



INCIDENT ACTION PLAN

recent satellite image of wetland



(right click and select update to refresh table of contents)

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Approved by Incident Controller

Name: Shane Bromley

Date: 21 Oct 2024

Signed:

Document Download Link or QR Code



Situation Report

1. Location	2. Incident Type	3. Report Date/Time	3. NZ Topo50 Grid Ref and Address
9(2)(a) Island Block Rd, Waikato	Vegetation Wildfire	19:35 21/1/24	N5868640 E1788188
4. Assessment – current fire situation			
<ol style="list-style-type: none"> 1. A large vegetation scrub fire is currently burning estimated to be over 53ha as at 2000hrs on 21 Oct with a perimeter of 4.3 km. 2. The fire is currently not under control and has extended south and east after originating 1300hrs 21 Oct approx. 9(2)(a) Island Block Rd. 3. Values at risk are houses adjoining the fire site located at 9(2)a and 9(2)a Island Block Road, general powerlines running along Island block Road, internationally recognised ecological site of the Whanagamarino wetlands administrated by Department of Conservation 4. 4 residences are close to the fire perimeter and are classified as defendable at this stage. 5. The weather and conditions affected the current fire behaviour has been dominated by wind from the 20kph wind from the SW, easing to 10km/h overnight with an RH dropping to 90% at 22:00, with a temperature of 10 degrees by 03:00am 22/10/24. 			
5. Actions Taken			
<ol style="list-style-type: none"> 1. The initial fire suppression over the last 6 hrs has focused on aerial monsoon helicopter monsoon buckets focused on the fire fronts with 4 helicopters currently operating. A heli-base has been established at 9(2)(a) Island Block Rd, north of the fire. 2. Ground crews completed structure protection. An ICU Command Unit has been established at 9(2)(a) Island Bay Rd. 3. 5 water tankers have been providing water supply to 2 Helicopters through a portable dam, with the 2 other helicopters dipping out of the Maramarua River. Structural protection crews use existing tankers on site if required and the two helicopters using the portable dam filling will return to dipping out of the Maramarua River. 4. Incident Management Team has been established at Incident control point located at 9(2)(a) Island Block Road 5. Evacuation operations not required 6. Public information is being released in 4 hourly intervals or as otherwise necessary. 7. Fire and Emergency NZ engaged positively with local iwi and tangata whenua today with no concerns and are working with Department of Conservation liaison . 			
6. Factors – what is affecting the way the fire is being fought or develops?			
Weather	1. 16.5C, 73% RH, 0.2mm Rainfall, Moderate WSW		
Fire Behaviour	2. Limited access, fire in wetland, shrub fuels		
Assets, Infrastructure	3. Houses on Island Block Rd, Ecological Wetlands, Powerlines		
Resource Status	4.		
Resource Availability	5.		
Other	6.		
7. Predicted Incident Development – next 12 / 24 / 48hrs			
12hrs	1. Fire will burn overnight at a reduced intensity due to the rising RH and lowering temperature.		
24hrs	2. Fire intensity will climb again during the day with increased temperature and wind speed driving the fire through the fuels.		
48hrs	3.		
FORM: ICS201 Prepared by: Intelligence Unit > [Name]		Date:	Time:



Objectives and Strategies

1. Overall Incident Objectives (SMART – Specific, Measurable, Achievable, Relevant, Time Bound)

1. To ensure safety of the responding personnel and public for the duration of the incident.
2. To limit further impact on property, whenua and critical infrastructure for the duration of the incident.
3. To limit further impact on cultural, environmental, historic and conservation values for the duration of the incident.
4. To work collaboratively with partner agencies, affected landowners, residents, stakeholders including local Iwi for the duration of the incident.
5. Objectives to contain or achieve control of the fire by 20:00pm on 23/10/24.
6. To initiate a fire investigation by 20:00 21/10 and have it completed safely within a reasonable timeframe.
7. To tracking financial costs and report daily by 20:00 from 22/10.
8. Undertake an after-action review daily.

2. Overall Strategies (Plan of Action to Meet Incident Objective)

- A. Create a safety plan and safety briefing for all personnel (including contractors).
- B. Monitor and model fire behaviour, provided updated maps to ensure a hi level of situational awareness.
- C. Use media, trusted community channels and stakeholders to establish comms and engagement through regular briefings and updates.]
- D. Conduct asset (defendable and undefendable) and critical infrastructure identification through air surveillance and supporting spatial mapping datasets (powerlines, mobile towers, historic sites etc.)]
- E. Cultural, historical, environmental values identified on incident ground (actual and forecasted)]
- F. Establish check in / check out, demobilisation resource tracking to enable financial reporting]
- G. Secure adequate crews and supporting resources to meet objectives on a daily basis.

FORM: ICS202 Prepared by: IC >

Date:

Time:



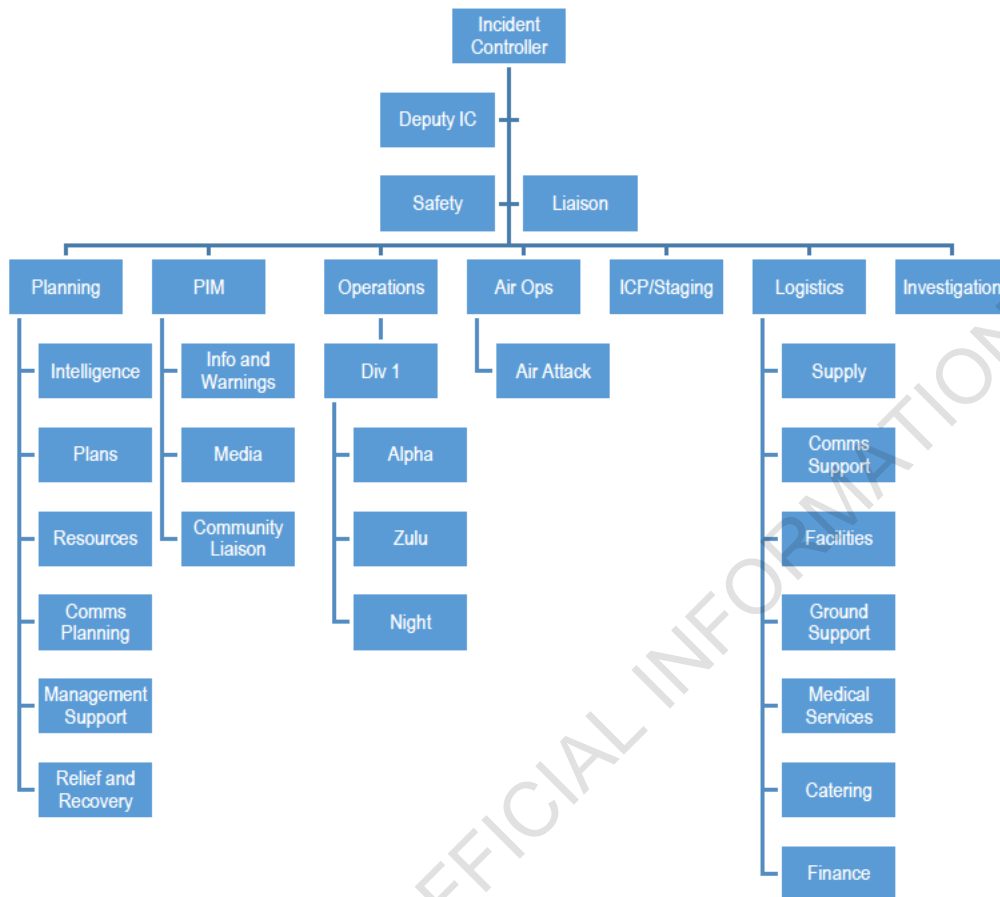
Organisational List

1. Incident Control	Personnel	Mobile	Email Prefix	TIMEX
Incident Controller	Shane Bromley	9(2)(a)	imt.ic	DD/MM HHMM
Deputy Incident Controller			imt.ic	
Safety Advisor	Matt Cook	9(2)(a)	imt.safety	
Safety Officer (Field)				
Safety Officer (Field)				
Iwi Liaison Officer			imt.liaison	
Region / District Liaison Officer			imt.liaison	
2. Agency Representative				
Police (@police.govt.nz)				
Civil Defence				
Department of Conservation	9(2)(a)	9(2)(a)		
Local Iwi	9(2)(a)	9(2)(a)		
3. Planning/Intelligence Section				
Planning Manager	Matt Leonard	9(2)(a)	imt.planning	
Intelligence Unit Leader			imt.intelligence	
Fire Behaviour Specialist			imt.intelligence	
Mapping Specialist			imt.gis	
Fire Observer/s			imt.intelligence	
Technical Advisor/s			imt.intelligence	
Plans Unit Leader			imt.plans	
Resource Unit Leader	David Brown	9(2)(a)	imt.resources	
Management Support Unit Leader			imt.planning	
4. Logistics Section				
Logistics Manager	David Brown	9(2)(a)	imt.logistics	
Finance Unit Leader			imt.logistics	
Comms Support Unit Leader			imt.logistics	
Supply Unit Leader			imt.logistics	
Catering Unit Leader			imt.logistics	
Ground Support / Medical Unit Leader			imt.logistics	
5. Operations Section				
Operations Manager (Field)	Howard Cole		imt.operations	
Ops Manager Planning (Deputy)			imt.operationsplanning	
Incident Command Point (ICP)	ICU Hamilton		icu.hamilton	
6. Public Information & Media				
PIM Manager	Abi Lawrence	9(2)(a)	imt.pim	
Deputy PIM Manager			imt.pim	
Info and Warnings Unit			imt.pim	
Media Unit			imt.pim	
Community Liaison Unit			imt.pim	
7. Recovery & Welfare				
Welfare Manager			imt.recovery	
Recovery Manager			imt.recovery	
8. Investigation				
Lead Investigator	Teresa Gordon Lorna Biggam	9(2)(a) 9(2)(a)		
9. Regional Coordination Centres				
RCC			rcc.	
Note: email suffix = @fireandemergency.nz TIMEX = date scheduled exit rostered deployment)				
FORM: ICS203 Prepared by: Resources Unit > [Name]			Date:	Time:



Active Incident Management Structure

Open DOCX in full version of the MS Word App (not word online), and edit this structure to reflect that implemented in incident)



Incident: **Island Block Road– ICAD#F4071747**

Date/Time from: **20:00 MON 21/10**



Operational Period: **24hrs NIGHT/DAY**

Fire Day: **2**

Date/Time from: **20:00 TUE 22/10**

Sector Assignment NIGHT-ABYZ

1. Sector A-B-Y-Z		2. Sector Supervisor MARA4929			3. Division Assigned ONE	
4. Sector Description		All sectors				
5. Anchor Point / SafeZone		ICP, ^(2/3) Island Block Rd				
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Crew Leader	Mobile	Call Sign	Vehicle	#Persons	TIMEX
MARA4929			4929	4x4 Ute	2	
TOTAL PERSONNEL (including supervisor)					2	
7. Sector Assignment / Special Instructions						
1. Monitor the fire over night especially around the structures at risk along Island Block Road, if fire is threatening structures request resources through communication centre.						
2. Monitor fire development if additional resources required, request through communication centre.						
8. General Taskings						
A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required.						
B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP.						
C. Confirm L.A.C.E.S, test and update throughout operational period.						
D. S.sup validate resources, contacts are current against IAP sector assignment, report errors.						
E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations.						
F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements).						
G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress).						
H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP).						
I. Fencelines are not to be pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way.						
J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads.						
K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread.						
8. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
At ½ Shift	S.Sup to ICP	Resources needed next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 2hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > [NAME]			Date:	Time:		

Incident: **Island Block Road– ICAD#F4071747**

Operational Period: **24hrs NIGHT/DAY** Fire Day: **2**

Date/Time from: **20:00 MON 21/10**

Date/Time from: **20:00 TUE 22/10**



Sector Assignment 1-A

1. Sector ALPHA		2. Sector Supervisor [NAME]			3. Division Assigned ONE	
4. Sector Description		[eg. Left flank of fire from east of Waitomo Rd, through to Tea Pot Valley]				
5. Anchor Point / SafeZone		[eg. Alpha/Zulu sector boundary or as per map]				
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Resource Leader	Mobile	Call Sign	Vehicle	#Person	TIMEX
Sector Supervisor						
TOTAL PERSONNEL (including supervisor)						
7. Sector Assignment / Special Instructions						
1. Provide water through portable dams to fill helicopters a designated fill points use tankers or direct water sources						
2. Tankers will source water from Meremere area established on 21/10/24						
3.						
8. General Taskings						
A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required.						
B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP.						
C. Confirm L.A.C.E.S, test and update throughout operational period.						
D. S.sup validate resources, contacts are current against IAP sector assignment, report errors.						
E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations.						
F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements).						
G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress).						
H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP).						
I. Fencelines are not to pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way.						
J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads.						
K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread.						
9. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period				
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > [NAME]			Date:		Time:	



Sector Assignment 1-Z

1. Sector ZULU		2. Sector Supervisor Jamie Rhodes			3. Division Assigned ONE	
4. Sector Description		[eg. Left flank of fire from east of Waitomo Rd, through to Tea Pot Valley]				
5. Anchor Point / SafeZone		[eg. Alpha/Zulu sector boundary / or as per map]				
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Crew Leader / Driver	Mobile	Call Sign	Vehicle	#Person	TIMEX
Sector Supervisor	Jamie Rhodes	9(2)(a)			1	
TOTAL PERSONNEL (including supervisor)					1	
7. Sector Assignment / Special Instructions						
1. Using Aircraft with monsoon buckets contain the fire.						
2.						
8. General Taskings						
A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required.						
B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP.						
C. Confirm L.A.C.E.S, test and update throughout operational period.						
D. S.sup validate resources, contacts are current against IAP sector assignment, report errors.						
E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations.						
F. Roads requiring radio callups are posted at start of the road. (ref commis plan on requirements).						
G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress).						
H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP).						
I. Fencelines are not to be pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way.						
J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads.						
K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread.						
9. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period				
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > [NAME]				Date:		Time:



ICP / Staging Assignment

1. Resource / Crew	Call Sign	Mobile	Email	# Persons
3118 Otara	ICP		lcu.otara@fireandemergency.nz	3
3. Assignment / Special Instructions				
1. Establish ICP and Staging Area providing information to the IC. 2. Collect and maintain nomanl roll tallies over appliances and personnel onsite. 3. Assist with the collection of DTR information of attending brigades.				
4. General Taskings				
1. Hazmat / ICU Unit provides shelter and working space for Ops Manager / Division Commanders. 2. Operational decisions and resource ordering are to be made by members of the IMT. a. Resource requests to go on through to IMT Resources Unit. b. Operational decisions referred to Operations Manager or Operations Planning Manager (Deputy Ops). 3. Receive fire ground notices from Operations Manager or Operations Planning Manager and broadcast around sectors to fire ground. 4. Monitor quality of radios comms, request mobile repeaters or channel changes, ensuring all crews can be contacted. Manage / monitor schedule for battery changes on any mobile repeaters stationed in field. 5. Notify fire ground, Operations Manager and Intel Unit if sudden change in observed weather. 6. Provide photocopy and printing capability for field staff. 7. Provide handheld radios to fire ground as needed to ensure all resources have radio communication. 8. Print and display key IMT information on internal and external display boards for operational staff reference. 9. Get weather and fire behaviour forecast from Intel as they become available and broadcast around sectors to fire ground. 10. Monitor Situation Board via Microsoft Teams, presenting and displaying information as outlined below on displays within the ICP for Operations to use and reference. Also ensure a current fire map is displayed on external display for operations staff to reference. 11. Conduit for info-flow, min outlined in reporting/comms instructions for effective comms - fire ground to IMT 12. Query by Radio / Ph operations, S.Sup & Crew.L for missing T-Card / IAP contact details, names, timex dates, to ensure info correct. 13. Take photos of white boards or paper operational plan, send to Intel. 14. Collect safety incident forms (Salmon Cards), scan and sent to Safety Advisor, Operations, Intel. 15. Collect sector supervisors reports at end of shift, scan and send to IMT. 16. Collect DTR's from all crews at end of shift, scan and send to Resources Unit.				
4. Displaying Information				
A. Display T-Cards for Resources Microsoft Planner Board on large internal touch screen display. B. Display Latest Fire Map / Webmap on external large display, and on Internal Touch Screen as a tab in browser (with planner) C. Maintain printed copies of latest IAP, internal wall x2. External display x2. D. Maintain IMT structure white board with current incident control structure as per IAP. E. Display tower camera overview towards fire ground on rear internal display.				
5. Incident CHECK-IN / CHECK-OUT				
1. Act as fire ground CHECK-IN ensure all crews and resources sign-in and out through the ICP as per Logistics Plan > #7 and #8				
6. Reporting / Communication Instructions				
Time	From / To	Details		
1hr of Shift Start	ICP to Resources	Confirm T-Cards updated with ICS220, DTR signed in at Staging. Copies sent to Resources.		
2hrs of Shift Start	ICP to Safety Advisor	Collate confirmation of L.A.C.E.S from Sector Supervisors (S.Sup). Confirm with Safety Unit. Prompt from S.Sup if not yet received.		
Every 2hrs	ICP to Intel	Collect CAN Reports from S.Sup, write up and send to Intel Unit.		
Every 1hrs	ICP to Intel	Collate Fire Weather Observations from 1 crew leader per sector, collate and send to Intel.		
As required	ICP to Fire Ground	Broadcast sudden changes in observed weather or fire conditions.		
½ Shift	ICP to Fire Ground	Broadcast weather forecast as provide by Intel Unit. Request from Intel Unit if no update available.		
As required	ICP to Ops Manager	Pass on resource requests from fire ground S.Sup's to Ops Manager to gain authorisation.		
As required	ICP to Resources	Pass on resource requests from fire ground as authorised by Ops Manager.		
At ½ Shift	ICP to Resources	Collate resources (number of crews, machinery, equipment, supplies, specialists eg.tree fellers) suggested for next ops period (next Night or Day shift) from S.Sup for each sector, review with Ops Manager and send to resources, ops planning.		
At ½ Shift	ICP to Operations / Intel	Collate from each S.Sup what is expected /forecasted to be achieved this ops period/shift. Send via email to intelligence / operations planning.		
As required	ICP to Fire Ground	Request clarifying information not yet detailed in IAP (gap filing > correct names, call signs, contact details, TIMEX dates (end of deployment date), vehicles registrations / type) from resources across the fireground. Enter in Planner T-Cards.		
As required	ICP to Intel	Send photos of whiteboards, paper options analysis/plans as requested to Intel.		
As required	ICP to Safety Advisor	Collect safety incident forms (Salmon Cards), scan and send to Safety Unit.		
FORM: ICS250 Prepared by: Operations > [NAME]		Date:	Time:	

Incident: **Island Block Road– ICAD#F4071747**

Operational Period: **24hrs NIGHT/DAY** Fire Day: **2**

Date/Time from: **20:00 MON 21/10**

Date/Time from: **20:00 TUE 22/10**



Air Operations Plan

1. Command Personnel and Communications

Position	Name	#Persons	Mobile	TIMEX
Air Div. Commander				
Air Attack Supervisor	Jamie Rhodes	1	9(2)(a)	
Air Ground Support Sup.	Matt Alpers	1	9(2)(a)	
Drone Supervisor				
Lead Helicopter Pilot				
Lead Fixed-Wing Pilot				

2. Air Resource Assignments (include the aircraft specific ground support staff in total no of persons)

Pilot Name/Company	Aircraft Type	Regis. or Call Sign	Assignment	#Persons	Mobile	TIMEX
Lakeview	UH1	HXL	Monsoon firefighting	1		
Skyworks	B3	HQQ	Monsoon firefighting	1		
Skyworks	B3	HEE	Monsoon firefighting	1		
Skyworks	B3	HSS	Monsoon firefighting	2		
Helisika	B3	HOP	Monsoon firefighting	2		
Helisika	B2	HIP	Monsoon firefighting	2		
Oceania	A350	IZW	Platform for Air Attack Supervisor	1		
TOTAL PERSONNEL (including command personnel)						

3. Location of Filling Points / Service Areas

Name	Details	Grid Reference (NZTM / Decimal LAT.LONG)
Heli base	Island Block Rd	-37.3080°, 175.1263° 1788435 5868835

4. Safety Notes / Hazards / Radio Coverage Limitations / Temporary Airspace Restrictions

1. Powerlines along Island Valley Rd
2. MBZ Mercer B269 SFC-4500

5. Air Operations Special Equipment or Service

- Air operators are to supply own fuel to meet their requirements.

