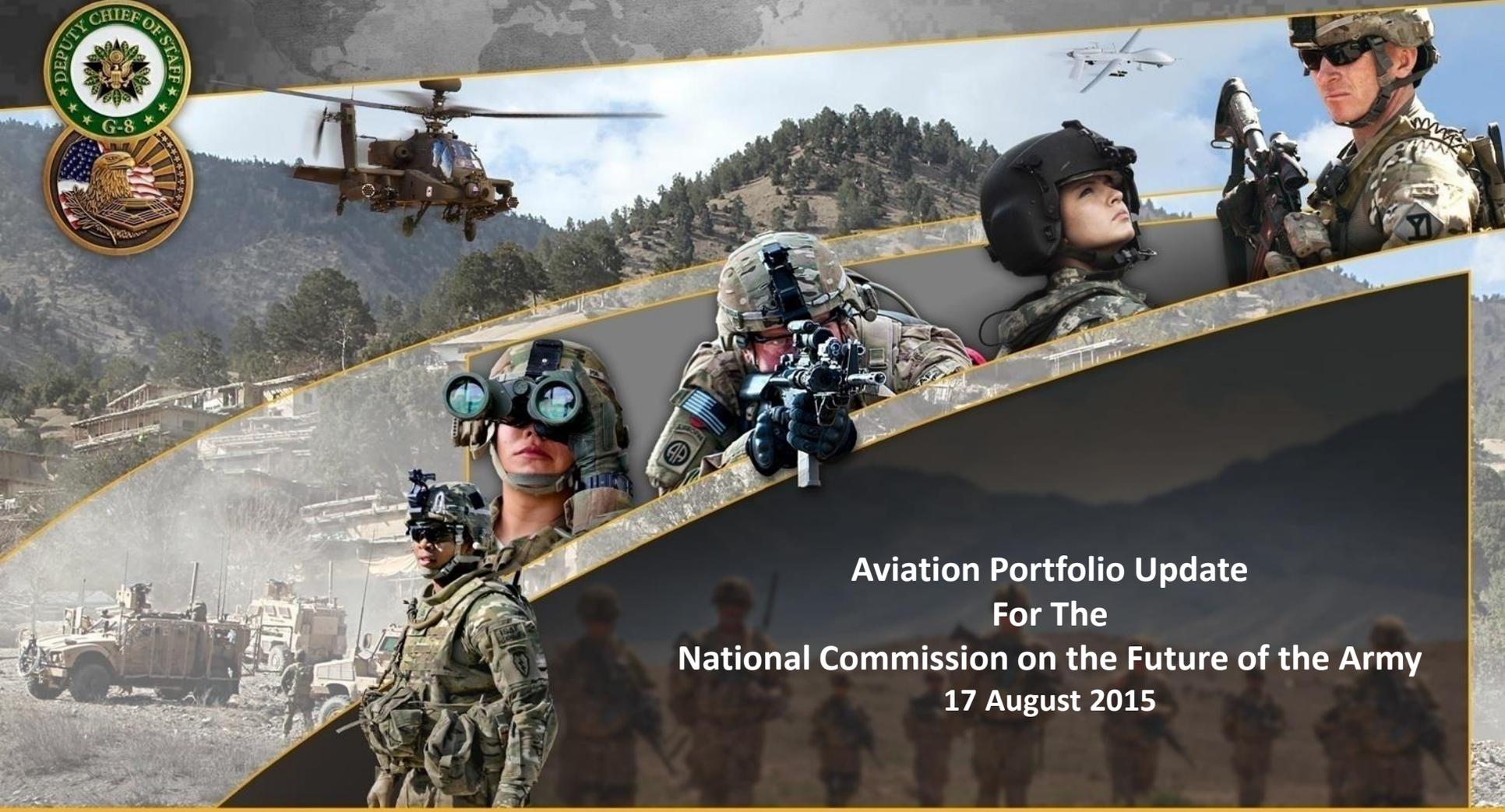


**AMERICA'S ARMY:  
GLOBALLY RESPONSIVE  
REGIONALLY ENGAGED**



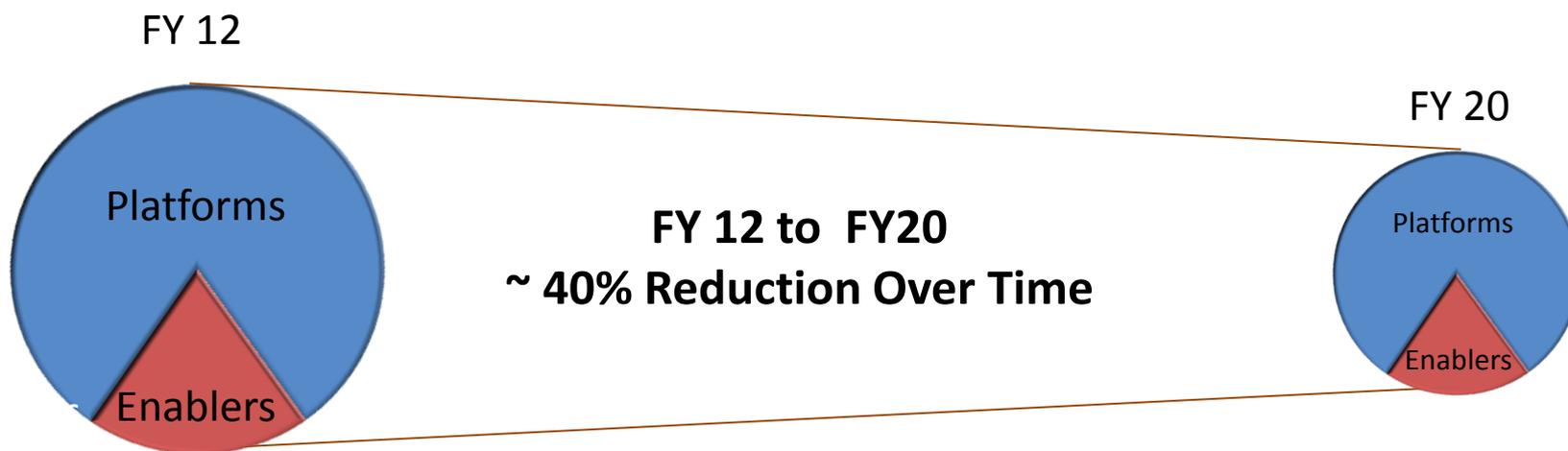
**Aviation Portfolio Update  
For The  
National Commission on the Future of the Army  
17 August 2015**

★ **ARMY STRONG** ★

- The savings from the Aviation Restructuring Initiative (ARI) serves as the foundation for modernization and is built on the execution of prudent trade-offs within Aviation's equipment portfolio with a focus on preserving the current equipment programs and those equipment modernization efforts that support the long term operational capabilities of the Aviation force.
- The implementation of the full ARI plan is the only realistic fiscal approach to addressing the capability and vulnerability gaps in the near- and mid-terms, while enabling the advancement to FVL platforms in the far-term.
- Any delays in ARI execution will increase costs and decrease readiness and the Army's ability to meet combatant commander demands.
- ARI must continue 'on plan' to make any advancement a fiscal reality

