STATEMENT BY

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UNITED STATES ARMY

BEFORE THE

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

ON

AVIATION INDUSTRIAL BASE AND DEPARTMENT OF DEFENSE ROTORCRAFT PROGRAMS

MARCH 4, 2004

Introduction

Chairman Weldon, Congressman Abercrombie, distinguished members of the committee, I appreciate the opportunity to appear and provide an update on Army Aviation in recent operations and how we intend to continue meeting current operational challenges as well as prepare for future ones.

We are witnessing historic times in our Army and our Aviation Force. As the recent Iraqi Freedom Operations Officer for the Combined Forces Land Component Commander (CFLCC), I can testify that our Army in general and specifically our Aviation leaders and soldiers are well-trained, reliable, and ready. I would like to begin by thanking the committee for your resolute support, concern, and faith in America's sons and daughters, serving our Army and our Nation. I believe you all would agree that while Aviation hardware and other systems can become vital "business" decisions, our most precious and irreplaceable assets are the great Americans operating and repairing them.

The Chief of Staff of the Army (CSA), GEN Schoomaker, appointed me to lead a select group of aviation professionals from across our Army in a top-to-bottom review of Army Aviation. The CSA's guidance was to make Army Aviation a capabilities-based maneuver arm optimized for the Joint fight with a shortened logistics tail. The Aviation Task Force is still working through many of the details required to transform this force. I will present the state of our current aviation force and lessons learned from current operations. I will also provide an overview of some key initiatives the Army will implement to prepare the force for on-going responsibilities and to pace Aviation transformation relative to the rest of the Army while simultaneously increasing Aviation capabilities, instituting modularity, and providing flexibility.

Current Aviation Force and Lessons Learned

Army Aviation currently has 434 aircraft deployed in Bosnia (SFOR-13), Afghanistan (OEF-5) and Iraq (OIF-2). Deployed aircraft as a percentage of the tactical fleet: 15% AH-64 Apache, 29% OH-58D Kiowa Warrior, 15% UH-60 Black Hawk, 16% CH-47 Chinook, and 19% Fixed-Wing. In addition to these deployed aircraft the Army is currently expending $1.6 billion (FY04) to Reset (clean, inspect, replace) and repair crash-battle damage of 1054 aircraft as well as aviation support equipment from previous rotations. Nearly 60% of the Army's tactical aircraft fleet are currently either in Reset or deployed.

Army aircraft and aircrews performed superbly at an unparalleled operational tempo (OPTEMPO) in one of the harshest, most unforgiving environments on the planet. This OPTEMPO and the impacts of desert-induced damage led us to fund approximately $55M (FY04) in Desert Kit improvements including aircraft engine inlet barrier filters, ground power unit inlet barrier filters, OH-58D hydraulic filters, ALQ-144 filters, rotor blade protection and aircraft covers. All deploying aircraft will also receive these upgrades.

While deployed for the war in Iraq, I developed some impressions I would like to share with you. The bottom line on these impressions are we must be ready when called and there may not be time to train up before we go. Therefore, we need to have trained, standardized modular units that are fully connected to the combined arms team and joint forces.

Our aviation leaders and troopers performed admirably adjusting to ad-hoc task organizations. Today our aviation structure is designed to support five different active component divisional organizations (Air Assault, Airborne, Heavy Division, Light Division, Korea) and two different reserve component structures. Specific divisional structures led us to specific but different aviation organizations. For example we have 18-ship Apache battalions in Heavy Divisions, but 21-ship battalions at Corps and 24-ship battalions in the 101st Air Assault Division. 18-ship Apache battalions did not provide enough aircraft for continuous close support to maneuver commanders required in non-contiguous operations. Additionally, aviation forces were-lift deficient at almost every level. Our units were extremely taxed accomplishing intra-theater cargo and troop movement. Even though the U.S. Air Force provided intra-theater lift support, Reserve Component C-23 Sherpa's were activated to augment CH-47 Chinooks.

Sherpa's however, are payload challenged in terms of performance and internal dimensions. More utility and cargo capacity was required to support the long division maneuver from Kuwait to Baghdad. Heavy Divisions consisted of only 16 UH-60 Black Hawks for general support. With limited intra-theater and Corps assets already overloaded, there were minimal cargo assets to augment divisional supply requirements.

