Project Data Summary Sheet

Project Number	**SEA9100 Phase 1**
Project Name	**IMPROVED EMBARKED LOGISTICS SUPPORT HELICOPTER**
First Year Reported in the MPR	2023-24
Capability Type	Expansion of extant Fleet
Capability Manager	Chief of Navy
Government 1st Pass Approval	Mar 22
Government 2nd Pass Approval	Mar 22
Budget at 2nd Pass Approval	$1,460.2m
Total Approved Budget (Current)	$2,086.1m
2024–25 In-year Budget	$384.0m
Complexity	ACAT III

Section 1 – Project Summary

1.1 Project Description

SEA9100 Phase 1 Improved Embarked Logistics Support Helicopter Project will expand and rationalise the Royal Australian Navy's support and logistics helicopter fleet through the Foreign Military Sales (FMS) acquisition of additional MH-60R Seahawk helicopters. The project will acquire 12 helicopters, spares and equipment to support operations on the Navy Amphibious and Afloat Support fleet, with an additional helicopter being acquired to remediate a fleet loss on operations in October 2021. This will grow the existing MH-60R Seahawk Romeo fleet to 36 aircraft in total, replacing Navy's MRH-90 Taipan helicopter fleet which ceased operations in May 2022. The project will build on the established elements from its predecessor, AIR9000 Phase 8, and includes the Military Off-The-Shelf (MOTS) purchase of aircraft from the United States Navy (USN) through a FMS agreement.

1.2 Current Status

Cost Performance

In-year

As at 30 June 2025, Financial Year (FY) 2024-25 expenditure was $274.0m against the FY 2024-25 budget of $384.0m. Underspend is due to re-phasing of FMS disbursements to account for changes to aircraft production schedules and timing of FMS disbursements associated with expanded support system arrangements.

Project Financial Assurance Statement

As at 30 June 2025, SEA9100 Phase 1 has reviewed the project's approved scope and budget for those elements required to be delivered by Defence. Having reviewed the current financial contractual obligations of Defence for this project, current known risks and estimated future expenditure, Defence considers, as at the reporting date, there is sufficient budget remaining for the project to complete against the agreed scope.

Contingency Statement

The project has not spent contingency in FY 2024-25.

Schedule Performance

The project is on track to meet Initial Operational Capability (IOC) and Final Operational Capability (FOC) Milestones.

The USN has continued to execute project activities in accordance with the FMS agreement, including management of aircraft production contracts and procurement of spares and supporting equipment.

The MH-60R helicopters are scheduled to commence manufacture of major assemblies from July 2025. Procurement and delivery of spares and supporting equipment will continue. Facilities gained Parliamentary Approval on 28 November 2024.

Materiel Capability/Scope Delivery Performance

The MH-60R Seahawk Romeo helicopter is a MOTS product being procured from the USN via FMS. The MH-60R Seahawk Romeo has been in service with the USN since 2005 and was first deployed operationally by the USN in early 2010. The Australian Defence Force (ADF) commenced MH-60R Seahawk Romeo operations in 2013 and has accepted delivery of 24 MH-60R via AIR9000 Phase 8. SEA9100 Phase 1 will expand the ADF fleet of Seahawk Romeo to 36 aircraft. The Project capability and scope delivery remains on track.

1.3 Project Context

Background

Government direction provided in the Force Structure Plan 2020 (FSP) stated Defence was to "expand and rationalise" the Maritime Helicopter capability "consistent with expectations for larger naval operations." To meet expectations for increased naval operations cited in 2020 FSP, Navy was required to expand the number of Maritime Helicopter Flights from eight to 14. A Flight is a deployable element capability in the embarked environment in support of current Navy convention. To meet Government direction, the Sponsor

proposed to acquire additional MH-60R Seahawk Romeo helicopters, thereby taking maximum advantage of established Fundamental Inputs to Capability (FIC) elements and high levels of interoperability with the USN**.**

SEA9100 Phase 1 achieved Gate 0 Project Approval by the Investment Committee in February 2021. In 2021, the project performed a Smart Buyer activity, which noted a schedule urgency to commit to a FMS Acquisition of MH-60R by 31 March 2022 to ensure continuity of the aircraft production line. The Smart Buyer profile was used to refine the project scope and associated execution strategy, which resulted in SEA9100 Phase 1 progressing a tailored Combined Pass approval submission. This accelerated timeframe to achieve Combined Pass approval meant that Facilities and Training Area requirements were initially excluded. SEA9100 Phase 1 received Gate 2 Combined Pass Approval in March 2022, with Facilities and Training Areas receiving Two Minister Combined Pass approval the following year in May 2023.

