

Output Expense 12: Maritime Patrol Forces

Description

Provision of the capabilities of No 5 Squadron RNZAF (P-3K Orion aircraft) prepared to conduct maritime surveillance of New Zealand's EEZ, the Pacific region and the Southern Ocean, to conduct search and rescue missions, and to conduct maritime air operations, in accordance with NZDF Output Plan specifications. This output expense also includes some support services to the community.

Overview

The MPF met the required standards for aircraft availability, with five aircraft being available for operational, MAO&T, and maritime search and rescue tasks. A sixth aircraft was being modified under the Mission Systems Upgrade programme throughout the reporting period.

The MPF did not meet its planned flying hours target due to the upgrade programme. The MPF met preparedness targets for NZ EEZ and South Pacific search and rescue and regional surveillance, and, due to equipment limitations, was only partially prepared for regional military contingencies and contributions to collective global security operations. The Mission System Upgrade will address the majority of the aircraft deficiencies, and work has been identified to introduce P-3 self protection and P-3 air-to-surface weapons.

Air and ground crew personnel numbers and experience limited MPF preparedness. Overall, experience levels were low due to historical issues with retention of skilled aircrew and maintenance personnel. While regeneration work has commenced to increase aircrew numbers, this is a medium to long term project, and will take some time to fully realise. Despite some recovery in personnel numbers from a recently graduated large operational conversion course, there remains a shortage of instructors and crew executives, largely attributable to the upgrade programme underway. Consequently, personnel shortages in certain critical specialisations will remain the key risk to MPF output until regeneration is completed.

Highlights

During the reporting period the MPF conducted:

- One deployment in support of Five Power Defence Arrangement Exercise in South East Asia.
- Three deployments to exercises in Australia.
- One deployment through the Philippines, Japan and Korea, undertaking a number of diplomatic goodwill, regional surveillance, interoperability exercises and participating in a combined exercise with the Republic of Korea Navy.
- Exercise Joint Warrior in the United Kingdom – a UK and NATO forces exercise concentrating on coordinated protection of shipping and overland support to land and air forces.
- Exercise Maple Guardian in Canada – a multi-national exercise in support of the Canadian Battle Group work up for deployments to Afghanistan.
- Exercise Maru – a Proliferation Security Initiative activity focussing on the prevention of proliferation of Weapons of Mass Destruction and people smuggling. In addition to participating in the exercise No 5 Squadron also provided support to two Japanese Maritime Self Defence Agency Orion aircraft involved in the exercise.

- Three patrols in support of Operation Mawsoni (Southern Ocean) including two landing and overnights in Antarctica, and surveillance of the Commission for the Conservation of Antarctic Marine Living Resources region.
- 10 search and rescue missions in response to requests for support from the Rescue Coordination Centre, New Zealand.
- 10 surveillance patrols into the South Pacific.
- Operation Tapestry flying in support of the National Maritime Coordination Centre with surveillance patrols in support of a number of New Zealand Government agencies (including MFISH, NZ Customs and NZ Police).
- Intelligence, Surveillance and Reconnaissance and OLOC generation training in support of RNZAF and NZ Army elements in addition to high explosive bombing training.
- Day/night flying in support of No 6 Squadron RNZAF Maverick Missile Firings.

Contribution to Outcomes

Output Expense 12 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>Two P-3K Orion aircraft available for military tasks - from a total fleet of six Orion aircraft. 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 P-3K Orion aircraft were available and could have been sustained in accordance with Schedule 4 to the NZDF Output Plan.</p> <p>Due to one aircraft undergoing P-3K2 Mission Systems Upgrade over the reporting period, five aircraft were available for tasking.</p>
<p>Standards</p> <p>A third P-3K Orion for maritime Search and Rescue and other emergency tasks, as required.</p> <p>Measures</p> <p>NZDF OPRES.</p>	<p>A third P-3K Orion was available for maritime Search and Rescue and other emergency tasks, as required.</p> <p>All callouts were met within the required degrees of notice. A number of callouts were met by diverting aircraft that were already on task, thus shortening the time required to reach the search area. A flight also delivered essential parts at short notice to an unserviceable USAF C-17 aircraft in Antarctica.</p>
<p>Standards</p> <p>Planned Orion Flying Hours for the year (1 July 2008-30 June 2009).</p> <p>The total P-3K Orion annual flying hour's allocation has been adjusted to reflect the reduction in the number of aircraft available and the total number of hours that can be generated and supported by the Orion fleet during FY 2008/09.</p> <p>Measures</p> <p>2,380 hours (target range 2,261-2,499).</p>	<p>The MPF flew 2,140 hours. The reduction from the planned flying hours was largely due to the P-3K2 upgrade project.</p>

