

EX TS23 Site Visit 1 Report

Norfolk Island NDTA

s22

3. The purpose of the visit was to determine whether Norfolk Island would be suitable to conduct Live Fire HIMARS serials and whether the infrastructure would support tactical activities revolving around the seizure of the airport to facilitate the ingress of the HIMARS and subsequent strikes on a number of targets.
4. It was concluded that a HIMARS live firing activity is feasible and that a number of planning options exist to facilitate the seizure of the airport and subsequent tactical activities.

Norfolk Island

5. Norfolk Island is a subtropical island located 1,600 kms north-east of Sydney, 1,456 kms east of Brisbane, 772 kms south of Noumea and 1,100 kms north-west of Auckland. It is a volcanic outcrop 8 x 5 kms in size and 3,455 hectares in area. There are two smaller uninhabited islands, Nepean and Phillip Islands, which lie to the south at a distance of 1 km and 6 kms respectively.



Fig 1: Shows the location of Norfolk Island relative to surrounding countries

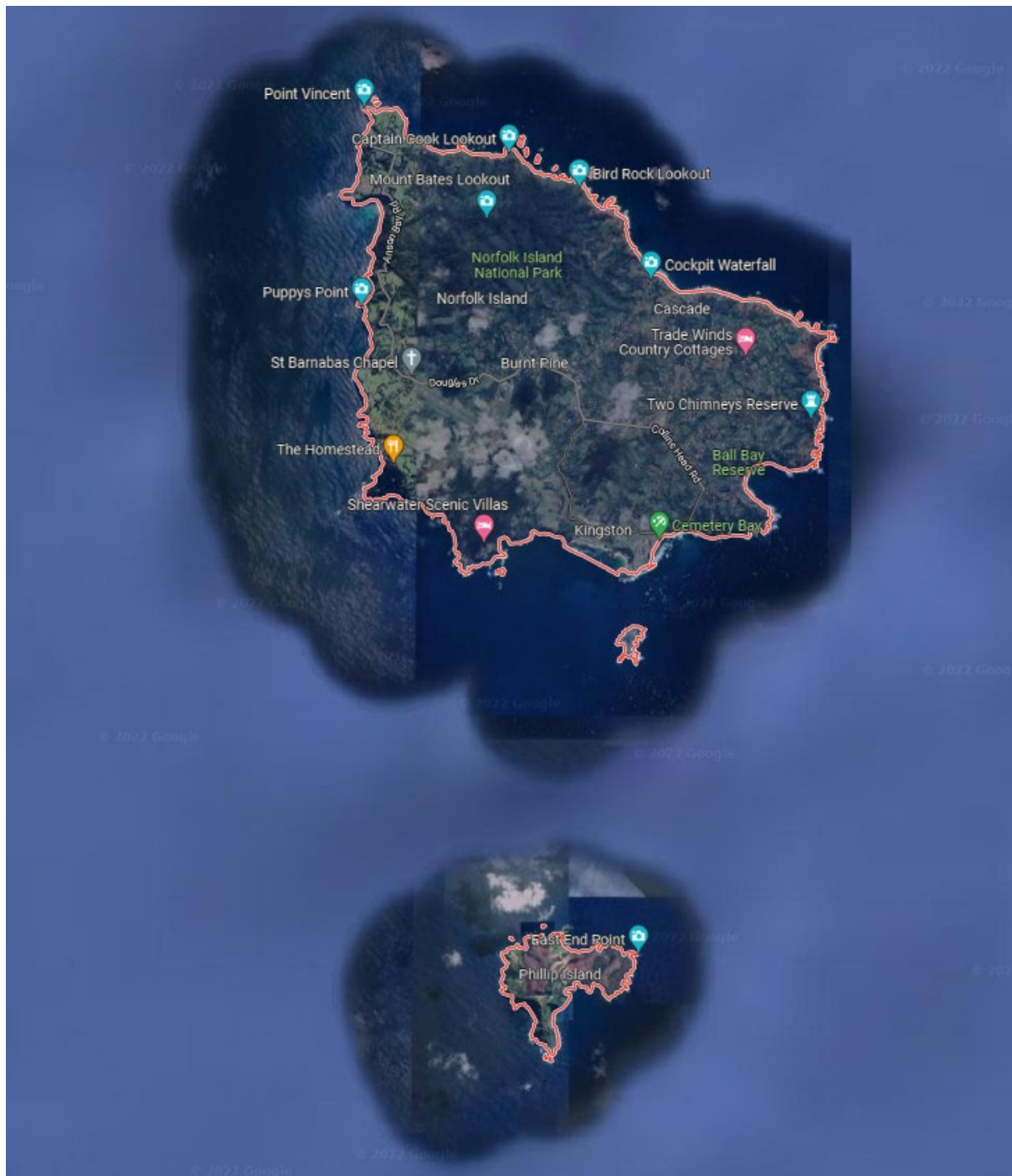


Fig 2: Shows Norfolk, Nepean and Phillip Islands

6. The island is primarily inhabited to the south and east with the administrative centre located within the Kingston and Arthur's Vale Historic Area, the commercial and industrial area located within the centre of the island at Burnt Pine, the airport is to the southwest and a national park is to the north. It has a population of approximately 2000 people and its principal activities are farming and tourism. There is a good network of bitumised roads that provide access to all areas of the island within a 15 minute drive.
7. The whole of the island outside the four key areas is occupied, with farms located across the island and residential and tourist accommodation to the east of Burnt Pine.

8. The Island is an international point of entry and has flights from New Zealand and Australia arriving on a regular basis. Travellers from Australia can depart from either Brisbane or Sydney, and do so through the respective international terminals, passing through immigration to do so.



Fig 3: Shows the four primary areas of activity on Norfolk Island

Contacts

9. A detailed list of contacts obtained during the visit is at Annex A.

Commonwealth Government

10. Norfolk Island is administered by the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts. The Administrator of the Island is appointed by the Governor-General and represents the Commonwealth Government. He is responsible for implementation of the Commonwealth's agenda and for advocating on behalf of the local community. The role has a range of statutory powers and functions relating to the delivery of government services on the Island.

11. In March 2021 Mr Eric Hutchinson was re-appointed as Norfolk Island Administrator for an additional term of two years. He has been the Administrator since April 2017 and his term ends on 31 March 2023. At this point we have not met with Mr Hutchinson, however, he has been briefed on our activities by the department.

12. The department contact, Ms Sarah Vandenbroek, First Assistant Secretary, Territories Division, was verbally briefed on the purpose of the visit, and will receive feedback on the visit outcomes.

Local Government

13. The island has a local council which is under administration; the elected members having been dismissed. The council staff report to the council administrator, Mr Michael Colreavy, who has an intermittent presence on the island as he is a consultant who also administers another local council in New South Wales. There is a general manager and a number of subordinate managers who deal with the administration of the island.

14. The council offices are currently located within the Kingston and Arthur's Vale Historic Area within the Commandant's building, which is on crown land. They have commenced moving to premises within the Bicentennial Building at Burnt Pine, as they have been directed to vacate the premises by the Commonwealth.



Fig 4: Shows the Norfolk Island Council offices within the 1836 Commandant's Building

15. Our initial point of liaison was with the council and they supported our visit throughout, providing the team with working accommodation at Bicentennial Building, and sim cards to access the local telecommunications network.

16. The council is very supportive of the exercise concept briefed to them and welcome ADF activities on the island. They have provided access to their staff and facilities and indicated that they would provide all necessary approvals to utilise council owned lands and sites for the planned exercise activities.

Police

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18. Police have no concerns with the exercise concept as briefed to them, and will provide any support required. In particular, they will allow both covert and overt carriage of weapons, tactical use of blanks, simunitions, pyrotechnics and explosives, and the live firing of the HIMARS. This support will extend to road closures to facilitate vehicle movements and tactical activities, and provision of security as required. They offered the use of their station and its precinct; however, this will only be suitable for small teams for short periods.

19. s33(a)(i)

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LFX

21. The LFX planners have confirmed that the delivery, deployment and live firing of the HIMARS is viable. A number of potential firing points have been identified and they are being worked to achieve preliminary approval from their owners.

22. The LFX site visit report is attached at Annex B.

APOD

23. The Air planners undertook detailed surveys of the airport precinct and met with the local Emergency Response manager and the Airport manager. The airport is controlled by the Council and full support for all activities briefed to them was given.

24. The airport was found suitable for aircraft operations up to C17, and will support the planned activities.

25. The Air Planners report detailing airport capacities and capabilities is attached at Annex C.

SPODs

26. There is no maritime delivery capacity to the Island that can be relied upon for exercise purposes. Cruise ships made regular appearances (recommencing in October 2022) and it was a common occurrence where they would have to bypass the Island as they are unable to land passengers by tender when sea and weather conditions are unsuitable, as there is no all weather wharf.

27. This complicates the delivery of supplies and it is noted that traditional lighters have now been replaced with barges, which are not as capable in dealing with unsuitable sea and weather conditions.

RW – HLZs

28. The RW Planner undertook detailed surveys of the airport precinct and the wider Island and identified a number of “Air Land” and Hover HLZs suitable to support planned activities.

