



Headquarters  
New Zealand Defence Force  
Defence House  
Private Bag 39997  
Wellington Mail Centre  
Lower Hutt 5045  
New Zealand

OIA-2024-5274

16<sup>th</sup> April 2025

M Williams  
fyi-request-30130-9d57d7a0@requests.fyi.org.nz

Dear M Williams

I refer to your email of 18 February 2025 requesting, under the Official Information Act 1982 (OIA), the following information:

*How much has been spent in support of the flyovers for the retirement of the C130.  
Included in this.  
Accommodation  
Allowances  
Maintenance support  
Travel  
Any other costs that are attributed to this activity.*

*In relation to the pending landing at WIGRAM as reported on Stuff  
<https://www.stuff.co.nz/travel/360579855/retiring-hercules-plane-have-one-final-landing-spiritual-home-nz-air-force>  
Provide all internal communications relating to planning this, including the risk assessment.  
And alternate options that were considered to transport the C130 to the museum.*

With apologies for the late response. The retirement tour of the New Zealand Defence Force's (NZDF) C-130H Hercules aircraft was flown by three aircraft, over 3 and 4 February 2025. The total flying time accumulated was 25.8 hours, and cost approximately \$292,300. This figure is determined using the hourly short term tasking cost for the C-130H Hercules for Financial Year 2024/25. Short term tasking costs include marginal personnel costs, fuel, airport charges and other associated costs in relation to the flight. Short-term tasking costs do not include workshop maintenance, personnel salaries, depreciation and capital charge. A further breakdown of this cost is not available.

Relevant emails cannot currently be extracted from the NZDF email archive system. There is no timeframe available for when this may be resolved. In order to identify relevant correspondence, all known NZDF and other agency personnel involved would have to retrieve emails from their own inboxes, if they are still held. This would require a substantial research and collation effort for all involved and this part of your request is therefore declined in accordance with section 18(f) of the OIA.

Enclosed is a Minute, written by Base Commander, Royal New Zealand Air Force Base Auckland which contains information relating to the planning and assessments carried out relating to the landing at Wigram. Risk assessment information relating to the landing is

withheld in accordance with section 6(a) of the OIA, as making them public would provide insight into NZDF methodology and capability which would prejudice the security and defence of New Zealand, and section 9(2)(g)(i) as making this information public would prejudice the effective conduct of public affairs through provision of free and frank expression of opinion provided by public agency officials. Where indicated, individual's names and contact details are withheld in accordance with section 9(2)(a) to protect privacy. Legal advice is withheld in accordance with section 9(2)(h) of the OIA to protect professional legal privilege. Signatures are withheld in accordance with section 9(2)(k) to avoid the malicious or inappropriate use of staff information, such as phishing, scams or unsolicited advertising.

You have the right, under section 28(3) of the OIA, to ask an Ombudsman to review this response to your request. Information about how to make a complaint is available at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz) or freephone 0800 802 602.

Please note that responses to official information requests are proactively released where possible. This response to your request will be published shortly on the NZDF website, with your personal information removed.

Yours sincerely

**GA Motley**

Brigadier

Chief of Staff HQNZDF

# HEADQUARTERS RNZAF BASE AUCKLAND

MINUTE 05/25

## Base Commander

DO-0657/03

11 Feb 25

CAF

(Through: ACC) - SEPCOR from ACC with NDO relevels costs well in excess of \$1M to road move so this has not been taken any further.

- Agree feasible window closes by 06 Mar due pers availability.
- Agree with mission and assessment of ability to safely conduct the task.
- Should weather conditions dictate an earlier arrival than planned (NB 1000), I would support this COA if it improves safety of flight.
- I note the legal advice and I am satisfied with the steps taken to mitigate the risks associated with the reputational risk and aviation risk factors.
- I do believe we should reassess even more proactive engagement with mainstream media to see if we have them invited to be present on the day.
- I support MAO RAK's command clearance and AVO waiver decisions.
- Overall I support this activity going ahead and request you approve as below.

