

Output Expense 13: Fixed Wing Transport Forces

Description

Provision of the capabilities of No 40 Squadron RNZAF (Boeing 757-200 and C-130 Hercules aircraft) prepared to conduct strategic and tactical air transport operations, including aeromedical evacuation, in accordance with NZDF Output Plan specifications, and to contribute support services to the community.

Outputs in Output Expense 12

Output 13.1 - B757-200 Transport Force

The provision of Boeing 757-200 aircraft prepared for strategic air transport tasks and to provide some support services for Government and the community.

Output 13.2 - C-130 Transport Force

The provision of C-130 Hercules aircraft prepared for both strategic and tactical air transport operations and for some support services for Government and the community.

Overview

Due to the modification programme, one Boeing 757 aircraft was available for strategic air transport tasks for the period October 2008 to February 2009, and two aircraft were available for the remainder of the period. The C-130 Transport Force met aircraft availability targets and two aircraft were undergoing upgrade with the Life Extension Programme (LEP) during the period.

The B757 Transport Force did not meet its planned flying hours due to flight management efficiencies and the modification programme.

The C-130 Transport Force did not quite meet its planned flying hours due to the LEP.

Preparedness targets were not achieved for the B757 Transport Force for the entire reporting period due to aircraft undergoing modification. Nevertheless, readiness requirements were met once two aircraft were available towards the end of the reporting period. C-130 Transport Force preparedness targets were mostly met. The upgrade of the C-130 will address self protection issues.

Effective standardisation with friendly forces was achieved, with participation in Exercise Maple Flag in Canada and two flights to support the NZDF PRT in Afghanistan.

Munitions, and stores were available to generate OLOC and personnel were available for sustainment of operations, within the limitations of the LEP and modification programmes.

Highlights

B757

The first upgraded B757 arrived back in New Zealand on 8 August 2008. A robust Operational Test and Evaluation (OT&E) was conducted on the B757 and involved all the support units. There were 56 hours of flying carried out during OT&E with operationally representative tasks in all new configurations. The OT&E was completed on schedule on 17 October 2008 with the aircraft moving immediately to routine tasking. The B757 achieved NZDF Supplemental Type Certification on 28 November 2008. The second upgraded B757 returned to New Zealand on 11 February 2009.

The B757s has been used extensively since returning to service. Support flights for Task Group Gyro, Operation Rata and Task Group Manu, rotating personnel and equipment were flown in October and November 2008. Other NZDF units utilised both aircraft to support planned readiness training activities around the globe throughout the period.

An aircraft supported the South Pacific Leaders meeting held in Papua New Guinea in January and NZ fire-fighters were deployed at short notice to assist the Victoria bushfire disaster in February 2009.

Support to Task Unit Crib (Provincial Reconstruction Team, Afghanistan), recommenced in April with the 13th rotation of personnel into the Middle East theatre.

C-130

The C-130 flight successfully completed two deployments in support of Task Unit Crib rotations to Afghanistan in October 2008 and April 2009. In addition, there was ongoing support to NZDF deployments in Timor Leste and the Solomon Islands. A C-130 was also deployed to Malaysia for one week as a contingency in case New Zealand nationals needed evacuation from Thailand during a recent period of unrest.

The annual contribution to the New Zealand Antarctic Research Programme continued with six flights to Antarctica in January 2009.

A Maple Flag readiness training activity was conducted at Canadian Defence Force Base, Cold Lake for two crews for advanced combat training in May 2009.

In New Zealand, initial combat qualifications were achieved during Tacex, although the deployed Exercise Skytrain was cancelled due to the lack of available aircraft and concurrent primary training requirements. Although combat training has reduced during the LEP, generation was sufficient to hold the output at DLOC.

Contribution to Outcomes

Output Expense 13 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 C-130 Hercules aircraft available for deployed military tasks - from a total fleet of five C-130 Hercules 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 C-130 Hercules aircraft were available for deployed military tasks and could have been sustained on operations in accordance with Schedule 4 to the NZDF Output Plan.</p> <p>During the reporting period, two C-130 Hercules were undergoing LEP and as a result a total of three aircraft were available for tasking.</p>

