

Output Expense 11: Naval Helicopter Forces

Description

Provision of the capabilities of No 6 Squadron RNZAF (Seasprite SH-2G helicopters) prepared to conduct maritime operations in support of other Output Expenses, especially the Naval Combat Forces, Naval Support Forces and Naval Patrol Forces, in accordance with NZDF Output Plan specifications.

Overview

Two Seasprites from a fleet of five were available for sustained embarked operations. For two months of the reporting period, three aircraft were concurrently embarked for operations.

Although overall, the NHF flew 76 hours more than last year, the planned target for shore based readiness training was not achieved due to maintenance and spares issues. Nevertheless, targets for operational flying hours were exceeded.

Preparedness targets for higher threat environments were not met due to equipment limitations. A major spares supportability review has been completed, which has identified several areas to mitigate availability issues.

Effective standardisation when working with friendly forces was achieved with a deployment with HMNZS *Te Mana* to the Persian Gulf and exercises with Australian, Singaporean, Malaysian and UK forces.

Personnel were available to support the deployment to the Persian Gulf, however, insufficient maintenance personnel would have been available to support the NHF on continuous operations.

Highlights

Helicopter support to the frigates and Multi Role Vessel were provided on numerous operational deployments and exercises. The deployments and exercises comprised operations in support of:

HMNZS *Te Mana*

- Operation Tiki III (Persian Gulf)
- Exercise Imdex (Singapore)
- Exercise Bersama Shield (South China Sea/Malaysia/Singapore)
- Exercise Malzea (Malaysia)

HMNZS *Te Kaha*

- Exercise Bersama Lima (South China Sea/Malaysia/Singapore)
- Principal Warfare Officer Sea Assessment Week and Fleet Concentration Periods (Australia)

HMNZS *Canterbury*

- Exercise Tropic Twilight (Cook Islands)
- Operation Havre (Re-supply of stores to Raoul Island, NZ Department of Conservation)

During the reporting period the Naval Helicopter Force (NHF) proved the employment of the Maverick missile, by day and night, with live firings against a surface target and continued to prove weapons capability in anti-submarine warfare.

The first helicopter two-spot operations (operating with two helicopters off one deck) for HMNZS *Canterbury* were developed and trialled during Exercise Tropic Twilight. These activities will give the ship an enhanced capability for future operations.

The NHF provided operational support for MAO&T, and RNZAF/RNZN public relations, community and recruiting tasks.

The first ever five-ship formation flown in the local Auckland area in December 2008 was testament to successful accomplishment of numerous squadron initiatives.

Efforts in establishing increased technical specialist knowledge in-house during the last year should pay dividends in aircraft availability in the next reporting period.

Contribution to Outcomes

Output Expense 11 contributes to Intermediate Outcomes 1 and 2 (Secure New Zealand and Reduced Risks to New Zealand from regional and global insecurity).

Performance

Performance measurement for this output expense is in accordance with the standard measures for operational force outputs shown at the beginning of this section and those measures listed in the table below. For additional important information on this Output Expense, see the notes at the end of this table.

Performance Standards and Measures	Performance Achieved
<p>Standards</p> <p>Three SH-2G(NZ) Seasprite helicopters available for military tasks - from a total fleet of five Seasprite helicopters. To be sustainable on operations in accordance with Schedule 4 to the NZDF Output Plan.</p> <p>Measures</p> <p>NZDF OPRES (Operational Preparedness and Reporting System). (See the OPRES Key Performance Indicators and OPRES Performance Rating Scale earlier in this section).</p>	<p>Two aircraft were available for sustained embarked operations in accordance with Schedule 4 to the NZDF Output Plan from a total fleet of five. Spares deficiencies and a shortage of qualified maintenance personnel made it difficult to provide three aircraft together with shore-based training requirements.</p> <p>Despite this, over the May/June 2009 period three aircraft were concurrently embarked for operations. HMNZS <i>Te Mana's</i> ships flight achieved OLOC for its deployment as part of a multinational coalition operation in the Persian Gulf. Other ships' flights maintained DLOC for all embarked operations. In addition, sufficient aircraft were available to meet all shore-based conversion training requirements, though conversions were delayed during the latter part of the year. Continuation training was limited to maintaining shore-based aircrew at a basic level of capability only.</p>
<p>Standards</p> <p>Planned Seasprite Flying Hours for the year (1 July 2008-30 June 2009).</p> <p>Measures</p> <p>1,406 hours, made up as follows:</p> <ul style="list-style-type: none"> • For flying while embarked with force elements of the Navy, a total of 453 hours (target range 430-475 hours). • For shore-based readiness training - a total of 953 hours (target range 905-1,000 hours). 	<p>The NHF flew 1,101 hours made up of 463 embarked and 638 from ashore. This was an increase over the 1,025 hours that were able to be flown in the previous year. In addition, concurrent recovery of the required stagger in aircraft maintenance schedules has put the Squadron on a much sounder footing for generation of flying hours in the coming year.</p> <p>A total of 638 hours of shore based readiness training were flown. The limitations to shore-based DLOC readiness training hours were maintenance manpower, spares and serviceability issues.</p>