6. Special Instructions

- NO Foam to be used on the site during firefighting operations

ICS208 Prepared by: Air Division Commander > Jamie Rhodes

Date:

Time:



Medical Plan

1. First Aid Resources / Stations

Name	Location	Mobile / Radio CH	Paramedics
Command Unit	ICP	Command Channel - Fire 1	0
Defibrillator/s	all FENZ Urban Appliances		0
Co-response First-aid Kit	all FENZ appliances		0

2. Transportation

Ambulance Service	Address	Mobile / Radio CH	Paramedics
St Johns			
Rescue Helicopter		Interagency Liaison (CH10)	

3. Hospitals

Hospital Name	Address	Phone	Travel Time (min)		Burn Unit	Heli Pad
			Road	Air		
Pukekohe Hospital	Tuaakau Road	09 237 0600	27		Y	Y
Te Kauwhata Health Centre	12 Main Road Te Kauwhata	07 826 3499	17		N	N

4. Special Emergency Procedures

All injuries are to be reported to the sector supervisor (or ICP as backup) immediately. Emergency, Safety Advisor and IMT will be notified by supervisor ASAP (or ICP).

- All crews should have first aid kits.
- Crew first aid attendant will assess injury and treat.
- Request for transport will be made through sector supervisor (or ICP as backup). In most cases requiring transport to medical centre, ground transport on unpaved roads is advised against and heli should be requested.
- Sector supervisor will ensure necessary incident reporting (Salmon card) completed & provided to Safety Advisor.
- Safety advisor will record all incident in Safe@Work

ICS206 Prepared by: Logistics Unit > [Name]

Date:

Time:

Operations Public Information Plan

1. Overview of Public Information Relevant to Operational Personnel

1. Identify the level of media interest and whether there are any plans to escort media onto the incident ground in the next operational period. (If so, mention that this will be approved by the Operations Manager.
2. If a media visit is planned, the sector supervisor / crew leader will get advanced warning if media will be in their sector. Sector supervisor should explain rules for crews being photographed or videoed by media [no photos that would identify private property without the owner's consent; all crew members or other personnel who are identifiable in the image must agree to be photographed, and must be wearing full PPE] Media and members of the public should not be on the incident ground.
3. If you see any unauthorised personnel, notify safety immediately, If they seem to be media, also call the PIM Manager – contact details below

8. Personal Social Media and Photographs Warning

Social media is a public forum. This means when you post on your personal social media you are making a public statement that can be forwarded, screenshot and shared by others (including news media) and linked back to Fire and Emergency NZ. (This applies to all forums including Facebook, Instagram, LinkedIn, WhatsApp, Snapchat and forums like Reddit). You must not post comments or images that would damage the public's confidence in the incident response, release confidential information or bring Fire and Emergency NZ into disrepute. Personnel who are identifiable in an image must agree to be photographed, and must be wearing full PPE; no inappropriate behaviour.

ICS247 Prepared by: PIM Manager > [NAME]

Date:

Time:



Logistics Plan

1. Facilities

EOC	9(2)(a) Island Block Road
Check in / Assembly Area	9(2)(a) Island Block Road
ICP / Staging Area	9(2)(a) Island Block Road
Heli/Airbase	9(2)(a) Island Block Road
Fire Ground Toilets	9(2)(a) Island Block Road

2. Accommodation (email Logistics Unit or call Facilities Unit Leader for any queries related to accommodation)

Accommodation	Address	Allocated Resources

3. Flights, Transportation, Parking, Vehicle Maintenance and Refuelling

Transport / Flights	
Refuelling	
Parking	

4. Catering

Dinner	Ngaruawahia Canteen Unit
Lunches	Ngaruawahia Canteen Unit
Breakfast	N/A

5. Supplies

Pump Fuel / 2-Stroke	Pokeno or Bombay
Drinking Water/ Hydration Pwdr	Ngaruawahia Canteen Unit – Own Crews bring water
Class A Foam / Soap Caps.	Supplied by Equipment and Logistics
Fireground Radios	Supplied by own brigades and command unit
Uniform and Laundry	N/A

7. Instructions for Mobilisation of New Incoming Resources

Check In	Incoming report to Staging / Check in at the ICP
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8. Demobilisation of Outgoing Resources

Check Out	<ol style="list-style-type: none"> 1. Check out of the incident and Complete the ICS220 with Resources Unit. 2. This will be done at Check in / Assembly Area by the Resources Unit. 3. DTR's must be completed, ensuring all are complete and signed by supervisor. 4. A vehicle / equipment inspection will be completed by Ground Support Unit. 5. Ensure all injury or equipment claims are well documented and complete. 6. Decontamination of personnel, clothing and equipment maybe required. 7. Resources demobilising / driving to home bases will be limited to maximum of 12hrs driving between 0600-2200 (except for air transport), rest hours of 2200-0600hrs. 8. At any time during the demobilisation process if there is any concern, contact the Resources.
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ICS249 Prepared by: Logistics Unit > [Name]

Date:

Time:

Incident: **Island Block Road– ICAD#F4071747**

Operational Period: **24hrs NIGHT/DAY** Fire Day: **2**

Date/Time from: **20:00 MON 21/10**

Date/Time from: **20:00 TUE 22/10**



Communications Plan

Please communicate any radio coverage issues to Logistics > Communications Support Unit immediately

1. Radio Channels

Operations	Function	Radio Channel	Frequency (TX/RX)	UHF/VHF
Fire Operations	Command	FIRE 1 (IGC,VHF Zone A CH2)	143.787500	VHF Simplex
	Sector Alpha	FIRE 2 (IGC,VHF Zone A CH1)	143.825000	VHF Simplex
	Sector Zulu	FIRE 3 (IGC,VHF Zone A CH1)	143.825000	VHF Simplex
Air Operations	Ground to Air	FIRE 4 IGC,VHF Zone A CH4	140.612500	VHF Simplex
	Air to Air			VHF
	Circuit 1			VHF
	Circuit 2			VHF
	Local Air Traffic	B269 Mercer MBZ SFC-4500	119.2	VHF
Structure Protection		IGC Zone A OPERATIONS		UHF Simplex
		IGC Zone B OPERATIONS		UHF Simplex
		IGC Zone C OPERATIONS		UHF Simplex
	Command	FIRE 1 (IGC VHF Zone A CH1)		UHF Simplex
Police				
Cordons				
Rescue Heli.	Ground to Air	Interagency Liaison (CH10)	140.987500	VHF

2. Portal Radio Repeaters

Name	Location	Batteries / Charging Requirement	Managed By

3. Document Management (document locations, online or offline systems)

System	Details	Comments
IMT Team / Channel	R2A Incident Management Team Island Block Road F4071747 Microsoft Teams	IMT Documents
Situation Board URL	Island Block Rd F4071747- Situation Board (sharepoint.com)	This is an electronic situation board.

4. Internet Access Points

Access Point	SSID	Details
ICP		
ICP / Staging	firecommand	pwd available at ICP

5. Weather Stations (email, sms, social media, chat group, weather station URL's, other than listed in organisational list)

Name	Details for Access	Location
Mobile Weather Stat.		

6. Other (email, sms, social media, chat groups, other than listed in organisational list)

ICS205 Prepared by: Communication Support Unit > [NAME]	Date:	Time:
---------------------------------------------------------	-------	-------



Safety and Wellbeing Plan

1. General Safety and Wellbeing Points

ALWAYS REMEMBER YOUR L.A.C.E.S				
L	A	C	E	S
Lookout(s)	Awareness or Anchor Points	Communication	Escape Routes	Safety Zones

10 Standard Firefighting Orders

1. Keep informed on fire weather conditions and forecasts.
2. Know what your fire is doing always.
3. Base all actions on current and expected fire behaviour of the fire.
4. Identify escape routes and safety zones and make them known.
5. Post lookouts when there is possible danger.
6. Be alert. Keep calm. Think clearly. Act decisively.
7. Maintain prompt communication with your crew/s, your supervisor and adjoining crews.
8. Give clear instructions and ensure they are understood.
9. Maintain control of your crew/s always.
10. Fight fire aggressively, having provided for safety first.

Dangerous Situations to Watch Out For

1. Fire size is unknown (no size up).
2. Unfamiliar territory.
3. Safety zones and escape routes not identified.
4. Unfamiliar with weather and local factors influencing fire behaviour.
5. No communications link with crew members or supervisor.
6. Instructions and assignments not clear.
7. Weather is getting hotter, drier and relative humidity dropping.
8. Wind increases and/or changes direction.
9. Getting frequent spot fires across the line.
10. Working uphill or down wind of a fire.
11. Working on a steep slope.
12. Working in rugged terrain.
13. Cannot see main fire.
14. In unburnt vegetation.
15. Walking through hot ashes.
16. Working alone.
17. Getting tired.
18. Working near power lines.
19. Working near machinery.
20. Working with aircraft.
21. Working around trees or spars.

Confirm L.A.C.E.S with crew, and supervisor within 2hrs start of shift

Everyone is to be signed in and out of the fire ground through the ICP / Staging for both safety check and payment records

Maintain regular C.A.N (conditions, actions, needs) reports to line supervisors at agreed interval as per sector assignment.

Single resources not assigned to a division / sector will do C.A.N reports with ICP every 2 hours while on fire ground.

Provide corrections/updates to IAP: resources, contacts, communication, update maps to include safe zones, escape routes to ensure it is maintained for safety for following operational shifts

2. Specific Safety and Wellbeing Points

- All crews to have adequate food, water, PPE to manage fatigue and hydration.
- Work rest periods enforced. 9hr rest period before returning to fire ground. Crews travelled >3hrs must have 4hr stand down.
- Seek shade during rest period, be sun smart.
- All workers to ensure they are competent for the tasks and risks given.
- Air and ground crews to be isolated from risk areas during operations.
- Eliminate / minimise working in smoke and or traveling in smoke.
- Fire ground access limited due to wetland.

4. Management of Dangerous Trees

- Ensure dangerous tree protocols are in place for any fire damaged trees, and call in specialist resources as needed.

ICS209 Prepared by: Safety Advisor > [NAME] **Error! Reference source not found.**

Date:

Time:



Fire Behaviour and Weather

1. Weather Forecast

Situation	As of 1700hrs 21 Oct, 17C 65% RH, no rain, Moderate WSW.
This Shift:	Night: Day: 16.5C, 73% RH, 0.2mm Rainfall, Moderate WSW
Looking Ahead:	WED 17C, 76% RH, 0.8mm Rainfall, Light WSW THU 17C 67% RH, 0.2mm Rainfall, Light W FRI 19C 68% RH, 0.1mm Rainfall, Light N

2. Fire Behaviour Forecast (1200 NZST)

STATION	TEMP	RH	WD	WS	PRECIP	FFMC	DMC	DC	ISI	BUI	FWI
Waeranga (20km SW of fire)						83	11	44	3.4	13	4

3. General Fire Behaviour

Flame heights seen during day 1 of 4.5m, with shrub fuels currently at extreme danger class and not forecasted to drop to low until 26 Oct. Shrub head fire intensity of 14000kW likely on day 1 and this is forecasted again on Tuesday afternoon.

4. Specific Fire Behaviour (assumed no suppression)

FUEL TYPE	ROS / HEAD FIRE INT. / FLAME LTH	PEAK ROS / HEAD FIRE INT. / FLAME LTH
SHRUB		

5. Specific Activities

6. FIRE BEHAVIOUR SAFETY ADVISORY

ICS248 Prepared by:

Date:

Time:

FIRE RISK MATRIX	FFMC	DMC	DC	ISI	BUI	FWI
	Ignition Potential	Mop Up Difficulty	Rate of Spread	Fuel Availability	Fire Intensity	
LOW	0+	0+	0+	0+	0+	0+
MODERATE	75+	21+	101+	5+	16+	4+
HIGH	85+	31+	176+	9+	31+	14+
VERY HIGH	88+	41+	251+	13+	46+	24+
EXTREME	92+	46+	326+	16+	61+	29+



Fire Maps and QR Codes

1. Using QR Codes for FireMapper (Live / Offline Map)

Download **FireMapper for Enterprise** app on iOS and Android.

If you do not have a license Scan the *Temporary License Code* or *Enter Code* directly into FireMapper User Profile (and update your details). Shared Maps should be available for the incident.

TEMPORARY FIREMAPPER LICENSE

CODE: **NZNSBPLS7NKT4RHDDLBAFDY4T65FJ2U2**

URL: <https://qr.firefront.com.au/?NZNSBPLS7NKT4RHDDLBAFDY4T65FJ2U2>

QR CODE:



WEBMAP: [Island Block Rd, Te Kauwhata F4071747 - Island Block Rd, Te Kauwhata F407174 MAP \(firefront.com.au\)](#)

2. Fire Maps (overview and QR codes)

Island Block Rd, Te Kauwhata F4071747
Mon, Oct 21, 2024

Disclaimer:
The information provided in this map has been issued in good faith. Whilst every effort has been undertaken to ensure the accuracy & completeness of the information, the data provider(s) take no responsibility for errors or omissions of any type.

Datum: WGS84
Projection: Web Mercator / 3857

- Point
- Fire Origin
- Helibase
- Electrical Hazard
- Divisional Boundary
- Water Point
- Access Point
- Going Fire Edge
- Line (535 m)

Map Scale: 100 m intervals

Produced with FireMapper Enterprise.

3. Evacuations Maps (overview)

Not active

Incident: **Island Block Road– ICAD#F4071747**

Operational Period: **24hrs NIGHT/DAY** Fire Day: **2**

Date/Time from: **20:00 MON 21/10**

Date/Time from: **20:00 TUE 22/10**



Logbook / Fireline Observations

Commanders, supervisors, crew leaders should use the following to record your daily logbook of communication, instructions, & actions. Do not leave blank lines between entries. Provide to your supervisor, commander each day. Include any resource requests submitted and whom too. Use reverse of sheet if needed to continue records. (IMT FORMS ICS229 / ICS210)

1. IMT Unit / Div / Sector		2. Name			3. Role / Crew / Resource		
4. Time	5. T/R/V	6. Notes			7. Actions		

8. Fire Weather & Behaviour Observations WD=wind direction(mag.deg) WS=handheld wind speed(kmh) F.LTH=flame length(m)									
Location	Time	TEMP	RH	WD	WS	Fire Front Location	Fuel Type	F.LTH	Comment

Checked by: _____ Checked Date/Time: _____ Actioned by: _____

Incident: **Island Block Road– ICAD#F4071747**

Operational Period: **24hrs NIGHT/DAY** Fire Day: **2**

Date/Time from: **20:00 MON 21/10**

Date/Time from: **20:00 TUE 22/10**



Sector Supervisors Report

Sector supervisors to complete form & provide to division commander, end of shift. Attach map marked with progress of work completed during the shift (can be emailed to intelligence unit or completed in FireMapper), additional hazards or features including safe zones, escape routes, or mapping errors should be added. Tick that DTRs DVRs have been signed. Add extra pages as needed.

1. Division	2. Sector	3. Sector Supervisors Name	4. Map Attached / Updated	5. Extra Notes Attached	6. Incident Reports
			Y / N	Y / N	

7. Crews on Sector (including resources (tree fellers etc), attach paper map or email map to Mapping Specialist with action progress)

Call Sign	Crew Leader	#Persons	Comments on Actions Completed	Needs	DTRs
					Y/N
					Y/N
					Y/N
					Y/N

8. Appliances / Vehicles Used on Sector

Registration	Type	Driver Name	Crew	Comments / Maintenance	DVRs
					Y/N
					Y/N
					Y/N
					Y/N
					Y/N

9. Plant / Heavy Machinery Used on Site (attach paper map or email map to Mapping Specialist with action progress)

Registration	Type	Drivers Name	Hours	Comment on Work Completed / Any Needs	DTRs
					Y/N
					Y/N
					Y/N

10. Progress Against Tasking (reference task #'s in IAP, raise any concerns for next shift, was tasking realistic / achievable)

11. Comments for Next Shift / Next IAP - IAP or map errors, contact detail updates for IAP, check missing resource TIMEX updates (end date of current deployment period for resource), resource needs notified at ½ shift (use prompt table below), notes on improving tasking descriptions, map additions, crews work recommendations / comments – continue on reverse of this page as needed.