AJS 11/02/25

*Noted & Approved.  
See comment on p. 5.  
s.9(2)(k)  
12/2*

For Information:  
See Distribution

## HERCULES NZ7001 DELIVERY TO DEFENCE AREA WIGRAM - DECISION

### References:

- A. [ADMINST 57/24 Hercules NZ7001 Delivery to Defence Area Wigram](#)
- B. [RAAF Airfield Survey Report - Wigram](#)
- C. [DFO 81 Risk Management](#)
- D. [Aviation Orders \(AVO\) General Orders for NZDF Military Aviation Operations](#)
- E. [DFO 20 Defence Security, Part 3, Annex 3](#)

### Purpose

1. The purpose of this minute is to seek CAF approval for No 40 Squadron to deliver Hercules NZ7001 to the Air Force Museum of New Zealand (AFMNZ) by landing at the Defence Area Wigram (WG).

### Situation

2. NZ7001 was retired from operational service on 31 Jan 25 and has been positioned at RNZAF Base Woodbourne (WB) with the intent for the aircraft to then be delivered to the AFMNZ. A feasibility study has been conducted to move NZ7001 to the AFMNZ by road, but no decision has been made at this stage.<sup>1</sup>

<sup>1</sup> Email: Chris Calvert (Programme Director Fleet Disposals) – AK A5/7 of 28 Jan 25



3. An alternate option to land NZ7001 safely at WG has been proved as an operational concept following a work-up by 40 SQN, and a plan developed at reference A. The window of opportunity to conduct this activity is 10 Feb – 06 Mar 25. This is due to:
  - a. Maintenance support to NZ7001.<sup>2</sup>
  - b. Crew currency and availability following the retirement of the C-130H(NZ).
4. BCDR AK will provide airworthiness oversight as MAO(R) AK.

### **Mission**

5. To safely land NZ7001 in the Wigram Defence Area in order to enhance the reputation of the RNZAF by demonstrating professionalism and commitment to aviation history.

### **Mission Overview and Execution**

6. The activity will be conducted at [Defence Area WG](#) in three phases:
7. **Phase One – completed**
  - a. Tactical landing workup completed at RNZAF Base Woodbourne (WB) on 22 Jan 25. Eight touch and go arounds were conducted with one landing. All were within the landing box required to achieve a safe landing. The following observations were also made:
    - (1) Ground speed used to achieve required TD speed so slight deviation from SOP normal landing speeds.
    - (2) Recommend use maximum ground speed technique.
    - (3) Minimum airspeed factor would be NB 97 KIAS (touchdown speed).
    - (4) Crew work cycle amended with new calls for co-pilot (who is a QFI).
    - (5) Subject to temperature and aircraft weight only a small headwind component will be required. This will allow landing to be achieved with any northerly wind component, there is no need to have a specific strong NW wind. RMP will be developed to include this.
    - (6) Landing performance significantly better on practice with actual performance beating the calculated performance by approx. 600' in every practice landing on grass surfaces.
  - b. 15x Airfield marker boards have been delivered to AFMNZ.
  - c. An area recce check has been completed to ensure there are no cranes or hazards which impinge the approach path.
8. **Phase Two - Prepare**
  - a. NZ7001 has been positioned at WB until a final GO/NO-GO decision is made. It will fly directly from WB into WG.

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<sup>2</sup> A prop change is due on 07 Mar 25 along with a number of servicing extensions.

- b. Landing area and airfield will be marked IAW annex A.
- c. Mission Briefings will be conducted with the key players.
- d. Continuation flying (CT) for the crew will be conducted from WB until a final GO/NO-GO decision is made.
- e. Final command approval is required to proceed to phase three.

9. **Phase Three - Execute**

- a. BCDR AK will deploy to CH and provide final GO/NO-GO for the landing at WG. A checklist to facilitate this decision-making process is attached as annex
- b. Perimeter security will be established as per the airfield security plan at annex B.
  - (1) RNZAF SECFOR OPS deploy up to 10 x SECFOR, and no less than four.
  - (2) Christchurch Airmovements will provide personnel and logistics support as available.
  - (3) 1(NZ) BDE has been requested to provide up to ten pers, with DIRLAUTH approved with 1 BDE 2/1 RNZIR Ops.
- c. A qualified 40 SQN MAOT will conduct landing zone (LZ) duties.
- d. NZDF Medics from DHC WP and DHC Burnham will support the Emergency Response Plan (ERP) at annex D.
- e. NZDF ARFF, Burnham Fire Master, Fire Emergency New Zealand (FENZ) and Christchurch International Airport Limited (CIAL) will support the ERP at annex D.
- f. The arrival time will be planned if possible outside of peak road traffic times (1000-1600).
- g. A compressive DPA plan will be put in place as at annex C.
- h. The local area residents on the approach and climb-out will be advised by a leaflet drop and 'door knocking' prior to the activity taking place.
- i. The AFMNZ has:
  - (1) Liaised with the Mayor of Christchurch City (Phillip Mauger) and the Christchurch City Council Transport Management Team.
  - (2) Liaised with NZ Police IRT traffic management near the Sockburn roundabout and the Symes Rd, Vickerys Rd over-run area.
  - (3) Liaised with the local Member of Parliament (Hon Megan Woods).
  - (4) Liaised with the owner of the WG tower for use if required.
- j. End state will be NZ7001 delivered to AFMNZ by landing at WG.