Uniqueness

The SEA9100 Phase 1 FMS acquisition of 13 MH-60R helicopters, and associated support systems, is an expansion of the extant in-service ADF MH-60R fleet and resultant capability founded under AIR9000 Phase 8 and the SEA5510 Phase 1 Romeo Capability Assurance Program. As such, SEA9100 Phase 1 significantly reduces both acquisition and sustainment costs and the complexity and timeframes to realise the capability requirements defined in 2020 FSP.

The 13 MH-60R helicopters being procured are the same type and model as those already in-service and they will operate under already issued and extant ADF Military Type and Air Operator Certificates.

Major Risks, Emergent Risks and Issues

The Project Office (PO) currently has no high rated risks and no high rated emergent risks (pre-mitigation rating).

The PO is currently managing one issue that is not for publication.

Other Current Related Projects/Phases

AIR9000 Phase 8 - Future Naval Aviation Combat System. Acquisition of 24 MH-60R Seahawk Romeo Maritime Combat Helicopters and Support Systems.

SEA5510 Phase 1 - MH-60R Seahawk Capability Assurance Program (CAP). Cooperative program with the USN to jointly develop capability enhancements, address obsolescence and ensure the MH-60R maintains ongoing configuration alignment, interoperability and interchangeability with the USN.

CN35 - MH-60R Seahawk Romeo Sustainment. In-service management of the MH-60R fleet and support systems (covering operational, engineering, maintenance, supply and training support elements).

SEA1300 Phase 1 - Navy Guided Weapons Project. Procurement of helicopter launched weapons.

SEA1654 Phase 4 - **Maritime Operational Support Capability.** Delivery of two Auxiliary Oiler Replenishment ships HMAS *Supply* (2021) and HMAS *Stalwart* (2022) may need modification to support full MH-60R capability.

SEA2048 Phase 6 - Landing Helicopter Dock (LHD) CAP. LHD class of vessels may need modification to support full MH-60R capability.

ESTS9100 Phase 1 - Improved Embarked Logistics Support Helicopter. Facilities to support Improved Embarked Logistics Support Helicopter capability.

JP9347 - New ADF Tactical Information Exchange Domain Capability. SEA9100 Phase 1 will interface with the Enterprise Intelligence System and future Tactical Data Link.

JP9321 - Joint Electronic Warfare Sub-Program. SEA9100 Phase 1 will interface with the Enterprise Intelligence System and future Tactical Data Link.

Section 2 – Financial Performance[1]

2.1 Project Budget (out-turned) and Expenditure History

Date	Description	$m		Notes
	Project Budget			
Mar 21	Original Approval (Interim Approval)	4.4		1
Jun 21	Real Variation – Transfer	(1.7)		2
Jun 22	Government Second Pass Approval	1,457.5		3
	Total at Second Pass Approval		**1,460.2**	
Mar 25	Real Variation - Transfer		337.1	4
Jun 25	Exchange Variation		288.9	
Jun 25	**Total Budget**		**2,086.1**	
	Project Expenditure			
Prior to Jul 24	Contract Expenditure – FMS case AT-P-SCO	(213.2)		
	Other Contract Payments/Internal Expenses	(5.3)		5
			(218.5)	

[1]Notice to reader

As per the JCPAA MPR Guidelines, financial figures in the PDSS have been rounded to one decimal point. Section 2 financial tables may include totals and percentages that are impacted due to the rounding of the original financial data.

FY to Jun 25	Contract Expenditure – FMS case AT-P-SCO	(247.3)		
	Other Contract Payments/Internal Expenses	(26.7)		6
			(274.0)	
Jun 25	**Total Expenditure**		**(492.6)**	
Jun 25	**Remaining Budget**		**1,593.5**	

Notes	
1	This amount reflects funding approval at pre-Government Combined Pass Approval (Including Interim and Early access).
2	This amount reflects transfer of funds within the approved acquisition programs to Security and Estate Group (ESTS9100) for facilities.
3	This amount reflects the funding approval at Government Combined Pass Approval.
4	This is a budget transfer from AIR9000 Phase 8.
5	Other Contract Payment/Internal Expenses comprise of: External Service Providers ($4.7m), project administrative costs ($0.6m).
6	Other Contract Payment/Internal Expenses comprise of: PH8 AT-P-SCF ($18.6m), PH8 Anzac Ship Integration ($2.8m), Mission System ($1.9m), PH8 Test & Evaluation ($1.5m), External Service Providers ($1.1m), Project Administrative Costs ($0.5m), PH8 AT-P-GQF ($0.2m).