	Active/Used	Next Shift
Crews 5PK		
Tree Fellers		
41mm Hose		
70mm Hose		
Dozer		
Mech.Feller		
Digger		
Dam		
Radios		
Foam 20L		
Soap Cap		
Wajax		
Med Pump		
Tanker		
4WD Ute		
LUV/ATV		
Appliance		

ICS249 Checked by:	Check Date/Time:	Actioned by:
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INCIDENT ACTION PLAN

(right click and select update to refresh table of contents)



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Approved by Incident Controller

Name: Mark Tinworth

Date: 22 Oct 2024

Signed:

Document Download Link or QR Code



Situation Report

1. Location	2. Incident Type	3. Report Date/Time	3. NZ Topo50 Grid Ref and Address
9(2)(a) Island Block Rd, Waikato	Vegetation Wildfire	1130hr 22/1/24	N5868640 E1788188
4. Assessment – current fire situation			
<ol style="list-style-type: none"> 1. A large vegetation scrub fire is currently burning estimated to be over 524ha as at 1500hrs on 22 Oct with a perimeter of 11km. 2. The fire is currently not under control and has extended south and east after originating 1300hrs 21 Oct approx 9(2)(a) Island Block Rd. 3. Values at risk are houses adjoining the fire site located at 9(2)(a) and 9(2)(a) Island Block Road, general powerlines running along Island block Road, internationally recognised ecological site of the Whanagamarino wetlands administrated by Department of Conservation 4. 4 residences are close to the fire perimeter and are classified as defendable at this stage. 5. The weather and conditions affected the current fire behaviour has been dominated by wind from the 20kph wind from the SW, easing to 10km/h overnight with an RH dropping to 90% at 22:00, with a temperature of 10 degrees by 03:00am 23/10/24. 			
5. Actions Taken			
<ol style="list-style-type: none"> 1. The initial fire suppression over the last 24 hrs has focused on aerial monsoon helicopter monsoon buckets focused on the fire fronts with 7 helicopters + 1 fixed wing aircraft currently operating. A heli-base has been established at 9(2)(a) Island Block Rd, north of the fire and fixed wing base at Mercer airfield. 2. Ground crews completed structure protection. An ICU Command Unit has been established at 9(2)(a) Island Bay Rd. 3. 5 water tankers have been providing water supply to 2 Helicopters through a portable dam, with the 2 other helicopters dipping out of the Maramarua River. Structural protection crews use existing tankers on site if required and the two helicopters using the portable dam filling will return to dipping out of the Maramarua River. 4. Incident Management Team has been established at Incident control point located at 9(2)(a) Island Block Road (possible shift to Mercer Airfield) 5. A temporary restricted airspace (TRA) requested 6. Evacuation operations not required 7. Public information is being released in 4 hourly intervals or as otherwise necessary. 8. Fire and Emergency NZ engaged positively with local iwi and tangata whenua today with no concerns and are working with Department of Conservation liaison. 			
6. Factors – what is affecting the way the fire is being fought or develops?			
Weather	1. Light and variable winds around dawn. W after 10am sustained at 10-15 km/h. Winds turn NW after 10pm and ease to 5-10 km/h overnight. 2mm possible, R.H 70% low, High Temp 18C		
Fire Behaviour	2. Limited access, fire in wetland, shrub fuels being Manuka and wetland heath fuels surrounded by Willow banks to north. Limited fire ground intel for predictions		
Assets, Infrastructure	3. Houses on Island Block Rd, Ecological Wetlands, Powerlines		
Resource Status	4.		
Resource Availability	5.		
Other	6.		
7. Predicted Incident Development – next 12 / 24 / 48hrs			
12hrs	1. Fire will burn overnight at a reduced intensity due to the rising RH and lowering temperature.		
24hrs	2. Fire intensity will climb again during the day with increased temperature and wind speed driving the fire through the fuels.		
48hrs	3. Friday night wind increases into saturday		
FORM: ICS201 Prepared by: Intelligence Unit > Matt Leonard		Date:	Time:



Objectives and Strategies

1. Overall Incident Objectives (SMART – Specific, Measurable, Achievable, Relevant, Time Bound)

1. To ensure safety of the responding personnel and public for the duration of the incident.
2. To limit further impact on property, whenua and critical infrastructure for the duration of the incident.
3. To limit further impact on cultural, environmental, historic and conservation values for the duration of the incident.
4. To work collaboratively with partner agencies, affected landowners, residents, stakeholders including local Iwi for the duration of the incident.
5. Objectives to contain or achieve control of the fire by 20:00pm on 23/10/24.
6. To initiate a fire investigation by 20:00 21/10 and have it completed safely within a reasonable timeframe.
7. To tracking financial costs and report daily by 20:00 from 22/10.
8. Undertake an after-action review daily.

2. Overall Strategies (Plan of Action to Meet Incident Objective)

- A. Create a safety plan and safety briefing for all personnel (including contractors).
- B. Monitor and model fire behaviour, provided updated maps to ensure a hi level of situational awareness.
- C. Use media, trusted community channels and stakeholders to establish comms and engagement through regular briefings and updates.]
- D. Conduct asset (defendable and undefendable) and critical infrastructure identification through air surveillance and supporting spatial mapping datasets (powerlines, mobile towers, historic sites etc.)]
- E. Cultural, historical, environmental values identified on incident ground (actual and forecasted)
- F. Establish check in / check out, demobilisation resource tracking to enable financial reporting
- G. Secure adequate crews and supporting resources to meet objectives daily basis.

FORM: ICS202 Prepared by: IC >

Date:

Time:



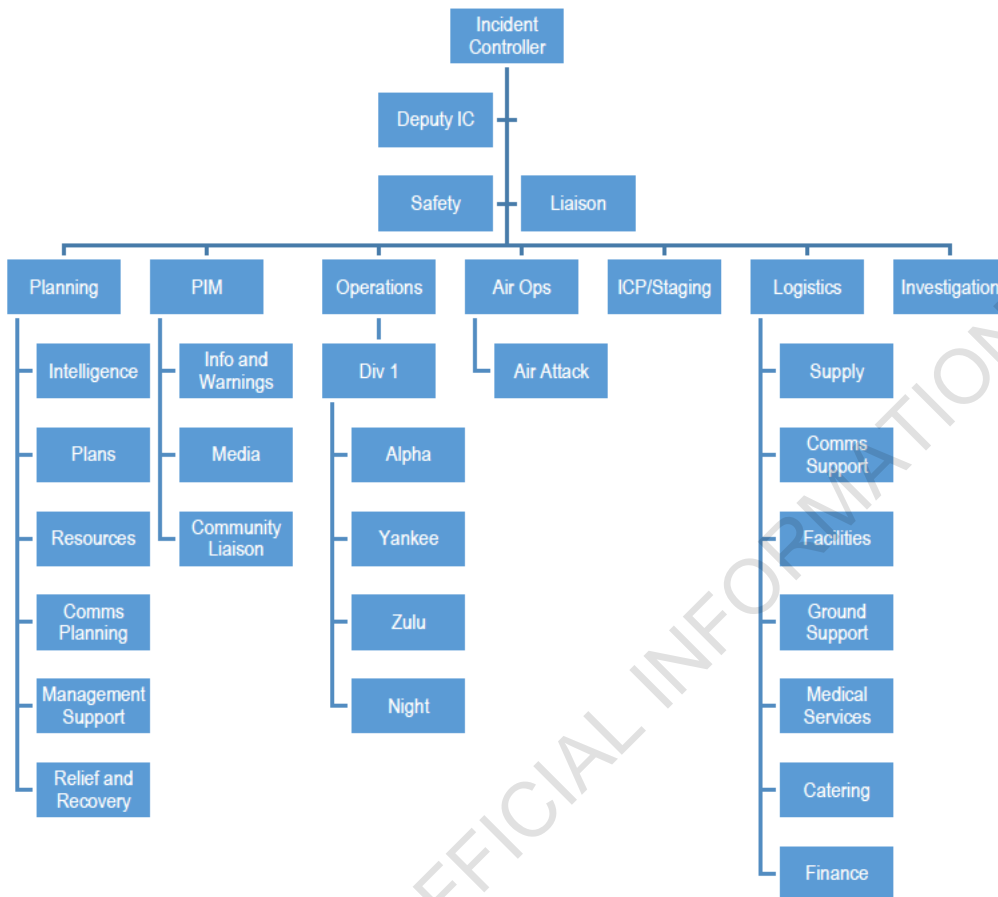
Organisational List

1. Incident Control	Personnel	Mobile	Email Prefix	TIMEX
Incident Controller	Mark Tinworth	9(2)(a)	imt.ic	DD/MM HHMM
Deputy Incident Controller			imt.ic	
Safety Advisor	Matt Cook	9(2)(a)	imt.safety	
Safety Officer (Field)				
Safety Officer (Field)				
Iwi Liaison Officer			imt.liaison	
Region / District Liaison Officer	Matt Leonard		imt.liaison	
2. Agency Representative				
Police (@police.govt.nz)				
Civil Defence				
Department of Conservation	9(2)(a)	9(2)(a)		
Local Iwi	9(2)(a)	9(2)(a)		
3. Planning/Intelligence Section				
Planning Manager	Dave Herries	9(2)(a)	imt.planning	25/10 1500hr
Intelligence Unit Leader			imt.intelligence	
Fire Behaviour Specialist			imt.intelligence	
Mapping Specialist			imt.gis	
Fire Observer/s			imt.intelligence	
Technical Advisor/s			imt.intelligence	
Plans Unit Leader			imt.plans	
Resource Unit Leader	David Brown	9(2)(a)	imt.resources	
Management Support Unit Leader			imt.planning	
4. Logistics Section				
Logistics Manager	Shane Bromley	9(2)(a)	imt.logistics	
Finance Unit Leader			imt.logistics	
Comms Support Unit Leader			imt.logistics	
Supply Unit Leader			imt.logistics	
Catering Unit Leader			imt.logistics	
Ground Support / Medical Unit Leader			imt.logistics	
5. Operations Section				
Operations Manager (Field)	Howard Cole		imt.operations	
Ops Manager Planning (Deputy)			imt.operationsplanning	
Incident Command Point (ICP)	ICU Hamilton		icu.hamilton	
6. Public Information & Media				
PIM Manager	Abi Lawrence	9(2)(a)	imt.pim	
Deputy PIM Manager			imt.pim	
Info and Warnings Unit			imt.pim	
Media Unit			imt.pim	
Community Liaison Unit			imt.pim	
7. Recovery & Welfare				
Welfare Manager			imt.recovery	
Recovery Manager			imt.recovery	
8. Investigation				
Lead Investigator	Teresa Gordon Lorna Biggam	9(2)(a) 9(2)(a)		
9. Regional Coordination Centres				
RCC	Bill Pike	9(2)(a)	rcc.	
Note: email suffix = @fireandemergency.nz TIMEX = date scheduled exit rostered deployment)				
FORM: ICS203 Prepared by: Resources Unit > [Name]			Date:	Time:



Active Incident Management Structure

Open DOCX in full version of the MS Word App (not word online), and edit this structure to reflect that implemented in incident)





Sector Assignment NIGHT-ABYZ

1. Sector A-B-Y-Z	2. Sector Supervisor MARA4929	3. Division Assigned ONE
4. Sector Description	All sectors	
5. Anchor Point / SafeZone	ICP, ^(2/3) Island Block Rd	
6. Resources Assigned this Period (including Plant / Heavy Equipment)		
Resource	Crew Leader	Mobile
MARA4929		4929
TOTAL PERSONNEL (including supervisor)		2
7. Sector Assignment / Special Instructions		
<ol style="list-style-type: none"> 1. Monitor the fire overnight especially around the structures at risk along Island Block Road, if fire is threatening structures request resources through communication centre. 2. Monitor fire development if additional resources required, request through communication centre. 3. Trigger point for notifying Red Bull Powder company is if the fire jumps over Island Block Road 		
8. General Taskings		
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required. B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to be pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 		
8. Reporting / Communication Instructions		
Time	From / To	Details
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place
At ½ Shift	S.Sup to ICP	Resources needed next ops period (Night or Day), expected to achieve this ops period
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)
Every 2hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)
FORM: ICS204 Prepared by: Operations > [NAME]		Date: _____ Time: _____



Sector Assignment 1-A

1. Sector ALPHA		2. Sector Supervisor [NAME]			3. Division Assigned ONE	
4. Sector Description		[eg. Left flank of fire from east of Waitomo Rd, through to Tea Pot Valley]				
5. Anchor Point / SafeZone		[eg. Alpha/Zulu sector boundary or as per map]				
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Resource Leader	Mobile	Call Sign	Vehicle	#Person	TIMEX
Sector Supervisor						
TOTAL PERSONNEL (including supervisor)						
7. Sector Assignment / Special Instructions						
<ol style="list-style-type: none"> 1. Provide water through portable dams to fill helicopters a designated fill points use tankers or direct water sources 2. Locally onsite 3. Structure protection crew will monitor and provide structure protection as required. 4. Additional resourcing to be requested through the command unit. 						
8. General Taskings						
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required. B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to be pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 						
9. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period				
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > [NAME]				Date:	Time:	

Sector Assignment 1-Y

1. Sector	2. Sector Supervisor	3. Division Assigned
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ZULU	Colin Geenty	ONE
4. Sector Description	Running along the western flank south of the possible point of ignition running south along Whangamarino River	
5. Anchor Point / SafeZone	[eg.Alpha/Zulu sector boundary / or as per map]	
6. Resources Assigned this Period (including Plant / Heavy Equipment)		
Resource	Crew Leader / Driver	Mobile
Sector Supervisor	Jamie Rhodes	9(2)(a)
TOTAL PERSONNEL (including supervisor)		1
7. Sector Assignment / Special Instructions		
1. Using fixed wing aircraft and 0.1% to 0.2% class A foam to contain the fire to the north of the Whangamarino River.		
2.		
8. General Taskings		
A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required.		
B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP.		
C. Confirm L.A.C.E.S, test and update throughout operational period.		
D. S.sup validate resources, contacts are current against IAP sector assignment, report errors.		
E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations.		
F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements).		
G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress).		
H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP).		
I. Fencelines are not to be pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way.		
J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads.		
K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread.		
9. Reporting / Communication Instructions		
Time	From / To	Details
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)
FORM: ICS204 Prepared by: Operations > [NAME]		Date: _____ Time: _____



Sector Assignment 1-Y

1. Sector YANKEE		2. Sector Supervisor Colin Geenty			3. Division Assigned ONE	
4. Sector Description		Running along the southern boundary from the Whangamarino River to Falls Road				
5. Anchor Point / SafeZone						
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Crew Leader / Driver	Mobile	Call Sign	Vehicle	#Person	TIMEX
Sector Supervisor						
TOTAL PERSONNEL (including supervisor)						
7. Sector Assignment / Special Instructions						
1. Using rotor wing aircraft and 0.1% to 0.2% class A foam to contain the fire to the smallest possible area.						
2.						
8. General Taskings						
A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required.						
B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP.						
C. Confirm L.A.C.E.S, test and update throughout operational period.						
D. S.sup validate resources, contacts are current against IAP sector assignment, report errors.						
E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations.						
F. Roads requiring radio callups are posted at start of the road. (ref commis plan on requirements).						
G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress).						
H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP).						
I. Fencelines are not to be pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way.						
J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads.						
K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread.						
9. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period				
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > [NAME]				Date:		Time:



ICP / Staging Assignment

1. Resource / Crew	Call Sign	Mobile	Email	# Persons
Hamilton 4118	ICP		icu.hamilton@fireandemergency.nz	3
3. Assignment / Special Instructions				
1. Establish ICP and Staging Area providing information to the IC. 2. Collect and maintain nominal roll tallies over appliances and personnel onsite. 3. Assist with the collection of DTR information of attending brigades.				
4. General Taskings				
1. Hazmat / ICU Unit provides shelter and working space for Ops Manager / Division Commanders. 2. Operational decisions and resource ordering are to be made by members of the IMT. <ul style="list-style-type: none"> a. Resource requests to go on through to IMT Resources Unit. b. Operational decisions referred to Operations Manager or Operations Planning Manager (Deputy Ops). 3. Receive fire ground notices from Operations Manager or Operations Planning Manager and broadcast around sectors to fire ground. 4. Monitor quality of radios comms, request mobile repeaters or channel changes, ensuring all crews can be contacted. Manage / monitor schedule for battery changes on any mobile repeaters stationed in field. 5. Notify fire ground, Operations Manager and Intel Unit if sudden change in observed weather. 6. Provide photocopy and printing capability for field staff. 7. Provide handheld radios to fire ground as needed to ensure all resources have radio communication. 8. Print and display key IMT information on internal and external display boards for operational staff reference. 9. Get weather and fire behaviour forecast from Intel as they become available and broadcast around sectors to fire ground. 10. Monitor Situation Board via Microsoft Teams, presenting and displaying information as outlined below on displays within the ICP for Operations to use and reference. Also ensure a current fire map is displayed on external display for operations staff to reference. 11. Conduit for info-flow, min outlined in reporting/comms instructions for effective comms - fire ground to IMT 12. Query by Radio / Ph operations, S.Sup & Crew.L for missing T-Card / IAP contact details, names, timex dates, to ensure info correct. 13. Take photos of white boards or paper operational plan, send to Intel. 14. Collect safety incident forms (Salmon Cards), scan and sent to Safety Advisor, Operations, Intel. 15. Collect sector supervisors reports at end of shift, scan and send to IMT. 16. Collect DTR's from all crews at end of shift, scan and send to Resources Unit.				
4. Displaying Information				
A. Display T-Cards for Resources Microsoft Planner Board on large internal touch screen display. B. Display Latest Fire Map / Webmap on external large display, and on Internal Touch Screen as a tab in browser (with planner) C. Maintain printed copies of latest IAP, internal wall x2. External display x2. D. Maintain IMT structure white board with current incident control structure as per IAP. E. Display tower camera overview towards fire ground on rear internal display.				
5. Incident CHECK-IN / CHECK-OUT				
1. Act as fire ground CHECK-IN ensure all crews and resources sign-in and out through the ICP as per Logistics Plan > #7 and #8				
6. Reporting / Communication Instructions				
Time	From / To	Details		
1hr of Shift Start	ICP to Resources	Confirm T-Cards updated with ICS220, DTR signed in at Staging. Copies sent to Resources.		
2hrs of Shift Start	ICP to Safety Advisor	Collate confirmation of L.A.C.E.S from Sector Supervisors (S.Sup). Confirm with Safety Unit. Prompt from S.Sup if not yet received.		
Every 2hrs	ICP to Intel	Collect CAN Reports from S.Sup, write up and send to Intel Unit.		
Every 1hrs	ICP to Intel	Collate Fire Weather Observations from 1 crew leader per sector, collate and send to Intel.		
As required	ICP to Fire Ground	Broadcast sudden changes in observed weather or fire conditions.		
½ Shift	ICP to Fire Ground	Broadcast weather forecast as provide by Intel Unit. Request from Intel Unit if no update available.		
As required	ICP to Ops Manager	Pass on resource requests from fire ground S.Sup's to Ops Manager to gain authorisation.		
As required	ICP to Resources	Pass on resource requests from fire ground as authorised by Ops Manager.		
At ½ Shift	ICP to Resources	Collate resources (number of crews, machinery, equipment, supplies, specialists eg.tree fellers) suggested for next ops period (next Night or Day shift) from S.Sup for each sector, review with Ops Manager and send to resources, ops planning.		
At ½ Shift	ICP to Operations / Intel	Collate from each S.Sup what is expected /forecasted to be achieved this ops period/shift. Send via email to intelligence / operations planning.		
As required	ICP to Fire Ground	Request clarifying information not yet detailed in IAP (gap filing > correct names, call signs, contact details, TIMEX dates (end of deployment date), vehicles registrations / type) from resources across the fireground. Enter in Planner T-Cards.		
As required	ICP to Intel	Send photos of whiteboards, paper options analysis/plans as requested to Intel.		
As required	ICP to Safety Advisor	Collect safety incident forms (Salmon Cards), scan and send to Safety Unit.		
FORM: ICS250 Prepared by: Operations > [NAME]		Date:	Time:	



Air Operations Plan

1. Command Personnel and Communications

Position	Name	#Persons	Mobile	TIMEX
Air Div. Commander				
Air Attack Supervisor	Colin Geenty	1	9(2)(a)	
Air Ground Support Sup.	Kierin Oppatt	1	9(2)(a)	
Drone Supervisor				
Lead Helicopter Pilot				
Lead Fixed-Wing Pilot				

2. Air Resource Assignments (include the aircraft specific ground support staff in total no of persons)

Pilot Name/Company	Aircraft Type	Regis. or Call Sign	Assignment	#Persons	Mobile	TIMEX
Lakeview	UH1	HXL	Monsoon firefighting	1		
Skyworks	B3	HQQ	Monsoon firefighting	1		
Skyworks	B3	HEE	Monsoon firefighting	1		
Skyworks	B3	HSS	Monsoon firefighting	2		
Helisika	B3	HOP	Monsoon firefighting	2		
Oceania	A350	IZW	Platform for Air Attack Supervisor	1		
Rural Airworks	Cresco	SUZ	Fixed wing water bomber	1		
Rural Airworks	Cresco	TPP	Fixed wing water bomber	1		

TOTAL PERSONNEL (including command personnel)

3. Location of Filling Points / Service Areas

Name	Details	Grid Reference (NZTM / Decimal LAT.LONG)
Heli base	606 Island Block Rd	-37.3112°, 175.1170° 1787602 5868500
Air base	Koheroa Rd	-37.2583°, 175.1149° 1787553 5874381

4. Safety Notes / Hazards / Radio Coverage Limitations / Temporary Airspace Restrictions

1. Powerlines along Island Valley Rd
2. MBZ Mercer B269 SFC-4500

5. Air Operations Special Equipment or Service

- Air operators are to supply own fuel to meet their requirements.

