

s22

From: s22
Sent: Friday, 18 March 2016 12:51 PM
To: s22 Aviation
Cc: OPS Planning
Subject: 5027 Treaty Transantarctic depot camp locations [SEC=UNCLASSIFIED]

s22

I am keen to assess the viability of discussed Treaty big loop by 2 x T.O s22 Kunlun s22 Transantarctic Mountains refuel- s22 with KB via the Aviation section.

s22

Cheers s22

Cheers s22

s22

Operations Planning Manager
Australian Antarctic Division
Tel s22
Mob s22

s22

From: s22
Sent: Tuesday, 5 April 2016 12:02 PM
To: s22
Cc: s22
Subject: RE: Treaty Inspection 2016/17 [SEC=UNCLASSIFIED]

Follow Up Flag: Follow up
Flag Status: Flagged

s22

..and one more! Can you clarify for me the situation regarding provision of s22 support. For example, if we don't do any s22 inspection but need their support to do Kunlun, do the same requirements to not include in QPQ or perceptions regarding support apply? s22 s22

Regards,
s22
AAD Operations
Season Operations Coordinator
PH : s22

From: s22
Sent: Monday, 4 April 2016 6:03 PM
To: s22
Cc: Aviation s22
Subject: RE: Treaty Inspection 2016/17 [SEC=UNCLASSIFIED]

Hi s22

Thanks for your email. I did try to call you a couple of times. Answers are in red below.

Happy to chat further...

s22

From: s22
Sent: Monday, 4 April 2016 11:22 AM
To: s22 <@aad.gov.au>;
Cc: Aviation <Aviation@aad.gov.au>; s22 <@aad.gov.au>
Subject: Treaty Inspection 2016/17 [SEC=UNCLASSIFIED]

Hi s22

I am starting to do some more detailed planning on possibility of a Treaty Inspection flight this season. One possible option is a route that goes something like s22 Taishan (overnight) > Kunlun s22 (overnight) > s22 (refuel only) > s22 Using two Twin Otters looks to have quite a few advantages, but may not be essential.

Could you give me some direction on;

- Is there any variation to the above route that would work better for you (eg..we could go to s22 first and then basically reverse the route).s22 is planned to be unserviceable Dec 20 – Jan 28 approximately.

Nope. Any variation would be fine at this stage.

s22

- Is the highest priority location to visit Kunlun or s22

Kunlun

- How much time will you need at each location? (Anything more than several hours at Kunlun could be difficult due oxygen). I am also awaiting advice from PMU re crew oxygen requirements at s22 (9300').

s47E(d)

- Provision of logistics from China,s22 will be essential if we go with something like the route described. I would like to be communicating with them as early as possible, particularly to identify any show stoppers. To get to that point I guess the initial question is which ones will actually be the subject of a Treaty Inspection (if any)? Once that is known it may be easier for me to communicate with the others as they will simply be support providers. Also, when it is appropriate, I could communicate directly with logistics people at each program or is it better that I ask my questions through you?

We (including with Nick) are best placed to start these conversations at the ATCM (23 May- 1 June). If you provide us with a list of specific questions etc then that will help guide the conversations.

Regards,

s22

AAD Operations

Season Operations Coordinator

PH :s22

From: s22
Sent: Wednesday, 6 April 2016 12:59 PM
To: s22 OPS Planning
Cc: Aviation s22
Subject: RE: AAD planning Treaty inspections [SEC=UNCLASSIFIED]

s22 Could you guys clarify a few queries,

Most of the answers seem to be Basler specific. I'm unclear on;

- Twin Otter payloads (with adequate O2 for 4 passengers planned 4 hour stay at Kunlun + in flight as required)
 - Taishan to Dome A
 - Dome A to s22

Oxygen carrying capacity for T.O. (answer is Basler specific)

- Skiway lengths are presumably for Basler?

From: s22
Sent: Wednesday, 6 April 2016 9:09 AM
To: OPS Planning
Cc: Aviation ; s22
Subject: Fwd: AAD planning Treaty inspections [SEC=UNCLASSIFIED]

FYI folks.....Regards s22

s22
Senior Operations Officer, Aviation
Australian Antarctic Division
203 Channel Highway
Kingston TAS 7050
Ph: +s22
Mob: s22

Begin forwarded message:

From: "Brian Crocker" <bcrocker@borekair.com>
To: s22 @aad.gov.au
Cc: "Rich Cameron" <RCameron@borekair.com>, "Wallace Dobchuk" <wdobchuk@borekair.com>, s22 @aad.gov.au
Subject: RE: AAD planning Treaty inspections [SEC=UNCLASSIFIED]

s22

Understood by on the confidentiality requirement.