Performance Standards and Measures	Performance Achieved
<p>Standards</p> <p>Contribute to MAO&T (Multi-Agency Operations/Tasks) and to a range of services in support of other government departments, the community, and foreign and defence policy objectives when not committed to operations, using the capabilities developed for the operational role. While specific, pre-planned operations/tasks (under MAO&T) normally require specific quality standards, the quality of other assistance to the Government and the community may rely on the satisfaction expressed by the supported party/agency. [For details see the section on Services in Support of the Government and the Community, including MAO&T].</p> <p>Measures</p> <p>Satisfaction of the supported department/agency. Many of the MAO&T agreements/MOUs, which will include performance requirements (conditions and standards), are still under development.</p>	<p>The NHF contributed to a range of services in support of other government departments and the community.</p> <p>Tasks were completed to the satisfaction of agencies.</p> <p>[For details of the support provided, see the section on Services in Support of the Government and the Community, including MAO&T.]</p>
<p>Standards</p> <p>Standards and performance rating required under the NZDF Operational Preparedness and Reporting System (OPRES) against the four Elements of Preparedness (see the OPRES Key Performance Indicators and OPRES Performance Rating Scale earlier in this section).</p> <p>Measures</p> <p>While the <i>aim</i>, under the OPRES rating system, is an OPRES Rating of P1, for 2008/09 the following will apply:</p> <ul style="list-style-type: none"> • For tasks under ECs 1 and 2 - a P1 OPRES rating. • For tasks under ECs 3 to 5 - a P2 OPRES rating. 	<p>For tasks under EC 1, a P2 rating was achieved.</p> <p>For tasks under EC 2 and ECs 3 to 5, a P3 rating was achieved.</p> <p>(See paragraphs below).</p>
<p>Readiness:</p> <p>Standards</p> <ul style="list-style-type: none"> • Naval Helicopter Forces that meet the Directed Level of Capability (DLOC) readiness criteria in accordance with Schedule 4 to the NZDF Output Plan. 	<p>The NHF met DLOC readiness criteria in accordance with Schedule 4 to the NZDF Output Plan as demonstrated by embarked deployments with the Naval Combat Force. Nevertheless, this was generally limited to two deployable Seasprites due to spares deficiencies and shortage of qualified maintenance personnel.</p>
<ul style="list-style-type: none"> • Naval Helicopter Forces carry out a range of training activities in accordance with the NZDF Exercise Activity Schedule (EAS), 6 Squadron Training Programme, and the NZBR 202 (RNZN Air Orders) to achieve DLOC. <p>Measures</p> <p>NZDF OPRES, and RNZAF and RNZN Publications, including:</p> <ul style="list-style-type: none"> • RNZAF Master Personnel Establishment. • RNZN Personnel States. • NZAP(S) 700 (This document is currently under review). • NZBR 99, RNZN Instructions for the Generation, Maintenance and Evaluation of Operational Capability. • NZBR 202, RNZN Air Orders. • 6 Squadron Standard Operating Procedures. 	<p>The NHF carried out a range of training activities and mission essential tasks in conjunction with a wide cross-section of potential coalition partners to achieve DLOC. It participated in complex multinational warfare exercises as integral air assets of deployed Naval Combat Forces in Asia, Australia, and the Pacific. HMNZS <i>Te Mana</i>'s ship flight achieved OLOC for its deployment as part of coalition operations in the Persian Gulf.</p>

