

"On the Wings of Peace: Aerospace Power in United Nations Operations"



"MILITARY AIR ASSETS EMPLOYMENT IN PEACEKEEPING OPERATIONS"
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Trenton, 15-17 April 2011

AGENDA

- CURRENT PEACEKEEPING OPERATIONS
- IMPORTANCE OF MILITARY AVIATION IN PKOs
- MILITARY AIR ASSETS DEPLOYED BY TCCs
- MILITARY HELICOPTERS IN UN PKOs
- CHALLENGES FOR MILITARY AVIATION IN PKOs
- KEY CONCERNS/ISSUES FOR PKOs
- SOLUTIONS AND STRATEGIES



CURRENT PEACEKEEPING OPERATIONS



1948









Total Personnel

98,582

Top TCC PCC

Bangladesh Pakistan India Nigeria **Egypt**

Total Missions

MÍNURCAT 2007

Total Financial Contribution

2861 (all UN Peace Ops)

\$ 7.93 Billion

Top Contributors

USA Japan Germany UK **France**



IMPORTANCE OF MILITARY AVIATION IN PKOS





Logistics - Operations



- Robust Operations

- Deterrence

Perception of legitimacy of TCCs









MILITARY AIR ASSETS DEPLOYED BY TCCs

	MINUSTAH (6)	MONUSCO (10 +4+ <u>4</u>)	ONUCI (3 + 5 IMC)	UNAMID (<u>5</u>)	UNFICYP (3)	UNIFIL (6)	UNMIL (8 + <u>3</u>) - 5 IMC	UNMIS (16)	TOTAL
Argentina	2				3				5
Bangladesh		6	3						9
Chile	4								4
Ethiopia				5 Armed					5
Ghana			3						3
India		4 Obs <u>4 Arm.</u>							8
Italy						4			4
Pakistan								6	6
Russia								8	8
South Africa		2							2
Spain						2			2
Ukraine			2 + <u>3 Arm</u>				6		11
Uruguay		2							2
TOTAL	6	18	11	5	3	6	6	14	69

Utility Heli is 53

Obs Heli: 4

Attack Heli: 12

Fixed wing: 3



MILITARY HELICOPTERS IN UN PKOS

MINUSTAH

FR: 10 Dep: 6 Gap: 4

UNOCI

FR: 6 + (5 IMC)

Dep: 6 + (5 IMC)

Gap: (3 IMC)

UNMIL

FR: 11

Dep: 11 – (5 IMC)

Gap: 0 - (5 IMC)



UNFICYP

FR: 3 Dep: 3 Gap: 0

UNIFIL

FR: 12 Dep: 6 Gap: 6

UNAMID

FR: 24 Dep: 5 Gap: 19

UNMIS

FR: 16 Dep: 14 Gap: 2

MONUSCO

FR: 29 Dep: 18 Gap: 11



CHALLENGES FOR MILITARY AVIATION IN PKOS

- High requirements for air mobility/support
- Low response of offers from TCCs
- Lack of modern military aircraft provided by TCCs
- Lack of incentives to TCC and to personnel
- National caveats
- Low utilization rates against approved force requirements, especially for tactical helicopters
- Long internal TCCs government administrative processes before accepting and signing LOAs renewal
- Limited air traffic services / infrastructure
- Host Nation limitations



SOLUTIONS AND STRATEGIES

Operational aspect:

- Need to address the low utilisation rates of Mil Helis;
- Intermission cooperation;
- Regional joint aviation units
- Require highly Capable units and assets



Technical aspect:

- Review the minimum requirement for aircrews and equipments;
- Improve night-flying equipment.
- Bilateral cooperation for capability building



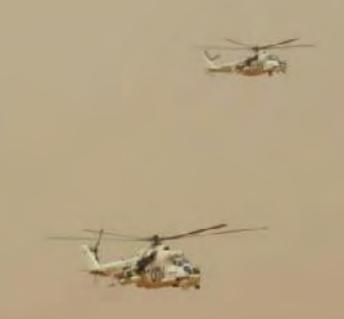
Financial aspect:

- Redraft MOUs/ LOAs and improve associated incentives;
- Review the concept of variable cost in Missions;
- Address TCCs concerns on reimbursement rates.





CONCLUSION & QUESTIONS



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