

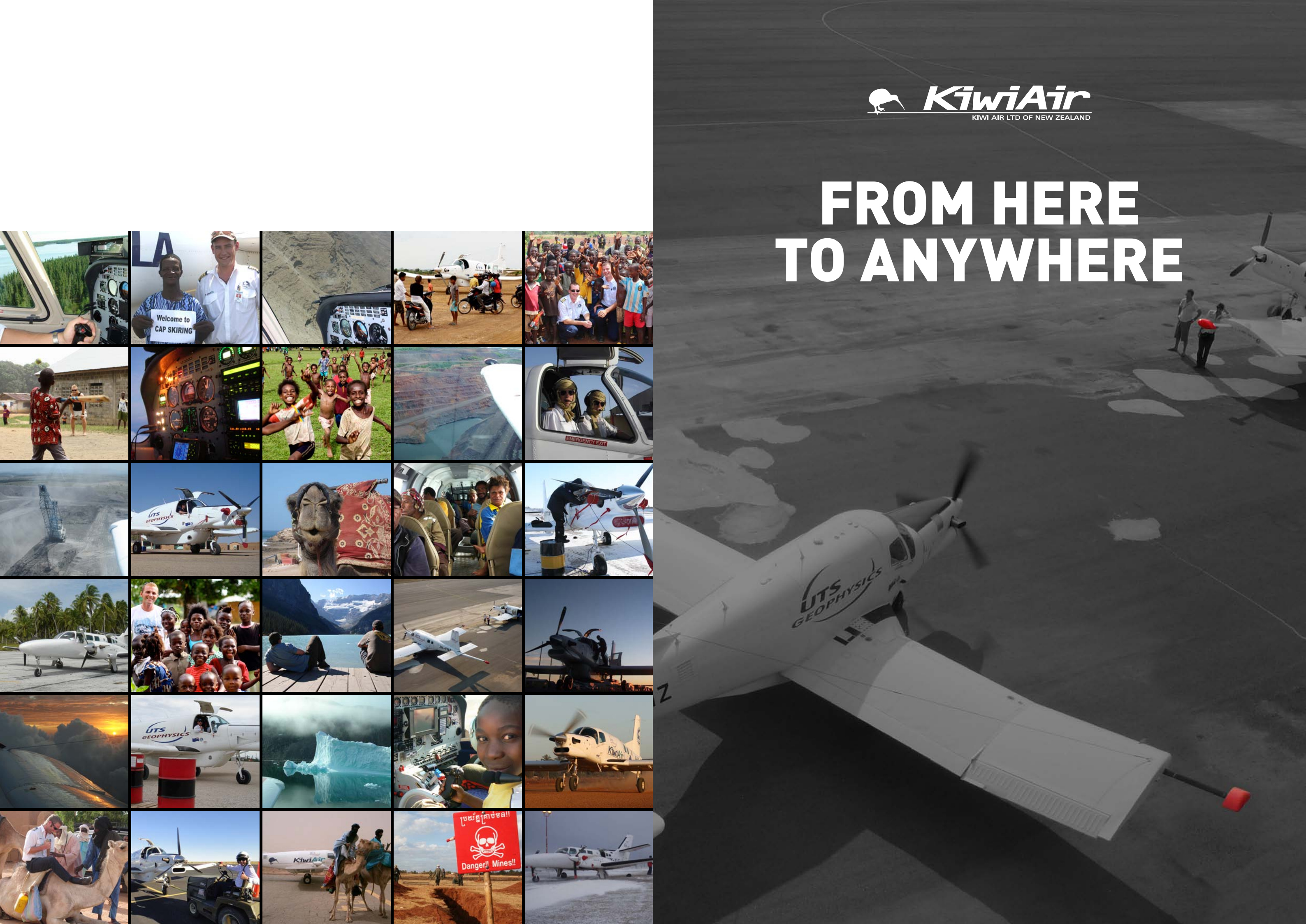


KiwiAir

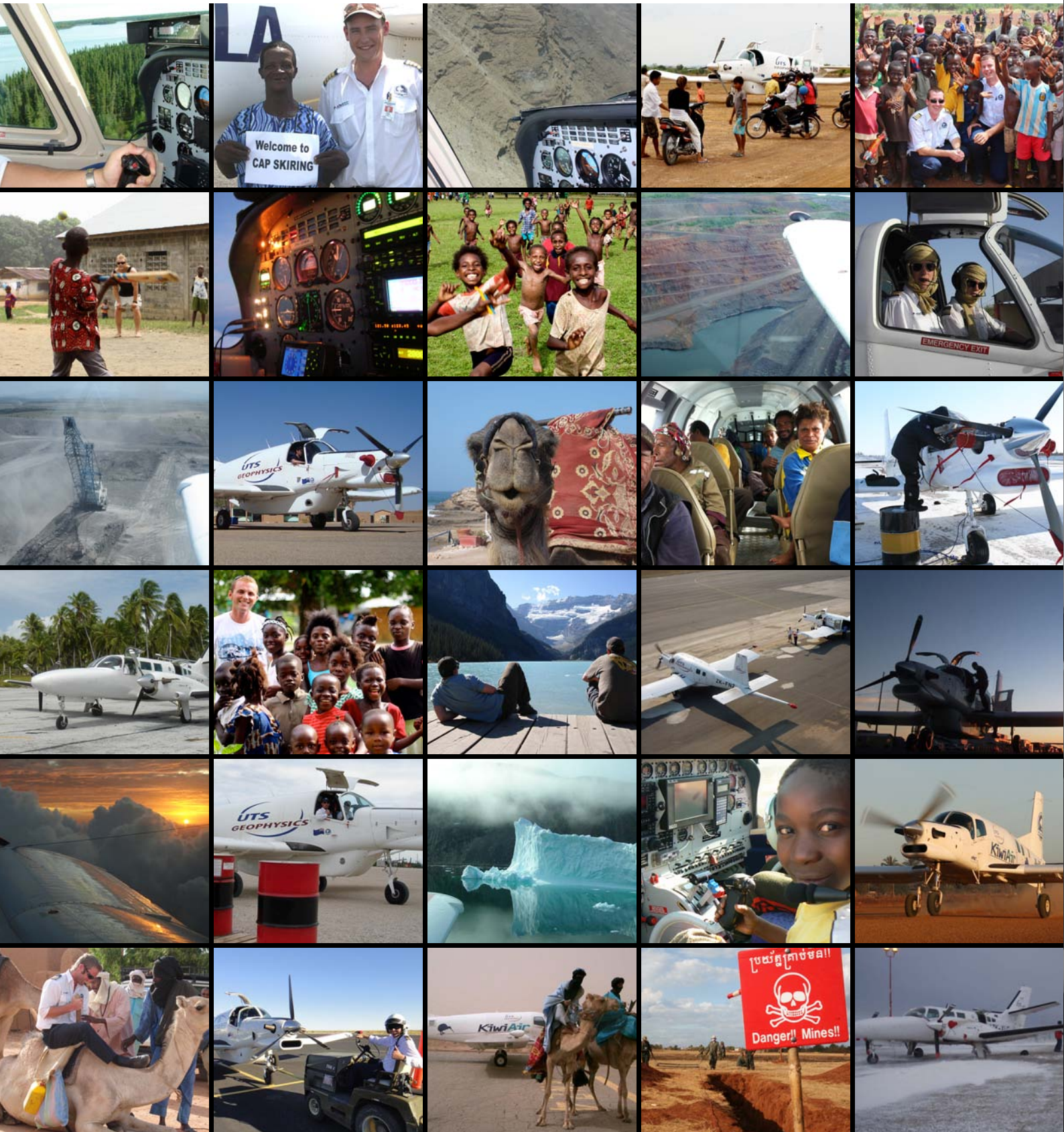
KIWI AIR LTD OF NEW ZEALAND

FROM HERE TO TIMBUKTU





FROM HERE TO ANYWHERE





**FIFTY TO NEGATIVE FIFTY DEGREES
AND EVERYTHING IN BETWEEN**



OF COURSE WE CAN DO IT

The story of Kiwi Air Ltd begins with safety, reliability and an impeccable record built up over decades of experience in the aviation industry.



