

Hi James,

Success, at last!

So first off, to answer your question about flight costs, only the flights where the PM is onboard are attributed to PMO. The flight hours in this case were 5.5 hours for the flight to Costa Rica, and 4.9 hours for the return to Ottawa, for a total of 10.4 hours.

Following the \$5,543/hour from the Cost Factors Manual, this would be a **total cost of \$57,647**.

In this case, there were additional transits that resulted from the Squadron's decision to accommodate holiday leave plans for the crew (as described below). These additional hours were flown **out of the Squadron's training budget**.

So the 21 hours original reported correspond to the two flights there and back – the first to drop off the Prime Minister, and then return to Ottawa, and the second to return to Costa Rica and fly the Prime Minister Home.

The 33.8 hours corresponds to the total hours flown for flights between Ottawa and Costa Rica.

As for the many flights that went back and forth, that one is a little complicated so bear with me.

At the time, 412 Squadron operated two variants of the Bombardier Challenger: the Challenger 601 model and the Challenger 604 model. Squadron pilots who fly one model cannot fly the other due to significant differences between the aircraft.

The Prime Minister's flight was scheduled from Ottawa to San Jose, Costa Rica on 20 December 2019 with a return to Ottawa on 4 January 2020. Due to security requirements, the aircraft must remain readily available to the Prime Minister throughout his vacation.

On December 20, a 601 model Challenger was scheduled to fly the Prime Minister and his family, as well a security detail, from Ottawa to San Jose. Days prior to the trip, the planned aircraft became unserviceable in Ottawa so a 604 model Challenger and different crew flew the Prime Minister from Ottawa to San Jose.

On December 22, a 601 model Challenger flew from Ottawa to San Jose to relieve the in-place 604 Challenger. This decision was made to allow the 604 Challenger crew to return home and take leave in accordance with their previously approved leave plans.

The 601 model Challenger, which is not ADS-B compliant, was replaced on 29 December 2019 by the ADS-compliant 604 Challenger, which brought with it replacement military security team members. The 601 Challenger returned to Ottawa, with members of the Prime Minister's security detail, while the 604 Challenger held standby and completed the return flight for the Prime Minister and his family on 4 January 2020.

We've included further details on the ADS-B issue below for context.

And finally, we've already disclosed the costs for the food bill but if you're looking for a breakdown of specific meal items you'll have to go through the ATI process.

I hope that helps!

Have a great weekend,

Jessica

Further details on ADS-B:

In response to increasingly congested global airspace and advancements in avionics technology standards, aviation authorities have established new regulatory standards that require specific avionic capabilities to more efficiently handle a greater number of aircraft and improve aviation safety. These regulatory changes to avionics capabilities are being implemented worldwide in a phased approach. These restrictions, commonly referred to as ADS-B, came into effect in United States airspace on 1 January 2020. While the RCAF was granted a waiver that allows non ADS-B compliant aircraft to fly in FAA airspace, it was decided that the first flight of this kind (back in December/January) presented potential complications that we were unwilling to accept with the Prime Minister aboard.

FOLLOWUP

Hi James,

All flights would have the same operating cost-per-hour whether training or for carrying passengers, but it's not really calculated that way.

The Royal Canadian Air Force has budgeted training hours for flying for each aircraft fleet. Much of these hours are used in training or familiarization flights. However, in cases like these, pilots get hours in the aircraft, which has training value and which they would have flown anyways, and at the same time, it fulfills an operational need.

As for an aircraft becoming "unserviceable", it just means there was a maintenance problem that needed to be repaired before flying, but unfortunately could not be repaired on time for the scheduled flight.

Hope that clarifies.