Performance Standards and Measures	Performance Achieved
<p>Combat Viability:</p> <p>Standards</p> <ul style="list-style-type: none"> Air and ground crews that meet the collective training standards, experience levels and qualification requirements for military tasks. 	<p>Air and ground crews met the collective training standards, experience levels and qualification requirements for military tasks and all air and ground crews were qualified in accordance with their respective manuals of training. Experience across all aircrew categories was adequate, however, due to significant turnover there were limited opportunities to expose technical personnel to embarked operations. These factors contributed to a lack of experience amongst technical tradesmen and may impact on the achievement of targets in the future.</p> <p>The NHF continues to operate with significantly less than the RNZAF establishment (approximately 75% of experienced technical supervisory personnel). RNZN aircrews continue to recover in numbers and in FY08/09 peaked briefly at the required six crews.</p> <p>The current 75% manning level for technical personnel at NHF is a reflection of the on-going difficulty in filling unit posts with technical trades people. The percentage of manning is expected to increase in coming months as a result of increased supply in suitably qualified personnel.</p>
<ul style="list-style-type: none"> Aircraft and equipment performance, reliability and technology that meet required standards for commitment to military tasks. 	<p>Aircraft and equipment performance, reliability and technology generally met the required standards for commitment to military tasks.</p> <p>The Seasprite airframe and engines were suitable for all of the tasks assigned and the mission equipment was generally adequate for most low threat level tasks. However, equipment deficiencies exist for operations in medium or higher threat military environments. Obsolescence issues relating to a significant number of avionics and tactical systems will become a major operational inhibitor if not addressed in the short-term. Approval was recently gained to acquire new Forward Looking Infra-Red turrets for the Seasprite. The Seasprite Spares Supportability Review has been completed and is now being assessed in terms of how it informs future options around Seasprite upgrade or replacement decisions.</p>
<ul style="list-style-type: none"> Effective standardisation when working with friendly forces. <p>Measures</p> <p>NZDF OPRES, and RNZAF and RNZN Publications (as listed above).</p>	<p>Effective standardisation when working with friendly forces was achieved.</p> <p>NHF doctrine, training and operating procedures allowed effective standardisation and integration with friendly forces as demonstrated during international exercises and operations including participation in a multinational coalition force in the Persian Gulf. Other friendly forces included (but not limited to) Australia, Singapore, Malaysia, and the United Kingdom.</p>
<p>Deployability:</p> <p>Standards</p> <ul style="list-style-type: none"> Naval Helicopter Forces capable of generating the Operational Level of Capability (OLOC) within designated Response Times (timeliness), as specified in Schedule 4 to the NZDF Output Plan. 	<p>The NHF was capable of generating OLOC within designated response times as specified in Schedule 4 of the NZDF Output Plan to conduct lower threat level ECs. Nevertheless, it lacked capability to generate some OLOC requirements within response times for medium to high threat environments due to mission equipment constraints.</p>
<ul style="list-style-type: none"> Aircraft, munitions, expendable and technical stores available to generate OLOC, as specified in Air Publication NZAP(S) 700. <p>Measures</p> <p>NZDF OPRES, and RNZAF and RNZN Publications (as listed above).</p>	<p>Aircraft, munitions, expendable and technical stores were available to generate OLOC, as specified in Air Publication NZAP(S) 700 for basic surveillance and attack roles in a low threat environment.</p>
<p>Sustainability:</p> <p>Standards</p> <ul style="list-style-type: none"> Aircraft, expendable and technical stores available, as specified in Air Publication NZAP(S) 700, to maintain OLOC for the designated operational viability period (OVP). 	<p>Aircraft, munitions, expendable and technical stores were available, as specified in Air Publication NZAP(S) 700, to generate OLOC for the designated OVP for basic surveillance and attack roles in a low threat environment.</p>

Performance Standards and Measures	Performance Achieved
<ul style="list-style-type: none"> Personnel available for sustainment/rotation of the Naval Helicopter Forces on continuous operations as specified in Schedule 4 to the NZDF Output Plan. <p>Measures NZDF OPRES, and RNZAF and RNZN Publications (as listed above).</p>	Personnel were available for the Operation Tiki III deployment to the Persian Gulf, however, there were insufficient maintenance personnel to sustain the NHF on continuous operations in accordance with Schedule 4 to the NZDF Output Plan.

Note 1: Predominantly maritime operations under ECs 1, 2, 3, 4, and 5. (See details on ECs at the start of this section).

Note 2: The RNZAF is responsible for the training of RNZN Seasprite helicopter aircrew and the provision and training of Ship's Flights maintenance personnel, for operational employment by the RNZN.

Note 3: 6 Squadron will remain under full command of the Chief of Air Force.

Note 4: Operational command will be exercised through the Air Component Commander (ACC) and Officer Commanding 485 Wing for shore-based activities. When ships' flights are required to embark, operational command will be assigned by ACC to the Maritime Component Commander, who will in turn assign operational control to the ship's Commanding Officer.

Note 5: The RNZAF is responsible for the training of RNZN Seasprite helicopter aircrew and the provision and training of Ship's Flights maintenance personnel, for operational employment by the RNZN.

Costs for Output Expense 11 (GST Exclusive)

Actual 2007/08 (\$ million)	Category	Main Estimates (\$ million)	Supplementary Estimates (\$ million)	Actual 2008/09 (\$ million)
	Expenditure			
21.091	Personnel	22.858	23.028	23.150
20.674	Operating	21.740	22.873	25.223
0.054	Losses on Foreign Exchange	-	-	0.994
18.394	Depreciation	19.196	16.509	15.334
18.355	Capital Charge	18.481	20.463	20.508
78.568	Total Expenses	82.275	82.873	85.209
	Income			
78.617	Revenue Crown	81.863	82.372	82.372
0.109	Revenue Department	0.092	0.214	0.161
0.334	Revenue Other	0.320	0.287	0.211
0.697	Gains on Foreign Exchange	-	1.167	1.290
-	Gains on Property Plant and Equipment	-	-	1.248
79.757	Total Income	82.275	84.040	85.282
1.189	Net Surplus (Deficit)	-	1.167	0.073

The NZDF is appropriated for expenditure excluding remeasurements. Remeasurements are defined under the Public Finance Act as a revision of a future obligation that changes the carrying amount of an asset or liability. The total approved appropriation in 2008/09 for this output expense was \$84.500 million and the total expenditure excluding remeasurements was \$84.215 million. There was no unappropriated expenditure for this output expense.