In 2001, veteran pilot and aviation entrepreneur Andy Stevenson answered a phone call from Australian geophysical company Universal Tracking Systems. UTS wanted a topdressing aircraft and a pilot trained in low-level flying to survey the central plateau of New Zealand's North Island.

Such precision flying demanded the high standards Farmers Air was renowned for. Andy replied, "of course we can do it," quickly modified his reliable topdressing workhorse – a Pacific Aerospace Cresco – for surveying purposes and despatched one of his young, trained pilots to begin the flying.

The survey job was completed within the desired timeframe and to Farmers Air's exacting standards.

With more than 40 years' experience, Andy himself was skilled at adapting planes for different purposes and the first to modify Cresco for the skydiving industry. The Cresco, built in New Zealand to Andy's specific modifications, was at the heart of his Farmers Air – New Zealand's biggest independent agricultural topdressing business – and wife Eileen's tandem skydiving enterprise.

Six months later, UTS founding owner Nino Tufilli phoned to praise them for a job well done. The data collected from rough terrain was the best achieved – all thanks to the right aircraft for the job and the trained pilot's precision flying skill.

The next question: would they be interested in going to Timbuktu? "Of course we would," Andy said.

A subsidiary company, Kiwi Air Ltd, launched into action, buying the Cresco's bigger brother, the prototype PAC 750XL, and converting it specifically to aerial survey. Kiwi Air owns all the modifications they inspired – from long range fuel tanks, stingers and auto pilot to computer racks, air conditioning and under-carriage pod. Another first. Today, daughter Katie Edwards is CEO and major shareholder.

A plane was despatched on 1 January 2006 for the 70-hour ferry flight from Gisborne, New Zealand to the Sahara Desert of Mali. And so began the epic adventure that has seen Kiwi Air's planes and specially trained pilots travel the world for geophysical companies, surveying the whole of Australia for the Australian government and working from Canada and Greenland to the United States and Africa.

Next stop...your country?



PAC 750XL SINGLE ENGINE



REIMS 406 TWIN ENGINE



Standard Configuration

- Nine passenger interior
- Cargo or a combo of passenger and cargo
- Large double cargo doors
- Cruises at a fast 290 km/h
- Operational range without refuelling of 900 kms
- Payloads up to 1300 kgs
- Large cargo pod
- Ideal for the rugged, high altitude airstrips and hot conditions
- Maintained to the highest level for safety and reliability
- Satellite phone and tracking system

Survey Configuration

Fuel Burn: 200 lph
Endurance: 10 hours
Range: 670 miles / 1078kms

CAA approved survey modifications

- Tail and wing tip stingers
- Long range fuel tanks
- Computer racks
- Applicable Avionics

Standard Configuration

- Nine passenger executive interior
- Cargo or a combo of passenger and cargo
- Large double cargo doors
- Cruises at a fast 430 km/h
- Operational range without refuelling of 2600 kms
- Payloads up to 1500 kgs
- Large nose and wing lockers for baggage and freight
- Air-conditioned / weather radar
- All weather capable
- Offshore operations
- Surveillance operations
- Maintained to the highest level for safety and reliability
- Satellite phone and tracking system

Survey Configuration

Fuel Burn: 300 lph / 550 lbs
Endurance: 5.5hrs
Range: 1240nm

CAA approved survey modifications

- Tail and wing tip stingers
- Long range fuel tanks
- Computer racks
- Applicable Avionics

KIWI AIR CAN DO AND HAS DONE

*Whatever the landscape, Kiwi Air Ltd makes any job possible – even the seemingly impossible – thanks to a **can-do** attitude, a strong focus on safety and reliability, an ability to think creatively and 24/7 availability.*

Distance is never a problem for this international, 100 percent family-owned and operated business based in Gisborne on the east coast of New Zealand's North Island.