29. Her report detailing RW capabilities and HLZs is attached at Annex D.

DZs

30. The DZ planners were tasked to identify sites suitable for parachute insertion to the island. A number of suitable sites were identified that would support the proposed CONOPS and these will be refined and approvals sought once this occurs.

31. The DZ summary document is attached at Annex E.

Targeting and OPFOR

32. Tactical planners were tasked to identify suitable sites for targets and OPFOR locations to support the tactical scenario and to facilitate follow-on activities. These have been surveyed and ranked with their suitability for the proposed scenarios. Locations selected will support the planned activities.

33. The Targeting and OPFOR report is attached at Annex F.

Communications

34. s33(a)(i)

35. The CIS report is attached at Annex G, s33(a)(ii)

Hospital, Medical and Veterinary Services

36. A dedicated Health planner undertook a detailed review of medical and veterinary services on the island during the visit. The medical services are only adequate to support the local population. They will not provide any capacity to Military forces, other than real estate on the hospital grounds to establish a tented facility. The veterinary services will support the use of military working dogs.

37. The Health planners report is attached at Annex H.

Logistics

38. Specialist logisticians undertook a detailed analysis of the capabilities and capacity of NI to support the planned activities. It was determined that the planned activities can be supported with the Island resources. The logistic planners report is attached at Annex I.

Environmental Planning

39. Norfolk Island has a unique environment and approximately one third of the island is comprised of protected areas. These are managed by the Commonwealth and will require their permission to be used as part of the exercise. As they hold significant biodiversity and cultural values, it is unlikely that such permissions will be obtained. To this end, LFX and tactical planners were directed away from these localities and encouraged to identify suitable areas owned privately or by the NI council.



Fig 5: Norfolk Island Protected Areas

40. NI is surrounded by a marine park (Norfolk Marine Park) to an approximate distance of 40 km. This park has a protected status that, whilst precluding activities of a commercial nature without a permit, permits activities that are considered “National Security and Emergency Response”. This would include the activities that are proposed for Talisman Sabre 23.

41. With careful planning environmental issues will not prevent the conduct of the proposed activities.

Biosecurity

42. The movement of personnel and equipment onto Norfolk Island will necessitate cleaning and inspection prior to departure from their home locations to ensure that they do not carry any plant matter, animals or pathogens. Similarly, personnel and equipment will need to be cleaned and inspected prior to departure for the mainland.

43. The Norfolk Island Council has a functional wash point that can accommodate vehicles up to light truck size (including HIMARS).



Fig 6: Council Vehicle Wash

Key Leadership Engagement (KLE)

44. KLE was undertaken on NI with the NI Council, represented by s47F who stood in for the General Manager (GM) s22. He was provided with an overview of the proposed activities and in turn briefed the Administrator and GM. The council had no concerns with the briefed concepts and advised that they would continue to provide all requested support to facilitate their conduct.

45. The council raised the requirement for a community briefing as a component of the NDTA development program should the decision be made to proceed with the locality as part of TS23. It was ascertained that there is a “Council of Elders” (CoE) representing the significant segment of the local population who are descended from the Pitcairn Islanders community.

46. s47E(d)

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Conclusion

48. The site visit achieved its aims and has provided planners with the information required to progress their planning and develop CONOPs for approval.

49. Support from all stakeholders was significant, and there are no local issues that will prevent the conduct of the proposed activities. Environmental planning requirements and constraints have been identified and briefed to planners to inform the development of their CONOPs. These requirements will not prevent the conduct of the proposed activities.

50. s33(a)(iii)

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s47E(d)

MAJ

TS23 NDTA Team

Mobile:

Email:

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s47E(d)

31 Aug 2023

Annexures

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Annex B	LFX Report
Annex C	Air Report
Annex D	Rotary Wing Report
Annex E	DZ Summary
Annex F	Target and OPFOR Report
Annex G	CIS Report
Annex H	Health Report
Annex I	Logistics Report

EX TS21 Site Visit Report

Norfolk Island Live Fire Exercise Recon

Introduction

1. During the period 8-11 Aug 22 LTCOL s47E(c) and WO2 s47E(c) conducted a reconnaissance on Norfolk Island in order to identify options for a HIMARS live firing activity to be incorporated into the broader Ex Talisman Sabre 2023 exercise.
2. The initial assessment, based on discussions with representatives on the Island, as well as a survey of a number of potential sites is that **it is probable that a HIMARS LFX can be conducted on Norfolk Island as part of the broader Norfolk Island TS23 activities.**
3. There are a number of approvals that will need to be formally received and a number of governance requirements to ensure appropriate diligence and controls are incorporated, prior to the conduct of the LFX.

Firing locations

4. s33(a)(i)

[Redacted]

Approvals and Governance Requirements

5. The conduct of the LFX will be contingent on Norfolk Island Regional Council (NIRC) or the Commonwealth Administrator (depending on who owns the land at the firing site). All sites are on council or commonwealth land.
6. Parks Australia have responsibility for the maritime area around NI to 22km. Whilst they are not an approval agency, the LFX planners should brief Parks Australia of the likely impact on the maritime environment of the engagement (the impact is going to be along the lines that the missile is inert, no warhead, and the composition of the missile is xxx, with residual composition once the rocket motor has burnt all propellant being yyy), This was not significant when the same process was followed to seek GRMPA approval for TS21 at SWBTA.

7. s33(a)(i)

[Redacted]

- a. s33(a)(i)

[Redacted]

- b. s33(a)(i) [REDACTED]
- c. s33(a)(i) [REDACTED]
- d. s33(a)(i) [REDACTED].

Establishment of the range for firing

8. Routes to the identified firing positions are all assessed to be workable. Two are sealed road from the APOD to the firing point, one is sealed road for all but the last 20m, and the final two are dirt road for around 150m. All sites would benefit from some preparations, ranging from minor levelling of firing point, placement of a small amount of roadbase (25-75mm), to clearing debris (a couple of trucks worth). All of these works are assessed as minor and able to be sourced through council, administration or commercial providers on the island.

9. On establishment of the range, positive control of the danger area will be achieved through the placement of sentries; and clearance of all land, maritime and airspace within the danger area. NI Police have agreed to restrict road access as sentries in support of the OIC/DPRAC, TS23 RW capabilities deployed to NI are identified as the means to complete these clearances.

10. Airspace will be managed through the establishment airspace to 65 000ft for the duration of the activity. Deconfliction in time will be managed, as the scheduled air traffic is well known. The airspace control plan will flex to accommodate any unscheduled air traffic – this is mostly supporting civil AME.

11. Maritime space will be cleared by ADF/US RW (priority) or NI Police vessel (alternate) to the extent of the danger area geometries. Of note, shipping and recreational fishing vessel traffic is very low around the island.

12. At the completion of live firing, priority will be safe removal of all participants and equipment, followed by DAMCON. Noting that HIMARS engagements will cause grass fires, and high heat to the rear of the launcher, the most likely DAMCON requirements will be removal of roadbase, repair of wire fencing, re-siting of grass, and worst case, repair of bitumen. The bitumen damage could be delayed (lifting over time).

Enablers and other planning considerations

13. There are a number of enablers that require consideration to conduct the LFX. Many will be already supporting the Norfolk Island TS23 activities.

- 14. s33(a)(i) [REDACTED]

15. **Medical.** IAW LWD-3 Land Range Safety doctrine, there will be a requirement for a qualified medic at the firing point. ADF Health Planners have discussed the option of having a local ambulance forward positioned during the LFX. This was considered as probably supportable if requested.

16. **Fire-fighting.** Engagement with the NI Fire station identified that the fire team would be available to be on hand and forward positioned during the LFX to respond to the expected grass fire and support preventative soaking prior to firing.

17. **OIC/DPRAC and C2.** The LFX could be conducted as a US-led unilateral activity, however, given the ADF lead for TS23, as well as the interface between ADF and NI officials, and the understanding of appropriate ADF safety framework, it is recommended that an ADF 04/05 be appointed DPRAC for this activity. There is also an opportunity to tie the LFX into a narrative that has active participation from the HQJOC JOR.

Conclusion

18. The TS23 LFX recon team assess that the LFX on Norfolk Island employing HIMARS is feasible. Engagements with local officials were all posit. The LFX sites are all on council or commonwealth Authority land. The path forward for governance is reasonably understood and the timeline appears sound.

s47E(c)

LTCOL

TS23 LFX Planner

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10 Aug 22

Annex A: Firing Point Details

EX TS23 Norfolk Island Airport Site Visit Report

Norfolk Island Airport

1. Met with the Norfolk Island Airport manager, s47F and airport & island fire Chief s47F XXX s47G airport fuel & ground handling Operations Manager s47F was not available during the site survey however, email contact has been made.
2. Norfolk Island Regional Council is the airport operator and own all the building airside and some landside around the airfield. Access control to airside is limited and mainly consists of low farm style fencing with numerous gates around the airfield perimeter.

s33(a)(ii)



5. Toll freighter aircraft (B737) are scheduled for 0900 and 1630 arrivals on Friday and Saturday. These freighter flights are often delayed and may actually arrive on Sundays.