In the new aviation structure Apache battalions are all 24-ship organizations. Black Hawks are increased from 16 to 30 aircraft to provide every Division the capability to conduct (at least) a battalion-size air assault in one lift as well as increase overall aerial logistics capacity. Aerial cargo support was also moved closer to the warfight by shifting CH-47 Chinooks from Corps to the divisional aviation brigade. Additionally, a new fixed-wing Operational and Organizational (O&O) document is in staffing that proposes increasing tactical (TOE – Table of Organization and Equipment) aircraft, reducing administrative support (TDA -Table of Distribution and Allowances) aircraft and significantly increase intra-theater lift potential.

The future demands more standardized modular formations, standard operating procedures (SOPs) and joint training. Disparities in types, numbers, mission and SOPs for aircraft and their assigned units impede flexibility that is traditionally a hallmark capability of Army Aviation. Standard basic building blocks are the first step in creating modularity. Second, these standard units must utilize similar SOP's. The whole concept is standardized and modular units that can "plug and play" with other units. Finally we must train more aviation at Combat Training Centers (CTC) to further strengthen our combat arms capability. Every OIF commander I talked to said the CTC prepared them for this war. The Army's CTC program is vital to the future, however we must strive to include more jointness in our training activities.

Logistics will be our Achilles heel in the future if we do not get it right. The Army requires future force systems that have predictive, imbedded diagnostics and prognostics –like those in our new cars that tell you when an oil change or maintenance is necessary. Aviation maintenance must also transform to support standardized and modular concepts. The non-linear battlefield will require transitioning to two-level condition-based maintenance replacing defective parts on the system while deployed forward and repairing those parts off the system in rear areas or in the U.S. Condition-based maintenance also means repairing equipment only when it breaks or is predicted to break. This concept reduces spare parts requirements, maintenance equipment, forwardly stationed maintainers and ultimately the logistics footprint. However, modularity also implies that maintainers must also be proficient warriors. Everyone must soldier first and secure themselves no matter what type unit. The nature of warfare in the future demands this.

The Army must also improve on combat safety. For aviation, that includes improving the power margins required to fly at extreme altitudes similar to Afghanistan as well as avoid or operate in brown-out conditions that occur in desert environments like Kuwait and Iraq. There are materiel improvements that we intend to incorporate on our current aircraft like fly-by-wire systems that

provide hands-off recovery and/or landing in obscuration and low visibility similar to today's civilian jet liners.

The distances covered in today's warfight will only grow in the future. Our operations require satellite-based communications that can span the maneuver distances as well as terrain to effectively operate in a net-centric system-of-systems construct.

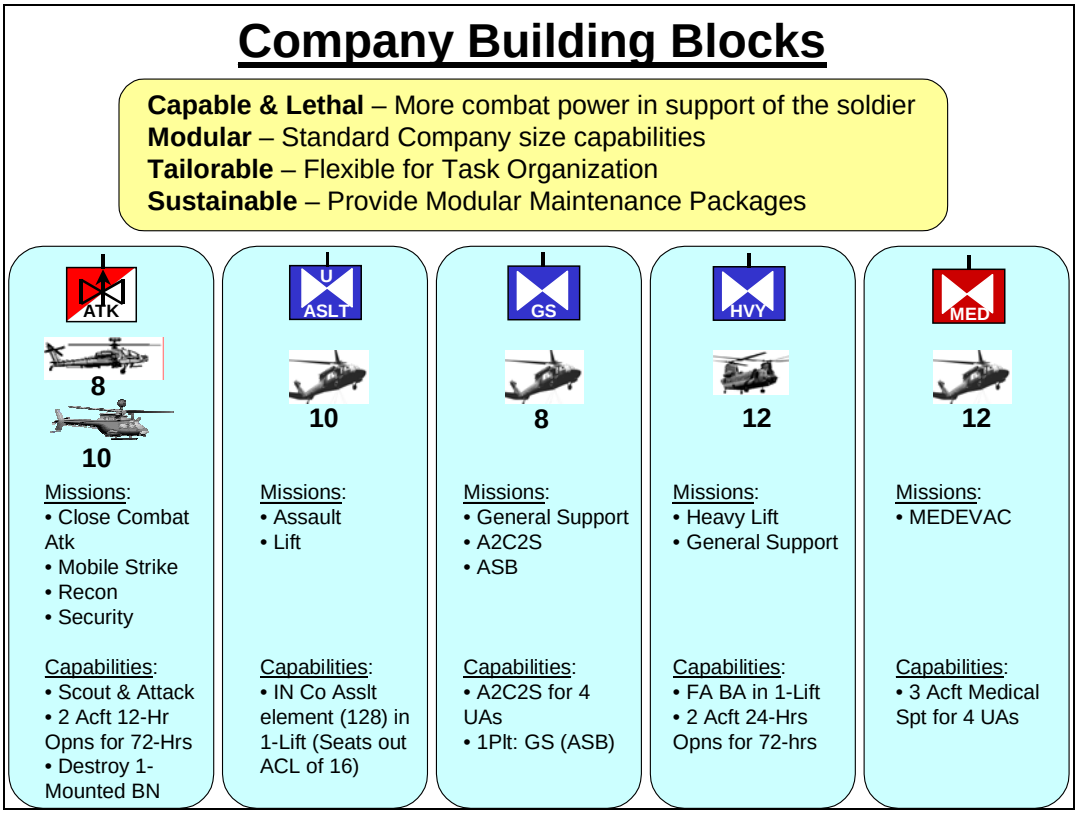
I'm further concerned about the synchronization and impact of bandwidth and frequency spectrum on what will eventually be a proliferation of Unmanned Aerial Vehicle Systems (UAVS) on the future battlefield. In Iraq, forces had a difficult time operating UAVS due to limitations in the bandwidth and limited frequency spectrum. The Army will take a holistic approach to the development and utilization of UAVS. In Spring 2004 the Army will deploy a UAVS Task Force to study methods and procedures for more effective integration of UAVS into the Army and Joint operations.