Kiwi Air has:

- conducted low-level, aerial survey flying in 70 percent of the countries of the world from Angola and Australia to the United States and Yemen, and specialising in West Africa
- completed a world-first, continent survey of Australia for the Australian government
- completed magnetic surveys for some of the biggest names in exploration – De Beers, Anglo American, Rio Tinto / Kennecott, BHP Billiton
- attained many years of aerial survey operations with a clean safety record
- flown more than 40,000 hours in fixed wing, low-level surveys
- flown 5.5 million line kilometres to collect high resolution magnetic data
- flown 460,000 line kilometres to collect gravity data
- flown in the most remote areas from West Africa to the Northern Arctic operating in temperatures ranging from +50° Celsius to -50° Celsius.

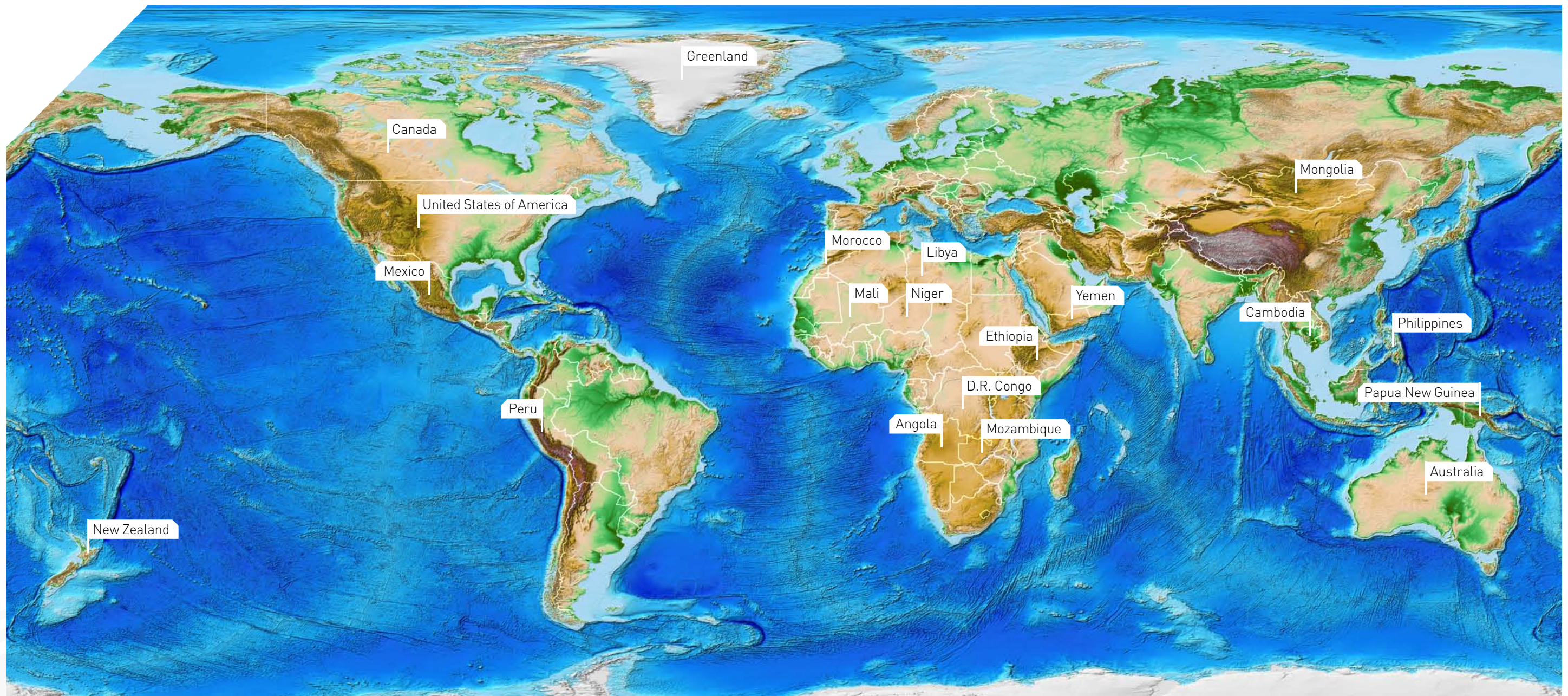
Kiwi Air Ltd, the largest fixed-wing, aerial work operator in New Zealand, operates a fleet of New Zealand-made Pacific Aerospace PAC 750XL single engine turbine.