2.2A In-year Budget Estimate Variance

Estimate PBS $m	Estimate PAES $m	In-year Budget $m	Explanation of Material Movements
426.8	351.3	384.0	Portfolio Budget Statements (PBS) to Portfolio Additional Estimates Statements (PAES): The variance is primarily attributed to delay in aircraft production and spares delivery slippage against FMS Case AT-P-SCO. PAES to In-year Budget: The variance is primarily attributed to budget transfer from AIR9000 Phase 8 (FMS Case AT-P-SCF).
Variance $m	(75.4)	32.7	Total Variance ($m): (42.7)
Variance %	(17.7)	9.3	Total Variance (%): (10.0)

2.2B In-year Budget/Expenditure Variance

In-year Budget $m	Actual $m	Variance $m	Variance Factor	Explanation
		-	Australian Industry	Underspend is due to re-phasing of FMS disbursements to account for changes to aircraft production schedules, and timing of FMS disbursements associated with expanded support system arrangements.
		-	Foreign Industry	
		-	Early Processes	
		-	Defence Processes	
		(110.0)	Foreign Government Negotiations/Payments	
		-	Cost Saving	
		-	Effort in Support of Operations	
		-	Additional Government Approvals	
384.0	274.0	**(110.0)**	**Total Variance**	
		(28.6)	**% Variance**	

2.3A Details of Project Major Contracts – Price

Contractor	Signature Date	Price at		Type (Price Basis)	Form of Contract	Notes
		Signature $m	30 Jun 25 $m			
FMS Case AT-P-SCO	Mar 22	1,172.0	952.5	Reimbursement (for FMS)	FMS	1, 2

Notes	
1	Price variation from Contract Signature is due to exchange rate variations. In 2022, the FMS case was amended to include one additional aircraft to remediate a fleet loss during operations in October 2021.
2	FMS Enhanced Solution (ES) Financial Summary data showing case value has been used to reflect remaining cash to be paid, converted to Australian Dollars at PBS FY 2025-26.

2.3B Details of Project Major Contracts – Contracted Quantities and Scope

Contractor	Contracted Quantities as at		Scope	Notes
	Signature	30 Jun 25		
FMS Case AT-P-SCO	12 MH-60R	13 MH-60R	FMS Case AT-P-SCO procuring the MH-60R capability and expanding support system.	1

Major equipment accepted and quantities to 30 Jun 25
N/A

Notes	
1	In 2022, the FMS case was amended to include one additional aircraft to remediate a fleet loss during operations in October 2021.

2.4 Australian Industry Capability

Summary
The project has no contracted Australian Industry Capability (AIC) Plan for US Government FMS acquisition. Building upon the current support arrangements established under AIR9000 Phase 8, the expansion of the MH-60R fleet size under SEA9100 Phase 1 will drive further opportunities for Australian industry in sustainment with respect to aircraft deeper maintenance and component repair; program management and logistics support; engine maintenance; and new and refurbished facilities.
Note
AIC Plans for contracts worth more than $20 million are published on Defence's website.

Section 3 – Schedule Performance

3.1 Design Review Progress

Review	Major System/Platform Variant	Original Planned	Current Contracted	Achieved/ Forecast	Variance (Months)	Notes
System Requirements	MH-60R Helicopter	N/A	N/A	Jun 23	N/A	1
Preliminary Design	MH-60R Helicopter	N/A	N/A	Jun 23	N/A	1
Critical Design	MH-60R Helicopter	N/A	N/A	Sep 23	N/A	1

Notes	
1	The Commonwealth of Australia (CoA) is not in contract for the above major reviews, nor similar reviews with the USN due to being an FMS Case arrangement (FMS Case AT-P-SCO). The USN and Lockheed Martin Corporation (USN Prime Contractor) have contractual arrangements in place with each other that does include similar major reviews. The CoA is not a party to these contractual arrangements. CoA participation in these similar reviews has been allowed and has occurred but solely on a courtesy and non-contractual basis.