6. Special Instructions

- NO Foam to be used on the site during firefighting operations

ICS208 Prepared by: Air Division Commander > Jamie Rhodes

Date:

Time:



Medical Plan

1. First Aid Resources / Stations

Name	Location	Mobile / Radio CH	Paramedics
Command Unit	ICP	Command Channel - Fire 1	0
Defibrillator/s	all FENZ Urban Appliances		0
Co-response First-aid Kit	all FENZ appliances		0

2. Transportation

Ambulance Service	Address	Mobile / Radio CH	Paramedics
St Johns			
Rescue Helicopter		Interagency Liaison (CH10)	

3. Hospitals

Hospital Name	Address	Phone	Travel Time (min)		Burn Unit	Heli Pad
			Road	Air		
Pukekohe Hospital	Tuaakau Road	09 237 0600	27		Y	Y
Te Kauwhata Health Centre	12 Main Road Te Kauwhata	07 826 3499	17		N	N

4. Special Emergency Procedures

All injuries are to be reported to the sector supervisor (or ICP as backup) immediately. Emergency, Safety Advisor and IMT will be notified by supervisor ASAP (or ICP).

- All crews should have first aid kits.
- Crew first aid attendant will assess injury and treat.
- Request for transport will be made through sector supervisor (or ICP as backup). In most cases requiring transport to medical centre, ground transport on unpaved roads is advised against and heli should be requested.
- Sector supervisor will ensure necessary incident reporting (Salmon card) completed & provided to Safety Advisor.
- Safety advisor will record all incident in Safe@Work

ICS206 Prepared by: Logistics Unit > Shane Bromley

Date: 22-10

Time: 1500

Operations Public Information Plan

1. Overview of Public Information Relevant to Operational Personnel

1. Identify the level of media interest and whether there are any plans to escort media onto the incident ground in the next operational period. (If so, mention that this will be approved by the Operations Manager.
2. If a media visit is planned, the sector supervisor / crew leader will get advanced warning if media will be in their sector. Sector supervisor should explain rules for crews being photographed or videoed by media [no photos that would identify private property without the owner's consent; all crew members or other personnel who are identifiable in the image must agree to be photographed, and must be wearing full PPE. Media and members of the public should not be on the incident ground.
3. If you see any unauthorised personnel, notify safety immediately, If they seem to be media, also call the PIM Manager – contact details below

8. Personal Social Media and Photographs Warning

Social media is a public forum. This means when you post on your personal social media you are making a public statement that can be forwarded, screenshot and shared by others (including news media) and linked back to Fire and Emergency NZ. (This applies to all forums including Facebook, Instagram, LinkedIn, WhatsApp, Snapchat and forums like Reddit). You must not post comments or images that would damage the public's confidence in the incident response, release confidential information or bring Fire and Emergency NZ into disrepute. Personnel who are identifiable in an image must agree to be photographed, and must be wearing full PPE; no inappropriate behaviour.

ICS247 Prepared by: PIM Manager > Abi Lawrence

Date: 22-10

Time: 1500



Logistics Plan

1. Facilities

EOC	9(2)(a) Island Block Road
Check in / Assembly Area	9(2)(a) Island Block Road
ICP / Staging Area	9(2)(a) Island Block Road
Helibase	9(2)(a) Island Block Road
Fixed Wing Airbase	Mercer Airport, End of Koheroa Rd
Fire Ground Toilets	9(2)(a) Island Block Road

2. Accommodation (email Logistics Unit or call Facilities Unit Leader for any queries related to accommodation)

Accommodation	Address	Allocated Resources

3. Flights, Transportation, Parking, Vehicle Maintenance and Refuelling

Transport / Flights	
Refuelling	
Parking	

4. Catering

Dinner	Ngaruawahia Canteen Unit
Lunches	Ngaruawahia Canteen Unit
Breakfast	N/A

5. Supplies

Pump Fuel / 2-Stroke	Pokeno or Bombay
Drinking Water/ Hydration Pwdr	Ngaruawahia Canteen Unit – Own Crews bring water
Class A Foam / Soap Caps.	Supplied by Equipment and Logistics
Fireground Radios	Supplied by own brigades and command unit
Uniform and Laundry	N/A

7. Instructions for Mobilisation of New Incoming Resources

Check In	Incoming report to Staging / Check in at the ICP
----------	--------------------------------------------------

8. Demobilisation of Outgoing Resources

Check Out	<ol style="list-style-type: none"> 1. Check out of the incident and Complete the ICS220 with Resources Unit. 2. This will be done at Check in / Assembly Area by the Resources Unit. 3. DTR's must be completed, ensuring all are complete and signed by supervisor. 4. A vehicle / equipment inspection will be completed by Ground Support Unit. 5. Ensure all injury or equipment claims are well documented and complete. 6. Decontamination of personnel, clothing and equipment maybe required. 7. Resources demobilising / driving to home bases will be limited to maximum of 12hrs driving between 0600-2200 (except for air transport), rest hours of 2200-0600hrs. 8. At any time during the demobilisation process if there is any concern, contact the Resources.
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ICS249 Prepared by: Logistics Unit > [Name]	Date:	Time:
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Communications Plan

Please communicate any radio coverage issues to Logistics > Communications Support Unit immediately

1. Radio Channels

Operations	Function	Radio Channel	Frequency (TX/RX)	UHF/VHF
Fire Operations	Command	FIRE 1 (IGC,VHF Zone A CH2)	143.787500	VHF Simplex
	Sector Alpha	FIRE 2 (IGC,VHF Zone A CH1)	143.825000	VHF Simplex
	Sector Zulu	FIRE 3 (IGC,VHF Zone A CH1)	143.825000	VHF Simplex
Air Operations	Ground to Air	FIRE 4 IGC,VHF Zone A CH4	140.612500	VHF Simplex
	Air to Air			VHF
	Circuit 1			VHF
	Circuit 2			VHF
	Local Air Traffic	B269 Mercer MBZ SFC-4500	119.2	VHF
Structure Protection		IGC Zone A OPERATIONS		UHF Simplex
		IGC Zone B OPERATIONS		UHF Simplex
		IGC Zone C OPERATIONS		UHF Simplex
	Command	FIRE 1 (IGC VHF Zone A CH1)		UHF Simplex
Police				
Cordons				
Rescue Heli.	Ground to Air	Interagency Liaison (CH10)	140.987500	VHF

2. Portal Radio Repeaters

Name	Location	Batteries / Charging Requirement	Managed By

3. Document Management (document locations, online or offline systems)

System	Details	Comments
IMT Team / Channel	R2A Incident Management Team Island Block Road F4071747 Microsoft Teams	IMT Documents
Situation Board URL	Island Block Rd F4071747- Situation Board (sharepoint.com)	This is an electronic situation board.

4. Internet Access Points

Access Point	SSID	Details
ICP		
ICP / Staging	firecommand	pwd available at ICP

5. Weather Stations (email, sms, social media, chat group, weather station URL's, other than listed in organisational list)

Name	Details for Access	Location
Mobile Weather Stat.		

6. Other (email, sms, social media, chat groups, other than listed in organisational list)

ICS205 Prepared by: Communication Support Unit > [NAME]	Date:	Time:
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Safety and Wellbeing Plan

1. General Safety and Wellbeing Points

ALWAYS REMEMBER YOUR L.A.C.E.S				
L	A	C	E	S
Lookout(s)	Awareness or Anchor Points	Communication	Escape Routes	Safety Zones

10 Standard Firefighting Orders

1. Keep informed on fire weather conditions and forecasts.
2. Know what your fire is doing always.
3. Base all actions on current and expected fire behaviour of the fire.
4. Identify escape routes and safety zones and make them known.
5. Post lookouts when there is possible danger.
6. Be alert. Keep calm. Think clearly. Act decisively.
7. Maintain prompt communication with your crew/s, your supervisor and adjoining crews.
8. Give clear instructions and ensure they are understood.
9. Maintain control of your crew/s always.
10. Fight fire aggressively, having provided for safety first.

Dangerous Situations to Watch Out For

1. Fire size is unknown (no size up).
2. Unfamiliar territory.
3. Safety zones and escape routes not identified.
4. Unfamiliar with weather and local factors influencing fire behaviour.
5. No communications link with crew members or supervisor.
6. Instructions and assignments not clear.
7. Weather is getting hotter, drier and relative humidity dropping.
8. Wind increases and/or changes direction.
9. Getting frequent spot fires across the line.
10. Working uphill or down wind of a fire.
11. Working on a steep slope.
12. Working in rugged terrain.
13. Cannot see main fire.
14. In unburnt vegetation.
15. Walking through hot ashes.
16. Working alone.
17. Getting tired.
18. Working near power lines.
19. Working near machinery.
20. Working with aircraft.
21. Working around trees or spars.

Confirm L.A.C.E.S with crew, and supervisor within 2hrs start of shift

Everyone is to be signed in and out of the fire ground through the ICP / Staging for both safety check and payment records

Maintain regular C.A.N (conditions, actions, needs) reports to line supervisors at agreed interval as per sector assignment.

Single resources not assigned to a division / sector will do C.A.N reports with ICP every 2 hours while on fire ground.

Provide corrections/updates to IAP: resources, contacts, communication, update maps to include safe zones, escape routes to ensure it is maintained for safety for following operational shifts

2. Specific Safety and Wellbeing Points

- All crews to have adequate food, water, PPE to manage fatigue and hydration.
- Work rest periods enforced. 9hr rest period before returning to fire ground. Crews travelled >3hrs must have 4hr stand down.
- Seek shade during rest period, be sun smart.
- All workers to ensure they are competent for the tasks and risks given.
- Air and ground crews to be isolated from risk areas during operations.
- Eliminate / minimise working in smoke and or traveling in smoke.
- Fire ground access limited due to wetland.

4. Management of Dangerous Trees

-

ICS209 Prepared by: Safety Advisor > [NAME]Matt Cook **Error! Reference source not found.**

Date: 22 October 2024

1415 hrs



Fire Behaviour and Weather

1. Weather Forecast

Situation	A ridge of high pressure lies west of New Zealand, while a front over the South Island weakens today. The ridge moves northeast during Wednesday, allowing a strengthening northwesterly flow to become established over southern areas, bringing heavy rain to the western South Island.
This Shift:	<p>Tuesday Night: SW to WSW 15-20 km/h. Winds will ease to 5-10 km/h after 9pm and overnight with a generally W to WSW wind direction, tending WNW at times through 10am Wednesday. No rain forecast. R.H. Currently near 75%, increasing to 90-95% overnight.</p> <p>Wednesday Day: Light and variable winds around dawn. W after 10am sustained at 10-15 km/h. Winds turn NW after 10pm and ease to 5-10 km/h overnight. Gusts gradually increasing Wednesday and peaking in the afternoon at up to 40 km/h. Gusts will ease in the evening and remain less than 20 km/h overnight. A high near 18°C. Falling to a low near 10°C overnight. R.H. Currently near 75%, increasing to 90-95% overnight. Chance for occasional light showers 10am-5pm. Total rainfall less than 2mm.</p>
Looking Ahead:	<p>Thursday: NW winds, increasing in the morning to 20-25 km/h in the afternoon. Gusts up to 45 km/h in the afternoon. A high near 19°C. R.H. low near 50% in the afternoon. No forecast rain</p> <p>Friday: Winds building strong NW to N Saturday with oncoming weather</p>

2. Fire Behaviour Forecast (1300 NZDT) **NOTE PEAK VALUES AS IT BLOCKING MACROS ON DIURNAL MODEL!**

STATION	TEMP	RH	WD	WS	PRECIP	FFMC	DMC	DC	ISI	BUI	FWI
Waeranga (OBS 22/10) (20km SW of fire)	15.8	72	236	17.8	0	84.5	12.2	47.4	4.9	14.8	6.5
Waeranga (Forecast 23/10)	16.6	77.3	249.2	15	2	81	12.9	51.4	3.4	15.9	4.8
Grass Curing 10% recorded on Station											

3. General Fire Behaviour

Expected flame heights of 4.5m, with shrub fuels currently at extreme danger class and not forecasted to drop to low until 26 Oct. Shrub head fire intensity of approx. 14000kW and this is forecasted again on Wednesday afternoon as wind gusts increases

4. Specific Fire Behaviour (assumed no suppression)

FUEL TYPE	ROS / HEAD FIRE INT. / FLAME LTH	PEAK ROS / HEAD FIRE INT. / FLAME LTH
Scrub Manuka / Kanuka (1-1.5m)	684m/h - 7010k/m - 4.6m	2355m/h - 24146k/m - 8.0m
Scrub Manuka (5-6M) Riverbank fringe	684m/h - 10038k/m - 5.4m	2355m/h - 34576k/m - 9.5m
Scrub – heathlands/ wetlands	684m/h - 6696k/m - 4.5m	2355m/h - 23064k/m - 7.9m
Ungrazed Grass @10%GC	1m/h - 6k/m - 0.2m	7m/h - 31k/m - 0.4m
	Limited intel to predict slope and fuel type.	Peak values based on max gust of 40kmph

5. Specific Activities

6. FIRE BEHAVIOUR SAFETY ADVISORY

Flare up in scrub fuel and changes in wind direction to monitor, Awareness of flame height and increase fire activity. Smoke will be an ongoing issue with the consumption of fuel type. Remember your L.A.C.E.S

ICS248 Prepared by:Keeber in a limited time frame

Date:22OCT24

Time:23:45

FIRE RISK MATRIX	FFMC	DMC	DC	ISI	BUI	FWI
	Ignition Potential	Mop Up Difficulty	Rate of Spread	Fuel Availability	Fire Intensity	
LOW	0+	0+	0+	0+	0+	0+
MODERATE	75+	21+	101+	5+	16+	4+
HIGH	85+	31+	176+	9+	31+	14+
VERY HIGH	88+	41+	251+	13+	46+	24+
EXTREME	92+	46+	326+	16+	61+	29+



Fire Maps and QR Codes

1. Using QR Codes for FireMapper (Live / Offline Map)

Download **FireMapper for Enterprise** app on iOS and Android.

If you do not have a license Scan the *Temporary License Code* or *Enter Code* directly into FireMapper User Profile (and update your details). Shared Maps should be available for the incident.

TEMPORARY FIREMAPPER LICENSE

CODE: **NZNSBPLS7NKT4RHDDLBAFDY4T65FJ2U2**

URL: <https://qr.firefront.com.au/?NZNSBPLS7NKT4RHDDLBAFDY4T65FJ2U2>

QR CODE:



WEBMAP: [Island Block Rd, Te Kauwhata F4071747 - Island Block Rd, Te Kauwhata F407174 MAP \(firefront.com.au\)](#)

2. Fire Maps (overview and QR codes)

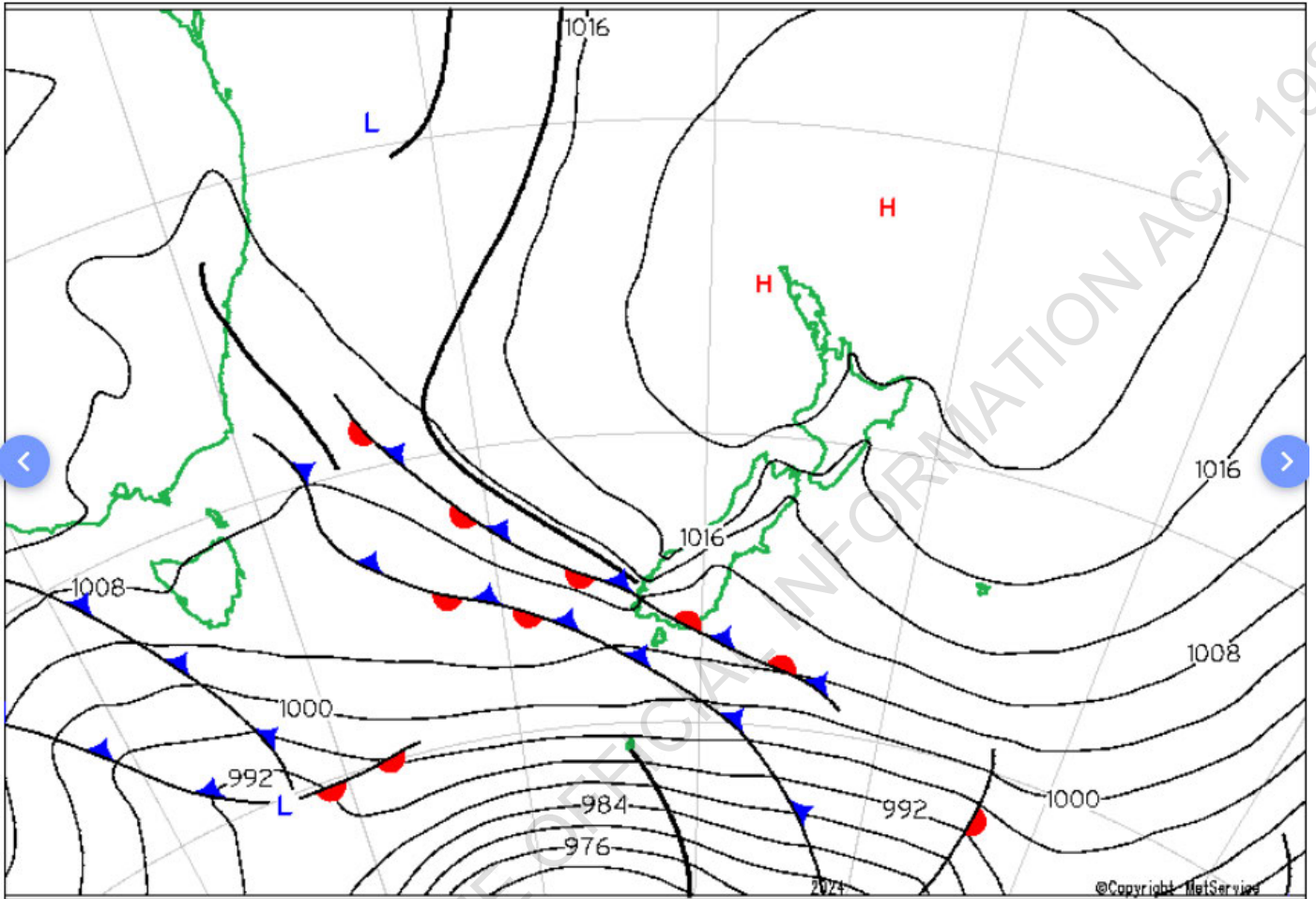
3. Evacuations Maps (overview)

