



## **National Commission on the Future of the Army**

2530 Crystal Drive, Zachary Taylor Building, Suite 5000  
Arlington, VA 22202

**SUBJECT:** Classified Aviation Subcommittee 21 October 15 Meeting - Unclassified Meeting Minutes

**Date:** 21 October 2015

**Time:** 1300 to 1500 hours

**Location:** Taylor Building, 2530 Crystal Drive, Arlington, VA

**Attendees:**

Commissioner Robert F. Hale, Aviation Subcommittee Chairman  
Commissioner Thomas R. Lamont, Aviation Subcommittee Member  
Commissioner Larry R. Ellis, Aviation Subcommittee Member  
Mr. Don Tison, Designated Federal Officer (DFO)  
MG (Ret) Ray Carpenter, NCFA Executive Director  
LTC Steve Pierce, NCFA Staff, Aviation Subcommittee Co-Lead  
LTC Gregory Hartvigsen, NCFA Staff, Aviation Subcommittee Co-Lead  
COL Shane Story, NCFA Staff  
LTC Sean Spence, NCFA Staff  
LTC Brian Stevenson, NCFA Staff  
CPT Sarah Moore, NCFA Staff  
Mr. Anthony Boyda, NCFA Staff  
Mr. Josh Klimas, RAND  
Mr. Mark Pizzuto, Subcommittee DFO

MG Michael Lundy, Commander, US Army Aviation Center of Excellence  
MG John G. Ferrari, Director, Program Analysis and Evaluation, Army G-8

**Documents Submitted to Subcommittee:** None.

**Meeting Summary**

Commissioner Hale called the meeting to order at 1300 hours and made opening remarks. Mr. Tison, DFO, discussed the requirements of the Federal Advisory Committee Act (FACA) and its applicability to the NCFA Aviation Subcommittee. This was a classified meeting with participants from the US Army Aviation Center of Excellence (USAACE) and HQDA G-8 Program Analysis and Evaluation (PA&E).

MG Lundy began by discussing Army aviation training, specifically operational tempo (OPTEMPO) flying hour requirements. He explained how the Army calculates flying hour costs by aircraft type and how the Army determines flying hour resourcing levels annually by component. Currently, Regular Army units are resourced at about 11 hours

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per crew per month which equates to approximately company-level and below proficiency while Reserve Component units are resourced at about seven hours per crew per month which equates to approximately team/platoon-level and below proficiency. He noted ideally the Regular Army should be resourced at about 14.5 hours per crew per month, which equates to battalion-level proficiency and the Reserve Components should be resourced at about eight hours per crew per month, which equates to platoon-level proficiency. His assessment is that flying hour resourcing levels have a direct correlation with individual and unit readiness, two of many factors that affect aviation accident rates. He also noted Army aviation is just as busy now as during the surge in Iraq and Afghanistan.

The next discussion topic was classified information on current and emerging threats to Army aviation. Discussion also addressed Army initiatives/strategies to counter the threats now and in the future.

At 1355 hours, MG Ferrari began discussion on the overall challenges of prioritizing Army programs based on current and anticipated resourcing levels. He further discussed specific challenges for funding the Army aviation equipment portfolio in relation to total Army funding. MG Ferrari addressed potential trade space and bill payers if changes are made to the Aviation Restructure Initiative (ARI).

During the potential bill payers discussions, Commissioners asked questions about Full Time Support (FTS) funding for the Reserve Components. MG Ferrari noted that FTS funding has not decreased with decreases in end strengths of the Army National Guard and the Army Reserve.

The Aviation Subcommittee Chair dismissed the briefers (MG Lundy and MG Ferrari) at 1445 hours. The Chair thanked the briefers for their time and effort, and indicated the NCFA staff would continue dialogue with their organizations and possibly request further information in the future.

The meeting ended with Subcommittee members and NCFA staff briefly discussing the November Subcommittee meeting agenda and any information that would be discussed during the October 22 full Commission Open Meeting. Decision was made for the Aviation Subcommittee to not provide an interim report to the full Commission, unless called upon by the Commission Chairman during the Open Meeting.

The meeting was adjourned at 1500 hours.