3.2 Contractor Test and Evaluation Progress

Test and Evaluation	Major System/Platform Variant	Original Planned	Current Contracted	Achieved/ Forecast	Variance (Months)	Notes
System Integration	MH-60R Helicopter	N/A	N/A	N/A	N/A	1
Acceptance	MH-60R Helicopter	N/A	N/A	N/A	N/A	1
Acceptance	CoA acceptance of 13th and Final MH-60R Helicopter.	NFP	NFP	NFP	NFP	2

Notes	
1	The CoA is not in contract for the above major reviews, nor similar reviews with the USN unique to the FMS Case arrangement under (FMS Case AT-P-SCO). Test and evaluation is conducted by the USN on behalf of the CoA as a recognised Military Airworthiness Authority for assurance of Systems Integration and Acceptance.
2	This is the date the 13th and final MH-60R is accepted from the USN by the CoA. US Defence Department Form DD1149 (Requisition and Invoice/Shipping Document) provides the mechanism for formal acceptance and transfer of ownership.

3.3 Progress Toward Materiel Release and Operational Capability Milestones

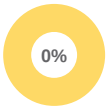
Item	Original Planned	Achieved/Forecast	Variance (Months)	Notes
Initial Materiel Release (IMR)	NFP	NFP	NFP	1
Initial Operational Capability (IOC)	NFP	NFP	NFP	1
Final Materiel Release (FMR)	NFP	NFP	NFP	1
Final Operational Capability (FOC)	NFP	NFP	NFP	1

Notes	
1	The information related to this section is not for publication.

Schedule Status at 30 June 2025
Dates associated with capability realisation are NFP

Section 4 – Materiel Capability/Scope Delivery Performance

4.1 Measures of Materiel Capability/Scope Delivery Performance

Traffic Light Diagram: Percentage Breakdown of Materiel Capability/Scope Delivery Performance	
	**Green:** The project expects to meet the materiel capability requirements as expressed in the Materiel Acquisition Agreement and in accordance with the requirements of the Technical Regulatory Authorities.
	**Amber:** N/A
	**Red:** N/A
Note	
This Traffic Light Diagram represents Defence's expected capability delivery.	

4.2 Constitution of Materiel Release and Operational Capability Milestones

Item	Explanation	Achievement
Initial Materiel Release (IMR)	• Two aircraft delivered in-country (Australia) aligned with the contemporary ADF MH-60R Seahawk Romeo baseline. • Capacity within the logistics, training and operational support elements (including spares and support equipment) to enable sustainment of an additional aircraft deployed to an Australian ship. Forecast dates for IMR are NFP.	Not yet Achieved
Initial Operational Capability (IOC)	• One additional MH-60R Flight deployed at Sea with adequate personnel and logistics support to sustain Maritime Helicopter operations for 90 days. Forecast dates for IOC are NFP.	Not yet Achieved
Final Materiel Release (FMR)	• 13 aircraft delivered in country (Australia) aligned with the contemporary ADF MH-60R Seahawk Romeo baseline. • Capacity within the logistics, training and operational support elements (including spares, support equipment and role equipment) to enable sustainment of six additional aircraft deployed to Australian ships and ashore. • Trade studies to review options for Crew Seating and Enhanced Crew Survivability. Forecast dates for FMR are NFP.	Not yet Achieved
Final Operational Capability (FOC)	• Six additional MH-60R Flights available for Sea deployment with adequate personnel and logistics support to independently sustain Maritime Helicopter operations for 90 days each (which brings the total to 14 MH-60R Flights available for Sea deployment). • Capacity to detach one additional aircraft with adequate personnel and logistics support to operate independently from the main operating base for no more than 30 days. • Suitable and accepted facilities, for the expanded MH-60R fleet. Forecast dates for FOC are NFP.	Not yet Achieved

Section 5 – Major Risks, Emergent Risks and Issues

5.1 Major Project Risks

Identified Risks (risk identified by standard project risk management processes)		
Ref#	Description	Remedial Action
N/A	N/A	N/A

5.2 Emergent Risks

Emergent Risks (risk not previously identified, or has increased in rating. Which have emerged during 2024–25)		
Ref#	Description	Remedial Action
N/A	N/A	N/A

5.3 Major Project Issues

Ref#	Description	Remedial Action
1	SEA9100 Phase 1 – Schedule – Production delays impacting a milestone.	Noting that a milestone will not be achieved, risk treatment work continues in order to lessen any further delays.

Section 6 – Lessons

6.1 Key Lessons

In line with Defence Instructions and CASG Lessons policy, the project conducts scheduled reviews of its captured lessons information (including any observations, insights and/or lessons identified) as well as lessons information contained within the Defence Lessons Repository. The project has captured 14 lessons. The five project strategic lessons and five project level lessons (non-strategic) are listed below.