6. Outside these RPT and freighter flights, medivac aircraft are also frequent users of the airfield. Timings for these flights are obviously known and can occur at any time of the day or night. There is often between 90mins to 3hrs notice of a medivac aircraft arriving. Availability of RWY11/29 is required however, access to the apron and terminal is not necessarily required as patients can be loaded onto the aircraft whilst parked on RWY11/29.

7. There is one light aircraft based on the airfield used for recreational purposes. This aircraft should not impose any requirements during the exercise. This aircraft is parked undercover next to the hangar to the west of the taxiway.

8. **Aircraft Parking.** The airfield has been built up from the surrounding ground to provide level ground for RWYs 04/22 & 11/29, outside the RWY boundaries there is a marked drop-off on most sides making most of the airport land outside the RWY boundaries unusable for aircraft parking. The only usable levelled area that is not sealed is the 'Bomb Treatment Apron' on the NW side of RWY 04/22. Whilst this area is level, the softness of this area needs to be considered due to frequent rain before it is used for helicopter operations.

9. **Fuel.** Fuel supplied via s47G There is limited Jet A1 on the airfield with most of the fuel being stored off site (Ball Bay). There is a 17000 litre Jet A1 refuelling truck on the airfield.

s33(a)(ii)

11. **GSE.** The following GSE is theoretically available, actual serviceability to be determined:

- a. 1 x 2.5 tonne forklift with slave pallet roller tines
- b. 1 x 7 tonne K-loader
- c. 3 x baggage tugs
- d. 1 x Hobart GPU (400hz)
- e. 1 x Air Start Unit suitable to B737/A320 sized aircraft

12. Whilst there is no dedicated runway sweeper on the airfield a skid steer road sweeper attachment was seen on the island, which may be able to be used to clear the airfield of exercise FOD if required. Actual effectiveness of the sweeper needs to be determined.

13. Some GSE equipment that is not available on the island that may be of consideration include:

- a. Tug capable of towing C17/MC130 and possibly exercise helicopters
- b. Nitrogen cart
- c. Oxygen cart

14. **Aviation Rescue and Fire Fighting (ARFF).** There are two Rosenbauer Panther ARFF vehicles, which allows for CAT 8 RFF capability however due to staffing constraints it is currently limited to CAT 6 (not certified). CAT 6 is adequate for RAAF operations, Army and US RFF requirements unknown.

15. **Hangars and Workspace.** There are various buildings on the airfield, which would be available to be used as office space and to store equipment. These buildings are generally located around the terminal building apron and consist of the terminal building, various other buildings/sheds, workshops and fire station. There is also a hangar owned by the airport operator that may be able to be used to service MRH90 or MH60 out of the weather if required.

s33(a)(ii)

point in time, any activity that makes the main runway (RWY11/29) unavailable be kept to a minimum to ensure the runway is available for short notice medivac flights. Another consideration for aircraft unload/load operations on RWY11/29 is that with the lack of tow motors capable of moving C130/C17 aircraft, these operations are conducted with engines running to ensure they can vacate the RWY under their own power.

s33(a)(ii)

Recommendations

18. The following recommendations should be investigated and discussed further with interested parties, Norfolk Island Regional Council, Airport Manager, s47G Operations Manager and ADF:

- a. Limitations on the period of time the airfield is to be unavailable (including RWY11/29) to medivac operations
- b. Tyre pressure concessions for RWY04/22 SW of RWY11/29
- c. Possible FOD potential within the RWY boundaries and apron area during airfield assault, not just the sealed sections of the airfield
- d. Noise considerations/curfews specifically for night operations
- e. Amount of fuel available for use or the amount of fuel ADF will be required to provide

EX TS23 Site Visit Report – 6 Avn Regt Planner NTA Properties Norfolk Island

Introduction

1. The purpose of the site visit was to familiarise the s33(a)(i) lead planner with the available NDTA properties to facilitate the development of EX TS22.

NTAs

2. The NDTAs deemed suitable for helicopter operations are as follows:
 - a. Norfolk Island Airport
 - b. Kingston UNESCO World Heritage Site including Old and New Military Barracks
 - c. Pistol Club and Communication Station
 - d. Cascade Pier
 - e. Norfolk Island Central School
 - f. Fuel Storage Depot

Norfolk Island Airport

3. Norfolk Island Airport is a medium-sized region airport with regular commercial and general aviation (GA) operators. The airport is capable of supporting a large number of helicopter movements however, hard stand parking is limited.

4. Two areas within the airport boundary have been identified as possible helicopter landing areas:

- a. Runway 04/22 south of 11/29 has been identified as a preferable parking area for helicopters. The pavement strength of the runway is below what is required for MRH90, MH60-M and CH47 movements. The airfield operator, s47F informally stated that he would endorse a pavement concession for the helicopters to conduct limited operations on runway 04/22. Exercise planners should attain this approval in writing prior to landing on this runway. 6 Avn Regt will provide further advice on ways to mitigate the risk associated with landing on low strength runways.
- b. The bomb dispersal location (north of runway 11/22 and south east of the main terminal) has been identified as a secondary parking area. The open field is a soft stand area capable of accommodating up to three helicopters. The area is likely to become damp and unusable after rainfall thus, is not recommended for long term parking.

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5. **Fire Services.** Norfolk Island Fire Service provides an emergency management response to Norfolk Island airfield and the local island community. The fire service can provide a Category 6 response every day except Wednesdays.

6. s33(a)(i) do not require local fire services to conduct flight operations however, embedding 6 Avn Regt's s33(a)(i) capability with Norfolk Fire Service may create mutually beneficial training opportunities. Additionally, it may allow Army first responders access to local emergency response equipment including fire trucks.

7. **Fuel and Ground Services.** Fuel and ground handling services at Norfolk Island airfield are conducted by s47G. The owner of s47G, s47F, has been contacted to determine fuel capacity, refuelling locations and ground service equipment that could be borrowed or hired from the company.

8. **Infrastructure.** There are a number of buildings that are suitable for ground support operations, mission planning and C2 operations. The usable infrastructure is as follows:

s33(a)(ii)

b. Building 1 is an office building that is expected to be vacated by late 2022. The building could serve as an area for staging, holding, planning, maintenance, or potentially EO (TBC). The building is owned by Norfolk Island council.

c. Building 2 is a small hangar / workshop that could be utilised by maintenance personnel for the storage of tools, aircrew equipment or workspaces. The owner of the building is unknown.

d. Building 3 is a small workshop space that has limited utility for helicopter operations. The building could potentially serve as a workspace / workshop for aircraft maintenance staff.

e. Building 4 is the Emergency Response building on the south eastern side of the airfield. The building could be a suitable planning area, staging area, C2 room or open accommodation facility for 10-20 personnel.

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Figure 1: Overview of Norfolk Island Airfield Infrastructure

Kingston

9. Helicopter landing sites have been identified at a number of locations around the Kingston area as outlined at figure 2.

- a. LZ1 is a flat open field that is suitable for 3 aircraft to air land.
- b. LZ2 is a flat open field that is suitable for 2 aircraft to air land.
- c. LZ3 is an open area enclosed within the HMS Sirius Museum forts. The area is suitable for 3 aircraft to air land.
- d. LZ4 is an open area east of HMS Sirius Museum. The area is suitable for 2 aircraft to air land.
- e. LZ5 is a 550m straight road extending from the corner of Pier street and Bay street to the headland between Slaughter Bay and Emily Bay. The road is suitable for a single aircraft air land or fast rope.

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- f. LZ6 is a clear area within the northern portion of the New Military Barracks compound. The area is suitable for a single aircraft to land or conduct hover operations.
- g. LZ7 is a clear area to the east of the New Military Barracks. The area has considerable slope towards the north, thus is only suitable for 1 aircraft to conduct hover operations.
- h. LZ8 is the Norfolk Island Golf Course. It is characterised by a number of greenways and fairways that are suitable for >4 aircraft. The trees within LZ8 are approximately 200' in height.



Figure 2: Overview of Kingston UNESCO World Heritage Site and Golf Course

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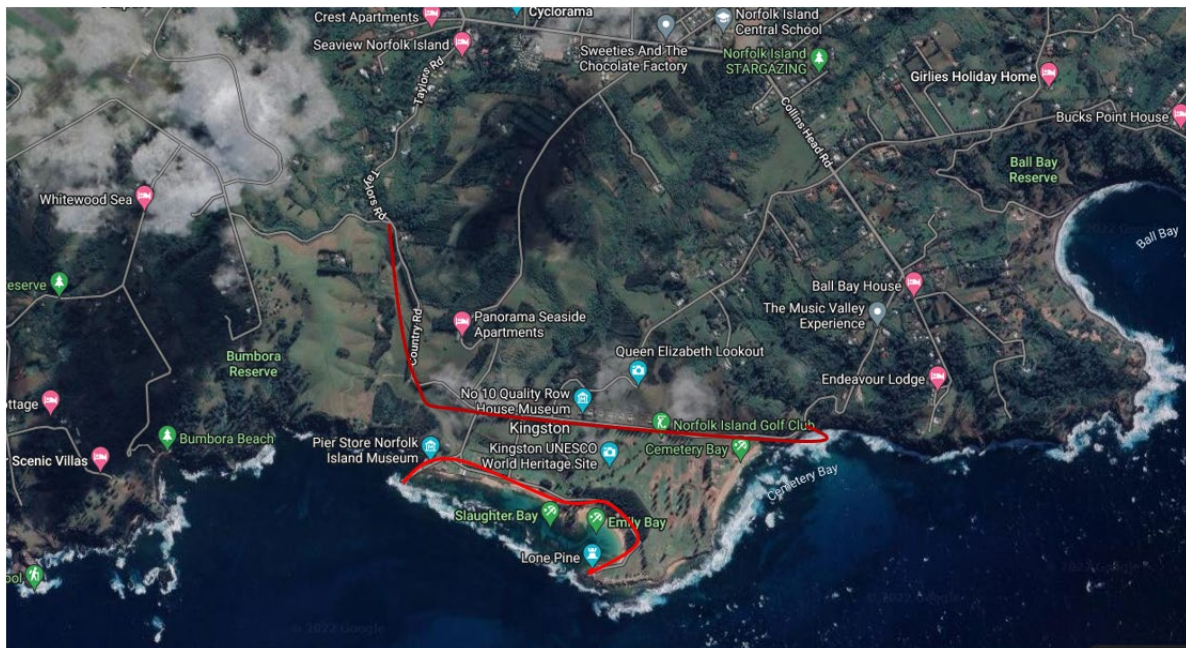