With continuing lessons learned in our ongoing combat operations, let me stress that the Army still has the best aviation forces in the world thanks to the dedication and hard work of outstanding commanders and soldiers who are accomplishing the mission, but we still owe them the very best equipment.

Army Aviation as a Capabilities-Based Maneuver Arm Optimized for the Joint Fight – Logistics Tail Shortened

The Aviation Task Force mission to transform Army Aviation into a capabilities-based maneuver arm optimized for the Joint fight with a shortened logistics tail requires a structure that is more modular and tailorable in order to support a range of missions and/or units. In addition to organizational and structure changes developed from lessons learned in current operations, Special Operations Aviation (SOA) capabilities were reviewed to determine what could migrate into the conventional aviation force. Examples of previous SOA capabilities migrated into the regular force include night vision goggles, aviation life support equipment and crashworthy fuel tanks. The Aviation Task Force also studied active and reserve component responsiveness in order to optimize force readiness for deployability as well as limit reserve activations and enhance their stability. Finally, we looked at current and planned systems to determine their relevancy and synchronization in meeting Future Force requirements to include interoperability with the Future Combat Systems (FCS) and Joint tactical warfighting.

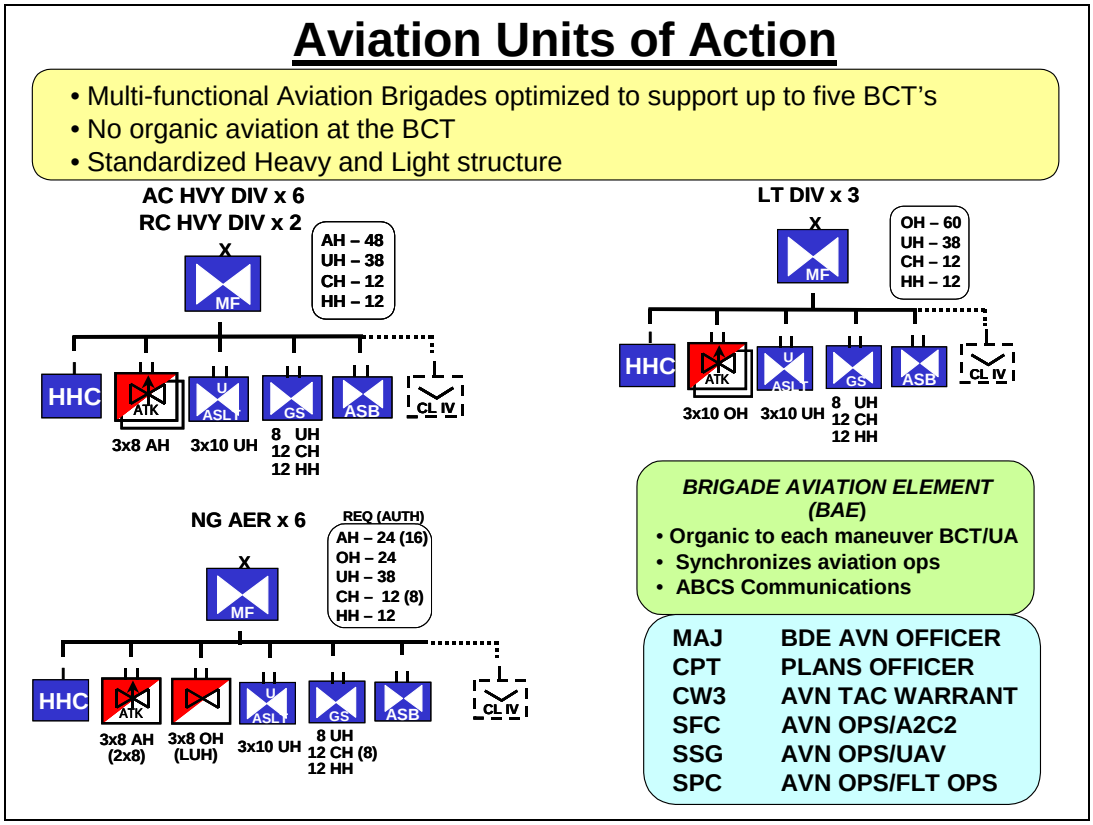
Army Aviation is a unique combat element whose requirements extend across all Joint Functional and Operating Concepts. The Task Force analyzed required capabilities from Joint doctrine down to company level in order to develop a basic building block for units. These company building blocks permit the creation of a truly capable Aviation Unit of Action (UA) with standardized formations. Aviation UAs are multi-functional aviation brigades that will support four to five brigade combat teams. The Aviation UA incorporates the lessons learned from recent operations and corrects deficiencies in our current structure by moving aviation assets closer to the warfighter.