Attached are some answers/comments prepared by Rich.

As well, Basler has been making reasonable progress with approval for high altitude operations and a gross weight increase. I will attempt to get an update prior to our end of season call.

If you use 2 Twin Otters I would suggest just a single Engineer with minimal spares and tools.

I have also included oxygen flow charts for each aircraft type.

Let me know when you need more info.

Best regards,



From: S22 [redacted]@aad.gov.au

Sent: Tuesday, March 22, 2016 7:44 PM

To: Brian Crocker <bcrocker@borekair.com>

Cc: Rich Cameron <RCameron@borekair.com>; Wallace Dobchuk <wdobchuk@borekair.com>;

S22 [redacted]@aad.gov.au

Subject: AAD planning Treaty inspections [SEC=UNCLASSIFIED]

Brian we are looking into a Treaty Inspection and as such can you keep these questions confidential.

The route Rich has suggested is S22 [redacted] Taishan > Kunlun > S22 [redacted] (or somewhere between S22 [redacted]) refuel > S22 [redacted] Then maybe back to S22 [redacted] Treaty Inspection team is 3 or maybe 4 – not much cargo/PE say 35kg each.

I guess the approximate dates for the task would be something like late Dec to third week in Jan latest.

The longest leg looks to be about 584 nm Kunlun : S22 [redacted]

S22 (PMU) tells me that the aircrew will need to be able to sleep on oxygen. The PAX need to have done Diamox and have oxygen available in case of sickness.

As you know Kunlun is 14000'.

So some of the initial questions it would be good to get some guidance on are:

- Do KBA think this is achievable? If so, how would they attack it, including advantages of using one aircraft or two (both Twin Otters)? We could potentially overnight at Taishan, spend a couple of hours at Kunlun, and continue to S22 [redacted] for overnight.
- Do they want to take an Engineer? Spares? Payload left for us?
- Confirmation that Twin Otter can be operated to Kunlun in 'normal passenger carrying' category. Only other time we have been there was a Medivac.
- What length of skiway do you require?
- Can KBA carry enough oxygen to meet our requirement to have all pax on permanent oxygen above 10,000'? That potentially could be 6-7 hours. If not can they carry additional and what is the payload penalty.

- We will require landing at any of the locations without pax first as a proving flight, if they have not been there already in the season?
- How do you feel about planning to Kunlun (449nm from Taishan) given that it would be a PSR flight and the only place they have got to go if they can't land at Kunlun is somewhere on the plateau, potentially at fairly high altitude.
- Assume the Chinese supply us with fuel, met, comms, ground power at Taishan and Kunlun? Does the fuel have FSII?
- s22

Please respond to s22 as I will be on leave till the 7th April.

Thanks

s22

Aviation Manager
Australian Antarctic Division

s22

s22

s22 @aad.gov.au

www.aad.gov.au

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Australian Antarctic Division - Commonwealth of Australia

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s22

From: s22
Sent: Thursday, 7 April 2016 12:24 PM
To: Aviation; OPS Planning
Subject: Aviation options meeting outcomes- Treaty assumptions [SEC=UNCLASSIFIED]

s22

- s22 will keep tabs on any potential KBA moves to certify Basler for Kunlun.

s22

-----Original Appointment-----

From: s22
Sent: Wednesday, 6 April 2016 4:07 PM
To: s22 @aad.gov.au; s22 @aad.gov.au; s22 @aad.gov.au
Subject: aviation options
When: Thursday, 7 April 2016 11:30 AM-12:00 PM (UTC+10:00) Canberra, Melbourne, Sydney.
Where: s22

s22

just want to touch base on a few issues which pertain to QPQ and potential use of Basler vs T.O.

KB seem to be indicating in feedback to aviation re Treaty options that they may get certification for Basler at altitude, which of course would make Basler a great airframe for Kunlun/s22. However pitch is queered by uncertainty whether this will in fact come to fruition as well as January need for both Treaty and ICECAP. Seem to me options are;

s22

2. IF we got certainty Basler could do it, might be good for Treaty to have a second Basler in program in January (whether doing Treaty or ICECAP) under QPQ arrangement with s22. However this would come at some cost to T.O support for deep field landing SAR for s22 etc.

