

Capability Update

June 2022



**MANATU KAUPAPA
WAONGA**
NEW ZEALAND
MINISTRY OF DEFENCE



**TE OPE KĀTUA O AOTEAROA
DEFENCE FORCE**

Protected Vehicle Medium (Bushmaster) and Utility Vehicles

Bushmaster Update

- Cabinet approved the PV-M Bushmaster PIBC in Jun 20 for 43 vehicles (five variants), with delivery of vehicles commencing from Nov 22. The Cabinet approved budget is \$106.8m.
- In 2020 Thales was contracted with a contingency built into their delivery dates (nine months).
 - Note COVID-19 was explicitly incorporated into Contract when signed (Sep 20).
- Vehicle no 1 came off the factory line mid Mar 22. Presently being used for verification testing.

s9(2)(b)(ii)



s9(2)(b)(ii)

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Utility Vehicle Update

- Cabinet approved the PMCP Detailed Business Case (DBC) in Apr 19 which detailed how vehicles would be replaced over time, and set the priorities for procurement.
- After Bushmasters, the next priority is the replacement of 310 unarmoured Pinzgauer and operational Unimog vehicles with approximately 205 Utility vehicles (the difference in numbers reflecting a change in approach to equipping the NZDF).
- The current fleet is being kept running by parts exchange due to obsolescence. They will become increasingly unsupportable from 2024.
- Utility vehicles are the ‘workhorses’ of the Army’s operational vehicle fleet.
- They are easily deployed and well suited to the full range of Pacific contingencies. This includes the movement of people, equipment and supplies during disaster relief operations, and in austere conditions.

Utility Vehicle Update

- Since the DBC was approved, an Advanced Notice of Procurement was released in 2021 and early engagement with potential suppliers has occurred.
- The Utility market consists of circa 16 companies worldwide, and we have researched the market's fit with New Zealand's unique requirements such as:
 - right hand drive vehicles
 - compliance with NZ driving licence criteria, ie 6 tonne weight limit for the "light" variants

s9(2)(f)(iv), s9(2)(j)

Utility Vehicle Update

- We will advise you when Defence is about to commence any formal market solicitation to obtain your approval.

- [Redacted] s9(2)(f)(iv)
- [Redacted] s9(2)(f)(iv), s9(2)(j)
- [Redacted] s9(2)(f)(iv), s9(2)(j)
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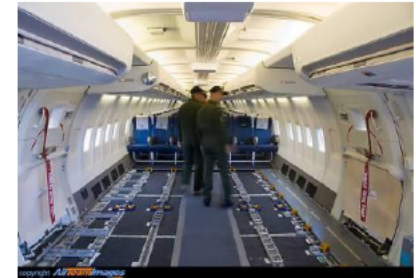
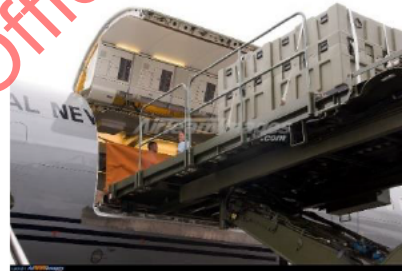
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Boeing 757 Replacement Strategic Airlift Capability



Background

- 2016 Defence White Paper signalled the replacement in the 2020s of both elements of Defence's Air Mobility Capability:
 - Tactical aircraft - Lockheed Martin C-130H
 - Strategic aircraft - Boeing 757
- In the July 2019 Detailed Business Case, Cabinet directed Defence to proceed with the replacement of the tactical aircraft (five C-130J-30 aircraft) and to pursue the Boeing 757 replacement at a later stage.
- NZ's two 757 Boeing aircraft were purchased second hand in 2003, and were built in the 1990s.



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Strategic Airlift



What is strategic airlift?

- While the tactical aircraft (C130 fleet) delivers many of the more immediate, regional outputs, the strategic aircraft delivers the outputs that are further afield, allowing for rapid movement of personnel, equipment and stores over long ranges.
- The NZDFs current strategic aircraft are the two Boeing 757s. These 757s can transport both people and freight with different internal configurations allowing them to carry both at the same time or fly with solely freight or solely people.