Tailoring aircraft and operations to suit customer requirements is one of its strengths.

Kiwi Air was the first:

- to buy the prototype PAC 750XL off the production line
- to convert PAC 750s for aerial survey configuration and develop modifications for 10-hour endurance with 670 miles / 1078kms range
- and only operator approved for low level survey under New Zealand Civil Aviation Authority rules
- and only **Category A Operator** approved in the Southern Hemisphere as a provider for United Nations World Food Programme's humanitarian aid missions.





IT'S NOT JUST A MATTER OF TURNING UP

Kiwi Air is ready when you are, thanks to:

Fleet maintenance

Qualified engineers regularly maintain the fleet to ensure Kiwi Air's aircraft are ready to go, when and where they are needed. Aircraft can be delivered to the other side of the world within weeks. Any equipment required on a job site is personally delivered by a Kiwi Air engineer to ensure work resumes as quickly as possible.

Training

Kiwi Air's highly trained, professional pilots and engineers have the knowledge and expertise to complete all jobs in a safe, efficient manner. Pilots are continually upskilled with an in-house programme focused on safety, reliability and providing excellent service.

Kiwi Air is the world's most experienced operator of the PAC 750XL and the most experienced gravity platform provider. Flight crews have more experience in airborne data acquisition than any operator worldwide. Company founder and part-owner Andy Stevenson has more than 40 years' experience as a pilot, agricultural operator and trainer.

New Zealand's first-rate reputation coupled with Kiwi Air's ethos of respect makes it easy to shift aircrafts and people in and out of places around the world.

Civil Aviation Authority, insurance and other approvals

Each time Kiwi Air enters a country, it will have advised New Zealand Civil Aviation Authority of its destination and gained approval from the relevant civil aviation authority of the destination country ... and from Kiwi Air's insurance company, which requires safety reports and pilot accommodation details. No insurance, no job.

Kiwi Air will also have ensured the health and safety requirements of its pilots and engineers – including the correct visas and vaccinations, understanding different physical and political environments – and worked out the best refuelling-stopover route to the destination.



... AND MOST IMPORTANTLY, SAFETY

Safety is always Number One for Kiwi Air, which takes pride in its excellent record to date.

A rigorous in-house training programme helps instil a strong culture of safety throughout the company. Pilots respect the limitations of their aircraft; engineers strive for the highest level of serviceability for the fleet. As a result, Kiwi Air has a clean safety record after many years of aerial survey operations.

International clients check Kiwi Air's safety claims for themselves, sending in independent auditors to check aircraft, pilot documentation, maintenance, airworthiness, procedures, licences, insurance, risk mitigation and the like. Kiwi Air meets the audit and safety standards of all its international clients – more than 40 of them – including Rio Tinto, BHP Billiton, De Beers, Kennecott, World Bank and civil aviation authorities and governments.

And such is Kiwi Air's reputation as a safe operator, the United Nations World Food Programme suggested it seek Category A Operator status for humanitarian aid missions. Kiwi Air went on to gain this high level status – higher than many countries, let alone an individual company, can achieve.