I am probably a fan of 1 and going with something solid, needs a chat though

Cheers s22

s22

Operations Planning Manager
Australian Antarctic Division
Tel s22
Mob s22

s22

From: s22
Sent: Tuesday, 19 April 2016 4:43 PM
To: s22
Cc: s22
Subject: RE: Antarctic Treaty Inspections [SEC=UNCLASSIFIED]

Follow Up Flag: Follow up
Flag Status: Flagged

It's a more difficult option in terms of achieving it all.

s22 only would be fine and the rest (Taishan, s22) a bonus.

s22

s22

I can chat with you about it if you like.

Cheers,
s22

From: s22
Sent: Tuesday, 19 April 2016 4:29 PM
To: s22 @aad.gov.au>
Cc: s22 @aad.gov.au>; s22 @aad.gov.au>; s22 @aad.gov.au>
Subject: FW: Antarctic Treaty Inspections [SEC=UNCLASSIFIED]

s22

s22

From: Nick Gales
Sent: Tuesday, 19 April 2016 2:01 PM
To: s22 @aad.gov.au>
Cc: Charlton Clark <Charlton.Clark@aad.gov.au>; s22 @aad.gov.au>
Subject: RE: Antarctic Treaty Inspections [SEC=UNCLASSIFIED]

Was the option of starting the inspection from s22 using the Basler when it came back off hire from s22 in early Dec, and then flying s22 Taishan, s22 not an option?

s22

From: s22
Sent: Tuesday, 19 April 2016 9:24 AM

s22

From: s22

Sent: Monday, 18 April 2016 4:07 PM

To: s22 @aad.gov.au>

Cc: s22 @aad.gov.au>; s22 @aad.gov.au>; s22

s22 @aad.gov.au>

Subject: RE: Antarctic Treaty Inspections [SEC=UNCLASSIFIED]

Hi s22

s22

That gives the best chance of achieving inspections s22 and Taishan.

s22

s22

Cheers,

s22

-----Original Appointment-----

From: Nick Gales

Sent: Wednesday, 6 April 2016 3:12 PM

To: Nick Gales; s22 Charlton Clark; s22

Subject: Antarctic Treaty Inspections [SEC=UNCLASSIFIED]

When: Wednesday, 13 April 2016 10:00 AM-11:00 AM (UTC+10:00) Hobart.

Where: Nick's office

s22

6/4

s22

From: s22
Sent: Thursday, 21 April 2016 3:21 PM
To: s22
Cc: polarmedops; s22
Subject: RE: 2016 Treaty inspection flights - SP [SEC=UNCLASSIFIED]

Hello s22

Been moving a fair bit in the last few days. Latest is no Kunlun.

Preferred destinations now s22, Taishan and s22 in that order.

Regards,

s22

AAD Operations

Season Operations Coordinator

PH : s22

From: s22

Sent: Wednesday, 20 April 2016 9:57 AM

To: s22 @aad.gov.au

Cc: polarmedops <polarmedops@aad.gov.au>; s22 @aad.gov.au; s22 @aad.gov.au

s22 @aad.gov.au

Subject: 2016 - Treaty inspection flights - SP [SEC=UNCLASSIFIED]

Hi s22

s22

s22

Regards

s22

s22

Medical Officer
Polar Medicine Unit
Australian Antarctic Division
203 Channel Highway
Kingston TAS 7050
Ph. s22
Fax s22
Mobile s22

s22

From: s22
Sent: Sunday, 1 May 2016 12:21 PM
To: s22
Cc: OPS Planning
Subject: Treaty options

Follow Up Flag: Follow up
Flag Status: Flagged

s22

I want to check in on my assumption re preference for treaty at this stage, (noting nothing in concrete yet).

Could you please respond ASAP as we are due to have initial season plan to AOC this week (noting we will retain some flexibility as this is a priority for support.

s22

Option 2

s22

- extended stay allows for s22 Taishan and s22

s22

The choice is yours, however for planning purposes it's useful to have a preference, and given desire to be back before Xmas, I'll assume shorter option 1 for now unless you direct otherwise (we will retain some flexibility to vary).

How does that sound?

Sent from my iPhone

s22

From: s22
Sent: Friday, 3 June 2016 10:30 AM
To: s22
Cc: OPS Planning
Subject: RE: Inspections in Antarctica [SEC=UNCLASSIFIED]

Follow Up Flag: Follow up
Flag Status: Flagged

s22

nat shorter option may be more desirable if we cannot land at s22 or Taishan in December – which remain unknowns.