10. **Operational Risk**

- a. **s.9(2)(g)(i), s.6(a)**

s.9(2)(g)(i), s.6(a)

- (1) [AIR RMP](#)
- (2) [GROUND RMP](#)
- (3) [40 SQN Emergency Response Plan: Part Two Off Base Plan.](#)
- (4) WG Emergency Response Plan at annex D.

b. Only six crew from 40 SQN will be on the delivery flight. There will be NO passengers.

- (1) Captain: s.9(2)(a)
- (2) Co-Pilot: s.9(2)(a)
- (3) Navigator: s.9(2)(a)
- (4) Flight Engineer: s.9(2)(a)
- (5) Air Loadmaster: s.9(2)(a)
- (6) Air Loadmaster: s.9(2)(a)

s.9(2)(h)

## Recommendations

16. It is requested that CAF:

- ✓ a. **Note** the window available to deliver NZ7001 to the AFMNZ by landing at WG.
- ✓ b. **Note** that a feasibility study has been conducted to deliver NZ7001 to the AFMNZ by road, with no decision made. However, it is possible to move the aircraft to Wigram by road.
- ✓ c. **Note** the Air RMP risks at para 10.
- ✓ d. **Notes** s.9(2)(g)(i), s.6(a)
- ✓ e. **Approve** the landing of NZ7001 at WG.

(1) YES/NO

s.9(2)(k)

MJ CANNON

GPCAPT

BCDR AK

MAO(R) AK

s.9(2)(a)

*Addition to para 9 i - engagement and liaison to be conducted with Ngai Tahu to facilitate appropriate cultural protocols.*

s.9(2)(k)

*12 Feb 25.*

## Annexes:

- A. Airfield LZ Markings
- B. Airfield Security plan
- C. Public Affairs Plan
- D. WG Emergency Response Plan
- E. Response to DAA Advice
- F. Command Clearance
- G. Approval to Deviate from AVO Pt3
- H. Go/No-go Checklist

## Info Distribution:

OCDF Attn: s.9(2)(a)

OCAF Attn: s.9(2)(a)

CO40

JAOC Director

Director AFMNZ

Base AK A3

Base AK A4

Base AK A5/7

Defence Legal Services Attn: s.9(2)(h)

SCE Br Attn: s.6(a)



ANNEX A  
TO BCDR AK MINUTE 05/25  
DATED 11 FEB 25

DEFENCE AREA WIGRAM AIRFIELD LZ MARKINGS



**AIRFIELD SECURITY PLAN**

1. Team of 10 NZDF pers. Seven on the perimeter and three acting as a Quick Reaction Force (QRF).





## **PUBLIC AFFAIRS PLAN**

### **Objectives**

1. Tell the stories of the RNZAF and the history of the C-130H (NZ) Hercules aircraft.
2. Demonstrate our capability, assets and highly trained personnel;
3. Inspire confidence in what we deliver for public investment in our equipment and people.
4. Supports the PA objectives of the flying squadrons, which are to:
  - a. Demonstrate the skills and capabilities of Air Force personnel.
  - b. Foster closer relations between the NZDF and the general public.
  - c. Support NZDF overall recruitment objectives by encouraging the next generation of Air Force personnel

### **Audiences**

5. New Zealand public (General public, New Zealand Government Leadership, New Zealand Government agencies, Media, prospective recruits/staff).
6. Defence Communities (Family/Friends of NZDF, former NZDF members, Veterans).
7. Aviation community.

### **Spokespeople**

8. No.40 Squadron Commanding Officer, WGCdr Bradley Scott.
9. CAF/ACC (tbc) will represent the New Zealand Defence Force.
10. Existing squadron members will also be made available as appropriate, including any Te reo Māori speakers to Māori media organisations.