Not active



WEATHER MAPS

1:00PM Wed 23 Oct 2024



Incident: **Island Block Road– ICAD#F4071747**

Operational Period: **24hrs NIGHT/DAY**

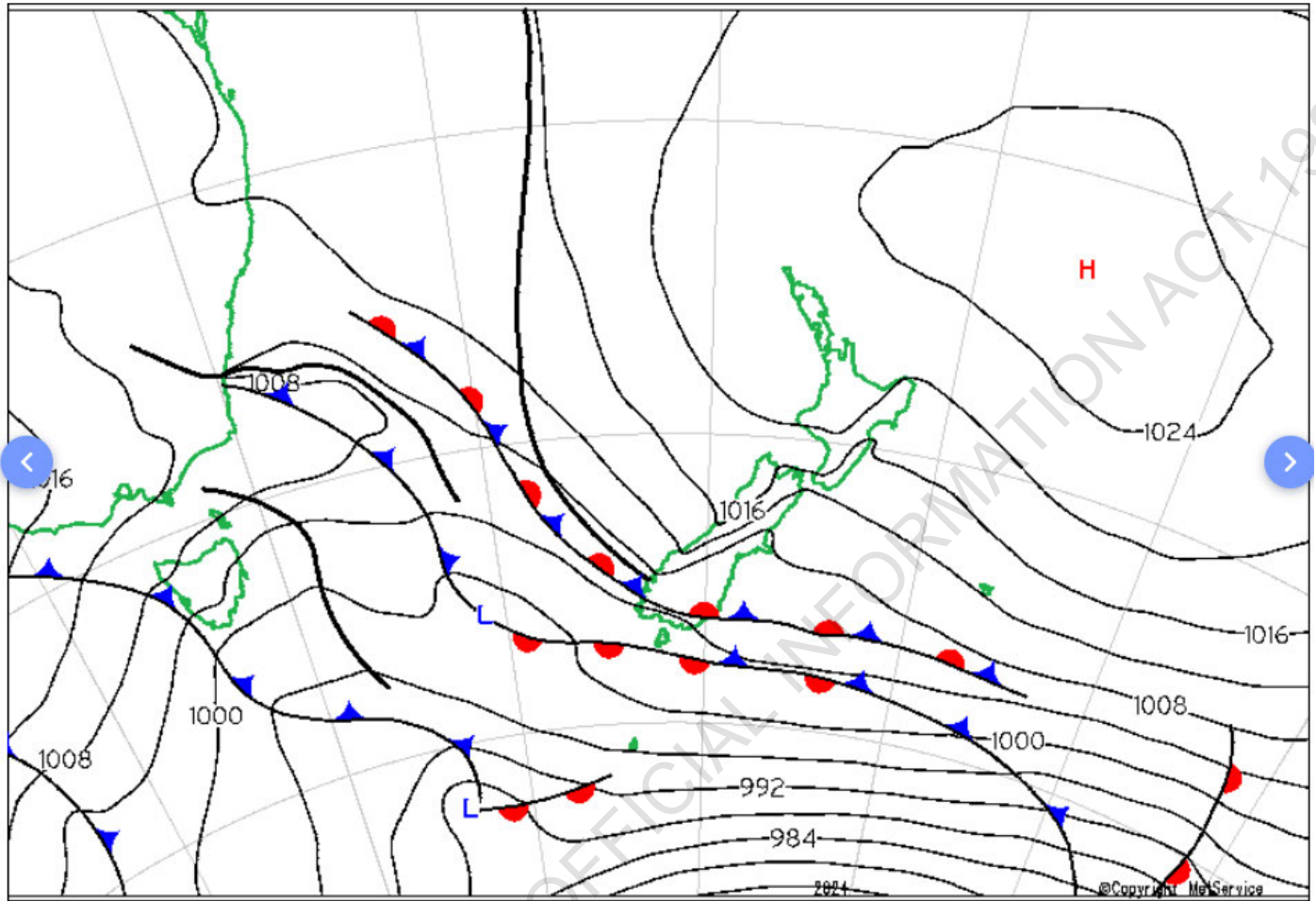
Fire Day: **3**

Date/Time from: **2000 TUE 22/10**

Date/Time from: **2000 WED 23/10**



1:00AM Thu 24 Oct 2024



Incident: **Island Block Road– ICAD#F4071747**

Operational Period: **24hrs NIGHT/DAY**

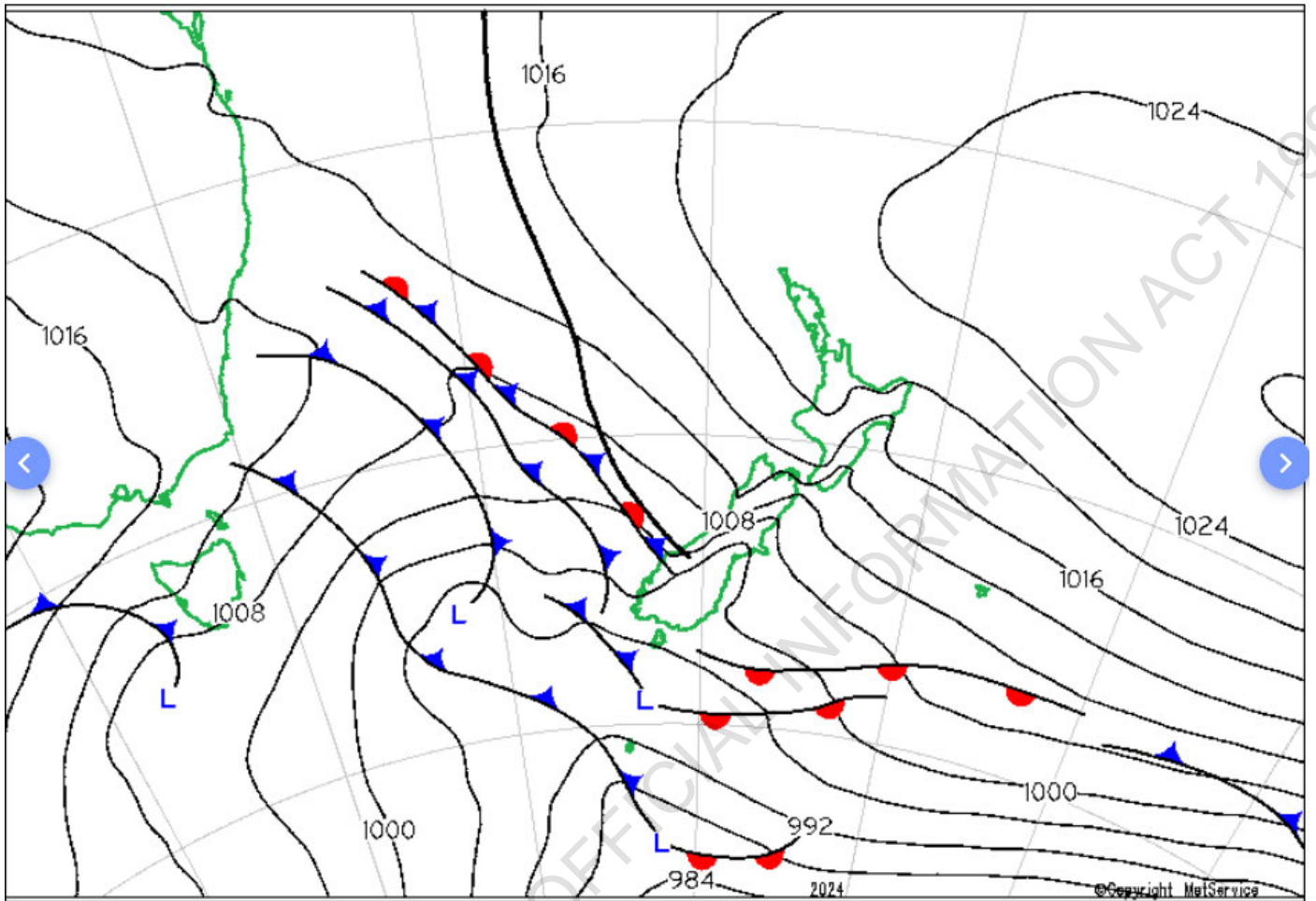
Fire Day: **3**

Date/Time from: **2000 TUE 22/10**

Date/Time from: **2000 WED 23/10**



1:00PM Thu 24 Oct 2024





INCIDENT ACTION PLAN

(right click and select update to refresh table of contents)



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Approved by Incident Controller

Name: Mark Tinworth

Date: 23 Oct 2024

Signed:

9(2)(a)

9(2)(a)

9(2)(a)

Document Download Link or QR Code





Situation Report

1. Location	2. Incident Type	3. Report Date/Time	3. NZ Topo50 Grid Ref and Address
9(2)(a) Island Block Rd, Waikato	Vegetation Wildfire	1515 23/10/24	N5868640 E1788188
4. Assessment – current fire situation			
<ol style="list-style-type: none"> A large vegetation scrub fire is currently burning estimated to be over 1037ha as at 1500hrs on 23 Oct with a perimeter of 16km. The fire is currently not under control and has extended south and east after originating 1300hrs 21 Oct approx 9(2)(a) Island Block Rd. Values at risk are houses adjoining the fire site located at 9(2)a Island Block Road, general powerlines running along Island block Road, internationally recognised ecological site of the Whanagamarino wetlands administrated by Department of Conservation 13 residences are close to the fire perimeter and are classified as defendable at this stage. The weather and conditions from the NW and W have dominated the fire ground. The fire perimeter is 90% inactive as of 1500hrs 23-10. 			
5. Actions Taken			
<ol style="list-style-type: none"> The initial fire suppression over the last 44 hrs has focused on aerial monsoon helicopter monsoon buckets, and fixed wing aircraft have focused on the fire fronts with 8 helicopters + 2 fixed wing aircraft currently operating. A helicopter and fixed wing base have been established at Mercer airfield. With 19 staff across air ops. Drone spotted on fire ground; air ops closed down for 10mins around 1200hrs 23-10 Drone operations planned for WED night 23-10 All aircraft are using Class A foam as of 23-10 operations. Consultation with iwi and DOC have agreed to this change. 24 ground staff, Ground crews completing structure protection. An ICP Command Unit has been established at Mercer Airfield right next to the EOC. 2 Staff. Structural protection crews use existing tankers on site if required Incident Management Team has been established at Mercer Airfield as of 23-10 0700hrs. IMT being planned through to Monday 28-10, 15 staff. Not expected any evacuations under currently conditions. Cordons reestablished as of 1330hrs Public information is being released in 4 hourly intervals or as otherwise necessary. 1News crew provided interview with Operations 1015 23-10. Media standup planned for 1100hrs at fire ground staging area. Fire and Emergency NZ engaged positively with local iwi and tangata whenua today with no concerns and are working with Department of Conservation liaison. Consequence risk plan reviewed as of 1000hrs 23-10. Total personnel 60 for current operational period. 			
6. Factors – what is affecting the way the fire is being fought or develops?			
Weather	1. 15C, 75%RH, no rain, wind 8kph West, expected to build this afternoon to gusting 40kph. Chance for occasional light showers 10am-5pm. Total rainfall less than 2mm. Light rain did fall for 5 mins around 1400hrs		
Fire Behaviour	2. Limited access, fire in wetland, volatile shrub fuels peak burning late afternoon. Fire naturally being stopped by tall willow areas and waterways.		
Assets, Infrastructure	3. Houses on Island Block Rd, Ecological Wetlands, Powerlines		
Resource Status	4. Air Ops comfortable with pilot rotation for fatigue.		
Resource Availability	5. Confirmed resources available can be filled for next operational period.		
Other	6.		
7. Predicted Incident Development – next 12 / 24 / 48hrs			
12hrs	1. Fire will flare again this afternoon with gusty conditions. Active attack to limit fire growth and working from a western anchor point moving east. Growing south towards river.		
24hrs	2. Fire will die down overnight and continue to burn out to containment lines (waterways).		
48hrs	3. Fire to burnt out to containment lines – coming under control by THU 2000hrs		
FORM: ICS201 Prepared by: Intelligence Unit > David Herries		Date: 23-10	Time: 1526hr



Objectives and Strategies

1. Overall Incident Objectives (SMART – Specific, Measurable, Achievable, Relevant, Time Bound)

1. To ensure safety of the responding personnel and public for the duration of the incident.
2. To limit further impact on property, whenua and critical infrastructure for the duration of the incident.
3. To limit further impact on cultural, environmental, historic and conservation values for the duration of the incident.
4. To work collaboratively with partner agencies, affected landowners, residents, stakeholders including local Iwi for the duration of the incident.
5. To achieve containment (including waterways) of the fire by 2000hr WED 23-10
6. To limit fire spread in Sector Yankee across the ecological wetland throughout the operational period.
7. To achieve control (30m cold) of the fire by 2000hrs THU 24-10.
8. To initiate a fire investigation by 20:00 21/10 and have it completed safely within a reasonable timeframe.
9. To tracking financial costs and report daily by 2000hr from 22/10.
10. To start a transition plan by 1800hrs 24-10
11. To ensure relief / recovery is considered in all actions and reviewed daily, including ecosystem recovery.
12. Undertake an after-action review daily.

2. Overall Strategies (Plan of Action to Meet Incident Objective)

- A. Create a safety plan and safety briefing for all personnel (including contractors).
- B. Monitor and model fire behaviour, provided updated maps to ensure a hi level of situational awareness.
- C. Use media, trusted community channels and stakeholders to establish comms and engagement through regular briefings and updates.
- D. Conduct asset (defendable and undefendable) and critical infrastructure identification through air surveillance and supporting spatial mapping datasets (powerlines, mobile towers, historic sites etc).
- E. Cultural, historical, environmental values identified on incident ground (actual and forecasted).
- F. Establish check in / check out, demobilisation resource tracking to enable financial reporting.
- G. Secure adequate crews and supporting resources to meet objectives daily basis.
- H. Provide for use of Class A foam on the fire perimeter to limit fire spread in key ecological areas in Sector Yankee.
- I. Start a relief and recovery plan.
- J. Start a transition plan in coordination with DOC, Iwi.
- K. IMT after action review 1800 daily.
- L. Conduct drone thermal operations to conduct hotspot detection and mapping to test to control objective to within 30m of perimeter



Organisational List

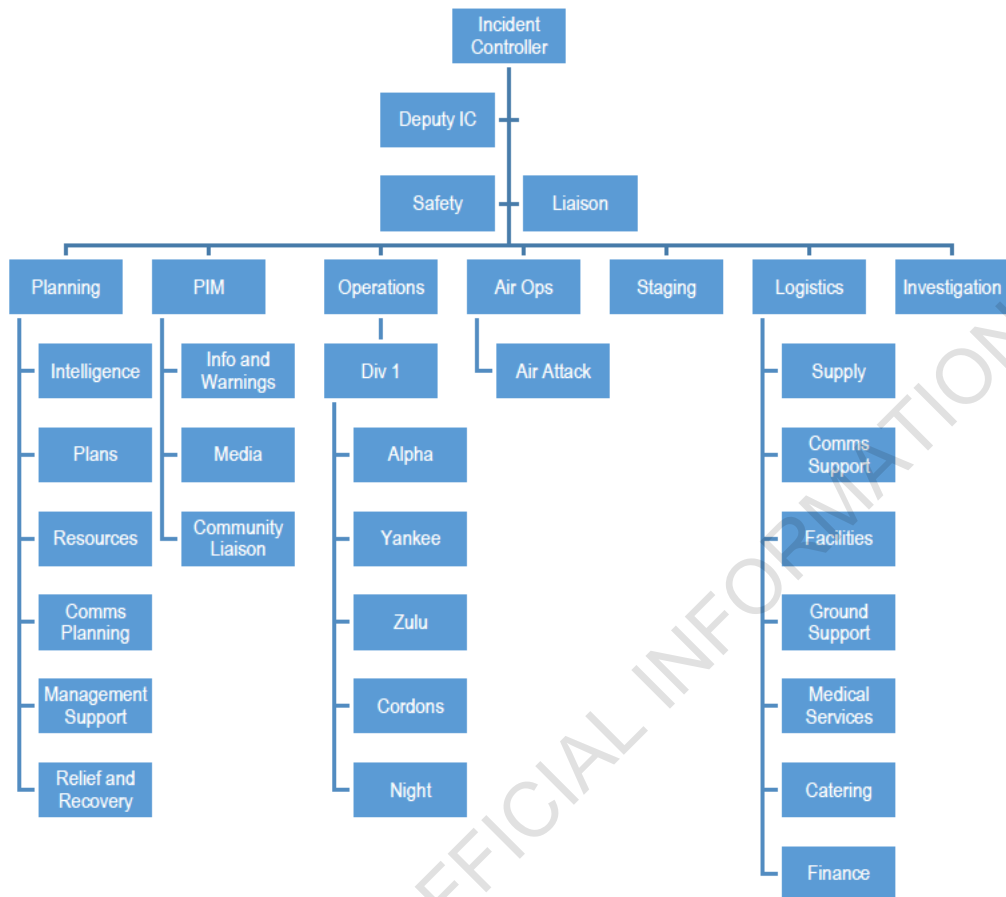
1. Incident Control	Personnel	Mobile	Email Prefix	TIMEX
Incident Controller	Mark Tinworth	9(2)(a)	imt.ic	
Deputy Incident Controller	Not active		imt.ic	
Safety Advisor	Matt Cook	9(2)(a)	imt.safety	
Iwi Liaison Officer	Not active		imt.liaison	
Liaison Officer	Matt Leonard	9(2)(a)	imt.liaison	
2. Agency Representative				
Department of Conservation	9(2)(a)	9(2)(a)		
Local Iwi	9(2)(a)	9(2)(a)		
3. Planning/Intelligence Section				
Planning Manager	Dave Herries	9(2)(a)	imt.planning	25/10 1500hr
Intelligence Unit Leader	John Goddard	9(2)(a)	imt.planning	
Fire Behaviour Specialist	Alan Keeber	9(2)(a)	alan.keeber	Remote
Mapping Specialist	Not active		imt.gis	
Fire Observer/s	Not active		imt.intelligence	
Technical Advisor/s	9(2)(a)	9(2)(a)	9(2)(a)@doct.govt.nz	
Plans Unit Leader	John Goddard	9(2)(a)	imt.plans	
Resource Unit Leader	Leanne Cryer	9(2)(a)	imt.resources	
Management Support Unit Leader	Not active		imt.planning	
4. Logistics Section				
Logistics Manager	Shane Bromley	9(2)(a)	imt.logistics	
Finance Unit Leader			imt.logistics	
5. Operations Section				
Operations Manager (Field)	Howard Cole	9(2)(a)	imt.operations	
Ops Manager Planning (Deputy)	David Brown	9(2)(a)	imt.operationsplanning	
Incident Command Point (ICP)	Not active			
6. Public Information & Media				
PIM Manager	Abi Lawrence	9(2)(a)	imt.pim	
7. Recovery & Welfare				
Welfare Manager	Not active		imt.recovery	
Recovery Manager	Not active		imt.recovery	
8. Investigation				
Lead Investigator	Teresa Gordon	9(2)(a)	teresa.gordon	
	Lorna Biggam	9(2)(a)	Lorna.biggam	
9. Regional Coordination Centres				
RCC	Bill (William) Pike	9(2)(a)	rcc.tauranga	