Plan at this stage;

- Departure Dec 12 Need to be in Hobart on the 11th for briefings, kitting Etc.
-
- Return 26-Dec (at best) - 2 Jan s22
- s22
- While this could all be done within 2 weeks it could blow out to 3 if there are weather delays, or delays getting on s22 flights s22 .
- s22

Cheers s22

From: s22
Sent: Thursday, 2 June 2016 11:29 AM
To: s22
Subject: FW: Inspections in Antarctica [SEC=UNCLASSIFIED]

Hi s22

Sorry to bother you on treaty inspections however some of the people we are looking to get involved from DFAT have some questions. Are you able to provide me with a response to question one?

Many thanks

s22

s22

s22

From: s22
Sent: Friday, 1 July 2016 10:59 AM
To: s22
Cc:
Subject: RE: Treaty Inspection [SEC=UNCLASSIFIED]

G'Day s22

s22

Taishan – s22 available payload is 308kg.

Regards s22

From: s22
Sent: Friday, 1 July 2016 10:09 AM
To: s22 @aad.gov.au
Cc: s22 @aad.gov.au
Subject: Treaty Inspection [SEC=UNCLASSIFIED]

Hi s22

Can you help with payload D > s22 and Taishan > s22 per below.

Regards,

s22

AAD Operations
Senior Planning Officer
PH: s22

From: s22
Sent: Wednesday, 20 April 2016 11:39 AM
To: s22 @aad.gov.au; Aviation <Aviation@aad.gov.au>
Cc: s22 @aad.gov.au; s22 @aad.gov.au
Subject: RE: Treaty Inspection [SEC=UNCLASSIFIED]

Will do not sure on the cabin Attendant, will wait and see on actual numbers of PAX/flights. s22

s22

From: s22
Sent: Wednesday, 20 April 2016 10:20 AM
To: Aviation <Aviation@aad.gov.au>
Cc: s22 @aad.gov.au; s22 @aad.gov.au
Subject: Treaty Inspection [SEC=UNCLASSIFIED]

Hi s22

So I am clear on exactly what options exist for Treaty Inspection could you get from KBA the most exact payload they can give you for s22 s22 and s22 Taishan assuming it is immediately from s22 and therefor has tools/spares) and also if it were to be at some other time in the season (eg without spares).

Also, on whether they think planning s22 Taishan is a good idea.

s22

Regards,

s22

AAD Operations

Season Operations Coordinator

PH : s22

s22

From: s22
Sent: Wednesday, 6 July 2016 11:23 AM
To: s22
Subject: 5027 s22 Treaty Inspection [SEC=UNCLASSIFIED]

Hi s22

I see the payload in the KBA Basler table is s22 > Taishan (308kgs). I think we need Taishan > s22 which may be different due to lower altitude of Taishan (about 8300'). Could you check that out? We only need a couple of hundred more kgs.

Regards,

s22

AAD Operations
Senior Planning Officer

PH : s22

s22

From: s22
Sent: Friday, 15 March 2019 3:18 PM
To: s22
Subject: FW: Treaty inspection 2016 - proposed flights [DLM=Sensitive]

s22

As requested

Regards s22

From: s22 @aad.gov.au
Sent: Monday, 11 July 2016 3:30 PM
To: s22 @aad.gov.au
Cc: polarmedops <polarmedops@aad.gov.au> s22 @aad.gov.au
Subject: Treaty inspection 2016 - proposed flights [SEC=UNCLASSIFIED]

Hi s22

Thanks for your call last week about a probable treaty inspection flight in mid December.
Possibly s22 – Taishan -s22 and exit to either s22 or s22

Could you please send us preliminary route information with altitude and approximate times (nights) away.
Numbers of persons involved if known.

We need some time to evaluate the logistical requirements to support the program.

Regards
s22

s22

Medical Officer
Polar Medicine Unit
Australian Antarctic Division
203 Channel Highway
Kingston TAS 7050
Ph. s22
Fax s22
Mobile s22

s22

From: s22
Sent: Thursday, 14 July 2016 2:48 PM
To: s22
Subject: RE: 5027 s22 Treaty 2016-2017 [SEC=UNCLASSIFIED]

Ta. Do you know if that requirement kicks in at a certain altitude? Just wondering if we will need it at Taishan as well.