The Aviation UA is able to organize by task, purpose and mission. This provides several advantages over the current force structure. The organization now includes robust scout, attack, air assault, utility and cargo capabilities. It also includes organic aviation maintenance support in the aviation support battalion (located today at the division support command). Combat medical evacuation aircraft are directly organic to the aviation brigade commander to better support our forces. Further, it will be much easier to task-organize across divisions in order to meet the maneuver commander's air requirements.

The Aviation UA will contain the Class IVa Unmanned Aerial Vehicle Systems (UAVS) in the future that will enhance manned-unmanned teaming and add more reconnaissance and surveillance capabilities to the Brigade. We learned from Special Operations Aviation (SOA) about their utilization of robust liaison teams habitually attached to their "customers." In turn, we developed a Brigade Aviation Element (BAE) organic to every ground maneuver unit equipped with long-range joint communications packages to better synchronize and deconflict airspace for responsive planning and execution of combat operations. Additionally, starting this year the Army will field an interim standardized logistics

automation system migrated from SOA to fill an automation void and improve aviation maintenance.



Army Aviation Modernization

Last week the Army leadership announced initial results of the Aviation Task Force. A significant recommendation was to reallocate RAH-66 Comanche funds to improve the overall capabilities and health of the aviation force. Terminating Comanche was not an easy decision or one made without considerable analysis by my Task Force and the Army leadership. However, Comanche had become 40% of the current aviation budget and up to 47% in the Extended Planning Period (EPP). By reallocating approximately $14.6 billion (FY04-11) that would have bought the initial 121 Comanche's the Army is able to restructure and revitalize Army Aviation to meet current and future requirements.

Ending Comanche reflects the Army's recognition of new and changing global security challenges and national security requirements. The net result of this reallocation will be a new buy of almost 800 aircraft to build modular tailorable forces and provide our Reserve Components with more modern systems. The Army will accelerate modernization to include Aircraft Survivability Equipment (ASE) for all airframes. This includes modernization of 1400 aircraft to increase capabilities, survivability and maintainability beyond 2020. The Army

will buy at least 303 light utility helicopters in order to complete divestment of 880 UH-1 Hueys and OH-58A/C Kiowas. These FAA certified light utility aircraft will provide administrative support at our training bases and also be assigned to National Guard units to conduct state missions, assist in counter-narcotics operations, and respond to homeland security requirements. At least $300 million will be added to our burgeoning UAVS programs to accelerate their fieldings.

The net result of reallocating aviation resources includes procurement, recapitalization, and modernization of 70 percent of the rotary wing fleet plus enhanced Aircraft Survivability Equipment (ASE). In conjunction with our sister services we will begin development of joint vertical lift platforms that provide commonality and revolutionary capabilities in the future. In the meantime, Army aviation will take a huge step towards the future with balanced and integrated capabilities, modular and tailorable formations, cohesive and highly lethal units that are deployable, versatile and able to operate in a Joint warfight. Overall, this reinvestment should provide no net loss of business and revenue in the rotorcraft industry.

