

Department of Defence Response to FOI Case 141/19/20

Regarding the RAAF airbus registration A39-007:

1. How many crew would be on a long haul flight including flight stewards, mechanics and pilots?

For long haul flights, the KC-30A Multi-Role Tanker Transport aircraft registered A39-007 will fly with up to:

- Three Pilots
- Two Air Refuelling Operators
- Eight Crew Attendants
- One Communications and Information Systems Controller
- One Catering Representative
- Five Maintenance consisting of Avionics Technicians and Aircraft Technicians, which can be reduced to four if technicians are cross-trained across both trades.

2. What is the layout of the VIP section and what furniture/seats (number of) are in each area including bedroom, office, executive seating?

The KC-30A Multi-Role Tanker aircraft registered A39-007 incorporates modifications to enable long-range Government transport, including enhanced in-air communications capability to support secure telecommunications. The modifications will enable the business of Government to continue while in the air, with access to unclassified and classified information technology environments and telecommunications.

The VIP cabin interior is configured as follows:

- VIP accommodation area including two first class seats and seat enclosures
- A large meeting room which includes ten taxi, take-off and landing rated seats and a large conference room table
- A working area with club style tables, video-telecommunications equipment and twelve taxi, take-off and landing rated seats
- Bathroom facilities

3. How many first class, business class and economy class seats are there in the rest of the plane on a VIP mission?

The cabin configuration includes a total of 102 seats, comprising:

- Seating area with 54 standard economy class seats
- Seating area with 24 business class seats (lie-down seats)
- A First Class lie-flat seating area for two people (as stated in Q2 response)
- Secure conference room with ten reclining seats at a table (and five periphery seats which are not certified for take-off or landing) (as stated in Q2 response)
- Working area with 12 lie-flat seats and tables (as stated in Q2 response)

4. What was the cost of outfitting the VIP section?

The final cost of the procurement activity associated with Government Transport and Communications modification of the aircraft is expected to be approximately \$135m, which is within the project's budget. The aircraft is a former QANTAS A330, modified to Multi-Role Tanker Transport standard. The cabin fit-out is modest, based on commercial airline standards, and was completed with value-for-money in mind. This includes refurbishment and retention of much of the existing Qantas cabin interior, including standard Qantas seating, interior panels, toilets and galleys.