Note: email suffix = @fireandemergency.nz TIMEX = date scheduled exit rostered deployment)



Active Incident Management Structure

Open DOCX in full version of the MS Word App (not word online), and edit this structure to reflect that implemented in incident)





Sector Assignment NIGHT-AYZ

1. Sector A-Y-Z	2. Sector Supervisor Daryl Lyes / Richie Peters	3. Division Assigned ONE				
4. Sector Description	All sectors					
5. Anchor Point / SafeZone	Staging, [REDACTED] Island Block Rd					
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Crew Leader	Mobile	Call Sign	Vehicle	#Persons	TIMEX
Hamilton Vols	Daryl Lyes/ Phil Moore	9(2)(a) 9(2)(a)	4219	4x4 Ute	2	
USAR Drone	Richie Peters	9(2)(a)	Drone Ops	TBC	4	
TOTAL PERSONNEL (including supervisor)					6	
7. Sector Assignment / Special Instructions						
<ol style="list-style-type: none"> 1. Briefing at 2000 at EOC Mercer Airport 2. Patrolling site with crew of 2 – hard stand. 3. Monitor fire development if additional resources required, request through communication centre. 4. UAV with crew of 4 – hot spot the perimeter 10 metres beyond the burn front and 30 metres into the black – drone operation to commence between 20:00hrs until 06:00hrs. Supply information to the Fire Behaviour Analyst (Dave Herries) by 07:00hrs <ol style="list-style-type: none"> a. Priority 1 – all of Sector Yankee sector Zulu (600m section from pastureland to the river) b. Priority 2 – Areas 200m either side of defensible houses as marked on fire mapper within sector Alpha c. Priority 3 - All other areas around the perimeter 						
8. General Taskings						
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required. B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to be pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 						
8. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
At ½ Shift	S.Sup to ICP	Resources needed next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 2hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > David Brown				Date: 23-10	Time: 1730	



Sector Assignment 1-A

1. Sector ALPHA		2. Sector Supervisor Mike Sparrow			3. Division Assigned ONE	
4. Sector Description		Running from the estimated ignition sources to the intersection of Island Block Road and Falls Road				
5. Anchor Point / SafeZone		Staging Area [REDACTED] Island Block Rd				
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Resource Leader	Mobile	Call Sign	Vehicle	#Person	TIMEX
MARA4971	Mike Sparrow	9(2)(a) [REDACTED]	MARA4971	Type 1	4	
TOTAL PERSONNEL (including supervisor)					4	
7. Sector Assignment / Special Instructions						
<ol style="list-style-type: none"> 1. Briefing Staging at 0800hrs 2. Monitoring from hard stand surface (fire site) 3. Patrol perimeters of structures with TIC 4. Additional resourcing to be requested through the Operations. 						
8. General Taskings						
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required. B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref commis plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to be pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 						
9. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period				
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > David Brown			Date: 23-10		Time: 1700	



Sector Assignment 1-Y

1. Sector YANKEE	2. Sector Supervisor Mark Merrie	3. Division Assigned ONE
4. Sector Description	Running along the western flank south of the possible point of ignition running south along Whangamarino River	
5. Anchor Point / SafeZone	Bridge, Falls Rd	
6. Resources Assigned this Period (including Plant / Heavy Equipment)		
Resource	Crew Leader / Driver	Mobile
Maramarua	Mark Merrie	9(2)(a)
DOC boat Vigilant	9(2)(a)	9(2)(a)
TOTAL PERSONNEL (including supervisor)		3
7. Sector Assignment / Special Instructions		
<ol style="list-style-type: none"> 1. Helicopters to be used for hot spotting along the perimeter, as and when required. Using foam on active hot spots, or as indicated from drone mapping at 0.1% to 0.2% class. 2. DOC operated boat, under full DOC approved skipper, following DOC MOSS SOP. Standard DOC procedures will apply. Safety advisor has approved use of vessel. 3. Ops will organise FENZ personnel to travel on boat for monitoring of the air perimeter from the river. 		
8. General Taskings		
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to be pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 		
9. Reporting / Communication Instructions		
Time	From / To	Details
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)
FORM: ICS204 Prepared by: Operations > David Brown		Date: 23-10 Time: 1700



Sector Assignment 1-Z

1. Sector ZULU	Kieran Oppatt (Air Support)				3. Division Assigned ONE	
4. Sector Description	Running along the southern boundary from the Whangamarino River to Falls Road					
5. Anchor Point / SafeZone	Staging 9(2)(a) Island Block Rd					
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Crew Leader / Driver	Mobile	Call Sign	Vehicle	#Person	TIMEX
Helicopters					0	
DOC Boat	Skipper 9(2)(a)	9(2)(a)	VILIGANT		2	
TOTAL PERSONNEL (including supervisor)					2	
7. Sector Assignment / Special Instructions						
<ol style="list-style-type: none"> 1. Briefing 0800 Staging 2. Continue using the DOC Boat 'Viligant' from Sector Y into Sector Z. 3. Helicopters to be used for hot spotting along the perimeter, as and when required. Using foam on active hot spots, or as indicated from drone mapping at 0.1% to 0.2% class. - refer to Air Ops Plan – utilise helicopters if needed from Sector Y 4. Ops will organise FENZ personnel to travel on boat for monitoring of the air perimeter from the river. 						
8. General Taskings						
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required. B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to be pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 						
9. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period				
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > [NAME]				Date:	Time:	



Sector Assignment 1-CORDONS

1. Sector CORDONS	2. Sector Supervisor 9(2)(a)	3. Division Assigned ONE
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4. Sector Description	Cordons on Island Block Rd, and Falls Rd
5. Anchor Point / SafeZone	Western end of Island Block Rd Bridge.

6. Resources Assigned this Period (including Plant / Heavy Equipment)

Resource	Crew Leader / Driver	Mobile	Call Sign	Vehicle	#Person	TIMEX
Waikato District Council	9(2)(a) (sp?)	9(2)(a)	CORDONS	?	6	

TOTAL PERSONNEL (including supervisor)	6
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7. Sector Assignment / Special Instructions

1. Monitor radios VHF Zone A CH 1 (FIRE 1). Limit public hearing this radio comms.
2. For safety ensure 2 staff per cordon.
3. For queries from public please make contact with PIM Manager.
4. Secure Western end of Island block rd, at bridge as marked on Firemapper to limit access for residents only.
5. Secure Falls Rd Intersection with Island Block Rd as marked on Firemapper to limit access for residents only.
6. Secure Western end of Falls Rd at the Bridge as marked on Firemapper to limit access for residents only.
7. Report any use of drones by public to ICP.

8. General Taskings

- A. S.sup validate resources, contacts are current against IAP sector assignment, report errors.
- B. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress).
- C. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP).

9. Reporting / Communication Instructions

Time	From / To	Details
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)

FORM: ICS204 Prepared by: Operations > David Brown	Date: 23-10	Time: 1600
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Air Operations Plan

1. Command Personnel and Communications

Position	Name	#Persons	Mobile	TIMEX
Air Div. Commander				
Air Attack Supervisor				
Air Ground Support Sup.	Kierin Oppatt	1	9(2)(a)	
Drone Supervisor				
Lead Helicopter Pilot	To be confirmed at 0700 Briefing			
Lead Fixed-Wing Pilot				

2. Air Resource Assignments (include the aircraft specific ground support staff in total no of persons)

Pilot Name/Company	Aircraft Type	Regis. or Call Sign	Assignment	#Persons	Mobile	TIMEX
Skyworks	B3	HEE	Monsoon firefighting	1		
Skyworks	B3	HSS	Monsoon firefighting	2		
Helisika	B3	HIP	Monsoon firefighting	2		
TOTAL PERSONNEL (including command personnel)				6		

3. Location of Filling Points / Service Areas

Name	Details	Grid Reference (NZTM / Decimal LAT.LONG)
Heli base	Mercer Airport, Koheroa Rd	-37.2583°, 175.1149° 1787553 5874381
Air base	Mercer Airport, Koheroa Rd	-37.2583°, 175.1149° 1787553 5874381

4. Safety Notes / Hazards / Radio Coverage Limitations / Temporary Airspace Restrictions

1. Powerlines along Island Valley Rd
2. MBZ Mercer B269 SFC-4500
3. TRA in place to 26-10 0800hrs A4672/24
4. Uncontrolled drone operations experienced 23-10, cordons in place for 24-10 to limit public access for residents only. Ground crews will be on watchout.

5. Air Operations Special Equipment or Service

- Air operators are to supply own fuel to meet their requirements.

6. Special Instructions

- Check with operations for use of FOAM, use is conditional on tactical review with Iwi and DOC.
- **Briefing 0715hrs Mercer Airport**

ICS208 Prepared by: Air Division Commander > Kierin Oppatt

Date: 23-10

Time: 1730



Medical Plan

1. First Aid Resources / Stations

Name	Location	Mobile / Radio CH	Paramedics
Command Unit	ICP	Command Channel - Fire 1	0
Defibrillator/s	all FENZ Urban Appliances		0
Co-response First-aid Kit	all FENZ appliances		0

2. Transportation

Ambulance Service	Address	Mobile / Radio CH	Paramedics
St Johns			
Rescue Helicopter		Interagency Liaison (CH10)	

3. Hospitals

Hospital Name	Address	Phone	Travel Time (min)		Burn Unit	Heli Pad
			Road	Air		
Pukekohe Hospital	Tuaakau Road	09 237 0600	27		Y	Y
Te Kauwhata Health Centre	12 Main Road Te Kauwhata	07 826 3499	17		N	N

4. Special Emergency Procedures

All injuries are to be reported to the sector supervisor (or ICP as backup) immediately. Emergency, Safety Advisor and IMT will be notified by supervisor ASAP (or ICP).

- All crews should have first aid kits.
- Crew first aid attendant will assess injury and treat.
- Request for transport will be made through sector supervisor (or ICP as backup). In most cases requiring transport to medical centre, ground transport on unpaved roads is advised against and heli should be requested.
- Sector supervisor will ensure necessary incident reporting (Salmon card) completed & provided to Safety Advisor.
- Safety advisor will record all incident in Safe@Work

ICS206 Prepared by: Logistics Unit > Shane Bromley

Date: 22-10

Time: 1500

Operations Public Information Plan

1. Overview of Public Information Relevant to Operational Personnel

1. Identify the level of media interest and whether there are any plans to escort media onto the incident ground in the next operational period. (If so, mention that this will be approved by the Operations Manager.
2. If a media visit is planned, the sector supervisor / crew leader will get advanced warning if media will be in their sector. Sector supervisor should explain rules for crews being photographed or videoed by media [no photos that would identify private property without the owner's consent; all crew members or other personnel who are identifiable in the image must agree to be photographed, and must be wearing full PPE. Media and members of the public should not be on the incident ground.
3. If you see any unauthorised personnel, notify safety immediately, If they seem to be media, also call the PIM Manager – contact details below

8. Personal Social Media and Photographs Warning

Social media is a public forum. This means when you post on your personal social media you are making a public statement that can be forwarded, screenshot and shared by others (including news media) and linked back to Fire and Emergency NZ. (This applies to all forums including Facebook, Instagram, LinkedIn, WhatsApp, Snapchat and forums like Reddit). You must not post comments or images that would damage the public's confidence in the incident response, release confidential information or bring Fire and Emergency NZ into disrepute. Personnel who are identifiable in an image must agree to be photographed, and must be wearing full PPE; no inappropriate behaviour.

ICS247 Prepared by: PIM Manager > Abi Lawrence

Date: 22-10

Time: 1500



Logistics Plan

1. Facilities

EOC	9(2)(a) Island Block Road
Check in / Assembly Area	9(2)(a) Island Block Road
ICP / Staging Area	9(2)(a) Island Block Road
Helibase	Mercer Airport, End of Koheroa Rd
Fixed Wing Airbase	Mercer Airport, End of Koheroa Rd
Fire Ground Toilets	9(2)(a) Island Block Road / Mercer Airfield

2. Accommodation (email Logistics Unit or call Facilities Unit Leader for any queries related to accommodation)

Accommodation	Address	Allocated Resources	
Mercer Motel	6 Roost St Mercer	1 x room (Herries)	Booked
Mercer Motel	6 Roost St Mercer	1 x room (9(2)(a))	Booked
Mercer Motel	6 Roost St Mercer	1 x room (Kierin Oppatt)	Booked

3. Flights, Transportation, Parking, Vehicle Maintenance and Refuelling

Transport / Flights	From Mercer Airport
Refuelling	Mercer Airport
Parking	Mercer Airport

4. Catering

Dinner	Ngaruawahia Canteen Unit
Lunches	Ngaruawahia Canteen Unit
Breakfast	N/A

5. Supplies

Pump Fuel / 2-Stroke	Pokeno or Bombay
Drinking Water/ Hydration Pwdr	Ngaruawahia Canteen Unit – Own Crews bring water Drinking Water being Volunteer support Officers
Class A Foam / Soap Caps.	Supplied by Equipment and Logistics
Fireground Radios	Supplied by own brigades and command unit
Uniform and Laundry	N/A

7. Instructions for Mobilisation of New Incoming Resources

Check In	Incoming report to Staging / Check in at the ICP
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8. Demobilisation of Outgoing Resources

Check Out	<ol style="list-style-type: none"> 1. Check out of the incident and Complete the ICS220 with Resources Unit. 2. This will be done at Check in / Assembly Area by the Resources Unit. 3. DTR's must be completed, ensuring all are complete and signed by supervisor. 4. A vehicle / equipment inspection will be completed by Ground Support Unit. 5. Ensure all injury or equipment claims are well documented and complete. 6. Decontamination of personnel, clothing and equipment maybe required. 7. Resources demobilising / driving to home bases will be limited to maximum of 12hrs driving between 0600-2200 (except for air transport), rest hours of 2200-0600hrs. 8. At any time during the demobilisation process if there is any concern, contact the Resources.
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Incident: **Island Block Road– ICAD#F4071747**

Operational Period: **24hrs NIGHT/DAY** Fire Day: **4**

Date/Time from: **2000 WED 23/10**

Date/Time to: **2000 THU 24/10**



Communications Plan

Please communicate any radio coverage issues to Logistics > Communications Support Unit immediately

1. Radio Channels

Operations	Function	Radio Channel	Frequency (TX/RX)	UHF/VHF
Fire Operations	Command	FIRE 1 (IGC,VHF Zone A CH1		VHF Simplex
	Sector Alpha	FIRE 1 (IGC,VHF Zone A CH1		VHF Simplex
	Sector Zulu	FIRE 1 (IGC,VHF Zone A CH1		VHF Simplex
	Sector Yankee	FIRE 1 (IGC,VHF Zone A CH1		VHF Simplex
Air Operations	Ground to Air	FIRE 4 IGC,VHF Zone A CH4		VHF Simplex
	Air to Air			VHF
	Circuit 1			VHF
	Circuit 2			VHF
	Local Air Traffic	B269 Mercer MBZ SFC-4500	119.2	VHF
	Command	FIRE 1 (IGC VHF Zone A CH1)		UHF Simplex
Police				
Cordons	All Cordons	FIRE 1 (IGC,VHF Zone A CH1		
Rescue Heli.	Ground to Air	Interagency Liaison (CH10)	140.987500	VHF

2. Portal Radio Repeaters

Name	Location	Batteries / Charging Requirement	Managed By

3. Document Management (document locations, online or offline systems)

System	Details	Comments
IMT Team / Channel	R2A Incident Management Team Island Block Road F4071747 Microsoft Teams	IMT Documents
Situation Board URL	Island Block Rd F4071747- Situation Board (sharepoint.com)	This is an electronic situation board.

4. Internet Access Points

Access Point	SSID	Details
ICP		
ICP / Staging	firecommand	pwd available at ICP

5. Weather Stations (email, sms, social media, chat group, weather station URL's, other than listed in organisational list)

Name	Details for Access	Location
Mobile Weather Stat.		

6. Other (email, sms, social media, chat groups, other than listed in organisational list)

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ICS205 Prepared by: Communication Support Unit > [NAME] Date: Time:



Safety and Wellbeing Plan

1. General Safety and Wellbeing Points

ALWAYS REMEMBER YOUR L.A.C.E.S				
L	A	C	E	S
Lookout(s)	Awareness or Anchor Points	Communication	Escape Routes	Safety Zones

10 Standard Firefighting Orders

1. Keep informed on fire weather conditions and forecasts.
2. Know what your fire is doing always.
3. Base all actions on current and expected fire behaviour of the fire.
4. Identify escape routes and safety zones and make them known.
5. Post lookouts when there is possible danger.
6. Be alert. Keep calm. Think clearly. Act decisively.
7. Maintain prompt communication with your crew/s, your supervisor and adjoining crews.
8. Give clear instructions and ensure they are understood.
9. Maintain control of your crew/s always.
10. Fight fire aggressively, having provided for safety first.