Regards,
s22
AAD Operations
Senior Planning Officer
PH : +s22

From: s22
Sent: Thursday, 14 July 2016 2:44 PM
To: s22 @aad.gov.au
Cc: polarmedops <polarmedops@aad.gov.au>
Subject: RE: 5027 s22 Treaty 2016-2017 [SEC=UNCLASSIFIED]

s22 the only requirement for SP is O2 is available while sleeping for aircrew.

From: s22
Sent: Thursday, 14 July 2016 2:42 PM
To: s22 @aad.gov.au
Cc: polarmedops <polarmedops@aad.gov.au>
Subject: RE: 5027 s22 Treaty 2016-2017 [SEC=UNCLASSIFIED]

Thanks s22 Do KBA have any particular requirements like sleeping on O2, Diamox or similar?

Regards,
s22
AAD Operations
Senior Planning Officer
PH : s22

From: s22
Sent: Thursday, 14 July 2016 11:38 AM
To: s22 @aad.gov.au; s22 @aad.gov.au; polarmedops <polarmedops@aad.gov.au>; s22 @aad.gov.au
Cc: s22 @aad.gov.au; s22 @aad.gov.au
Subject: RE: 5027 s22 Treaty 2016-2017 [SEC=UNCLASSIFIED]

s22

Comments below in red.

Cheers

s22

From: s22
Sent: Thursday, 14 July 2016 10:14 AM
To: s22 <@aad.gov.au>; polarmedops <polarmedops@aad.gov.au>; s22 <s22@aad.gov.au>; s22 <@aad.gov.au>; s22 <@aad.gov.au>
Subject: 5027 s22 Treaty 2016-2017 [SEC=UNCLASSIFIED]

Hi All,

The current plan for the Treaty Inspection is for personnel (x4 including Nick) to travel s22 to s22 around mid-December, thence by Basler to Taishan (8000' approx (one full day maybe two nights), Taishan s22 (approx 9000') one full day maybe two nights, thence to s22 or s22 depending on timing. This route is not in concrete it is possible we may go directly from s22 (via s22 to s22 if above is not achievable (may not be sufficient payload on the Taishan > s22 leg).

As usual bad weather or other could lead to lengthy delays at any of above locations.

The nature of the visit should not involve much physical exertion other than walking around.

I would appreciate some clarification on what will be required re altitude related issues. Some questions that initially come to my mind are:

Aviation

- What are AAD Aviation/KBA requirements? Payloads are reduced and KBA have given the AAD the option to increase for higher altitude (JKB) noting it comes at a significant cost and likely to occur post this season, unless we think it is a must. KBA routinely fly in and out of s22 each season with little effect. No issues at Taishan, excepted limited ground support (fuel, accommodation – nil O2?)
- Does additional oxygen need to be carried in the Basler for either in flight or on ground purposes? , standard config has sufficient O2 for duration from s22 s22 for 4 PAX & 3 crew.
- What oxygen is available at s22 ? Plumbed in sleeping quarters for pilots, not sure of PAX accommodation. O2 refill are also available, noting should not be required provided aircraft O2 is filled at s22

Polar Med

- What additional pre departure medical tests, etc need to be conducted? Are these the same for pax and crew (crew will be two pilots and an engineer)?
- Is there acclimatisation required?
- What are pilot/pax oxygen requirements on the ground at night, other?

Thanks.

Regards,

s22

AAD Operations
Senior Planning Officer
PH : s22

s22 - Material duplicated in Document 11

s22

From: s22
Sent: Friday, 5 August 2016 12:21 PM
To: s22
Cc: s22
Subject: RE: 5027 Treaty Inspection [SEC=UNCLASSIFIED]

Follow Up Flag: Follow up
Flag Status: Flagged

s22

Re the proving flight Taishan – if we are the first a/c of the season then yes we would have test up otherwise should be fine if KBA have landed this season. O2 should not be required but good to know if they have it.

Regards

s22

From: s22
Sent: Friday, 5 August 2016 12:10 PM
To: s22
Cc: s22
Subject: 5027 Treaty Inspection [SEC=UNCLASSIFIED]

Hi s22

Answers to any Treaty questions below would be great. Current planned window for Taishan visit is mid Dec to late Dec/early Jan.