As the Army modernizes the fleet, priority of fielding new, recapitalized or remanufactured aircraft is based upon operational unit rotations and support to the Global War on Terrorism (GWOT). Following current operations and GWOT, units with shortfalls are the next priority. The Army's policy is to provide deploying units (independent of component) with the newest and best available equipment.

Aviation Survivability Equipment (ASE)

The Army equips the AH-64, UH-60, CH-47, OH-58D, and fixed-wing Special Electronic Mission Aircraft (SEMA) with A-kits to accept ASE consisting of detectors, Infrared Red (IR) and Radio Frequency (RF) jamming devices, and chaff and flare munitions to counter RF and IR threat systems. All Active Army, National Guard, and Army Reserve deployed aircraft, are equipped with ASE. Additionally, protection against direct fire from small arms weapons is provided by armor panels, most frequently located in crew compartments and sensitive areas of the aircraft (such as the engine). On January 9, 2004, an Army G3 Policy Board approved the acquisition of Aircraft Ballistic Protection Sets (APBS) for deployed Cargo and Utility Helicopters that will ensure an enhanced degree of protection throughout the cargo/passenger compartment.

Currently, the Army is modifying OIF utility fixed-wing fleet to accept ASE while upgrading in theater and deployable CH-47's with the ALE-47 Flare/Chaff Dispenser to counter anticipated anti-aircraft threat missile systems. On 14 January 2004, the Chief of Staff approved an accelerated ASE acquisition plan that will initially focus on upgrading to the next generation Common Missile Warning System (CMWS) and Improved Countermeasure Munitions Dispenser (ICMD) for OIF / OEF deployed and deploying helicopters and fixed wing aircraft. This effort will commence by upgrading CH-47's, followed by selected fixed wing aircraft, UH-60's, and AH-64's. Over the Program Objective Memorandum (POM) period, the Army's modernized aviation fleet will be modified to accept an

advanced countermeasure system consisting of CMWS / ICMD and a Multi-Band LASER Jammer.

As a result of ongoing combat operations, the Army formed an assessment team to review in-theater missile / helicopter incidents. The goal of this team is to develop lessons learned for incorporation into Standard Aviation Programs of Instructions and Tactics, Techniques, and Procedures (TTP's) adhered to by Army Aviation Units.

Aviation Science and Technology (S&T)

The Army Aviation Science and Technology (S&T) program produces new knowledge to fuel revolutionary aviation development, expands scientific knowledge in the area of manned and unmanned helicopters, and matures and demonstrates these technologies in support of the Future Force and Joint Vision 2020. Based on the Army Transformation, this effort has been focused to investigate and develop technologies applicable to unmanned systems and to support selected opportunities for manned systems. The Vertical Takeoff and Landing (VTOL) Unmanned Aerial Vehicle Systems (UAVS) potentially brings unprecedented agility, maneuverability, and lethality to the Future Force, while reducing signatures and logistics burdens. The Transformational nature of the UAVS, both in capabilities and new paradigms, has energized the aviation field (in industry and academia) to truly "think outside the box." The benefit to the Department of Defense (DoD) and the Army will be revolutionary warfighting capabilities, as well as enhancements to the current force.

The Army has a unique responsibility within DoD as the service lead for rotorcraft S&T investment. Under DoD Project Reliance, the Army has the responsibility to address the rotorcraft S&T requirements of all services and the Special Operations Command (SOCOM) in areas that are not service or command unique.

The aviation S&T program invests in three areas: basic research; applied research; and advanced technology development. The Army invests in world-class expertise in academia, industry and other government agencies, as well as in state-of-the-art equipment in the area of basic research. A highlight of basic research is investment in the Rotorcraft Centers of Excellence at Pennsylvania State University, Georgia Institute of Technology and the University of Maryland. Basic research is conducted by the Aviation and Missile Research, Development and Engineering Command (AMRDEC) Aeroflightdynamics Directorate (AFDD) located at the Ames Research Center, Moffett Field, CA and by the Army Research Laboratory (ARL) Vehicle Technology Directorate at the Glenn Research Center, Cleveland, OH and the Langley Research Center, Langley Air Force Base, VA.