# FY12-FY20 Reduction in the Aviation Budget

*Fiscal Constraints began **before** Sequestration and are not temporary*

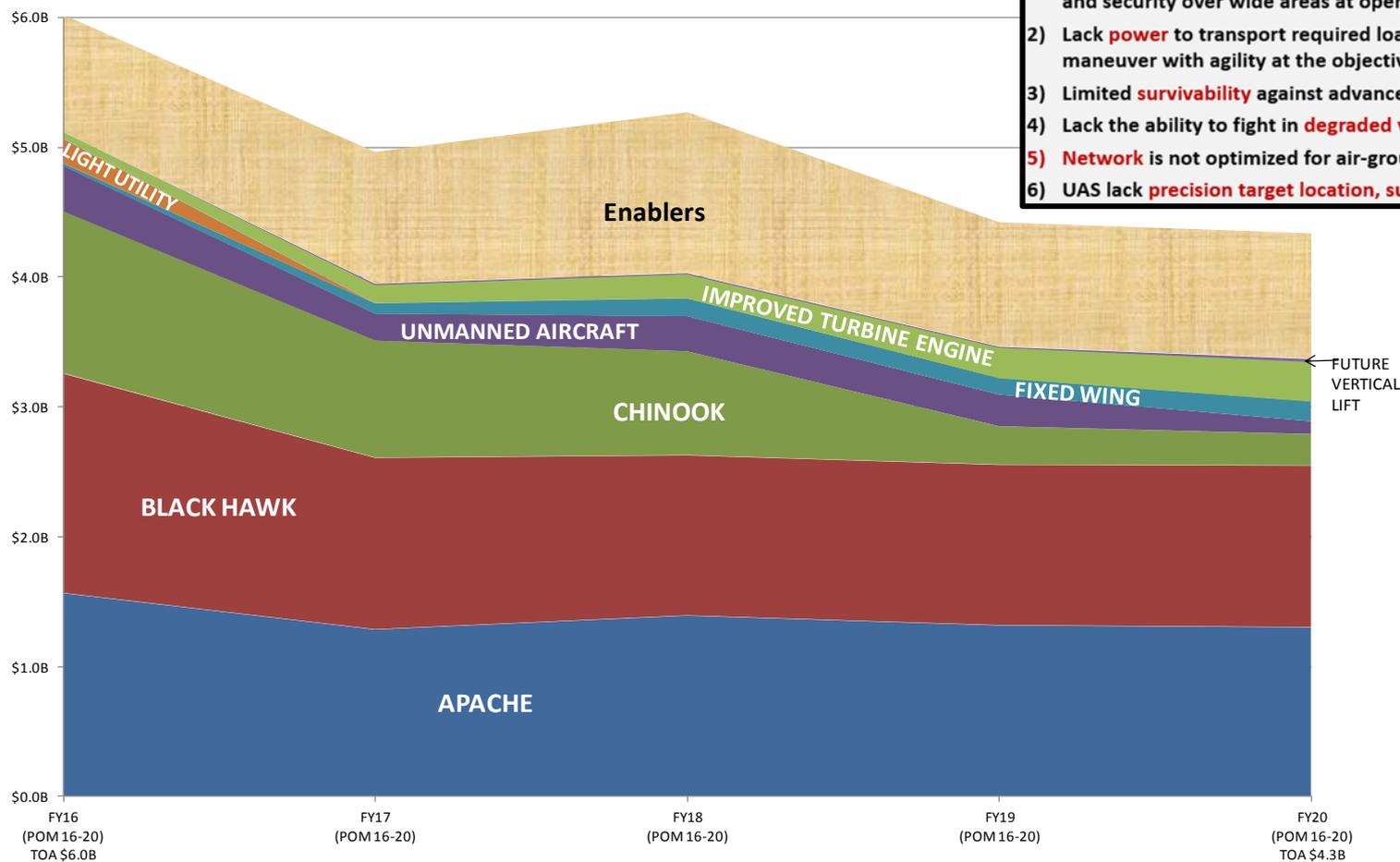


***Full Budget Control Act (BCA) implementation will result in additional reductions in the Aviation