Once we have been politically cleared should I go straight to s22 for detailed info or via you or s22

- When is Taishan open and closed?
- When is Taishan Skiway available for use?
- What are the skiway dims? I'm conscious we are potentially wanting to depart heavy for s22 and Taishan is about 8000' AMSL so KBA might need a fair bit of room.... A diagram would be good.
- Potentially there could be two separate visits to Taishan (day visit to station and then again as a refuel point enroute s22 - s22) . If we did that we would need up to about 23 drums of fuel. s22 that doesn't factor in a completely separate proving flight – do we need that?
- Fuel required is Jet A1. Will it have Fuel System Icing Inhibitor (FSII)?
- What ground support do they have (eg Hermanns, external power, etc.?)
- Is it OK to plan to stay overnight? Pax and crew = 6 -7 total.
- Appreciate any general info on historic wind/weather? Particularly very strong winds.
- Is there any known/suspected crevassing in the vicinity of station or skiway?
- Can they provide Met Obs and Comms?
- Are there English speakers at Taishan, Kunlun, ZS?
- HF/VHF/sat phone contact personnel and freqs/numbers.
- Local time zones?
- Environmental considerations for aircrew and/or pax?
- Anything else they think we should know about (obstacles, etc)?
- Availability of oxygen.

As a potential resource in an emergency or other unplanned event it would also be good to know when they will be at Kunlun (it is close to the direct track Taishan > s22 whether there will be a skiway and what facilities might be available (particularly fuel), in fact answers to most of the above questions substituting Kunlun for Taishan. Ditto where the traverse might be at what time.

s22

s22

s22

s22 any other info you can think of?

Regards,

s22

AAD Operations

Senior Planning Officer

PH: s22

s22

-----Original Message-----

From: s22

Sent: Wednesday, 10 August 2016 11:03 AM

To: s22 @aad.gov.au; s22 @aad.gov.au; s22

s22 @aad.gov.au; s22 @aad.gov.au; s22

s22 @aad.gov.au; Rob Wooding <Rob.Wooding@aad.gov.au>

Cc: Nick Gales <Nick.Gales@aad.gov.au>

Subject: China activities this season

FYI there will be no Chinese inland activities this season at Taishan or Kunlun.

With the formal appointment of the new head of CAA they want to take some time out to consider their inland activities in the future.

s22

From: s22
Sent: Wednesday, 17 August 2016 2:51 PM
To: s22
Cc: s22
Subject: Antarctic Treaty Inspections [DLM=For-Official-Use-Only]

Follow Up Flag: Follow up
Flag Status: Flagged

Hi s22

Just an update for you on the Antarctic Treaty Inspections Project. The Chinese last week advised that they will not be opening either of their inland stations (Taishan & Kunlun). As you know, Taishan was one potential inspection target. We are still investigating whether it may be possible to conduct an inspection, or conduct a visit, without the Chinese being present, however this does mean that we no longer need a team member to be a Chinese speaker.

s22

I'll provide you with more information when I have it.

Cheers
s22

s22
Policy Legal Officer

Australian Antarctic Division
Department of the Environment
203 Channel Highway
Kingston TAS 7050
s22
www.antarctica.gov.au

(Part-time: Wednesday – Friday)

Important: This message may contain confidential or legally privileged information. If you think it was sent to you by mistake, please delete all copies and advise the sender.

s22

From: s22
Sent: Thursday, 18 August 2016 11:00 AM
To: s22
Subject: 5027 s22 Inspections project [SEC=UNCLASSIFIED]

Hi s22

Just letting you know following our discussion yesterday, it's been decided that going to Taishan without the Chinese is definitely off the table.

s22

Thanks

s22

s22

Policy Legal Officer

Australian Antarctic Division
Department of the Environment
203 Channel Highway
Kingston TAS 7050
Ph: s22
www.antarctica.gov.au

(Part-time: Wednesday – Friday)

Important: This message may contain confidential or legally privileged information. If you think it was sent to you by mistake, please delete all copies and advise the sender.

s22

From: Charlton Clark
Sent: Thursday, 18 August 2016 3:42 PM
To: katrina.cooper@dfat.gov.au
Cc: Nick Gales; s22
Subject: Treaty Inspections Project [DLM=For-Official-Use-Only]
Attachments: Attach A_east_antarctica_stations_14349.pdf; Inspections Project 2016
_planning_August 2016_for DFAT.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Katrina,

I hope you are well and enjoying any early signs of spring in Canberra.

s22

s22 A key development is China's intention to not operate Taishan Station this summer (confirmed during Nick's recent trip to China). Without staff on the ground, it effectively takes this location off the table for this season. s22
s22

s22

Kind regards,
Charlton

FOR-OFFICIAL-USE-ONLY

s22

A proposal to include an inspection of Taishan Station (China) in the project will not go ahead as China has advised they will not be opening the Station in the 2016-17 season.

s22