



12 June 2018

Simon Ewing-Jarvie  
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Dear Mr Ewing-Jarvie

## RESPONSE TO YOUR OFFICIAL INFORMATION REQUEST

Thank you for your email of 11 May 2018 regarding the KingAir KA350 lease.

As background, the Defence Force had been leasing four Beechcraft King Air B200 aircraft (B200) for pilot multi-engine training and light transport. The expiry of the lease agreement for that B200 fleet saw Cabinet agree that Defence could issue a request for tender for a fixed-wing multi-engine capability, and seek information from the market on surveillance capabilities and costs.

We have provided responses to your specific questions below and attached the Request for Tender documentation that was published on the Government Electronic Tenders System in 2016. This documentation has been provided as it contains the additional information referred to below in response to questions C and D.

**a. What model aircraft has been leased, specifically whether these are fitted with a cargo door, underwing hardpoints or extended range capabilities?**

The Beechcraft/Textron King Air B300 (specifically 350i models) have been leased by the New Zealand Defence Force and are designated within the Royal New Zealand Air Force as KA350.

None of the four aircraft that have been leased have a cargo door, and no specific underwing hard points have been added. They do not have extended range capabilities.

**b. Is aerial delivery or parachuting included in the projected role for these aircraft?**

There is no intention for aerial delivery or parachuting in the projected role for these aircraft.

**c. What avionics systems are included in the lease?**

The aircraft are fitted with equipment meeting the requirements set out in the *Aircrew Training Capability (ACTC) Request for Tender 1-228*. A copy of a section of the Request for Tender document that addresses this question has been included in this response.

**d. Do the New Zealand lease aircraft have any other specialised characteristics not usually seen in the KA350 aircraft?**

Two of the aircraft will be modified with the fitting of a training sensor suite which will assist in maritime surveillance tasks across our Exclusive Economic Zone.

**e. What is the number of flying hours per year assigned to the lease and is this the same for each aircraft?**

Following the transition period and introduction into service, across all roles the fleet of four aircraft is expected to use between 1800 to 2500 hours per annum.

**f. Is this the same number of flying hours carried undertaken by the B200 fleet?**

The B200 fleet had a similar number of hours assigned per year, from 1800 hours across all roles for the fleet of four aircraft with the option to increase the hours when required.

**g. What is the approximate split of flying hours into pilot training, other aircrew training, maritime surveillance, VIP transport, light airlift, humanitarian and any other projected roles (please specify the latter)?**

The training course details are still being finalised, but projected usage is as follows:

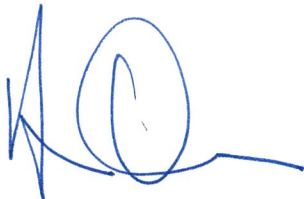
- 65% of flight hours per annum spent on training:
  - Air Warfare Officer Course and Air Warfare Officer Instructor Course: 35%
  - Multi-engine Basic Course: 20%
  - Continuation training: 10%
- 30% spent on air transport
- The remaining time (5%) for maintenance check flights, display flying and contingency support to military operations.

**h. What is the annualised difference in cost between the previous lease of KingAir B200 plus aircrew training for air warfare officers, and the like, currently carried out overseas versus the cost of the new lease plus the same training conducted in New Zealand?**

The current lease is cost neutral when taking into account the previous costs associated with aircrew training capability, the B200 lease and delivery of Air Warfare Officer training previously conducted in Australia.

Under section 28(3) of the Official Information Act 1982 you have the right to request the Ombudsman to investigate and review this response.

Yours sincerely



Helene Quilter  
**Secretary of Defence**

**Encl:** Aircrew Training Capability (ACTC): DID ENG-01 Aircraft Technical Specification Data