Performance Standards and Measures	Performance Achieved
<p>Standards</p> <p>A third Hercules to be available for specified tasks under EC 1D and emergency tasks, as required.</p> <p>Measures</p> <p>NZDF OPRES.</p>	<p>A third C-130 Hercules aircraft was available for specified tasks under EC 1D and emergency tasks, as required, for most of the reporting period. Where dedicated EC 1 coverage was not available for short periods due to unscheduled servicing, LEP requirements or short-notice tasking, alternative arrangements were made to provide coverage.</p>
<p>Standards</p> <p>One Boeing 757-200 available for strategic transport tasks - from a total fleet of two Boeing 757 aircraft. To be sustainable for expected duration of strategic transport task in accordance with Schedule 4 to the NZDF Output Plan. (Provided from a fleet of two B-757-200 aircraft).</p> <p>Measures</p> <p>NZDF OPRES.</p>	<p>Due to the modification programme, one Boeing 757-200 aircraft was available for strategic air transport tasks in accordance with Schedule 4 to the NZDF Output Plan for five months of the period (October 2008 – February 2009) and two Boeing 757-200 aircraft were available for the remainder of the period.</p>
<p>Standards</p> <p>An Aeromedical Evacuation (AE) element for strategic and tactical AE in support of land operations. The RNZAF is required to provide forward, tactical and strategic Aeromedical Evacuation (AE) services, including responsibility for the provision of AE-qualified personnel and associated AE equipment. For fixed wing tactical and strategic AE it is likely that, for high dependency cases, specialist support would be sought from other Services of the NZDF and/or non-defence resources.</p> <p>Measures</p> <p>NZDF OPRES.</p>	<p>A dedicated aeromedical evacuation capability has yet to be realised by the RNZAF, although the C-130 Hercules fleet remains available for aeromedical evacuation tasks. Aeromedical evacuation equipment is under trial, but personnel dedicated to this capability are not yet available.</p> <p>Subject to the availability of personnel, a dedicated aeromedical evacuation capability could be achieved by 2011.</p>
<p>Standards</p> <p>Planned Flying Hours for the year (1 July 2008-30 June 2009).</p> <p>The total C-130 annual flying hour's allocation has been adjusted to reflect the reduction in the number of C-130 aircraft available and the total number of hours that can be generated and supported by the C-130 fleet during the period.</p> <p>Measures</p> <ul style="list-style-type: none"> The Hercules will fly a total of 2,200 hours (target range 2,090-2,310). 	<p>The C-130 fleet flew 2,036 hours. The reduction from the planned flying hours was mainly due to the LEP.</p>
<ul style="list-style-type: none"> The Boeing 757s will fly a total of 1,400 hours (target range 1,330-1,470). 	<p>The B757s flew 900 hours. The reduction from the planned flying hours was due to flight management efficiencies and the modification programme.</p>
<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> <ul style="list-style-type: none"> 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>The FWTF 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>