Staff safety is equally important – everything from ensuring they have any medicine or vaccinations required to ensuring safe entries and exits in politically volatile environments. Satellite tracking keeps track of staff and aircraft every minute of every day, wherever they are working in the world.

Thank you to the companies that have safety audited and approved Kiwi Air for operations including: Newmont Mining Corporation, Anglo American Exploration, Barrick Gold, World Bank, De Beers, Kennecott, BHP Billiton, Rio Tinto and Geoscience Australia.



UNITED NATIONS CATEGORY A OPERATOR FOR THE WORLD FOOD PROGRAMME (WFP)

Kiwi Air is one of just 14 operators worldwide, and the only one in the Southern Hemisphere, accredited to fly United Nations World Food Programme missions – a huge achievement for a privately owned New Zealand operator.

The United Nations' WFP asked Kiwi Air to apply because it was aware of the New Zealand company's excellent reputation as an aircraft operator. The company became a Category A operator in 2010 after a challenging and expensive process. The UN also liked Kiwi Air's focus on continual improvement.

WFP is the world's largest humanitarian organisation and the UN's frontline agency in the fight against global hunger. It uses its food to meet emergency needs and support social and economic development in the world's most vulnerable countries. On behalf of the humanitarian community, WFP provides the logistics support necessary to get essential relief items and staff on the ground and ready to respond during emergencies and times of heightened need.

While Kiwi Air does not have any aircraft currently on UN operations, due to UN funding restrictions, its planes will be ready to go when the need arises.



PASSENGER AND FREIGHT SERVICE PROVIDER



Kiwi Air operates passenger services in Papua New Guinea. Kiwi Air supplies the planes, crew, aviation management, support and maintenance, quality assurance, training, branding and marketing.

The type of flying and terrain is ideal for the PAC 750XL with high altitude, dense terrain in hot, dry conditions, flying in and out of unpaved bush airstrips in remote mountain communities. Flying in everything from passengers, school supplies, building materials, the deceased, coffee, fruit and vegetables, medicine, fuel and special missions for PNG banks.

The aircrafts' nine passenger seats can quickly be converted to space for two tonnes of cargo.

CHIEF EXECUTIVE KATIE EDWARDS

Aviation has been at the heart of Katie Edwards' professional life since qualifying in tourism in the late 1990s. She extended her learning in the sector before joining mother Eileen, in 2001, in the Great Lake Skydive Centre where she learned the value of safety and innovation while managing logistics, marketing and administration. Eileen was the first to use a PAC 750 XL for Taupo's skydiving industry, and in so doing gained more passengers than her competitors.

In the mid-2000s, Katie's growing skills and experience enabled her to take on an even greater challenge as head of the fledgling Kiwi Air Ltd. Eileen and husband Andy Stevenson support her in the role with their combined 60 years of aviation experience.

Katie admires and respects her step-brother Guy Stevenson who has played a major part in the family business. Guy's expertise in flight management and aircraft ferrying around the world has been invaluable. Guy's passion lies with aerial topdressing and spraying.

Katie, a mother of two children, quickly proved herself in the areas of logistics, administration and quality assurance by becoming an approved Aviation Auditor. She epitomises Kiwi Air's "can-do" attitude as she skilfully ensures pilots, engineers and equipment are shifted around the world in the most cost and time-efficient manner, and that manuals, training and aircraft maintenance are updated as scheduled.



Her personal involvement in Kiwi Air gaining Category A operator status for the United Nations World Food Programme is a career highlight. She attends annual civil aviation safety management and maintenance systems training, and Global Aviation Safety Conferences for Humanitarian Air Services.

A 6x5 grid of 30 small images showcasing the Kiwi Air project. The images depict various scenes: people working on aircraft, groups of people standing in front of planes, landscapes like snowy mountains and desert dunes, community interactions with children, and the Kiwi Air aircraft in flight and on the ground. The images are arranged in a grid, with each image representing a different aspect of the project's activities and environment.



Katie Edwards
Chief Executive Officer
QUALITY ASSURANCE MANAGER

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