



National Commission on the Future of the Army

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

SUBJECT: National Commission on the Future of the Army (NCFA) Minutes from the Aviation Sub-Committee Classified Meeting - 17 JUN 15

Date: 17 June 2015

Time: Meeting called to order at 0729 Hours; adjourned at 1121 Hours

Location: 2530 Crystal Drive, Zachary Taylor Building 5th Floor, Crystal City VA 22202

Format: NCFA Aviation Sub-Committee Panel Discussion on ARI & NGB Analytics

Attendees:

Commissioner Robert F. Hale, Aviation Sub-Committee Chairman
Commissioner Thomas R. Lamont, Aviation Sub-Committee Member
Commissioner Larry R. Ellis, Aviation Sub-Committee Member
Commissioner James D. Thurman, Aviation Sub-Committee Member
Mr. Brad Pippen – TRAC Briefer, TRAC Model Analysis
Mr. Russell Shim – TRAC Modeling Analyst
Mr. Westin Castenberg – TRAC Modeling Analyst
Mr. Edward Koucheravy – OSD CAPE (Briefer, CAPE AH-64 Capacity Analysis)
COL John Lindsay – HQDA G-3/5/7 Aviation (Panel Discussion Member, ARI Plan)
COL Ray Davis – NGB AVS (Panel Discussion Member, NGB Plan)
MG (Ret) Ray Carpenter – NCFA Staff Executive Director
LTC Steve Pierce – NCFA Staff, Aviation Sub-Committee Co-Lead
LTC Gregory Hartvigsen – NCFA Staff, Aviation Sub-Committee Co-Lead
LTC Sean Spence – NCFA Staff
CPT Sarah Moore – NCFA Staff
Mr. Anthony Boyda – NCFA Staff
Mr. John Thurman – NCFA Staff
Mr. Mark Pizzuto – Alternate Designated Federal Officer

Documents Submitted to Commission: Two classified briefings (TRAC and CAPE analysis) and two charts from COL Lindsay (Pilot Gains from COMPO 1 and ARNG AH-64D Pilot Training Quotas FY12-19)

Meeting Summary

Mr. Mark Pizzuto, ADFO, called the meeting to order and Sub-Committee Chair Hale made opening remarks. This was a NCFA classified meeting with participants from TRADOC Analysis Center (TRAC), OSD CAPE, with members of the Army Staff and the National Guard Bureau also attending. The TRAC and OSD CAPE participants briefed their respective organizations analytics with respect to the Army's Aviation Restructure Initiative (ARI) and the

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alternate NGB Proposal. The Army and NGB participants were on hand to discuss and answer questions related to the two plans. The TRAC and CAPE briefings enhanced the Commissioners' understanding of the modeling, studies, and data collection/analysis efforts conducted on ARI to date. The briefers and Army and NGB participants offered their availability for additional coordination and dialogue opportunities in the future if requested by NCFA Commissioners. An aggregated summary of the meeting follows.

Mr. Brad Phippen from TRAC discussed variables that materially affected the outcome of the modeling TRAC used to analyze ARI and the NGB Plan. He also discussed the sensitivity analysis of the predetermined business rules of the modeling and how those sets of rules could affect outcomes. The subcommittee and presenters also focused some discussion on risk assessments and mitigation options. Some of the variables affecting the risk mitigation options are: supply, demand, attrition, capacity, training times, early warning, etc.

Next, Mr. Edward Koucheravy briefed the OSD CAPE Tiger Team ARI analysis specifically in context of Attack/Recon Battalion capacity. This discussion focused on their charter purpose: analyze ARI and the NGB's alternative, identify areas of agreement, identify areas of disagreement, come to agreement where possible, and provide an impartial analysis on capacity and risk. The Tiger Team was comprised of OSD, Regular Army, National Guard Bureau, and Consultants from RAND & IDA. The Tiger Team briefed the results of their analysis to the Council of Governors in December 2014, and again in follow-on meetings in February and May of 2015. The main study question was "How does the National Guard proposal compare to ARI in terms of agreed upon metrics?" The Tiger Team used two discreet methods of analytics – Modeled Capacity and Calculated Rotational Capacity. Modeled capacity was done using three different models. Calculated rotational capacity determines steady-state rotations and number of units in the available pool given a set of described conditions.

The Aviation Sub-Committee Chair thanked the briefers for their work and indicated they would continue dialogue with the organizations and possibly request further RFIs in the future. Both briefings generated questions and comments from Commissioners and Staff. Briefers thanked the Commission for what they are doing and were dismissed from the discussion.

The panel meeting closed with all parties agreeing on continued coordination and dialogue.

Aviation Sub-Committee Commissioners and Staff continued some internal discussion for a short period. The Aviation Sub-Committee agreed to future subject matter expert panel discussions and was tasked by the Sub-Committee Chair to develop recommendations outside of ARI and the NGB Proposal for consideration. The Aviation Sub-Committee research plan was approved. The meeting was adjourned at 1121 Hours.