMO
92-00583	1/25 ATK	OIF	Apr 04	Struck by ground fire, lost tail rotor, landed hard; Damaged later by two RPG's

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OH-58D Aircraft Attrition (FY02-05)

Attrited Cont'd

OH-58D	Unit	OIF/OEF	As of	Comments
91-00567	4/2 ACR	OIF	Apr 04	Engine compartment fire inflight, possibly AC generator; landed (no injuries), aircraft burned (destroyed)
94-00171	1/25 ATK	OIF	Jun 04	Power loss during flight, autorotation, impacted embankment and rolled. Post-crash fire consumed aircraft
94-00162	1/25 ATK	OIF	Jun 04	Power loss, autorotation, impacted nose high and came to rest on left side. Both pilots sustained significant injury. HMMU potentiometer failure.
96-00015	1/7 CAV	OIF	Aug 04	Shot down; Major structural damage
95-00004	3/17 CAV	OIF	Sep 04	Shot down; Hard landing
97-00130	1/25 ATK	OIF	Oct 04	Chalk 2 in midair collision; Crash/ground fire; 2 fatalities
94-00172	1/25 ATK	OIF	Oct 04	Chalk 1 in midair collision; Crash landing; 2 injuries
96-00033	3/4 CAV	OEF	Dec 04	Lost situational awareness, contacted ground and flipped 2 or 3 times; Return to CONUS for training device support.
96-00019	1/7 CAV	OIF	Jan 05	Wirestrike; went inverted, crashed, and burned. 2 fatalities

Pending Attrition / ECOD

OH-58D	Unit	OIF/OEF	As of	Comments
93-00950	3/17 CAV	OIF	Jan 04	Flew into Ground; Possibly WX related; Non-repairable; Pending Judge Advocate Release
93-00957	3/17 CAV	OIF	Jan 04	Wirestrike; Went into River; NVGs in Use; Aircraft recovered; Non-repairable; Pending Judge Advocate Release

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ATTACHMENT 2 – AIRCRAFT SURVIVABILITY EQUIPMENT



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Aircraft Survivability Equipment

Army Aviation’s Number One Priority

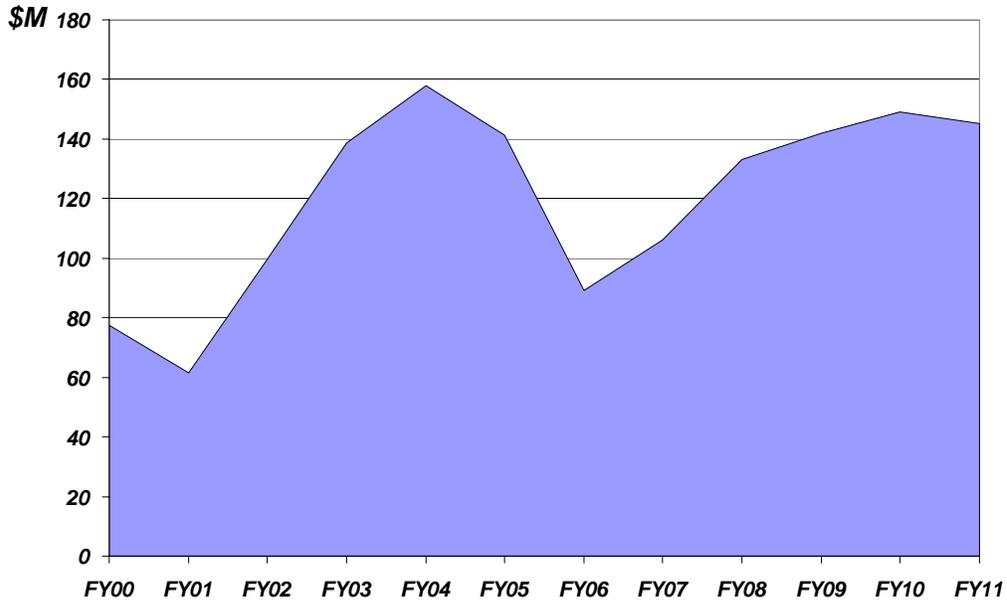
- EOH made ASE and Force Protection a top priority for Army aviation
- Army actions to accelerate ASE
 - ALE-47 (IR CM Flare Dispenser) or CMWS/ICMD installed on all deployed CH-47 aircraft
 - BAPS being installed on CH-47 and UH-60 aircraft deploying to OEF / OIF
 - End state: CH-47: 54 /UH-60: 405
 - Jan 04: Acting, SEC-A approved accelerated CMWS / ICMD for all deployed aircraft (Army intent is to install on all modernized aircraft)
 - Funded \$1.2B by Army reprogramming and congressionally supported GWOT Supplemental Funding to eventually provide 2650 CMWS/ICMD A-kits and 1076 B-kits w/ Laser Jam Heads (ATRICM) through FY13.
- Update on ASE for all aircraft deployed to OEF/OIF
 - FY 05 Supplemental provides \$45M to modify 20 additional FW (\$8.5M rec'd / balance due Apr 05)
 - AVN BOS also increased funds by \$42M in FY 05-06 and redistributed \$12M in FY 07 to accelerate procurement of 208 CMWS/ICMD A kits and 160 B-kits to meet current requirements.

Aircraft	Steady State / Current Rqmt	Current System	Objective System	Steady State Completion Date	Completions	
					Current	Objective
CH47	51 / 65	ALE-47	CMWS / ICMD	2nd qtr, FY06	50	15
UH60	180 / 288	ALQ-144 / M-130	CMWS / ICMD	2nd qtr, FY06	238	50
AH64	54 / 142	ALQ-144 / M-130	CMWS / ICMD	2nd qtr, FY06	142	
C23	13 / 13	ALQ-156 / M-130	ALQ-156 / M-130	3rd qtr, FY04	11/2*	13
C12	8 / 8	None	CMWS / ICMD	4th qtr, FY05	2	6
UC35	2 / 2	None	CMWS / ICMD	4th qtr, FY05	2	
RC12	6 / 6	ALQ-156 / M-130	CMWS / ICMD	3rd qtr, FY06	5	1
C37	3 / 3	None	DIRCM	3rd qtr, FY06	3	

* C23 – 2 aircraft in OIF equipped with ALE-47

ATTACHMENT 3 – S&T FUNDING

**Army S&T
Rotorcraft
\$1.4B FY00-11**



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