Dangerous Situations to Watch Out For

1. Fire size is unknown (no size up).
2. Unfamiliar territory.
3. Safety zones and escape routes not identified.
4. Unfamiliar with weather and local factors influencing fire behaviour.
5. No communications link with crew members or supervisor.
6. Instructions and assignments not clear.
7. Weather is getting hotter, drier and relative humidity dropping.
8. Wind increases and/or changes direction.
9. Getting frequent spot fires across the line.
10. Working uphill or down wind of a fire.
11. Working on a steep slope.
12. Working in rugged terrain.
13. Cannot see main fire.
14. In unburnt vegetation.
15. Walking through hot ashes.
16. Working alone.
17. Getting tired.
18. Working near power lines.
19. Working near machinery.
20. Working with aircraft.
21. Working around trees or spars.

Confirm L.A.C.E.S with crew, and supervisor within 2hrs start of shift

Everyone is to be signed in and out of the fire ground through the ICP / Staging for both safety check and payment records

Maintain regular C.A.N (conditions, actions, needs) reports to line supervisors at agreed interval as per sector assignment.

Single resources not assigned to a division / sector will do C.A.N reports with ICP every 2 hours while on fire ground.

Provide corrections/updates to IAP: resources, contacts, communication, update maps to include safe zones, escape routes to ensure it is maintained for safety for following operational shifts

2. Specific Safety and Wellbeing Points

- All crews to have adequate food, water, PPE to manage fatigue and hydration.
- Work rest periods enforced. 9hr rest period before returning to fire ground. Crews travelled >3hrs must have 4hr stand down.
- Seek shade during rest period, be sun smart.
- All workers to ensure they are competent for the tasks and risks given.
- Air and ground crews to be isolated from risk areas during operations.
- Eliminate / minimise working in smoke and or traveling in smoke.
- Fire ground access limited due to wetland.
- Boat travel only in DOC operated boats under DOC skipper guidance.

4. Management of Dangerous Trees

-

ICS209 Prepared by: Safety Advisor > Matt Cook **Error! Reference source not found.**

Date: 23 October 2024

1415 hrs



Fire Behaviour and Weather

1. Weather Forecast

Situation	A ridge of high pressure west of New Zealand moves slowly northeast today and tomorrow, allowing a strengthening northwesterly flow to become established over southern and central areas. - Source Metservice Issued 08:57 23oct
This Shift:	<p>Wednesday Night: W 10-15 km/h, becoming NW this evening and easing to 5-10 km/h overnight. Gusts 30-35 km/h this afternoon, easing to less than 20 km/h overnight. Falling to a low near 10-11°C overnight. Near 70% this afternoon. Increasing to 95% or higher overnight. Chance for a sprinkle or light shower until 5pm. Any rainfall amount would be minimal.</p> <p>Thursday Day: NW winds increasing to 10-15 km/h in the afternoon, becoming N less than 10 km/h overnight. Gusts 30-40 km/h in the afternoon, easing to 25 km/h or less overnight. A high near 19°C, then a low of 12-13°C overnight. A low near 50% in the afternoon, then up to 90% overnight. Slight chance for a brief sprinkle in the afternoon. Any rainfall would be minimal.</p>
Looking Ahead:	<p>Friday: NW-N winds increasing to 15-20 km/h in the afternoon, then around 10 km/h overnight. Gusts 40-50 km/h in the afternoon, easing to 30-40 km/h overnight. A high near 21°C, then a low of 16°C overnight. A low near 60-65% in the afternoon, then up to 90% overnight. Chance for a couple of afternoon showers. Any rainfall 2 mm less</p> <p>Saturday: North increasing to 20-30 km/h. Gusts increasing to 60-70 km/h in the afternoon. Afternoon high near 20°C Generally steady near 85-90% through the day. Showers developing in the morning, with a period of heavy rain likely in the afternoon. Rainfall amounts of 10-15 mm possible.</p>

2. Fire Behaviour Forecast (1300 NZDT)

STATION	TEMP	RH	WD	WS	PRECIP	FFMC	DMC	DC	ISI	BUI	FWI
Waeranga (OBS 23/10) (20km SW of fire)	15.8	72	236	17.8	0	84.5	12.2	47.4	4.9	14.8	6.5
Waeranga (Forecast 24/10)	19	50	315	15	0	83	14	55.2	4	17.2	5.9

3. General Fire Behaviour

Smaller shrub vegetation will continue to burn and flare, Wind changes NW to drive the fire SE direction, Fire should slow down hitting taller Manuka and Willow fuels. Based on F.L and FHI, the River and Road to East needs Firebreak to meet minimum of 15M wide and clear with monitoring, Occasional spotting, Smoke conditions expected. Low R.H forecast 50% with Temp will increase fire activity. Diurnal period of activity being 11:00 to 18:00hrs Wind gusts may exceed 40kmph at times with incoming weather fronts over weekend.

4. Specific Fire Behaviour (assumed no suppression)

FUEL TYPE	ROS / HEAD FIRE INT. / FLAME LTH	PEAK ROS / HEAD FIRE INT. / FLAME LTH
Scrub Manuka / Kanuka (1-1.5m)	562m/h - 5765k/m - 4.2m	2355m/h - 24146k/m - 8.0m
Scrub Manuka (5-6M) River bank	562m/h - 8256k/m - 4.9m	2355m/h - 34576k/m - 9.5m
Scrub – heathlands/ wetlands	562m/h - 7971k/m - 4.8m	2355m/h - 33384k/m - 9.3m
Ungrazed Grass@10% G.C	1m/h - 4k/m - 0.2m	7m/h - 31k/m - 0.4m
Grass Curing 10%		Peak values based on max gust of 40kmph

5. Specific Activities

6. FIRE BEHAVIOUR SAFETY ADVISORY

Flare up in scrub fuel and changes in wind direction to monitor, Awareness of flame height and increase fire activity. Smoke will be an ongoing issue with the fuel consumption. Awareness of damaged trees in tall Manuka areas.

Remember your L.A.C.E.S

ICS248 Prepared by: Keeber

Date: 23OCT24

Time: 15:15

FIRE RISK MATRIX	FFMC	DMC	DC	ISI	BUI	FWI
	Ignition Potential	Mop Up Difficulty	Rate of Spread	Fuel Availability	Fire Intensity	
LOW	0+	0+	0+	0+	0+	0+
MODERATE	75+	21+	101+	5+	16+	4+
HIGH	85+	31+	176+	9+	31+	14+
VERY HIGH	88+	41+	251+	13+	46+	24+
EXTREME	92+	46+	326+	16+	61+	29+



Fire Maps and QR Codes

1. Using QR Codes for FireMapper (Live / Offline Map)

Download **FireMapper for Enterprise** app on iOS and Android.

If you do not have a license Scan the *Temporary License Code* or *Enter Code* directly into FireMapper User Profile (and update your details). Shared Maps should be available for the incident.

TEMPORARY FIREMAPPER LICENSE

CODE: **NZNSBPLS7NKT4RHDDLBAFDY4T65FJ2U2**

URL: <https://qr.firefront.com.au/?NZNSBPLS7NKT4RHDDLBAFDY4T65FJ2U2>

QR CODE:



WEBMAP: [Island Block Rd, Te Kauwhata F4071747 - Island Block Rd, Te Kauwhata F407174 MAP \(firefront.com.au\)](#)

2. Fire Maps (overview and QR codes)

3. Evacuations Maps (overview)

Not active



INCIDENT ACTION PLAN

(right click and select update to refresh table of contents)

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Approved by Incident Controller

Name: Mark Tinworth

Date: 24 Oct 2024

Signed:

9(2)(a)

Document Download Link or QR Code





Situation Report

1. Location	2. Incident Type	3. Report Date/Time	3. NZ Topo50 Grid Ref and Address
9(2)(a) Island Block Rd, Waikato	Vegetation Wildfire	1500 24/10/24	N5868640 E1788188

4. Assessment – current fire situation

- A large vegetation scrub fire is burning estimated to be over 1039ha as at 0900hrs on 24 Oct with a perimeter of 16km, after originating 1300hrs 21 Oct 9(2)(a) Island Block Rd.
- Fire is currently not under control, is considered 100% contained as of 2000hrs 23-10. The fire perimeter is non-active with 11 hot spots detected are not showing any activity at all, **making 100% of the perimeter inactive. This will be tested by drones overnight.**
- Values at risk are houses adjoining the fire site located at 9(2)a Island Block Rd, general powerlines running along Island block Road, internationally recognised ecological site of the Whanagamarino wetlands administrated by Department of Conservation (DOC). 12 residences are close to the fire perimeter and are classified as defensible.
- The weather and conditions from the NW and W have dominated the fire ground over the last few days pushing the fire to the south and east of the wetland. The fire has often halted in taller willow fuels and major waterways. The fire has not extended onto pasture around the wetland. **The fire has not extended during this operational period, and changes in area and perimeter are mapping refinements. Wind conditions this afternoon have not seeing any additional fire activity as of 1500hrs 24-10.**

5. Actions Taken

- The fire suppression over the last 3 days has focused on aerial helicopter monsoon buckets, and fixed wing aircraft with 8 helicopters + 2 fixed wing aircraft operating on day 3 (WED). THU sees 6 personnel and 3 helicopters operating with 0.1 to 0.2% class A foam on hotspots as they arise, and as detected by drone thermal scan. **Aircraft just monitoring as of 1400hrs minimal air ops activity this PM.**
- Effective suppression on southeastern perimeter was established using Class A foam throughout Day 3, through consultation with Iwi and DOC permitting use for this area to limit the fire ground in high value wetland. It was agreed to continue this use during operations THU with mix ratios of 0.1-0.2%.
- Drone operations completed a perimeter survey thermal hotspot scan (focused on 30m in) with detected hotspots loaded to firemapper by 0700hrs. Full perimeter was scanned, with 11 Hotspots detected. Drone scan again THU Night.
- Aircraft performing stunts on edge or just within TRA reported to CAA who are monitoring and tracking aircraft. CAA will also be notified about drone activity in Day 4 TRA.**
- 2 ground crew personnel completing monitoring overnight, with THU seeing an increase in crew with additional 2x DOC (5pax) arriving at 1300hrs to assist the existing 8 personnel, including 1 DOC boat and skippers on the Whanagamarino river.
- The ICU Command Unit has been established as an ICP as of 1200hrs at Mercer airfield with 2 personnel. **Mobile WX station ordered.**
- 23 IMT personnel continue based at Mercer Airfield (including DOC, Iwi). IMT planned through to Monday 28-10, with a changeover planned FRI 0800hrs. DOC have suggested filling some of these incoming IMT positions.
- Cordons reestablished on Island Block Rd / Falls Rd from 0800-1800hrs for residents' access only through coordination with Waikato District Council (WDC) as a precaution to limit public access to avoid drones operating.**
- Public info is released in 4 hourly intervals or as otherwise necessary. No expected evacuations under current conditions.
- Positively engaging with local iwi and tangata whenua & DOC being within IMT. Consequence risk, pestle review 0900hrs 24-10.
- Consultation with DOC and WDC, control gates are remaining closed as of 0800hrs 24-10. An option to open is being explored.
- Total personnel **57** for current operational period (not including 2 fire investigators), with some changeover IMT arriving.
- Planning underway for LAC visit to site tomorrow 25-10 11am**

6. Factors – what is affecting the way the fire is being fought or develops?

Weather	1. 19C, RH 50%, NW winds increasing to 10-15 km/h in the afternoon gusting 40kph, nil rain.
Fire Behaviour	2. Limited access wetland, volatile shrub/heathlands fuels. Heavier Willow fuels halting fire. Awareness of low RH and increasing winds today will drive flare-up from early afternoon.
Assets, Infrastructure	3. Houses on Island Block Rd, Ecological Wetlands, Powerlines
Resource Status	4. Air Ops comfortable with pilot rotation for fatigue.
Resource Availability	5. Confirmed ordered resources have arrived.

7. Predicted Incident Development – next 12 / 24 / 48hrs

12hrs	1. Small shrub, heathland will continue to burn and flare into hotspots. Fire slowing down hitting taller Manuka and Willow fuels. Expecting possible flare ups from early afternoon.
24hrs	2. Fire should die down overnight, with limited flaring / hotspots within 30m of perimeter.
48hrs	3. 21C, NW-N, 60%RH winds 30kph, gusting 70kph may see some hotspots / flaring / smoke FRI PM.

FORM: ICS201 Prepared by: Intelligence Unit > David Herries	Date: 24-10	Time: 1500hr
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Objectives and Strategies

1. Overall Incident Objectives (SMART – Specific, Measurable, Achievable, Relevant, Time Bound)

1. To ensure safety of the responding personnel and public for the duration of the incident.
2. To limit further impact on property, whenua and critical infrastructure for the duration of the incident.
3. To limit further impact on cultural, environmental, historic and conservation values for the duration of the incident.
4. To work collaboratively with partner agencies, affected landowners, residents, stakeholders including local Iwi for the duration of the incident.
5. To achieve containment (including waterways) of the fire by 2000hr WED 23-10
6. To limit fire spread in Sector Yankee across the ecological wetland throughout the operational period.
7. To achieve control (30m cold) of the fire by 2000hrs THU 24-10.
8. To initiate a fire investigation by 20:00 21/10 and have it completed safely within a reasonable timeframe.
9. To tracking financial costs and report daily by 2000hr from 22/10.
10. To start a transition plan by 1800hrs 24-10
11. To ensure relief / recovery is considered in all actions and reviewed daily, including ecosystem recovery.
12. Undertake an after-action review daily.

2. Overall Strategies (Plan of Action to Meet Incident Objective)

- A. Create a safety plan and safety briefing for all personnel (including contractors).
- B. Monitor and model fire behaviour, provided updated maps to ensure a hi level of situational awareness.
- C. Use media, trusted community channels and stakeholders to establish comms and engagement through regular briefings and updates.
- D. Conduct asset (defendable and undefendable) and critical infrastructure identification through air surveillance and supporting spatial mapping datasets (powerlines, mobile towers, historic sites etc).
- E. Cultural, historical, environmental values identified on incident ground (actual and forecasted).
- F. Establish check in / check out, demobilisation resource tracking to enable financial reporting.
- G. Secure adequate crews and supporting resources to meet objectives daily basis.
- H. Provide for use of Class A foam on the fire perimeter to limit fire spread in key ecological areas in Sector Yankee.
- I. Continued review of the relief and recovery planning checklist in coordination with DOC, Iwi.
- J. Continue development of the transition plan in coordination with DOC, Iwi.
- K. IMT after action review 1800 daily.
- L. Conduct drone thermal operations to conduct hotspot detection and mapping to test to control objective to within 30m of perimeter.



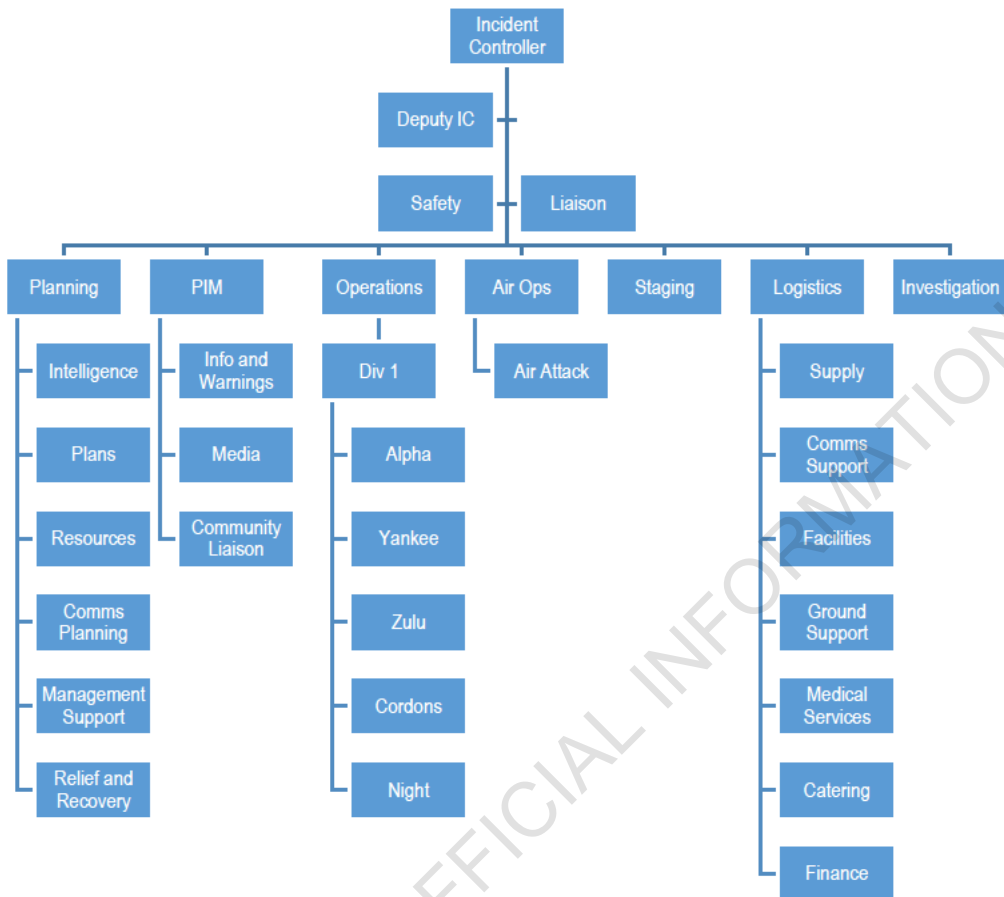
Organisational List

1. Incident Control		Personnel	Mobile	Email Prefix	TIMEX
Incident Controller		Mark Tinworth	9(2)(a)	imt.ic	
Deputy Incident Controller		Not active		imt.ic	
Safety Advisor		Karen Ismay	9(2)(a)	imt.safety	
Iwi Liaison Officer		Not active		imt.liaison	
Liaison Officer		Ed Hopping	9(2)(a)	imt.liaison	
2. Agency Representative					
Department of Conservation		9(2)(a)	9(2)(a)		
Local Iwi		9(2)(a)	9(2)(a)		
3. Planning/Intelligence Section					
Planning Manager		Anita Middlemass	9(2)(a)	imt.planning	
Intelligence Unit Leader		John Goddard	9(2)(a)	imt.planning	
Fire Behaviour Specialist		Alan Keeber	9(2)(a)	alan.keeber	Remote
Mapping Specialist		Not active		imt.gis	
Fire Observer/s		Not active		imt.intelligence	
Technical Advisor/s		9(2)(a)	9(2)(a)	9(2)(a)@doct.govt.nz	Remote
Plans Unit Leader		John Goddard	9(2)(a)	imt.plans	
Resource Unit Leader		Alan Doherty	9(2)(a)	imt.resources	
Management Support Unit Leader		Not active		imt.planning	
4. Logistics Section					
Logistics Manager		Shane Bromley	9(2)(a)	imt.logistics	
Finance Unit Leader		Lynda Macfarlane	9(2)(a)	imt.logistics	
5. Operations Section					
Operations Manager (Field)		Steve Boulton	9(2)(a)	imt.operations	
Ops Manager Planning (Deputy)		David Brown	9(2)(a)	imt.operationsplanning	
Incident Command Point (ICP)		Otara ICU	9(2)(a) 9(2)(a)	icu.otara	
6. Public Information & Media					
PIM Manager		Abi Lawrence	9(2)(a)	imt.pim	
7. Recovery & Welfare					
Welfare Manager		Not active		imt.recovery	
Recovery Manager		Not active		imt.recovery	
8. Investigation					
Lead Investigator		Teresa Gordon Lorna Biggam	9(2)(a) 9(2)(a)	teresa.gordon Lorna.biggam	
9. Regional Coordination Centres					
RCC		Bill (William) Pike	9(2)(a)	rcc.tauranga	
Note: email suffix = @fireandemergency.nz TIMEX = date scheduled exit rostered deployment)					
FORM: ICS203 Prepared by: Resources Unit > Leanne Cryer				Date: 24-10	Time: 1730