Examples of New Zealand specific strategic air mobility tasks include:

- Transporting personnel and equipment to support international military operations – eg NZDF personnel transported to the Middle East for subsequent deployment to Afghanistan and Iraq.
- Transporting troops and equipment to support international military exercises and Defence projects – eg NZDF personnel transportation to Hawaii and Los Angeles for RIMPAC.
- Transporting personnel and equipment to Antarctica.
- Movement of NZDF personnel to support NZ based operations and evacuation of civilians – eg OP PROTECT, Christchurch earthquake movement of NZDF and Police personnel to Canterbury and evacuation of senior citizens from the region.
- Transporting government personnel and VIP's to events, international engagements, supporting royal visits, supporting Pacific Island activities.
- Supporting commemorative celebrations such as WW1 100, Battle of Somme Anniversary, 50th anniversary of Vietnam and Bastille Day.

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Boeing 757 – 2K2

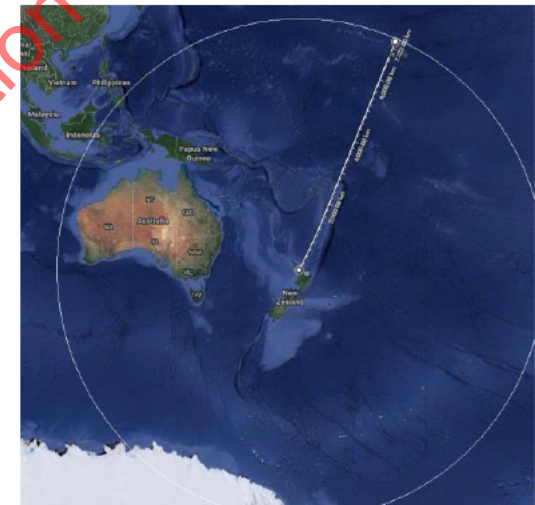


Facts about NZDFs current Strategic Airlift aircraft, Boeing 757 – 2K2

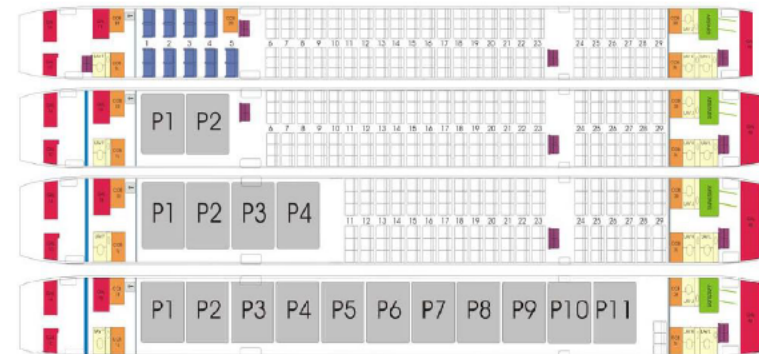
- Aircraft constructed in 1992/93
- NZ purchased in 2003
- Upgrades occurred in 2007, adding a fuselage door
- Max payload: 23460kg
- Max operating altitude: 42000ft
- Range: 3900Nm (7222km)
- Cruise: Mach 0.8

Freight vs Passengers Aircraft configurations

- There are four configurations the 757s can operate in:
 - PA 156: 18 Business Seats, 138 Economy Seats
 - C2/ 138: 2 Freight Pallets, 138 Economy Seats
 - C4/ 108: 4 Freight Pallets, 108 Economy Seats
 - C11/ 3: 11 Freight Pallets, 3 Crew Seats



Max range with no payload- Hawaii (3800nm).
Max range with full payload- Samoa (2000nm).



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Key Milestones

- DCP 2019 for the strategic air lift capability indicates a timeline of request for tender to market in 2024, and introduction into service in 2028.

- [Redacted] s9(2)(f)(iv), s9(2)(j)
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- [Redacted] s9(2)(f)(iv), s9(2)(j)

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Tranche 3 Opportunities

s9(2)(f)(iv), s9(2)(j)

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Proposed Content

s9(2)(f)(iv), s9(2)(j)

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