Description	Categories of Systemic Lessons
Strategic Lesson Type – Observation. Procurement Policy and reporting requirements are typically based on direct commercial/Australian Standard for Defence Contracting models, which can be difficult to interpret and apply within the constraints of an FMS context – Policy makers should keep FMS requirements in mind when creating procurement policy/reporting requirements.	Program, Project & Product Management /Commercial Management
Strategic Lesson Type – Observation. Project Governance - To better align the Defence Policy Statement to rapidly acquire Minimum Viable Product (as per Defence Glossary), when Government approve the procurement of MOTS or Commercial Off-The-Shelf systems, materiel assurance should be against the existing Product Specification. Function and Performance Specifications/Requirements should be targeted if modifications are required or the FIC elements require specific detail.	Program, Project & Product Management /Commercial Management
Strategic Lesson Type – Observation. Communication/Relationships - Understanding International Government processes and cultural nuances is key to a successful outcome. An in-country project team has been proven essential to maximise communication effectiveness, optimise delivery and strengthen the United States and Australian strategic partnership. The enduring MH-60R Seahawk Romeo in-country team presence continues to enhance support outcomes, interoperability and interchangeability while providing influence as a trusted strategic partner, in the context of MH-60R Seahawk Romeo delivery and sustainment.	Program, Project & Product Management
Strategic Lesson Type – Observation. Budget - Project cost modelling contained a number of assumptions that, over time, were proven unrealised. This has placed increased pressure on forward budgets. Routinely reviewing cost model conditions and assumptions is likely to identify any structural deficiencies in the model before they manifest negatively. Such a review should be done in a period aligned with other budget activities. Key assumptions, test conditions and timeframes should be clearly articulated either during the development of the cost model, or in a review. This will permit a clear and timely review of the underpinning situation last forecast by the model.	Program, Project & Product Management
Strategic Lesson Type – Observation. Budget - The Romeo Enterprise Office model embeds and shares resources across both the sustainment, acquisition and future Capability Assurance Program elements of the MH-60R capability. Additionally, engineering support is physically adjacent within the Navy Aviation Systems Program Office. Close proximity and effective working relationships between all functional elements ensures a seamless and transparent understanding of all matters affecting the MH-60R. Where possible, similar working relationships are encouraged across other Defence projects and capabilities.	Program, Project & Product Management

Project Level Lessons (non-strategic) Description	Categories of Systemic Lessons
Project level lesson. Streamlined and effective communication enhances shared situation awareness. SEA9100 Phase 1 stakeholders include Australian and United States members, who may be military, public servant or contracted. The dynamic posting cycle of incumbents, coupled with the complex geographical circumstance means that communication can often require greater effort and discipline to be effective.	Program, Project & Product Management
Project level lesson. Forward planning and workforce engagement to review organisational effectiveness is sometimes initiated reactively. Understanding all internal and external opportunities unique to SEA9100 Phase 1 and the broader MH-60R capability will permit a conscious and optimised approach to organisational review activities and longer term forward planning. These elements have been incorporated into monthly and quarterly Program Performance Reporting requirements.	Program, Project & Product Management
Project level lesson. Clear communication and expectation management between Project stakeholders should be defined by the individual Project, though is not a problem unique to SEA9100 Phase 1. While generally effective, some refinement to existing relationships, battle rhythms and routine reporting requirements could enhance and simplify Project outcomes.	Program, Project & Product Management
Project level lesson. The principles of establishing orders, instructions and procedures (OIP) and their effective management through a Quality Management System (QMS) (or similar) is well understood. SEA9100 Phase 1 has established OIP, but has identified an opportunity to more efficiently manage them by leveraging the existing Navy Aviation Systems Program Office QMS more effectively.	Decision Support
Project level lesson. An effective relationship and liaison with the Principle Contracting Officer (PCO) is critical to understanding contract specifics to make the CoA a more informed customer. Reasonable contract clarity to ensure performance is necessary for the responsible stewardship of the capability. To the extent allowed, early engagement with the PCO will ensure a balanced and fairly represented CoA position most likely to enable the effective and affordable delivery of capability within the bounds of a contract.	Commercial Management

Section 7 – Project Structure

7.1 Project Structure as at 30 June 2025

Unit	Name
Division	Joint Aviation Systems Division
Branch	Navy Aviation, Aircrew Training and Commons Branch