### **Themes and key messages**

11. For nearly 60 years the C-130H(NZ) Hercules aircraft has provided strategic airlift (inter-theatre) and tactical airlift (intra-theatre) as well as participating in international training exercises. Tasks are flown in support of combat, peace-keeping and humanitarian relief operations. Missions include passenger and cargo movement (by airland or airdrop), aero-medical evacuation, and support to Antarctica New Zealand and special operations. The agility of the C-130H(NZ) Hercules aircraft means it can be seen operating in the cold of Antarctica one week and the heat of the tropics the next.

12. In the decades since, the RNZAF's Hercules have been to most parts of the globe. They have delivered troops, cargo and humanitarian aid into conflict and disaster zones as diverse as the first Gulf War in Kuwait to the 2004 Indian Ocean earthquake and tsunami.

13. Royal New Zealand Air Force has operated five C-130(NZ) Hercules aircraft. RNZAF took delivery of the first three Hercules (NZ7001 – NZ7003) in 1965. These were the first C-130H production models off the Lockheed production line. A further two C-130H, (NZ7004 – NZ7005) were received in 1969.

14. The aircraft have received a number of modifications and upgrades with the most recent being a Life Extension Programme (LEP) that started in 2005. This involved an extensive avionics upgrade of the flight deck and structural refurbishment. Upon completion of this programme the aircraft were re-designated the C-130H(NZ).

15. On 5 June 2020 the Government announced that a fleet of five C-130J-30 would replace the current fleet of C-130H(NZ) aircraft.

16. Four of the C-130H fleet are to be relocated to RNZAF Base Woodbourne when withdrawn from service, as part of the disposal process. Frame NZ7001 will go to the Air Force Museum of New Zealand, in Wigram, Christchurch.

#### **What are the differences between the old and new Hercules?**

17. The new C-130J Hercules brings significant new capabilities and performance improvements to the New Zealand Defence Force.

18. The C-130J has more power than its predecessor, the C-130H (NZ) aircraft, and can fly further and faster. It can climb to higher altitudes faster and take off and land on short unprepared airstrips.

19. Due to its longer fuselage, the C-130J can carry more personnel and equipment. Therefore it is capable of doing the same job with fewer flights, and brings with it enhanced operational efficiencies.

20. On the C-130H (NZ) there were six crew in total. The C-130J aircraft can operate with only two pilots and two loadmasters for most missions, exposing fewer flight crew members to combat threats. The removal of the Flight Engineers and Air Warfare Officers has been signalled for some years now and as a result, personnel have been able to plan new career pathways. Some crew have retrained for other trades and some have been offered other roles within the Air Force.

21. The aircraft can carry up to 128 passengers.

#### **History**

22. The first Hercules arrived at Whenuapai in April 1965 and by July they were transporting New Zealand's troops to Vietnam.

23. In October 1965 the first RNZAF Hercules landed on the ice in Antarctica – just six months after coming into service.



24. Two years later it was decided the Hercules were so good that another two were needed, and these were delivered in January 1969 completing the fleet of five (NZ7001-NZ7005).
25. They were the first RNZAF aircraft to visit mainland China and the Soviet Union during the Cold War.
26. Flight Lieutenant Gordon Ragg landed Hercules NZ7003 at Whenuapai at the end of its long delivery flight from the United States in April 1965. He then went on to fly the first RNZAF aircraft into Germany since World War two.
27. They were also at the forefront of New Zealand service in Pakistan, Bangladesh, and Cambodia in the 1970s.
28. In the decades since, the RNZAF's Hercules have been to most parts of the globe. They have delivered troops, cargo and humanitarian aid into conflict and disaster zones as diverse as the first Gulf War in Kuwait to the 2004 Indian Ocean earthquake and tsunami.

#### **Risks and sensitivities**

<b>Risk</b>	<b>Mitigation</b>
Critical incident	Review and implement crisis incident plan.
Incident/accident	Provide a reactive statement in the event of an incident/accident.
Postponement	Provide a statement in the event the delivery of NZ7001 to Wigram is postponed or cancelled.

#### **Communication outputs**

29. Defence Public Affairs lead, Senior Communications Advisor (North) Simone Millar, will generate press releases, website articles, social media content and manage interview requests with media.
- Develop a comprehensive public relations plan including local notifications.
  - Provide a reactive statement in the event of an incident/accident.
  - Provide a statement in the event the delivery of NZ7001 is postponed or cancelled.
  - Support media attendance on the flight and/or arrival if required.
  - Produce a press release and social media content as required.
  - Provide photography/videography support as required.
  - Liaise with the Air Force Museum Communications Manager and other Government agencies as required.