Figure 3: Roads in vicinity of Kingston

10. **Obstacles.** Kingston has a large number of free-roaming livestock that present a hazard to helicopter operations landing in the area. An animal control plan must be developed to ensure the safety of helicopters and livestock.

11. The significant downwash generated by helicopters can cause damage to unsecured objects and weak building structures. Aviation safety officers can attempt to secure loose articles however, it is recommended that historically significant structures with weak or fragile infrastructure are deemed 'off limits' to helicopter operations.

12. **Road Closures.** The following roads will need to be closed to ensure the safety of the community during helicopter operations:

- a. Quality Row at Bloody Bridge
- b. Country Road 300m east of Pier Street.

Pistol Club and Communication Station

13. The Pistol Club and Communication Station is a council owned compound located north of Anson Bay. The target is comprised of multiple landing and hovering sites found at figure 4.

14. LZ9 is an open area suitable for one aircraft to conduct hover operations.

15. LZ10 is an open grassed area to the north of the pistol range. It is suitable for 1-2 aircraft to air land.

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16. LZ11 is an open grassed area west of Anson Bay road. The field is suitable for 1-2 aircraft to air land.
17. LZ12 is an open grassed area west of LZ11. The field is suitable for 1-2 aircraft to air land. The field backs on to a private residence that appear to utilise the field for farming.
18. LZ13 is a dirt track from Anson Bay road to the Pistol Club. The road is suitable for 1-2 aircraft for landing or hover operations.
19. LZ14 is the communication buildings east of Anson Bay road. The compound is suitable for hover operations only. Loose equipment such as ropes, hoses and loose communication equipment must be secured prior to the activity.
20. LZ15 is a private field located to the east of the communication facility. The area has significant slope thus, is only suitable for hover operations.
21. LZ16 is the pistol range that is suitable for one aircraft to hover.



Figure 4: Overview of Pistol Club and Communication Station.

22. **Obstacles.** The two private residence on the western side of Anson Bay road are located very close to the target area. Helicopter operations within the target area will create large amounts of wind and noise in vicinity of these houses.
23. Free-roaming livestock were observed in vicinity of the target area. An animal control plan must be developed to ensure the safety of helicopter operations and livestock.
24. A non-directional beacon (aviation navigational aid) is located to the east of the pistol range. Helicopters will remain clear of the towers however, Air Services Australia should be notified in case military operations inadvertently interfere with the beacon.

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Cascade Pier

25. Cascade Pier is a small, concrete pier on the north-west coast of Norfolk Island. The area is suitable for 2-3 aircraft to conduct low hover operations.

26. Cascade road, north of Harpers road, must be closed to ensure the safety of the community during the period helicopters are operating.



Figure 5: Overview of Cascade Pier

Norfolk Island Central School

27. Norfolk Island Central School is a large football oval approximately 175m in length. The flat grassed area is suitable for 2-3 aircraft to air land.

28. The helicopters would likely approach from the south to minimise flight over build up areas.

29. There are several sporting nets and loose articles around the oval that should be secured prior of supporting helicopter operations.

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Figure 6: Overview of Norfolk Island Central School

Fuel Depot

30. The fuel depot located at Ball Bay is small dirt track leading to two fuel storage containers. The paved area, north of the fuel storage containers, is suitable for one aircraft to air land. The remainder of the track along the shoreline is suitable for hover operations.



Figure 7: Overview of Fuel Depot

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Ex TS23 Site Visit Report

NDTA Norfolk Island

NTDAs

1. The NDTAs visited were:
 - a. Norfolk Island International Airport
 - b. Kingston council building and historic area
 - c. Anson Bay Cable Landing Station
 - d. Cascade Pier
 - e. Norfolk Island Fuel Storage.



Figure 1: Norfolk Island

Norfolk Island International Airport

2. The airport has multiple potential manoeuvre corridors for mounted and dismounted troops. Staying off the runway offers avenues of covered approach to the potential OPFOR locations (discussed below), without the need to manoeuvre through private properties. Mostly cattle fences surround the runway with few obstacles obstructing dismounted troops.
3. Further discussions required:

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- a. Potential to use the works area and creek-line to the north of the runway as an avenue of approach.
- b. What level of damage is acceptable (buildings, fences)?
- c. Is blank firing restricted on or around the airfield?
- d. Can vehicles manoeuvre under NVG black-out on the surrounding roads, and on or around the runway?

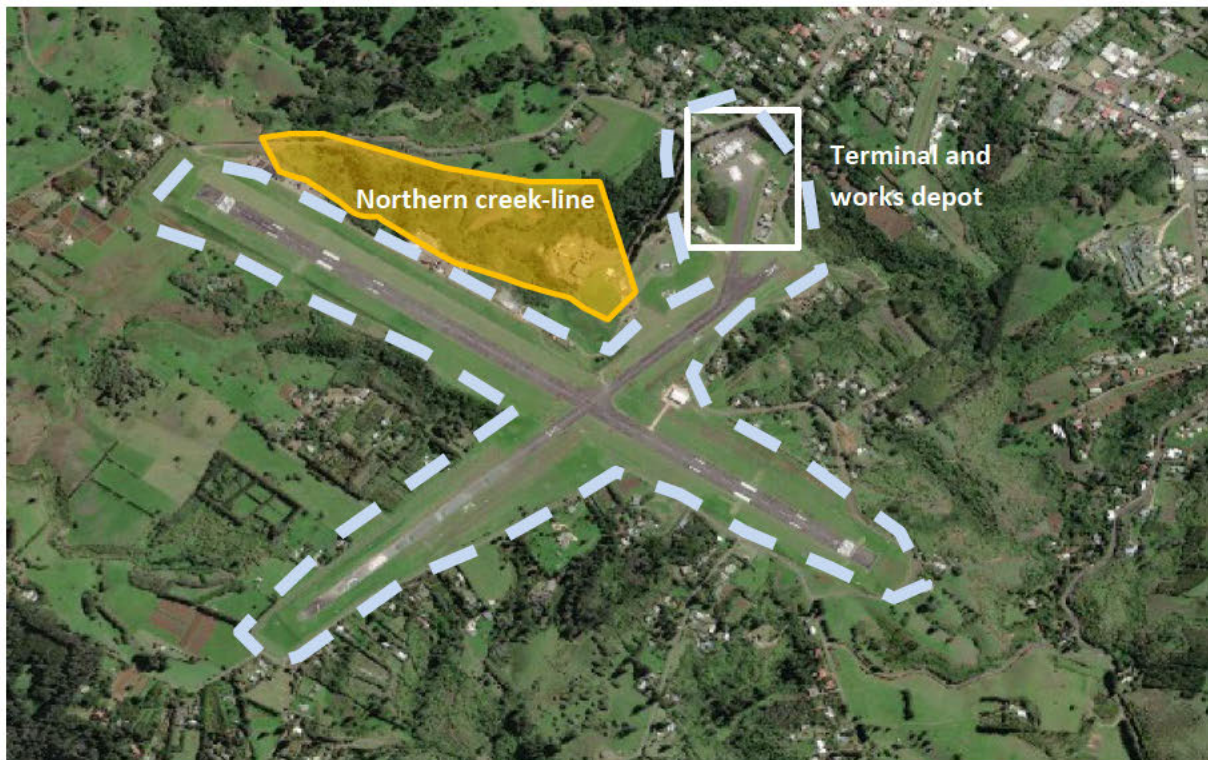


Figure 2: Airport

4. The airport has three potential OPFOR locations (see Figure 3):
 - a. Works depot: Single building and compound with limited facilities. Potential use as an OPFOR C2 site.
 - b. Power plant: External facility that produces the island's power. Potential use as an OPFOR security piquet.
 - c. International terminal: Single building with multiple rooms. Some areas will be permanently restricted. The entire building and surrounds will be unavailable during flight arrivals and departures. Potential use as an OPFOR C2 site or security piquet.
5. The airport manager has indicated that all of these locations are available for use, with restrictions.