The Army Aviation applied research 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. A highlight of the program is the expansion of knowledge in air system autonomy and manned-unmanned teaming. The applied research program also invests in the National Rotorcraft Technology

Center. The Center is a partnership of government, industry, and academia for developing air vehicle designs and other rotorcraft technologies. The program is executed at AFDD at the Ames Research Center and the Langley Research Center and the ARL Vehicle Technology Directorate at the Glenn Research Center and the Langley Research Center.

A key element of the aviation applied research program is the longstanding partnership the Army has established with the National Aeronautics and Space Administration (NASA). This partnership, first established in 1965, has resulted in an exemplary, highly integrated national technology program that is devoid of duplication of facilities and programs, as well as being fully coordinated with industry. The Army and DoD leverages NASA intellectual capital in rotorcraft and world class facilities; all fielded United States military rotorcraft, and derivations that have established our commercial base, can be traced back to this Army/NASA partnership. DoD/Army rotorcraft and VTOL UAVS technology development strategy depends on the continuing partnership with robust, closely related NASA technology programs.

The aviation advanced technology development program is focused on UAVS, with an emphasis on demonstrations to provide the warfighter with the menu of technology for development and integration into the force. The demonstration programs will mature technology into realistic and robust prototypes. Technologies that enable autonomous flight, higher aerodynamic airframe loads, and increased maneuverability possible with UAVS will be demonstrated. A highlight of this effort is the Airborne Manned-Unmanned System Technology (AMUST) and the Hunter-Standoff Killer Team (HSKT) Advanced Concept Technology Demonstration (ACTD). These programs constitute the major effort to demonstrate manned-unmanned teaming. The program also invests in propulsion, drive train and structure technologies that enable UAVS application and have technology transfer opportunities to manned airframes. The advanced technology development program is managed by the AMRDEC Aviation Applied technology Directorate (AATD) at Fort Eustis, VA.

Another notable highlight of the advanced technology development program are the Army-Defense Advanced Research Projects Agency (DARPA) partnering on UAVS platforms for lethality, surveillance and communications relay. The Army is pursuing increased lethality for the Future Force through the Unmanned Combat Armed Rotorcraft (UCAR) program (an armed VTOL UAVS) designed to team with manned or unmanned systems. Increased surveillance capability is being pursued through the A-160 Hummingbird Program, a medium altitude, long endurance VTOL sensor and communications platform, and the Organic Air Vehicle (OAV), a ducted fan VTOL UAVS that can be carried by the soldier and/or launched from a vehicle.

The investment by the Army in aviation S&T is guided by the requirements of the Future Force. Our investment in advanced technology development will grow in the coming years to meet the challenges of those requirements. The Army is confident that the aviation S&T investment represents a prudent program that meets the DoD and Army Transformational goals.

Conclusion

In closing, I have been very impressed and pleased with the performance of Army Aviation in our recent and ongoing operations. But we can get better…. We have to get better. Strengthening Army Aviation and investing for a successful future reaffirms the Army's commitment to our soldiers, our sister services and the nation, that only the best equipment and capabilities put into the hands of the finest soldiers in the world will be brought to bear in protecting our way of life, defeating terrorism and the fight for freedom over tyranny.

Thank you for allowing me to share our work and participate in this session. I am prepared to answer your questions.

Army Aviation Inventories

Army Aviation aircraft inventories by type, component, assigned unit, with average age are depicted in the following charts (as of 18 Nov 03):

Attack (AH-64) Inventory

Theater	AH-64A	AH 64D	Corps	AC A	AC D	RC A	RC D	Other	AC A	AC D	RC (A/D)	
NEA	20		I - Cbt Bde			35	6	SOF				
SWA	55	86	I - Spt Bde					MEDEVAC				
			4-278 RAS			5		BGF				
FORSCOM	57	129	III Cbt Bde	21	21		18	USAAVNC	40	55		
EUSA	21	40	III Spt Bde					USAALS	10			
USAREUR	38	25	4-3 RAS	14				WAATS			22	
			V Cbt Bde		21		3					
			V Spt Bde									
			XVIII Cbt Bde	21	21		2	21 CAV		18		
			XVIII Spt Bde					NTC				
			4-2 RAS					JRTC				
								Test Centers	5	10		
AC Division			***RC Division***	***CAV***		***ATK***		Awaiting CMR		18		
1 AD	18		28 ID					RECAP				
1 CAV		18	29 ID(L)			18		ORF	4	2		
1 ID	18		34 ID			7		Mesa	60	20		
2 ID		18	35 ID					CCAD	6	5		
3 ID		24	38 ID									
4 ID		18	40 AD			18						
10 ID(L)			42 AD			18		MTOE Sub	114	189	119	29
25 ID(L)			49 AD			18		Other	125	128	22	
82 Abn								Model sub	**64A**	380	**64D**	346
101 AA	22	48						***Grand total***	***726***			