#### **Sequencing of events/Tasks/Action Plan**

30. Publishing dates are subject to change.

Output	Channel	Date
Internal and external notification of flight (including flight path) Stock imagery	ILP RNZAF/NZDF Social media Wigram community engagement	Prior to departure
NZ7001 leaves WHP <ul style="list-style-type: none"> <li>Photography</li> </ul>	RNZAF/NZDF Social media	At departure
NZ7001 arrives Wigram <ul style="list-style-type: none"> <li>Photography</li> </ul>	New Zealand press release RNZAF/NZDF Social media Website story ILP	On arrival

## WG EMERGENCY RESPONSE PLAN (ERP)

### Posture

1. During the delivery period the following level of response will be positioned at the AFMNZ:
  - a. 1x Police Officer.
  - b. 1x FENZ<sup>5</sup>/CIAL<sup>6</sup>/NZDF Fire Fighting Vehicle<sup>7</sup>.
  - c. 1x NZDF Ambulance.
  - d. 1x St John response car plus 1x paramedic.
  - e. 4x SECFOR QRF.
  - f. NZDF ARFF and medics.
2. Facilities
  - a. Emergency Operations Centre (EOC) will be located at either:
    - (1) Donaldson Room. Access from main AFMNZ carpark.
    - (2) Workshops Conference Room. Access from rear of AFMNZ.
  - b. Incident Control Point (ICP) will be established by the lead agency (ARFF or FENZ) as appropriate to the incident location.
  - c. Staging/Assembly Area. Museum main car park or as directed if incident site is remote.

### Response

3. In the event of an in-flight emergency the aircraft will return to Christchurch Airport or other suitably supported airport. In the event of a crash on landing or other ground incident after landing the following actions will take place:
4. BCDR AK or EOC Controller is to:
  - a. Call 111 (request Fire operator) advise the following:
    - (1) Nature of emergency (Aircraft CRASH, Hot brakes etc.)
    - (2) Aircraft type 'Heavy Military Aircraft C-130 Hercules'.
    - (3) State Location as Air Force Museum (Wigram Airfield).
    - (4) Number of persons on board (6 POB).
    - (5) Nil Dangerous goods.

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<sup>5</sup> FENZ Wigram Station on standby to respond with appliance and crew if necessary.

<sup>6</sup> Panther with 2 crew, 12,300 L capacity.

<sup>7</sup> Burnham Domestic Fire Appliance (DFA) crewed by RNZAF.

- (6) Fuel on board 'unknown'.
  - (7) Advise the location of the Incident Control Point (ICP) and the EOC.
  - (8) Request dispatch of St Johns and NZ police.
  - (9) Advise Assembly Area is museum main car park.
- b. Proceed to the EOC.
- c. Plan situation reports (SITREPs).
- d. Advise HQ JFENZ and ACC.
- 5. **FENZ** will respond as per 111 call. FENZ LO to report to the EOC.
- 6. **St Johns** will respond as per 111 call. Vehicles will stage at the Assembly Area (main car park) until cleared onto the site by RFS or FENZ. LO report to the EOC.
- 7. **NZ Police.** Police vehicles will stage at the Assembly Area (main car park) with the exception of the senior Police member who will proceed to the ICP/EOC. The NZ Police senior member will be advised of assistance required e.g. Road closures, Traffic control, Pedestrians removed from boundary fences outside the Defence Area. No NZ Police vehicles or personnel are to proceed to the site unless cleared to do so by RFS or FENZ
- 8. **RNZAF ARFF** will:
  - a. Advise location of ICP once established (for both on and off airfield incidents).
  - b. On Wigram Airfield:
    - (1) Control all firefighting and rescue operations.
    - (2) Establish facilities as required such as a safe forward point, staging area, and entry point.
  - c. Off Wigram Airfield:
    - (1) Support FENZ who will be the lead agency
- 9. **DHC WP Medics:** When directed by the EOC, proceed to the Forward Safe Point.
- 10. RNZAF SECFOR with NZ Police provide the initial cordon, traffic control and crowd control on the outer boundaries of the airfield.
- 11. All other NZDF personnel will proceed to the EOC.

