**AN ALTERNATIVE COURSE OF ACTION**

*Emails from Senior Aviation leaders in the NG:*

– Team, interesting proposal, in particular, look at proposed alternative [below]. This is a feasible plan that is POM neutral and meets the needs of modernized force with balanced structure.  I'd like to do some analysis on this.

– This appears to be an excellent analysis and an extremely viable alternative if we can get the Army to listen. Not overly dissimilar to what we've been advocating but probably on more sound footing. Are there limits to distro? I'm meeting w/ some CODEL staffers again next week and would love to share w/ them as I fear this won't see the light of day from NGB and DAMO-AV.

This course of action looks good and should get the attention of AC and NGB.  The following is a good compromise plan:  
1.) The [below] plan comes from a neutral 3rd party who is part of the greater Army Community who is an expert in force structure. The ARNG didn't develop the plan.  
2.) AC gets 10 CABs with an ARB and an ARS to backfill the KW but only with 36 Apaches total, more than a standard CAB but less than a Heavy CAB. 18 per BN was the AC/RC standard for years.  
3.) AC gets the Lakota for IERW.  
4.) ARNG gets 12 more CH.

5.) The only other modification or addition is that insisting on AH-64Es in the ARNG using the 9th BN (1-230 TNARNG) and the 10th BN (state TBD) fleets as a float with the factory to feed the E model line. 1-230th would be the last KW unit in the Army and then, while they and the 10th BN train up, Guard BNs 1 through 8 would get their E models - it won't happen overnight, but there can be no legacy fleet.

*The author, an expert for the active duty Army that specializes in force structure and doctrine, provides below an alternative recommendation for aviation force structure changes.*

**Current Army Aviation Structure [USAR structure not addressed]:**

**AC**  
  
9 Medium/Full Spectrum CABs with organic: 24 AH-64D, 21 OH-58D, 38 UH-60, 15 HH-60, and 12 CH-47.  
  
4 Heavy CABs with organic: 48 AH-64D, 38 UH-60, 15 HH-60,and 12 CH-47.  
  
0 TABs  
  
11 Separate Grey Eagle Cos with 12 MQ-1 each.  
  
Partial Theater GSAvn Units in Panama and Europe: 1-214 AND 1-228: 4 CH-47, 4 HH-60, and 16 UH-60.  
  
Totals: 408 AH-64s; 189 OH-58s; 510 UH-60; 199 HH-60; 160 CH-47; 132 MQ-1//1598 total.

**NG**  
  
8 CAB (Expeditionary) with organic: 24 AH-64D, 38 UH-60, 15 HH-60, and 12 CH-47.  
  
6 S & S BNs with organic 32 UH-72 each.  
  
1-230 with organic 30 OH-58D and 10 UH-60.  
  
4 TABs with organic a total of: 220 UH-60, 60 CH-47,and 150 HH-60.  
  
Totals: 192 AH-64, 30 OH-58D, 192 UH-72,270 HH-60, 156 CH-47, 534 UH-60//  
1374 total.  
  
**The Army Aviation Restructure Initiative (ARI) proposal calls for the ARNG to lose all of its AH-64s and retire all of its OH-58Ds; and some number of UH-72s totaling an estimated 326 aircraft. In return, receiving some 111 additional UH-60s, for a net loss of 215 aircraft.**

***For a more cost effective alternative, consider the following course of action:***

**AC**  
  
10-11 "Modernized CABs each with: 36 AH-64E, 12 MQ-1, 38 UH-60, 15 UH-60, and 12 CH-47.  
  
1-2 TABs for Europe and Korea each with: 38 UH-60, 15 HH-60, and 12 CH-47.  
  
[AH-64/MQ-1 Task Forces rotate to Europe or Korea; GSAvnTF rotates to USARSO]  
  
AC Totals: 0 OH-58D; 360-396 AH-64Es; 120-132 MQ-1s; 494 UH-60s, 195 HH-60s;   
156 CH-47// 1325-1373 total.  
  
Reduction of 225 to 173 AC aircraft, but requires no additional AH-64s from the ARNG.  
  
  
**NG**  
  
5 CABs (Not-modernized) each with organic: 36 AH-64D, 38 UH-60, 15 HH-60, and 12 CH-47.  
  
3 Homeland Defense TABs each with organic: 32 UH-72, 12 CH-47, 30 HH-60, and 38 UH-60.  
  
3 Contingency TABs each with organic: 76 UH-60, 24 CH-47, and 30 HH-60.  
  
ARNG Totals: 0 OH-58D, 180 AH-64D, 96 UH-72, 532 UH-60, 168 CH-47, and 255 HH-60// 1231 total.  
  
Reduction of 143 ARNG aircraft [over 10%], mostly UH-72 and OH-58Ds (but only 12 AH-64D); this adds 12 CH-47s, but no extra UH-60s.