Average Age: 10 yrs

AS OF: 18 Nov 03

Reconnaissance (OH-58A/C/D, TH-67) Inventory

Theater	KW	Corps	AC KW	RC KW	Other	AC KW	RC KW	AC TH	AC 58	RC 58
NEA		I - Avn Bde			AMC				9	
SWA		I - Spt Bde			NGB					291
USAREUR		4-278 RAS		18	BGF					
USARSO		III Avn Bde			USAAVNC	36		169	136	
USARAK		III Spt Bde			USAALS	9			1	
		4-3 RAS	21		WAATS					
		V Avn Bde			EAATS					
		V Spt Bde			HATS					
		XVIII Avn Bde			21 CAV					
		XVIII Spt Bde			NTC				8	
		4-2 RAS	24		JRTC				8	
					CMTC					
AC Division		**RC Division**			Test	4				
1 AD	16	28 ID			PM				5	
1 CAV	16	29 ID(L)			SEP	14				
1 ID	15	34 ID			ORF					
2 ID	16	35 ID			Crash Dam	14				
3 ID	15	38 ID				OH-58 AC			KW	TH-67
4 ID	16	40 AD				AC	RC	AC	RC	AC RC
10 ID(L)	31	42 AD			MTOE Sub				277 18	
25 ID(L)	38	49 AD			Other -sub	167	291		77	169
82 Abn	46				**Subtotal**	**OH-**	**458**		**KW-**	**372** **TH-** **169**
101 AA	23				Grand Total					1371

Average Age: D mod 12 yrs, A/C Mod 33 yrs, TH Mod 5 yrs

AS OF: 18 Nov 03

Assault (UH-60) Inventory

Theater	AC		ARNG		Corps	AC		ARNG		USAR		Other	AC		ARNG		USAR	
NEA	31	31			I Avn Bde			78	78			MED TDA	25	11				
SWA			24	24	4-278 RAS			8	8			USAAVNC	90	88				
USAREUR	8	8			III Avn Bde	8	8	62	62	8	8	USAALS	23	23				
USARSO	10	10			4-3 RAS	8	13					MFO	8	0				
USARAK	10	10			V Avn Bde	46	46	32	32			EAATS			11	11		
					XVIII Avn Bde	16	16	54	54	8	8	CINC HAWKS*	10	9				
SOF*	60	60			4-2 RAS	8	8					21 CAV	2	0				
												NTC	10	10				
MEDEVAC*	163	195	144	144								JRTC	5	5				
												TRADOC TDA	9	9				
												USAREUR TDA	3	3				
												USARJ TDA	5	5				
AC Division					**RC Division**							CMTC	6	6				
1 AD	16	15			28 ID			16	16			Test Centers	22	22				
1 CAV	16	16			29 ID(L)			16	16			MDW	18	17				
1 ID	16	16			34 ID			16	16			USMA	2	0				
2 ID	30	30			35 ID			84	43			RECAP	79	21				
3 ID*	16	16			38 ID			86	43			ORF	0	0				
4 ID	16	16			40 AD			16	16			Attrition	16	8				
10 ID(L)*	30	28			42 AD			16	16									
25 ID(L)	30	30			49 AD			16	16			MTOE Sub	644	713	676	592	16	16
82 Abn	30	29										Other -sub	333	237	11	11	0	0
101 AA*	76	112	8	8								Total	977	**950**	687	**603**	16	16
												Grand Total	1680	1569				

UH-60s on hand *** AC aircraft on hand as of Nov 03; est. RC aircraft on hand as of end FY04**

Average Age: A Mod: 18 yrs / L Mod: 7 yrs

AS OF: 18 Nov 03

Cargo (CH-47) Inventory

Theater	CH-47 AC	CH-47 ARNG	CH-47 USAR
NEA	28		
SWA			28
USAREUR			
USARSO	4		
USARAK*	14		
AC Division			
1 AD			
1 CAV			
1 ID			
2 ID			
3 ID			
4 ID			
10 ID(L)			
25 ID(L)			
82 Abn			
101 AA	4		