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Figure 3: Works Depot

Kingston council building and historic area

6. Kingston has two potential OPFOR locations (see Figure 4):
 - a. Council building: An historic three story building and surrounding limestone compound. The building is relatively complex with an internal stairwell and multiple rooms on each level. The compound contains several other buildings which may also be available for use (TBC). Potential use as a support site for the security force of an OPFOR IADS sensor.
 - b. Historic area: Multiple open areas (including empty historic compounds) that may be a potential site for an OPFOR IADS sensor. Much of the surrounding area is designated Crown Land (see Figure 5), which may be used for reconnaissance sites and dismounted approach routes. Amphibious approaches are rocky and treacherous (even at the Kingston Pier facility) but may be achievable.
7. Further discussions required:
 - a. What restrictions are there on the historic site?
 - b. Can works be conducted to attach sacrificial doors/walls/fences for breaching by BLUFOR?
 - c. Is damage to the grassed areas (from a heavy vehicle IADS sensor) acceptable?

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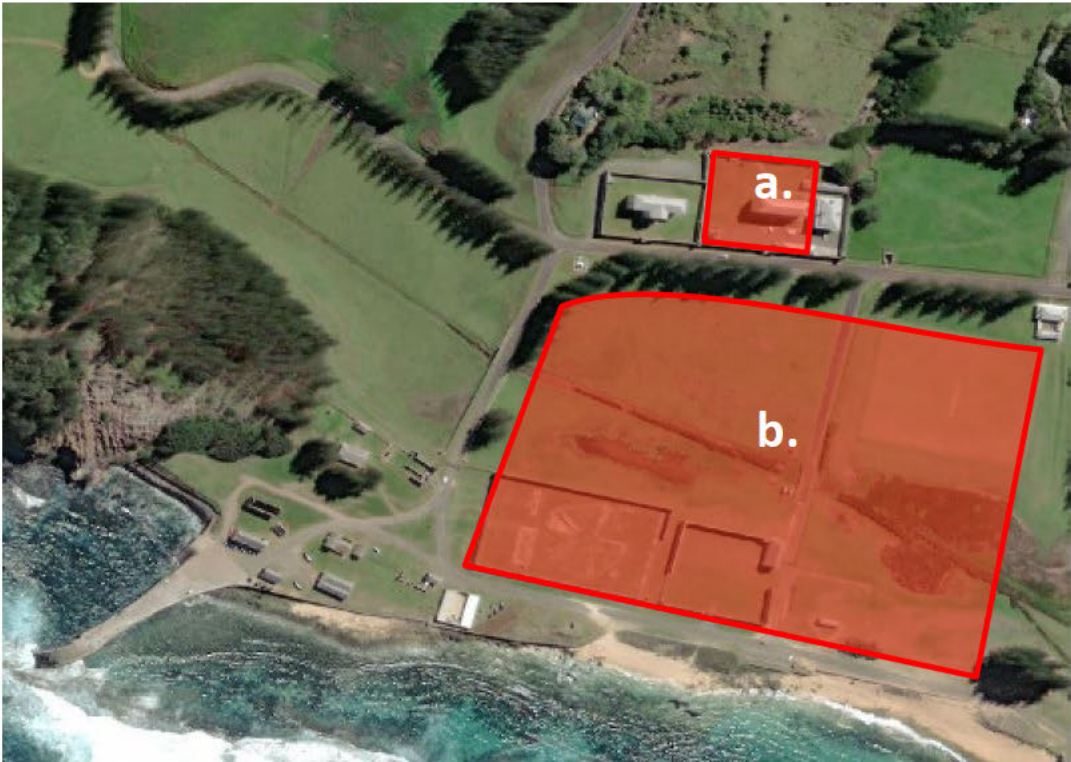


Figure 4: Kingston

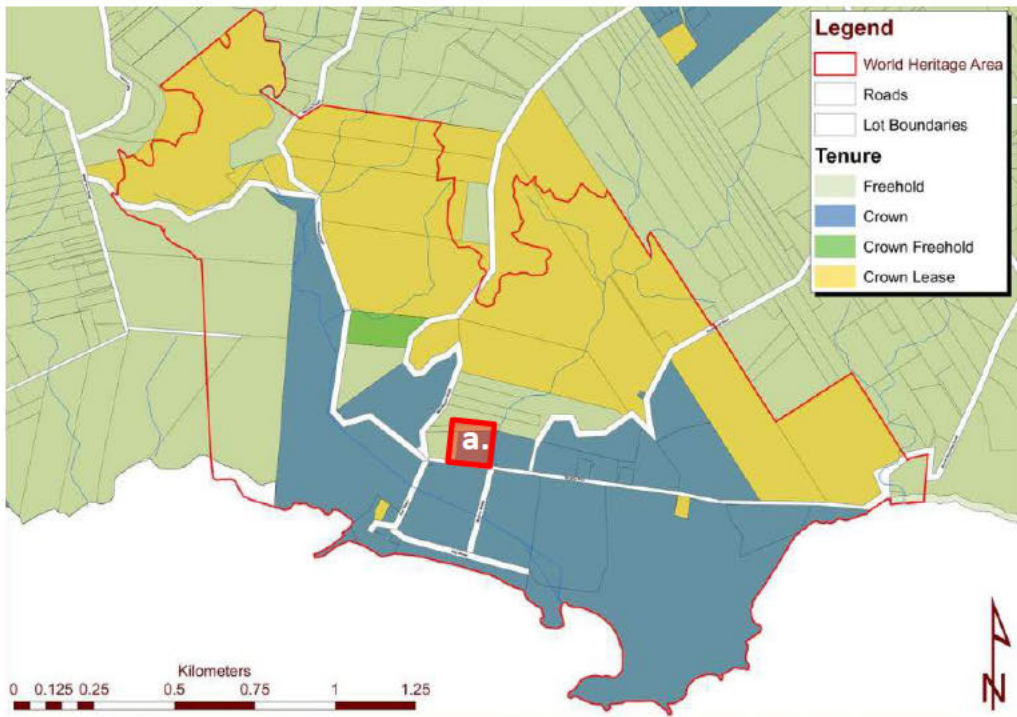


Figure 5: Zoning Map

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Figure 6: Amphibious Approach



Figure 7: Kingston Pier

Anson Bay cable landing station

8. The cable landing station is an operational telecommunications facility that is available for use as a potential OPFOR special facility. The main building is single storey, with multiple rooms and is largely in disrepair (except for 2-3 server rooms). The building has toilets and running water but no showers. The surrounding compound is able to be used, however, use of the other buildings still needs to be confirmed.

9. The Norfolk Island Pistol Association ranges to the west of the facility are also available for use. A further survey of these sites needs to be conducted, if they are likely to be an option for OPFOR.

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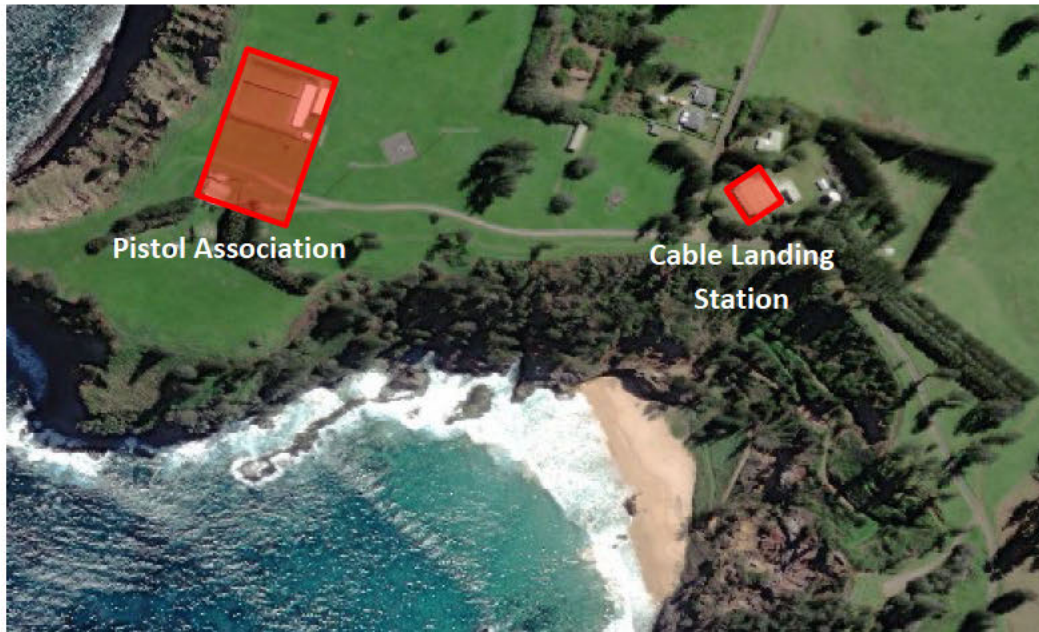


Figure 8: Cable Landing Station

10. Potential reconnaissance sites and covered avenues of approach for mounted and dismounted troops can be achieved, without entering private properties, through the Conservation and Open Space zones. Amphibious and vertical approaches from the east are also a possibility. The cable landing station compound is surrounded by cattle fencing.