#### **Communication**

- 12. Radios: As the aircraft has been cleared of all armaments FENZ and NZ Police incident ground radios can be used in and around the aircraft.
- 13. Phones can be used as required.
- 14. FENZ and Air-band radios on a discrete channel will be available for runway crossing. Information will be passed via this means as a third option to cover any cell-net problems but is considered less desirable due to potential lack of privacy.
- 15. **s.6(a)**

#### **General**

- 16. Additional Information and Responsibilities



- a. All military vehicles parked in the main car park area to be left unlocked with keys inside available for immediate use if so required.
  - b. Agency with ultimate responsibility after initial response is the NZ Police, and will assume command of any emergency situation.
17. Emergency Services provided by NZ Police, Fire and Emergency NZ (FENZ), NZDF and St John Ambulance Crews.
18. The EOC will be located at the AFMNZ and will house NZ Police, Rescue Fire Service and St John Ambulance command. For each of these services these facilities constitute a regional command centre, and the subsequent action for each can be fully determined by the senior staff present.

#### **Contacts**

19. NZ Police: s.9(2)(a)
20. CIAL RFS, Chief Fire Officer s.9(2)(a)
21. 3<sup>rd</sup> Emergency Response Squadron, Fire Master s.9(2)(a)

ANNEX E  
TO BCDR AK MINUTE 05/25  
DATED 11 FEB 25

s.6(a), s.9(2)(g)(i)



s.6(a)



s.6(a)



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s.6(a)





#### COMMAND CLEARANCE

1. A command clearance has been raised to address the deviation from the Flight Manual recommended performance calculations articulated in the Aviation RMP (Risk 12). The MAO Form 1 is pending NZ DAA review and endorsement before it is accepted or rejected by MAO(R) AK.
2. The command clearance library is located in DDMS at the following link:
  - a. [Command Clearance - All Documents](#)

**AVO DEVIATION APPROVAL**

**ACC N/R**

**Through:** ~~MAO(R) AK~~ Approved. ACC approval not required due Part 3 AVO requirement

which is within MAO (R) approval delegation. *AK* 10/2

~~DOA AK~~ Endorsed. RHJ. 7 Feb 25.

~~CO40 SQN~~ Endorsed 5 Feb 25.

**For Information:**

XO ACC

SOFWT

HFC

**REQUEST TO DEVIATE FROM AVO B9 (Maximum Effort Landing) FOR C-130H(NZ) LANDING INTO WIGRAM**

**Reference:**

- a. AVOs Pt3, Leaflet B9 Para 9.4
- b. 7001 Retirement Landing Wigram RMP

**Background:**

- 1) Landing zone length at Wigram has been assessed as 2447ft in total.
- 2) Effective landing zone length due to obstacles has been calculated to be 2034ft. This figure is based on a 6 degree approach angle, clearing the critical obstacle by 25ft.

s.9(2)(g)(i), s.6(a)

**Analysis:**

- 4) Calculations have been run using favourable weather conditions, 4 engines in reverse and negating the need for a RESA.
- 5) With these assumptions, effective runway length would allow a Landing Ground Roll plus s.9(2)(g)(i), s.6(a)
- 6) Ref. B provides applicable risk consideration, plus mitigation for the applicable reduced safety margins.

**Request:**

- 7) Request ACC:
  - a. **Approve** C-130H(NZ) WIGRAM LANDING CREW to deviate from AVO Leaflet B9 Para. 9.4, using a reduced safety margin s.9(2)(g)(i) s 6(a) over the calculated Landing Ground Roll.

ANNEX H  
TO BCDR AK MINUTE 05/25  
DATED 11 FEB 25

**GO/NO-GO CHECKLIST**

Criteria	Yes	No	Partial	Notes/Risk of Non or Partial Achievement
<b>PRE-FLIGHT PREPARATIONS</b>				
Flight authorised by BCDR AK				
Emergency services notified				
Ground and Aviation RMPs approved				
MAOT in place on the LZ				
LZ confirmed clear, marked correctly, and surface assessed as fit for landing				
Ground safety personnel in place including Medical, RFS, SECFOR (as per RMP)				
<b>ENVIRONMENTAL FACTORS</b>				
Area assessment conducted for new obstacles (no cranes, hazards, drones impinge approach or MAP)				
Comms check – SECFOR/MAOT/Aircraft				
Spectators clear of danger areas, and suitably contained/controlled				
Emergency response vehicle staging area clear				
Secondary area letter drop complete				
Primary area residents notified				