Modernization portfolio***

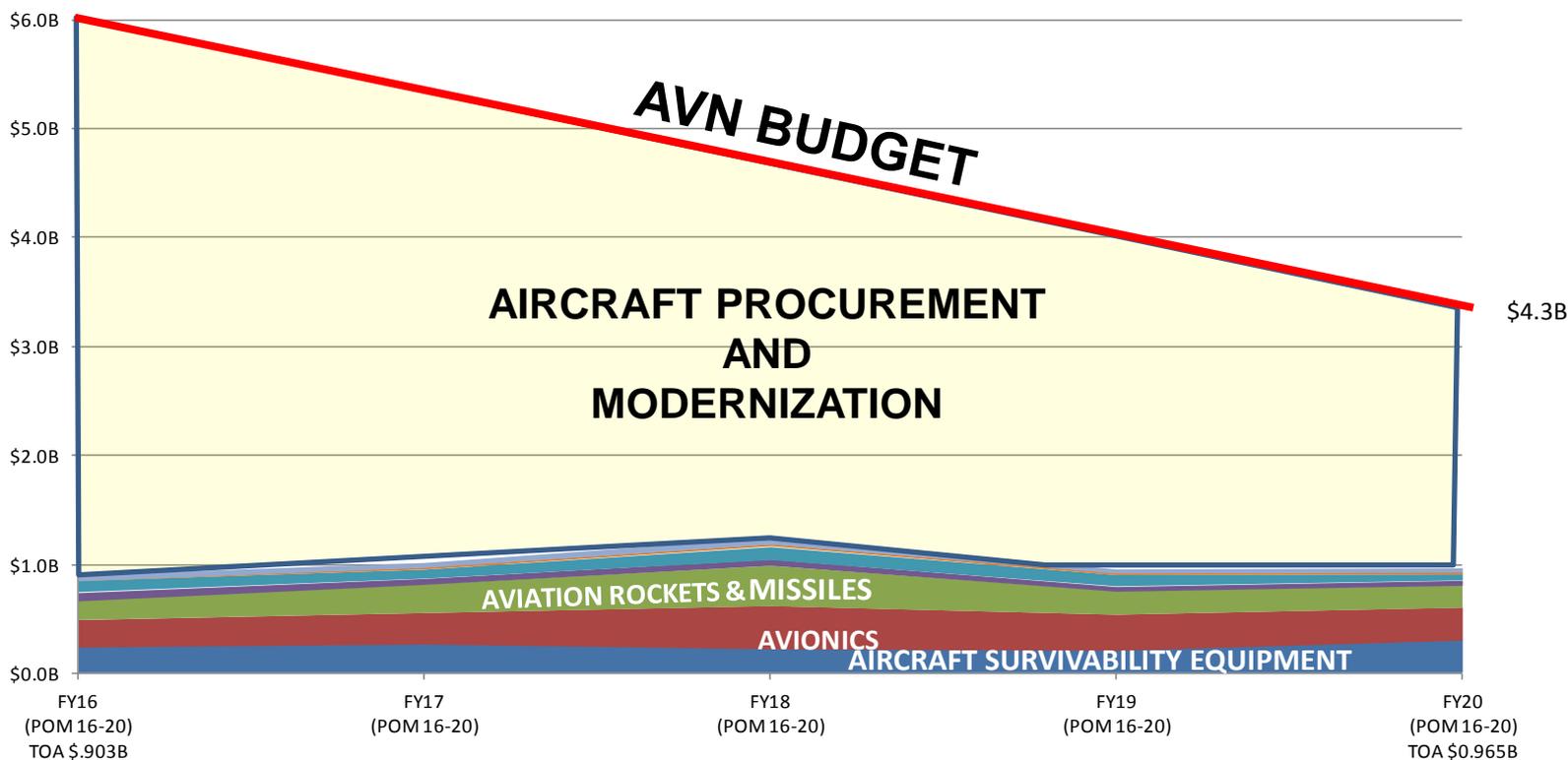
**Completing ARI as the Way sets the Foundational Structure by 2019 and provides the Means to enable the Ends - a Smaller, More Capable Aviation Force to meet Combatant Commander Demands**