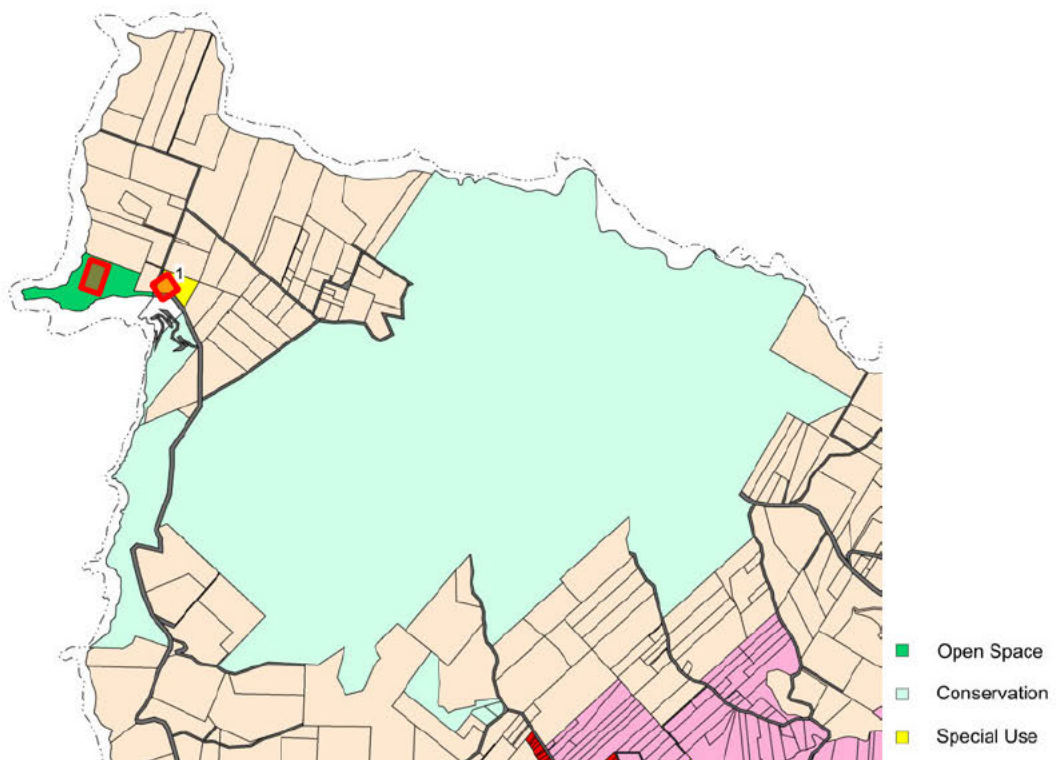


Figure 9: Zoning Map

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11. Further discussions required:
- a. Can the other buildings within the compound be used as another target or for shower and kitchen facilities?
 - b. Can works be conducted to attach sacrificial doors/walls/fences for breaching by BLUFOR?
 - c. Can explosive breaching be conducted?
 - d. Can vehicles manoeuvre under NVG black-out on the surrounding roads?

Cascade Pier

12. Cascade Pier is an external facility for potential use as an OPFOR resupply site. The area has limited infrastructure and may only be used as a temporary activity site for dynamic targeting serials.



Figure 10: Cascade Pier Satellite



Figure 11: Cascade Pier Ground

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Norfolk Island Fuel Storage

13. Norfolk Island Fuel Storage is an external facility for potential use as an area of interest for BLUFOR. The area has limited infrastructure and may only be used as a temporary activity site for a BLUFOR serial to secure infrastructure.



Figure 12: Fuel Storage

Conclusion

14. A general OPFOR concept and likely BLUFOR SoM is required to further develop target sites and to understand potential conflicts and frictions with the local authorities and populous.

s47E(c)

WO1

2 Cdo Regt, JCOL WO

Mobile: s22

Email: s4 / E(c)

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HQ SOCOMD/J07 BRANCH/BQ40419309

EX TS23 Site Visit – Health Site Survey

1. A site survey of the Norfolk Island (NI) Health and s47G was conducted by s47E(c) on 10 Aug 22. A subsequent survey to the s47G on 11 August 2022 occurred by s47E(c). This survey was conducted with the following personnel:

s47G

s22

3. Annex B provides photos of the s47G, including the hospitals layout and treatment rooms areas.
4. Annex C provides photos of the NI Veterinary clinic and treatment areas.
5. Annex D details the concept of health and concept of evacuation for consideration in future planning cycles.

NIHRACS

6. The s47G is the only health care facility on NI and is supported by Queensland Health. The facility has a good reputation amongst the local population and is highly regarded.
7. **Capability.** The hospital is equipped with two emergency beds, with an expansion area in to the GP treatment area (another two bed bay area) if required. This facility has the ability to treat two priority one patients simultaneously for damage control resuscitation.

s22

s22



12. **Opportunity for ADF.** The hospital staff was amenable to ADF staff occupying the old OT area for treatment of ADF personnel. This requires further clarification and approval through QLD Health and quality 'checks' of the area to ensure it align with mainland Australia hospital standards. Should approval or standards not be met, there is an area neighboring the hospital, but still in the complex, that would be suitable for ADF tents. Annex B provides a photo of this area.

Evacuation

13. **MEDIVAC / Retrieval.** NIHRACS coordinate MEDEVACs as required. The primary provider is s47G, with other providers such as s47G



14. The approximate time of travel between Sydney and NI is approximately 2.5 hours.

15. **Surface MEDICAV.** The s47G have a close working relationship with the St John NSW, located within the same the facility complex, and with the Emergency Management NI, located at the International Airport. s47G escalates emergency management networks through AUSMAT (Darwin), however, may also require Emergency Management Australia's input and assistance.

s22



s47G to augment these staff with additional staff being brought in from NSW for a dedicated period. These staff can then be deployed to a certain area of the Island as required.

s47G

20. **Opportunity for ADF.** There is opportunity for the ADF to embed Medical Technician's, however would need to be requested through s47G

s22

24. **Military Working Dogs (MWD) considerations.** Import and exporting requirements are required for MWDs as they're travelling between NI and the mainland. Enclosures 1 and 2 are the Department of Agriculture and Water Resources forms that are required to be completed.

- a. **Import requirements.** Enclosure 1 is required to be completed in addition to leptospirosis and heartworm testing in the two weeks prior to deployment. Dr s47F (Vet, details provided in para 1c) encouraged liaison with the Australian Border Force prior to deployment.
- b. **Export requirements.** Enclosure 2 is required to be completed in addition to a treatment wash and internal parasite treatment by the NI Vet the day prior to departure. Dr s47F is receptive to the ADF utilising s47F services for this, however an alternate may be to deploy an Army Vet for the period required.

Further RFIs

25. Further research is required to identify the following:

- a. POC through the AFP for the Maritime Search and Rescue for sea insertion safety and health infrastructure, and
- b. POC through the NI National Required in order to confirm escort requirements for provision of health support in the parks (note only required if training serials occur in the National Parks).

Conclusion

26. The NI site survey provided a range of essential health information for the Island. This information, in addition to the RFIs will provide invaluable assistance to the future planning phases of EX TS 23.

Annexes:

s22

s47G

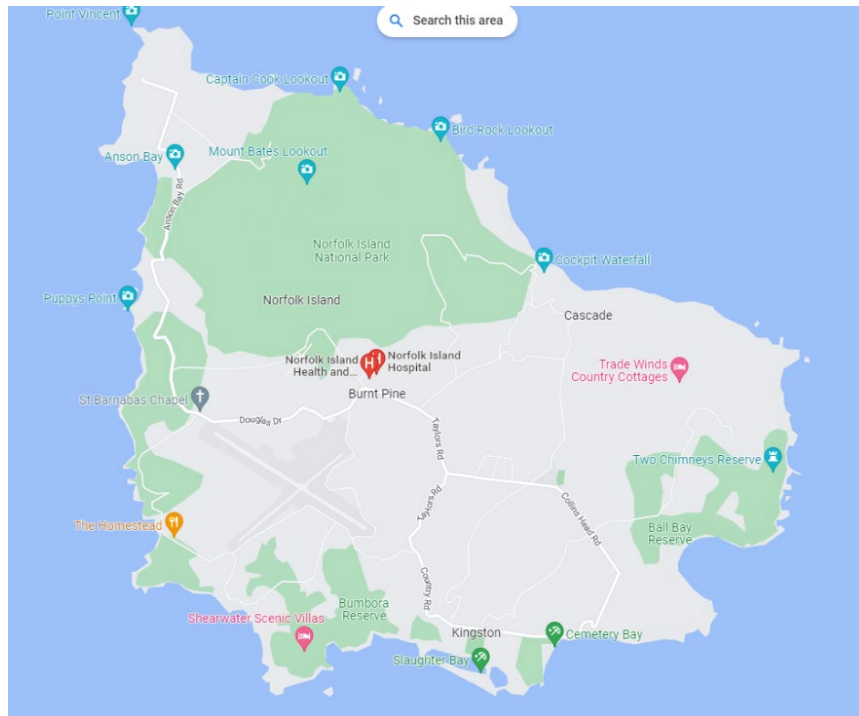
D. Concept of health and evacuation ways matrix

Enclosures:

1. Veterinary Health Certificate for dogs exported from mainland Australia to Norfolk Island
2. Veterinary Health Certificate for dogs exported from Norfolk Island to mainland Australia

**ANNEX B TO
BQ40419309
AUG 22**

NI HOSPITAL AND s47G PHOTOS



s47G



Figure 1: Norfolk Island Map and hospital location

**ANNEX C TO
BQ40419309
AUG 22**

CONCEPT OF HEALTH AND EVACUATION WAYS MATRIX

	Concept of Health					
Integral	CFA	PAFA	AS SOFMED	s3 3(a)		
R1 (DCR)	AS SORT	s33(a)(iii)	NIHRACS			
R2 (DCS)	AS SO LFST	s33(a)(iii)	CMS	RAAF RSC	Army R2F	RAN LHD w/ MOHU
R3/R4	TSV University Hospital	Sydney Royal Price Alfred Hospital	Royal Brisbane and Women's Hospital			
*AS SO LFST is in its inception phase; SOJ07 has appetite to utilise them in a WHITFOR role in Ex TS 23 *RAAF Resus Surgical Capability to be pre-positioned on NI. Capability requires power/ life support. * Army R2F likely utilised in mainland Aus Ex TS23 *Note requirement for ADF Medic Technician/ Contracted Paramedic for artillery ranges IAW LWP-G 7-3-0						

	Concept of Evacuation on NI		
Ground	s47G	NI Trucks	SOCOMD RTV/ ATV
*?RTV Capable of moving ambulatory pax *NI Trucks are utilised on NI when MASCAS occurs			

	Concept of Evacuation from NI to Mainland Australia		
ADF	STRAT AME	RAN LHD w/ MOHU embarked	
US	STRAT AME		
Civ	ISOS Contract	CMS	RPT Flight
*ADF STRAT AME is a dedicated FWAME aircraft on 2hrs NTM from BNE supporting Op Lilia (Solomon Islands). Contract due to cease Aug 22 but current planning sees a requirement for extension (HQ JOC J3 to confirm). D/Director Operational Contracting HQ JOC can include pre-position of FWAME on NI if required/ requested. *s33(a)(iii) if available *RPT flight is based on nature of injury *CMS: D/Director Operational Contracting HQ JOC has advised that a contract can be established if required.			

. EX TS23 Site Visit

NDTA Norfolk Island

Introduction

1. During the period 8 – 11 Aug 22, two logistic members from SOCOMD accompanied the NDTA lead planner on an inspection of potential NDTA - NORFOLK ISLAND.
2. The purpose of the site visit was to identify potential training areas on Norfolk Is for use during TS23. More importantly WRT logistic availability/ suitability.
3. The areas that were observed by the logistic element during the site visit were not solely for REDFOR, However, for a whole logistic concept for all EX participants.
4. During the site visit the logistic staff looked at two key elements, these consisting of the following;

Sustainment:

- a. Water.
- b. Rations.
- c. Accommodation

Water

4. There is no central storage or supply of water on the island. Individual businesses and private residences rely on rainwater catchment into water storage tanks and limited bore water. Further consultation will be required with Norfolk Is Government to determine where expected quantities of potable water could be sourced, or will there be a requirement exercise participants to be self-reliant. Noting, that any catering facility would/ will consume larger volumes.

Rations

5. Retail food supply on the island is highly dependent on resupply by ship or plane. During the visit it was noted that with the ship being delayed supermarket shelves were near empty and supplies of critical items were required to flown in.
6. It is recommended that if there were to be a catering facility established that this is a centralised, IVO Airport or Town central (depended on Ex CON location). Dispersion of ration can be easily achieve as from either location it is only a 6-10km trip to any part of the Island.

Accommodation

7. There are numerous motels and resort accommodation if there is a requirement for non-field environment living arrangements. These range from large quantity of rooms through to medium size resorts and small motels. All of the motels and resorts that were observed all appeared to be well structured and maintained. Majority of these motels have on site restaurants.

Supporting Logistics aspects

These included the following;

- a. Sanitation
- b. Transport /Road network
- c. Lighterage and Ports
- d. Communication/ ICT
- e. Fuel

Sanitation

8. There is a centralised sewage system which is managed by the council. However, not all residents are connected to the sewage system. There is a high number of residential properties who manage waste via septic tanks. There are a small quantity (six) available for hire from the Island Plumbing and Gas Company.

Transport/ Road network

9. The general speed limit is 50 km/hr, reduced to 40 km/hr in the town centre, 30km in the school zone and 30 km/hr in Kingston. However generally the speed limit is approximately 30 kph. Road conditions on Norfolk Island are in places poor. Heavy vehicle access would be very restrictive on Norfolk. It must be highlighted that livestock (cattle/ chickens) have the right of way and roam freely on the main routes that cover the Island.

10. Consideration for alternate vehicles other than green fleet vehicles are numerous hire car operators on the island with fleets ranging from small cars to light trucks. A number of businesses provide trucking and plant equipment services and hire. The equipment includes:

- Crane trucks
- Water trucks
- Tipper trucks
- Excavators
- Bobcats
- Loaders

This equipment could be used as the primary means of heavy recovery support.

Lighterage and Ports

11. The Lighterage service is responsible for the safe movement of cargo, and some passengers, from ship to shore and return. There are no permanent staff positions in Lighterage. Lighterage assets such as the 25 tonne crane and launches are available for private wet-hire. Further information is at Annex A.

Communication/ ICT

12. Norfolk Island communication system (mobile phone) are not compatible with mainland Australian mobile networks. Most Motels. Resorts offer wifi access Approximately \$35.00 for 2 GB. There are options to purchase Norfolk Island communication tourist sim cards providing numerous plans for Call and data packages.

Fuel

13. Norfolk Energy is responsible for maintenance of the island's bulk fuel supply which is delivered by ship and stored at Ball Bay. Three service stations provide the retail outlets for the public to purchase petrol, diesel and lubricating oils. If there was to be a requirement to purchase fuel from a local supplier then a contract would have to be established.

14. Depending on the fuel usage, there would not be a requirement to draw fuel from a local supplier. For example during the conduct of the site survey over a three day period 165 km were travelled and 8 lt of fuel consumed.

Conclusion

15. Outstanding actions from this visit will be dealt with over future scheduled visits. The key action will be to sign contracts with individual landholders detailing the conduct of the exercise on their properties. Further logistical aspects associated with the Norfolk Island site visit can be found at annex A.

16. This report was compiled by s47E(c) (HQ SOCOMD) in conjunction with s47E(c) (ASM SOLS)

s47E(c)

s47E(c)

WO1

SOHQ J4 rep

Mobile: s47E(c)

Email: s47E(c)

19 Aug 21

Annex A Further Logistic aspects

Annex A to
EX TS23 Site Visit Norfolk Island
Dated 19 Aug 21

Water

There is no central storage or supply of water on the island. Individual businesses and private residences rely on rainwater catchment into water storage tanks and limited bore water. Water supply is seasonal dependent and the island has recently experienced lower than average rainfall causing reduced storage levels.

In response to water scarcity and drought conditions on Norfolk Island in 2020, the Department of Infrastructure, Transport, Regional Development and Communications (the Department of Infrastructure) requested the Australian Defence Force (ADF) provide a short-term alternative water source for the community of Norfolk Island.

The Army water purification and desalination system arrived on island on 7 February, was set up the following day at Cascade Pier and began producing desalinated water for community members in need. The desalination system is powered by diesel generators owned and operated by the ADF and is capable of producing a maximum of 100,000 litres per day.

Limited storage is available on site with two storage tanks and distributed is provided by private business water carters delivering the water and charging recipients for the cartage only.

Fuel

Norfolk Energy is responsible for maintenance of the island's bulk fuel supply which is delivered by ship and stored at Ball Bay.

Three service stations provide the retail outlets for the public to purchase petrol, diesel and lubricating oils.

s47G



s47G



Gas

Origin Energy owns two 50 tonne LP Gas storage tanks which are situated at their terminal at Ball Bay. The gas is shipped to Norfolk Island and to other Pacific countries on a regular delivery schedule by two s47G ocean tankers the lpgc s47G and the lpgc s47G.

s47G) is the managing agent and distributor for s47G in Norfolk Island.

The gas is supplied to homes and small business users in 50kg exchange cylinders delivered and installed by the s47G driver. For larger commercial users, delivery is made by a road tanker to a storage tank or large cylinder at the customer's premises.

Food

Retail food supply on the island is highly dependent on resupply by ship or plane. During the visit it was noted that with the ship being delayed supermarket shelves were near empty and supplies of critical items were required to flown in. There is limited locally grown meats and seasonal fruits and vegetables.

Main stores identified of being able to supply foodstuffs:

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s47G



Transport

On Norfolk, livestock have the right of way.

The general speed limit is 50 km/hr, reduced to 40 km/hr in the town centre, 30km in the school zone and 30 km/hr in Kingston.

Road conditions on Norfolk Island are in places poor. Heavy vehicle access would be very restrictive

Visitors are encouraged to partake in the community's friendly tradition, the 'Norfolk wave', where all drivers acknowledge/ wave passing vehicles.

There are numerous hire car operators on the island with fleets ranging from small cars to light trucks.

s47G



Lighterage and Ports

The Lighterage service is responsible for the safe movement of cargo, and some passengers, from ship to shore and return.