Performance Standards and Measures	Performance Achieved
<p>Standards</p> <p>Undertake MAO&T (Multi-Agency Operations/Tasks), and contribute 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 MPF contributed to a wide range of services in support of other government departments and the community when resources were available.</p> <p>The number of aircraft fitted with additional interim capability limited the desired output to government agencies.</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>A rating of P1 was achieved for EC 1, while a rating of P3 was achieved for ECs 2-5.</p> <p>(See paragraphs below.)</p>
<p>Readiness:</p> <p>Standards</p> <ul style="list-style-type: none"> • Maritime Patrol Forces that meet the Directed Level of Capability (DLOC) readiness criteria in accordance with Schedule 4 to the NZDF Output Plan. 	<p>The MPF met the specified DLOC readiness criteria for New Zealand and regional support operations but, due to personnel shortages and equipment limitations, was partially prepared within response times for higher threat environments.</p>
<ul style="list-style-type: none"> • Maritime Patrol Forces carry out a range of training activities in accordance with the NZDF Exercise Activity Schedule (EAS), RNZAF Mission Essential Task Lists (being updated) and the 5 Squadron Training Programme. <p>Measures</p> <p>NZDF OPRES, and RNZAF Publications, including:</p> <ul style="list-style-type: none"> • 5 Squadron Standard Operating Procedures. • RNZAF Master Personnel Establishment. • NZAP(S) 700 (This document is currently under review). • RNZAF 9000 series (training manuals). 	<p>The MPF carried out a range of training activities in accordance with the EAS, RNZAF Mission Essential Task Lists and Squadron training programme.</p> <p>Regional and global exercises provided crews with excellent co-ordinated operations. One operational conversion course and several crew executive and specialist upgrades were achieved.</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, general experience levels and qualification requirements for military tasks.</p> <p>Crew skill levels continue to improve through the achievement of Readiness Training Activities.</p> <p>The MPF remained short of mid and high-level experienced personnel (instructors and supervisors) in the operations and maintenance flights who were able to maintain operations while at the same time address the additional demands associated with the mission upgrade project and the introduction into service (including operational airworthiness and testing and evaluation) of the P-3K2.</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 met the required standards for routine New Zealand and regional operations, however, the current equipment and weapons fit is inadequate for operations in higher threat environments.</p> <p>The P-3 Systems Upgrade Project will address supportability, reliability, and effectiveness issues of aircraft mission critical systems.</p>
<ul style="list-style-type: none"> Effective standardisation when working with friendly forces. <p>Measures</p> <p>NZDF OPRES and RNZAF Publications (as listed above).</p>	<p>Effective standardisation when working with friendly forces was achieved.</p> <p>Crew skill levels and aircraft availability figures are comparable to friendly forces, however, the current communication suite, weapons fit and self-protection is below their standard. The P-3K2 Mission Systems Upgrade will address a large part of the communication issue.</p>
<p>Deployability:</p> <p>Standards</p> <ul style="list-style-type: none"> Maritime Patrol 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 MPF was capable of generating OLOC within the designated response times as specified in Schedule 4 of the NZDF Output Plan.</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 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 short-term operations in a low threat environment.</p> <p>The current aircraft weapons suite is not accurate enough for operations in higher threat environments.</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 maintain OLOC for the designated OVP for short-term operations in low-threat environments.</p>
<ul style="list-style-type: none"> Personnel available for sustainment/ rotation of the Maritime Patrol Forces on continuous operations as specified in Schedule 4 to the NZDF Output Plan. <p>Measures</p> <p>NZDF OPRES and RNZAF Publications (as listed above).</p>	<p>While there were personnel available to generate OLOC within the designated response times as specified in Schedule 4 of the NZDF Output Plan, there were insufficient personnel to sustain the MPF on continuous operations.</p> <p>The MPF was at four of the required six aircrews for the majority of the period. A fifth operational crew, at minimum strength, was posted to the Mission Systems Upgrade Project in Texas to conduct training in readiness for P-3K2 Acceptance Testing and Evaluation. There were also shortages of critical maintenance personnel.</p>

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

Note 2: The number of P-3K Orion aircraft available during 2008/09 (through to 2010/11) will be affected by the Long-Term Development Plan (LTDP) rolling programme to upgrade the Orion fleet and will reduce the full capacity of this output expense. From September 2008 up to two aircraft will be removed from service at any one time during the upgrade programme.

In addition, the remaining aircraft will continue to be cycled through group and phase servicing requirements. This will have an effect on the likely sustainable duration of any operational deployments and the ability to rotate any such deployments. The requirement to sustain core and DLOC training will also affect the nature and extent of tasking that can be undertaken by the fleet during the period.

Costs for Output Expense 12 (GST Exclusive)

Actual 2007/08 (\$ million)	Category	Main Estimates (\$ million)	Supplementary Estimates (\$ million)	Actual 2008/09 (\$ million)
	Expenditure			
50.668	Personnel	54.671	62.091	62.123
53.166	Operating	62.292	55.827	57.878
0.071	Losses on Foreign Exchange	-	-	1.509
17.165	Depreciation	20.740	15.536	15.236
26.214	Capital Charge	29.152	32.279	32.327
147.284	Total Expenses	166.855	165.733	169.073
	Income			
148.886	Revenue Crown	165.792	164.644	164.644
0.142	Revenue Department	0.137	0.321	0.241
0.731	Revenue Other	0.926	0.768	0.640
0.912	Gains on Foreign Exchange	-	1.772	1.958
-	Gains on Property Plant and Equipment	-	-	4.382
150.671	Total Income	166.855	167.505	171.865
3.387	Net Surplus (Deficit)	-	1.772	2.792

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 \$169.047 million and the total expenditure excluding remeasurements was \$167.564 million. There was no unappropriated expenditure for this output expense.