**MODERNIZATION CAPABILITY GAPS**

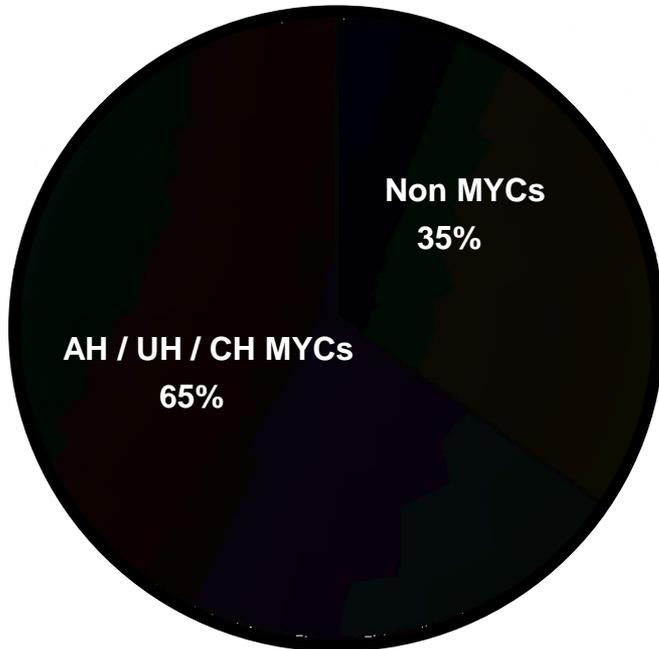
- 1) Lack **speed** and **range** for expeditionary maneuver, reconnaissance and security over wide areas at operational and strategic distances.
- 2) Lack **power** to transport required loads at operational distances and maneuver with agility at the objective in all environments.
- 3) Limited **survivability** against advanced IR and RF threats.
- 4) Lack the ability to fight in **degraded visual environments**.
- 5) **Network** is not optimized for air-ground operations.
- 6) UAS lack **precision target location, survivability** and **VTOL capability**.



**Critical enablers only make up 17% of the Aviation Budget**



**To achieve Multi-Year Contracts savings requires stabilized funding for five years ...**



**Current MYCs:**

**Chinook (CH-47F)**

- MYC 2 (FY13-17); no further CH-47F MYC expected.
- MYC 2 savings is ~19.2%.

**Black Hawk (UH/HH-60M)**

- MYC 8 (FY12-16) supports multiple DoD and Foreign Military Sales customers
  - MYC savings is ~11%
- MYC 9 (FY17-21) supports Army with options to support Foreign Military Sales customers
  - Estimate MYC 9 savings equal to or greater than MYC8

**Apache (AH-64E)**

- Army is seeking MYC authority to begin in FY17
  - MYC (FY17-21) supports Army with FMS options
  - Estimated MYC savings is ~11.9%

***Lift and MEDEVAC units deployed more frequently than AH-64 Battalions. RC Assault Helicopter Battalions and the subordinate companies of General Support Aviation Battalions—unit types that provide lift and MEDEVAC capability—were generally used at rates corresponding to a 1:4 MOB: Dwell or faster. Most demands for lift and MEDEVAC capabilities above what deployed CABs could provide were supplied by RC units. Furthermore, ARNG lift and MEDEVAC units also operated in additional homeland support missions while not globally deployed.***

*(RAND- Aviation Structure Across Army Components, September 2014)*

# QUESTIONS