The objective is to ensure:

- that an effective and efficient undertaking can continue to provide to the Norfolk Island community the best service available in a safe manner
- movement of cargo and passengers from ship to shore
- provide the plant and equipment to undertake this work

The Group Manager services has delegated responsibility under the *Lighterage Act 1961* to the Port Facility Security Officer (PFSO) who is responsible for maintaining all plant and equipment plus supervising discharge operations.

The current Maritime Security Level for the Port of Norfolk Island is 'MARSEC1'.

The Port Facility Security Officer can be contacted by emailing s47F (link sends e-mail) or, by phoning s47F during business hours or s47F during an emergency or after hours.

Resources

There are no permanent staff positions in Lighterage.

Lighterage assets such as the 25 tonne crane and launches are available for private wet-hire.

Facilities

s22



C and D Vehicles

A number of businesses provide trucking and plant equipment services and hire. The equipment includes:

- Crane trucks
- Water trucks
- Tipper trucks

- Excavators
- Bobcats
- Loaders

This equipment could be used as the primary means of heavy recovery support

s47G



s22



POC: Team Leader Waste and Environment

Douglas Drive
Norfolk Island 2899
Phone: s47F

Six portaloos are available for hire from s47G

s47G

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	NOTING BRIEF FOR CJOPS: TALISMAN SABRE 23 USE OF NORFOLK ISLAND	
Branch: J7	Reference: BO26659547, BO26715896, BO26715896 TCR #: 4584	
Timing: Routine	Action required by: 20 May 23	

Recommendations

That you:

- i. **Note** that the letter does not represent the strong support from the key stakeholders or broader community toward use of Norfolk Island as a non-Defence Training Area within TALISMAN SABRE 23 (TS23)

NOTED / ~~PLEASE DISCUSS~~

- ii. **Note** that formal approval from the Norfolk Island Regional Council was granted on 04 May 2023.

NOTED / ~~PLEASE DISCUSS~~

- iii. **Note** that J09 is developing of specific talking points regarding use of Norfolk Island within TS23 in consultation with Territories Division of Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts.

NOTED / ~~PLEASE DISCUSS~~

References:

- A. Letter Norfolk Island Party/CDF of 23 Apr 2023

Key Points

- Norfolk Island has been identified as a non-Defence Training Area for use within TS23.
- In support of this use, the J7 Training Area and Community Engagement (TACE) team have consulted with all relevant stakeholders toward gaining agreements and permission.
- In response to recent media, reference A sought to advise CDF of the claimed independent sovereignty of Norfolk Island and request removal of the island from the exercise.
- Engagement with all stakeholders has been positive ahead of formal approval from the Norfolk Island Regional Council being granted on 04 May 2023 covering the use of public areas under its remit. A standard permit application is with Director of National Parks, Department of Climate Change, Energy, the Environment and Water for activities planned within Norfolk Island National Park.
- While TS23 Communication Pack already contains community engagement talking points, there are no specific points regarding Norfolk Island.

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Background

6. Exercise TALISMAN SABRE is the largest Australia-US bilaterally planned, multilaterally conducted exercise and a key opportunity to work with likeminded partners from across the region and around the world.
7. Now in its tenth iteration, TALISMAN SABRE provides an opportunity to exercise our combined capabilities to conduct high-end, multi-domain warfare, to build and affirm our military-to-military ties and interoperability, and strengthen our strategic partnerships.
8. TALISMAN SABRE reflects a shared commitment to enduring relationships between trusted allies and partners and to a rules-based order for a stable and prosperous Indo-Pacific.
9. In order to create the environment to exercise our combined and joint capabilities, a critical input is the provision of training areas. While Defence Training Areas are preferred and prioritised, to meet the unique requirements of an activity or objective Defence needs to identify non-Defence training areas and prepare them for use.
10. The TACE team conduct this preparation through consultation, permission and approval of each area. Early in the engagement, TACE team will identify the key stakeholders which routinely include, landowners, traditional owners, local authorities, State and Federal Government authorities. This process remains the same whether the territory is overseas or Australian.
11. For the preparation of Norfolk Island, the detail of the engagements are included in enclosure 1. All identified stakeholders have been consulted and are supportive of Defence's use of the identified areas of Norfolk Island for TS23. Key stakeholders include Norfolk Island Regional Council, Council of Elders, and First Assistant Secretary of Territories Division, Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts
12. The authors of reference A, and the Norfolk Island Party Group which they represent, are not identified stakeholders in the engagements regarding the use of the identified non-Defence training area.
13. Norfolk Island Regional Council has provided formal approval to use the identified areas of Norfolk Island for TS23 and engagement with the broader communities across the exercise area, including Norfolk Island, is already underway.

Consultation

Organisation	Officer	Supported / Not Supported	Comment
Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts	FAS Territories Division	Supported	Confirms that key stakeholders have been engaged and that engagement with this group has been previously unsuccessful.

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Communications / Media Considerations

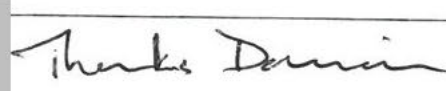
14. The TS23 Communication Pack is a living document but already contains general community engagement talking points. Recommend development and inclusion of specific talking points in relation to Norfolk Island, this will require consultation with SP&I Group and FAS MECC. A Public Affairs Officer will be forward deployed to Norfolk Island with BLUEFOR and can manage real-world media engagement in-location during execution.

Enclosure/s:

1. Letter Norfolk Island Party/CDF of 23 Apr 2023 (reference A)
2. TS23 EX TS23 Summary of J73 Engagement with Norfolk Island Stakeholders.
3. BRIG Hill reply to Norfolk Island Party Group 11 May 23

Approved by: s47E(c) D Hill, AM BRIG J7 10 May 23	Sir, this came about post my interview with Sky News. There are nil issues for continuing with Norfolk Island. I have signed a departmental response, coordinated with MECC and OCOF. ✓	
Contact Officer: s47E(c)	DDJ73	Phone: s47E(c)

DCJOPS Comments: <i>Noted + supported.</i>	s47E(d)
  MR Kitchener, AM, DSM AVM DCJOPS 22 May 23	

s47E(c)	
GC Bilton, AO, CSC LTGEN CJOPS 22 May 23	

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Enclosure 1
To NB
Dated 03 May 23

Summary of key J73 Engagement and Commitments

Date	Entity Engaged	Purpose	Commitments
15 Jul 22	CEO NI Council	Brief on purpose of visit	Further detail as planning progressed
15 Jul 22	AFP	Brief on purpose of visit	Further detail as planning progressed
20 Jul 22	A/CEO NI Council	Telecon brief	updates to program
25 Jul 22	DoN NI Hospital	Request for visit	confirmation prior to visit
4 Aug 22	A/CEO NI Council	Written brief	update to plan and admin support requirements
4 Aug 22	DoN NI Hospital	Confirm contact with FAS	Brief FAS prior to visit
4 Aug 22	FAS	Brief on visit purpose	Update following visit
4 Aug 22	Airport Manager	Brief on visit purpose	NIL
5 Aug 22	FAS	Brief on JELC	Update post visit
7 Aug 2022	A/CEO NI Council	email	update to Island provisions status
8 – 11 Aug 22	Met with all local entities	Planning	Further briefs post visit
15 Aug 22	s47G	Thank you	Nil
15 Aug 22	NI Hospital	Thank you	Nil

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17 Aug 22	AFP	Thank you	Contact pre MSS
Date	Entity Engaged	Purpose	Commitments
17 Aug 22	FAS	Backbrief	Contact post MPC
17 Aug 22	CEO NI Council	Thank you	Contact pre MSS
18 Aug 22	Airport Manager	Update on MSS	Contact pre MSS
18 Oct 22	CEO NI Council	MSS arrangements	Contact post MPC
30 Oct 22	A/CEO NI Council	MSS arrangements	Nil
2 Nov 22	AFP	AFP brief to Drew on situation with Administrator	Back brief following investigation
2 Nov 22	FAS	Query re US	Revert with details ASAP and brief on outcomes. Details provided 2 Nov 22
8 Nov 22	A/CEO NI Council	Feedback on visit	Brief CEO on EX design post MPC
9 Nov 22	FAS	Back brief	Brief FAS on EX design post MPC
8 Dec 22	FAS	Discussion	Update on proposed activities and brief to the Administrator
15 Dec 22	FAS	J7 Brief	Brief to be provided to Administrator by J7
30 Jan 23	FAS NI Police NI Council Administrator's Office Council of Elders (CoE) Airport Manager	Arrange KLE briefings	Provide KLE briefs week commencing 13/2/23

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Date	Entity Engaged	Purpose	Commitments
10 Feb 23	FAS NI Police NI Council Administrator's Office Council of Elders (CoE) Airport Manager	Cancel KLE briefings	Provide KLE briefs during FSS
6 Mar 23	FAS NI Police NI Council Administrator's Office Council of Elders (CoE) Airport Manager	Arrange KLE briefings and FSS	Provide KLE briefs during FSS
13 Mar 23	Council of Elders (CoE) NI Police NI Council Administrator	Deliver KLE briefings and FSS	Delivered KLE briefs during FSS

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