+6 ORF

+1 ORF

Aligned with I Corps, +1 ORF

+1 ORF

Corps	CH-47 AC	CH-47 ARNG	CH-47 USAR
I - Avn Bde			
I - Spt Bde	7	33	
4-278 RAS			
III Avn Bde		2	
III Spt Bde		49	
4-3 RAS			
V Avn Bde			
V Spt Bde	14		27
XVIII Avn Bde			
XVIII Spt Bde	28	28	
4-2 RAS			
RC Division			
28 ID			
29 ID(L)			
34 ID			
35 ID		7	
38 ID		7	
40 AD			
42 AD			
49 AD			

+2 ORF

+4 ORF

+2 ORF

Other	CH-47 AC	CH-47 ARNG	CH-47 USAR
SOF	33		
MEDEVAC			
BGF			
USAAVNC	40		
USAALS	9		
WAATS			
EAATS		6	
HATS			
21 CAV			
NTC			
JRTC			
CMTC			
ATTC	5		
RECAP	11		
ORF	17		
Attrition			
Other			
CCAD	12	4	2
MTOE Sub	143	124	55
Other -sub	127	10	2
Sub Total	270	134	57
Grand Total		461	

FY04 all ORF backfill units feeding RECAP

NOTE:
- **FY04 USAAVNC inducts 5 acft into the F line**
- **FY04 USAR inducts 11 acft into the CH-47F line**
- **ARNG CS Avn Bdes will be filled to 14 aircraft when recap line is closed**

Average Age: 16 yrs
(Actual Airframe 37 yrs)

Aircraft Inventory by FY

	FY 01	FY02	FY 03	FY 04	FY 05	FY 06	FY 07
CH-47D	430	430	429	426	411	399	385
CH-47F	0	0	0	1	1	2	16
MH-47	36	36	33	35	50	61	61

AS OF: 18 Nov 03

Utility (UH-1) Inventory

Theater	AC	ARNG	Corps	AC	ARNG	Other	AC	ARNG
NEA			I Avn Bde		18	MED TDA	18	
SWA			4-278 RAS			USAAVNC	68	
USAREUR			III Avn Bde		2	USAALS		
USARSO			4-3 RAS			MFO	10	
USARAK			V Avn Bde			EAATS		9
			XVIII Avn Bde			HATS		8
SOF*			4-2 RAS			21 CAV	2	
						NTC	7	
MEDEVAC*		69				JRTC	5	
						TRADOC TDA		
						USAREUR TDA		
						SMDC - Kwaj	5	
AC Division			RC Division			CMTC	11	
1 AD			28 ID		9	Test Centers	29	
1 CAV			29 ID(L)		9	MDW	2	
1 ID			34 ID		21	USMA	3	
2 ID			35 ID		20	Storage		20
3 ID*			38 ID		43	AVCRAD		7
4 ID			40 AD		11	VI STARC		2
10 ID(L)*			42 AD		14			
25 ID(L)			49 AD			MTOE Sub	0	216
82 Abn						Other -sub	160	46
101 AA*						Total	160	262
						Grand Total	422	

Average Age: 33 yrs

AS OF: 18 Nov 03

Fixed Wing Inventory

Theater				Corps				Other			
	AC	ARNG	USAR		AC	ARNG	USAR		AC	ARNG	USAR
NEA	7	8	16	I - Avn Bde				PAX River	4		
SWA		8	24	I - Spt Bde				MEDCOM	2		
USAREUR	16	16		4-278 RAS				AMC	12		
1st MI	8			III Avn Bde				ATC	1		
3rd MI	12			III Spt Bde				FWAATS		8	
224th MI	10			4-3 RAS				INSCOM	9		
15th MI	12			V Avn Bde				CECOM	3		
204th MI	9			V Spt Bde				ATTC	7		
				XVIII Avn Bde				TRADOC	13		
				XVIII Spt Bde				OSA		80	
				4-2 RAS				U Mod	2	2	
								USAREC	5		
AC Division				RC Division				USASOC	2		
1 AD				28 ID				West Point	2		
1 CAV				29 ID(L)				PM ACS	1		
1 ID				34 ID							
2 ID				35 ID							
3 ID				38 ID							
4 ID				40 AD							
10 ID(L)				42 AD				MTOE Sub	74	32	40
25 ID(L)				49 AD				Other -sub	63	90	
82 Abn								Sub Total	137	122	40
101 AA								Grand Total		299	

Average Age: varies among the different FW types from 20 yrs for C-12 to 6 yrs for UC-35

AS OF: 18 Nov 03