Performance Standards and Measures	Performance Achieved												
<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. 	<table border="1" data-bbox="762 241 1361 432"> <thead> <tr> <th data-bbox="762 241 906 293">EC</th> <th data-bbox="906 241 1126 293">Output 13.1 (B757)</th> <th data-bbox="1126 241 1361 293">Output 13.2 (C-130H)</th> </tr> </thead> <tbody> <tr> <td data-bbox="762 293 906 338">1</td> <td data-bbox="906 293 1126 338">P3</td> <td data-bbox="1126 293 1361 338">P1</td> </tr> <tr> <td data-bbox="762 338 906 383">2</td> <td data-bbox="906 338 1126 383">P3</td> <td data-bbox="1126 338 1361 383">P2</td> </tr> <tr> <td data-bbox="762 383 906 432">3-5</td> <td data-bbox="906 383 1126 432">P3</td> <td data-bbox="1126 383 1361 432">P3</td> </tr> </tbody> </table> <p>Note: While Output 13.1 was assessed on average as a P3 for the whole reporting year due to unavailability of aircraft while undergoing upgrade, towards the end of the reporting period this output was assessed as P2.</p> <p>(See paragraphs below.)</p>	EC	Output 13.1 (B757)	Output 13.2 (C-130H)	1	P3	P1	2	P3	P2	3-5	P3	P3
EC	Output 13.1 (B757)	Output 13.2 (C-130H)											
1	P3	P1											
2	P3	P2											
3-5	P3	P3											
<p>Readiness:</p> <p>Standards</p> <ul style="list-style-type: none"> • Fixed Wing Transport Forces that meet the Directed Level of Capability (DLOC) readiness criteria in accordance with Schedule 4 to the NZDF Output Plan. 	<p>Fixed Wing Transport Forces met the DLOC readiness criteria in accordance with Schedule 4 to the NZDF Output Plan, within the limitations imposed by the LEP and Boeing 757 modification project.</p>												
<ul style="list-style-type: none"> • Fixed Wing Transport 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 40 Squadron Training Programme. <p>Measures</p> <p>NZDF OPRES, and RNZAF Publications, including:</p> <ul style="list-style-type: none"> • 40 Squadron Standard Operating Procedures. • RNZAF Master Personnel Establishment. • NZAP(S) 700 (This document is currently under review). • RNZAF 9000 series (training manuals). 	<p>Fixed Wing Transport Forces carried out a range of training activities in accordance with the NZDF Exercise Activity Schedule (EAS), RNZAF Mission Essential Task Lists and the 40 Squadron Training Programme.</p> <p>Readiness Training Activities undertaken included the New Zealand based activity (Tacex) and Maple Flag in Canada.</p>												
<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.</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 substantially met required standards for commitment to military tasks.</p> <p>Upgrade of the C-130 self-protection systems is being progressively undertaken in conjunction with the C-130 LEP. The second aircraft delivered to the RNZAF will be the first fitted with the new system. Subsequent aircraft will be fitted in due course.</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. This included participation in Exercise Maple Flag in Canada and the ongoing air transport support to Operation Enduring Freedom in Afghanistan.</p>												
<p>Deployability:</p> <p>Standards</p> <ul style="list-style-type: none"> • Fixed Wing Transport 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>Fixed Wing Transport Forces were capable of generating OLOC within designated Response Times, as specified in Schedule 4 to the NZDF Output Plan, within the constraints of the C-130 LEP and Boeing 757 modification programme. Two deployments in support of the NZDF PRT in Afghanistan were completed.</p>												

Performance Standards and Measures	Performance Achieved
<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 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.</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, expendable and technical stores were available, as specified in Air Publication NZAP(S) 700, to maintain OLOC for the designated OVP.</p>
<ul style="list-style-type: none"> Personnel available for sustainment/rotation of the Fixed Wing Transport Forces on continuous operations as specified in Schedule 4 to the NZDF Output Plan. <p>Measures NZDF OPRES and RNZAF Publications (as listed above).</p>	<p>Personnel were available for sustainment/rotation of the Fixed Wing Transport Forces on continuous operations as specified in Schedule 4 to the NZDF Output Plan, but at reduced numbers due to the LEP and modification upgrade.</p>

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

Note 2: The number of C-130 Hercules aircraft available during 2008/09 (through to 20010/11) will be affected by the Long-Term Development Programme project to upgrade the C-130 fleet and will reduce the full capacity of this output. At least two C-130 aircraft will be removed from service at any one time during the upgrade programme. While the number of aircraft required by the NZDF Output Plan for OLOC should be maintained for the period, there will be periods where aircraft availability will be reduced - given the need to continue to cycle aircraft through group and phase servicing requirements. The reduced fleet size will have an affect on the 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 C-130 fleet during the period.

Costs for Output Expense 13 (GST Exclusive)

Actual 2007/08 (\$ million)	Category	Main Estimates (\$ million)	Supplementary Estimates (\$ million)	Actual 2008/09 (\$ million)
	Expenditure			
59.930	Personnel	61.921	69.658	69.881
63.407	Operating	70.061	74.275	71.570
0.083	Losses on Foreign Exchange	-	-	1.566
20.961	Depreciation	32.463	34.243	30.621
30.975	Capital Charge	36.773	40.709	40.735
175.356	Total Expenses	201.218	218.885	214.373
	Income			
177.346	Revenue Crown	198.958	217.466	217.466
0.166	Revenue Department	0.285	0.486	0.402
1.266	Revenue Other	1.975	0.933	0.784
1.064	Gains on Foreign Exchange	-	1.838	2.031
-	Gains on Property Plant and Equipment	-	-	3.388
179.842	Total Income	201.218	220.723	224.071
4.486	Net Surplus (Deficit)	-	1.838	9.698
	Cost by Output			
65.497	Output 13.1	75.561	90.968	87.972
109.859	Output 13.2	125.657	127.917	126.401

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 \$222.029 million and the total expenditure excluding remeasurements was \$212.807 million. There was no unappropriated expenditure for this output expense.