Active Incident Management Structure

Open DOCX in full version of the MS Word App (not word online), and edit this structure to reflect that implemented in incident)





Sector Assignment NIGHT-AYZ

1. Sector0 A-Y-Z		2. Sector Supervisor Richie Peters			3. Division Assigned ONE	
4. Sector Description		All sectors				
5. Anchor Point / SafeZone		Staging, 9(2)(a) Island Block Rd				
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Crew Leader	Mobile	Call Sign	Vehicle	#Persons	TIMEX
Maramarua	Guy Platten & Kayleigh Hatherly (18:00hrs – midnight) Glenn Holtham & Chelsea (midnight – 08:00hrs)		MARA 4929	4x4 Ute	2	
USAR Drone	Richie Peters	9(2)(a)	Drone OPs	TBC	4	
TOTAL PERSONNEL (including supervisor)					6	
7. Sector Assignment / Special Instructions						
<ol style="list-style-type: none"> 1. Briefing at ICP Mercer Airport at 18:00hrs 2. Patrolling site with crew of 2 – hard stand. 3. Monitor fire development if additional resources required, request through communication centre. 4. UAV with crew of 4 – hot spot the perimeter 10 metres beyond the burn front and 30 metres into the black – drone operation to commence between 20:00hrs until 06:00hrs. Supply information to the Fire Behaviour Analyst (Dave Herries) by 07:00hrs <ol style="list-style-type: none"> a. Priority 1 – all of Sector Yankee sector Zulu (600m section from pastureland to the river) b. Priority 2 – Areas 200m either side of defensible houses as marked on fire mapper within sector Alpha c. Priority 3 - All other areas around the perimeter 						
8. General Taskings						
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required. B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 						
8. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
At ½ Shift	S.Sup to ICP	Resources needed next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 2hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > Paul Hunter				Date: 24-10		Time: 1700



Sector Assignment 1-A

1. Sector ALPHA		2. Sector Supervisor Mike Sparrow			3. Division Assigned ONE	
4. Sector Description		Running from the estimated ignition sources to the intersection of Island Block Road and Falls Road				
5. Anchor Point / SafeZone		Staging Area 9(2)(a) Island Block Rd				
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Resource Leader	Mobile	Call Sign	Vehicle	#Person	TIMEX
Sector Supervisor	<u>Mike Sparrow</u>	9(2)(a)	ALPHA		1	
Maramarua	<u>Mark Merrie</u> <u>Dave Hatherley</u>		MARA4971	4x4 Ute	2	
Hamilton Vols	<u>Cameron Hall</u> <u>Marie Haddon</u>	9(2)(a)	4219	4x4 Ute	2	
TOTAL PERSONNEL (including supervisor)					5	
7. Sector Assignment / Special Instructions						
<ol style="list-style-type: none"> 1. Briefing Staging at 0800hrs at ICP Mercer Airport 2. Monitoring from hard stand surface (fire site) 3. Patrol perimeters with TIC 4. Additional resourcing to be requested through the Operations. 5. Manage access for fire investigators as needed. 6. Helicopters to be used for hot spotting along the perimeter, as and when required. Using foam on active hot spots, or as indicated from drone mapping at 0.1% to 0.2% class. 						
8. General Taskings						
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required. B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to be pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 						
9. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period				
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > Paul Hunter				Date: 24-10	Time:1700	



Sector Assignment 1-Y

1. Sector YANKEE	2. Sector Supervisor 9(2)(a)	3. Division Assigned ONE				
4. Sector Description	Running along the western flank south of the possible point of ignition running south along Whangamarino River					
5. Anchor Point / SafeZone	Bridge, Falls Rd					
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Crew Leader / Driver	Mobile	Call Sign	Vehicle	#Person	TIMEX
DOC Boat	Skipper 9(2)(a)		BOAT2		1	
DOC Crew	9(2)(a)		DOC2		5	
	9(2)(a)					
	9(2)(a)					
	9(2)(a)					
	9(2)(a)					
TOTAL PERSONNEL (including supervisor)					6	
7. Sector Assignment / Special Instructions						
<ol style="list-style-type: none"> 1. Ground crew will be getting boat from the Island Block Rd Boat ramp. 2. Deploy in Zulu (or Yankee) from river as directed. <u>Radio ICP when changing sectors.</u> 3. Wetlands ground crews to have briefing from DOC representative on working procedures in these areas before work start. 4. DOC operated boat, under full DOC approved skipper, following DOC MOSS SOP. Standard DOC procedures will apply. Safety advisor has approved use of vessel. 5. Ops may also request use boat for monitoring of the perimeter from the river. 6. Helicopters to be used for hot spotting along the perimeter, as and when required. Using foam on active hot spots, or as indicated from drone mapping at 0.1% to 0.2% class. 						
8. General Taskings						
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to be pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 						
9. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period				
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > Paul Hunter				Date: 24-10		Time: 1700



Sector Assignment 1-Z

1. Sector ZULU	9(2)(a)	3. Division Assigned ONE
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4. Sector Description	Running along the southern boundary from the Whangamarino River to Falls Road
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5. Anchor Point / SafeZone	Staging 9(2)(a) Island Block Rd
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6. Resources Assigned this Period (including Plant / Heavy Equipment)

Resource	Crew Leader / Driver	Mobile	Call Sign	Vehicle	#Person	TIMEX
DOC Boat	Skipper 9(2)(a)	9(2)(a)	VILIGANT		1	
2 x 5 PAX DOC Crews	9(2)(a)		DOC1		5	
	9(2)(a)					
	9(2)(a)					
	9(2)(a)					
	9(2)(a)					
TOTAL PERSONNEL (including supervisor)					6	

7. Sector Assignment / Special Instructions

1. Briefing at ICP at 08:00hrs.
2. Continue using the DOC Boat 'Vigilant'.
3. Ground crew will be getting boat from the Island Block Rd boatramp.
4. Deploy in Zulu (or Yankee) from river as directed. Radio ICP when changing sectors.
5. Wetlands ground crews to have briefing from DOC representative on working procedures in these areas before work start.
6. Ops may also request use boat for monitoring of the perimeter from the river.
7. Helicopters to be used for hot spotting along the perimeter, as and when required. Using foam on active hot spots, or as indicated from drone mapping at 0.1% to 0.2% class. - refer to Air Ops Plan – utilise helicopters if needed from Sector Y

8. General Taskings

- A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required.
- B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP.
- C. Confirm L.A.C.E.S, test and update throughout operational period.
- D. S.sup validate resources, contacts are current against IAP sector assignment, report errors.
- E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations.
- F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements).
- G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress).
- H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP).
- I. Fencelines are not to be pushed through by machinery, when needed fences must be cut and secured out of the way.
- J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads.
- K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread.

9. Reporting / Communication Instructions

Time	From / To	Details
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)

FORM: ICS204 Prepared by: Operations > Paul HUNTER	Date: 24-10	Time: 1700hrs
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Sector Assignment 1-CORDONS						
1. Sector CORDONS		2. Sector Supervisor 9(2)(a)			3. Division Assigned ONE	
4. Sector Description		Cordons on Island Block Rd, and Falls Rd				
5. Anchor Point / SafeZone		Western end of Island Block Rd Bridge.				
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Crew Leader / Driver	Mobile	Call Sign	Vehicle	#Person	TIMEX
Waikato District Council	9(2)(a)	9(2)(a)	CORDONS	?	4	
TOTAL PERSONNEL (including supervisor)					4	
7. Sector Assignment / Special Instructions						
<ol style="list-style-type: none"> 1. Briefing at ICP Mercer Airport at 08:00hrs. 2. Cordons to be in place from 08:00hrs until 18:00hrs 3. Monitor radios VHF Zone A CH 1 (FIRE 1). Limit public hearing this radio comms. 4. For queries from public please make contact with PIM Manager. 5. Secure Western end of Island block rd, at bridge as marked on Firemapper to limit access for residents only. 6. Secure Falls Rd Intersection with Island Block Rd as marked on Firemapper to limit access for residents only. 7. Secure Western end of Falls Rd at the Bridge as marked on Firemapper to limit access for residents only. 8. Report any use of drones by public to ICP. 						
8. General Taskings						
<ol style="list-style-type: none"> A. S.sup validate resources, contacts are current against IAP sector assignment, report errors. B. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). C. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). 						
9. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period				
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > Paul HUNTER				Date: 24-10		Time: 1600



Air Operations Plan

1. Command Personnel and Communications

Position	Name	#Persons	Mobile	TIMEX
Air Div. Commander	na			
Air Attack Supervisor	na			
Air Ground Support Sup.	Kierin Oppatt	1	9(2)(a)	
Drone Supervisor	Richie Peters (allocated within NIGHT Sector)	0		
Lead Helicopter Pilot	9(2)(a)			
Lead Fixed-Wing Pilot	na			

2. Air Resource Assignments (include the aircraft specific ground support staff in total no of persons)

Pilot Name/Company	Aircraft Type	Regis. or Call Sign	Assignment	#Persons	Mobile	TIMEX
Skyworks	B3	HSS	Monsoon firefighting	1: 9(2)(a)	9(2)(a)	
Skyworks	B3	HSS	Monsoon firefighting	2: 9(2)(a)	9(2)(a)	
Helisika	B3	HIP	Monsoon firefighting	2: 9(2)(a)	9(2)(a)	
TOTAL PERSONNEL (including command personnel)				6		

3. Location of Filling Points / Service Areas

Name	Details	Grid Reference (NZTM / Decimal LAT.LONG)
Heli base	Mercer Airport, Koheroa Rd	-37.2583°, 175.1149° 1787553 5874381
Air base	Mercer Airport, Koheroa Rd	-37.2583°, 175.1149° 1787553 5874381

4. Safety Notes / Hazards / Radio Coverage Limitations / Temporary Airspace Restrictions

1. Powerlines along Island Valley Rd
2. MBZ Mercer B269 SFC-4500
3. TRA in place to 26-10 0800hrs A4672/24
4. Uncontrolled drone operations experienced 23-10, cordons in place for 24-10 to limit public access for residents only. Ground crews will be on watchout.

5. Air Operations Special Equipment or Service

- Air operators are to supply own fuel to meet their requirements.

6. Special Instructions

- Check with operations for use of FOAM, use is conditional on tactical review with Iwi and DOC.
- **Briefing 0715hrs Mercer Airport**

ICS208 Prepared by: Air Division Commander > Kierin Oppatt

Date: 24-10

Time: 1730



Medical Plan

1. First Aid Resources / Stations

Name	Location	Mobile / Radio CH	Paramedics
Command Unit	ICP	Command Channel - Fire 1	0
Defibrillator/s	all FENZ Urban Appliances		0
Co-response First-aid Kit	all FENZ appliances		0

2. Transportation

Ambulance Service	Address	Mobile / Radio CH	Paramedics
St Johns		Respond via ICP	as needed
Rescue Helicopter		Interagency Liaison (CH10)	as needed

3. Hospitals

Hospital Name	Address	Phone	Travel Time (min)		Burn Unit	Heli Pad
			Road	Air		
Pukekohe Hospital	Tuaakau Road	09 237 0600	27		Y	Y
Te Kauwhata Health Centre	12 Main Road Te Kauwhata	07 826 3499	17		N	N

4. Special Emergency Procedures

All injuries are to be reported to the sector supervisor (or ICP as backup) immediately. Emergency, Safety Advisor and IMT will be notified by supervisor ASAP (or ICP).

- All crews should have first aid kits.
- Crew first aid attendant will assess injury and treat.
- Request for transport will be made through sector supervisor (or ICP as backup). In most cases requiring transport to medical centre, ground transport on unpaved roads is advised against and heli should be requested.
- Sector supervisor will ensure necessary incident reporting (Salmon card) completed & provided to Safety Advisor.
- Safety advisor will record all incident in Safe@Work

ICS206 Prepared by: Logistics Unit > Shane Bromley

Date: 24-10

Time: 1500

Operations Public Information Plan

1. Overview of Public Information Relevant to Operational Personnel

1. There is a high level of media interest in this incident. We are doing regular media updates.
2. Outside of organised visits, media and members of the public should not be on the incident ground. If you see any unauthorised personnel, notify safety immediately, if they are media, also call the PIM Manager – contact details below.
3. There is a high level of public interest in the incident, please refer enquiries to our social media / website where possible for updates.
4. If you are taking photos of the incident, send these to the PIM. Ensure everyone in the photos is wearing correct PPE. Remember the social media policy around posting these photos on your personal pages.
5. Messages below for crews to pass on to members of public / friends and family in the area:
6. People can expect to see smoke from this fire. If your property is affected by smoke contact your local environmental health officer for advice before using food, feed or water from storage tanks for drinking.
7. Please stay well away from the fireground and respect all road-closed signs. Fire and Emergency vehicles and Department of Conservation vehicles moving around the roads and in the forest areas.
8. If you own a drone, please don't fly it anywhere near the fire – if we see drones in the air all our helicopters and other aircraft must land straight away for the safety of our pilots, which means our aerial firefighting is interrupted.

8. Personal Social Media and Photographs Warning

Social media is a public forum. This means when you post on your personal social media you are making a public statement that can be forwarded, screenshot and shared by others (including news media) and linked back to Fire and Emergency NZ. (This applies to all forums including Facebook, Instagram, LinkedIn, WhatsApp, Snapchat and forums like Reddit). You must not post comments or images that would damage the public's confidence in the incident response, release confidential information or bring Fire and Emergency NZ into disrepute. Personnel who are identifiable in an image must agree to be photographed, and must be wearing full PPE; no inappropriate behaviour.

ICS247 Prepared by: PIM Manager > Abi Lawrence

Date: 24-10

Time: 1500



Logistics Plan

1. Facilities

EOC	9(2)(a) Island Block Road
Check in / Assembly Area	9(2)(a) Island Block Road
ICP / Staging Area	9(2)(a) Island Block Road
Helibase	Mercer Airport, End of Koheroa Rd
Fixed Wing Airbase	Mercer Airport, End of Koheroa Rd
Fire Ground Toilets	9(2)(a) Island Block Road / Mercer Airfield

2. Accommodation (email Logistics Unit or call Facilities Unit Leader for any queries related to accommodation)

Accommodation	Address	Allocated Resources
Mercer Motel	6 Roost St Mercer	6 rooms
Tuakau Hotel	George St	4 rooms

3. Flights, Transportation, Parking, Vehicle Maintenance and Refuelling

Transport / Flights	From Mercer Airport
Refuelling	Mercer Airport
Parking	Mercer Airport

4. Catering

Dinner	Awaiting confirmation from Auckland Canteen Unit
Lunches	Awaiting confirmation from Auckland Canteen Unit
Breakfast	N/A

5. Supplies

Pump Fuel / 2-Stroke	Pokeno or Bombay
Drinking Water/ Hydration Pwdr	Drinking Water being Volunteer support Officers
Class A Foam / Soap Caps.	Supplied by Equipment and Logistics
Fireground Radios	Supplied by own brigades
Uniform and Laundry	N/A

7. Instructions for Mobilisation of New Incoming Resources

Check In	Incoming report to Staging / Check in at the ICP
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8. Demobilisation of Outgoing Resources

Check Out	<ol style="list-style-type: none"> 1. Check out of the incident and Complete the ICS220 with Resources Unit. 2. This will be done at Check in / Assembly Area by the Resources Unit. 3. DTR's must be completed, ensuring all are complete and signed by supervisor. 4. A vehicle / equipment inspection will be completed by Ground Support Unit. 5. Ensure all injury or equipment claims are well documented and complete. 6. Decontamination of personnel, clothing and equipment maybe required. 7. Resources demobilising / driving to home bases will be limited to maximum of 12hrs driving between 0600-2200 (except for air transport), rest hours of 2200-0600hrs. 8. At any time during the demobilisation process if there is any concern, contact the Resources.
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Incident: **Island Block Road– ICAD#F4071747**

Operational Period: **24hrs NIGHT/DAY** Fire Day: **5**

Date/Time from: **2000 THU 24/10**

Date/Time to: **2000 FRI 25/10**



Communications Plan

Please communicate any radio coverage issues to Logistics > Communications Support Unit immediately

1. Radio Channels

Operations	Function	Radio Channel	Frequency (TX/RX)	UHF/VHF
Fire Operations	Command	UHF Zone A RPT1 (CH14)		UHF Dup
	Sector Alpha	UHF Zone A RPT1 (CH14)		UHF Dup
	Sector Zulu	UHF Zone A RPT1 (CH14)		UHF Dup
	Sector Yankee	UHF Zone A RPT1 (CH14)		UHF Dup
Air Operations	Ground to Air	FIRE 4 IGC,VHF Zone A CH4		VHF Simplex
	Air to Air			
	Circuit 1			
	Local Air Traffic	B269 Mercer MBZ SFC-4500	119.2	VHF
	Command	UHF Zone A RPT1 (CH14)		UHF Dup
Police		Interagency Liaison (CH10)		VHF Simplex
Cordons	All Cordons	UHF Zone A RPT1 (CH14)		UHF Dup
Rescue Heli.	Ground to Air	Interagency Liaison (CH10)	140.987500	VHF Simplex

2. Portal Radio Repeaters

Name	Location	Batteries / Charging Requirement	Managed By
RPT1	As per firemapper	Replace batteries 1200hr, 1800hrs	ICU Operators

3. Document Management (document locations, online or offline systems)

System	Details	Comments
IMT Team / Channel	R2A Incident Management Team Island Block Road F4071747 Microsoft Teams	IMT Documents
Situation Board URL	Island Block Rd F4071747- Situation Board (sharepoint.com)	This is an electronic situation board.

4. Internet Access Points

Access Point	SSID	Details
ICP	Starlink DOC provided on whiteboard in EOC	Transitioning Starlink devices 24-10 to DOC
ICP / Staging	firecommand	pwd available at ICP

5. Weather Stations (email, sms, social media, chat group, weather station URL's, other than listed in organisational list)

Name	Details for Access	Location
Mobile Weather Stat.	TBC	As per firemapper, installed 25-10

6. Other (email, sms, social media, chat groups, other than listed in organisational list)

Team Channel > R2A > Island Block Rd F4071747 Chat for IMT, ICU, RCC Comms.

ICS205 Prepared by: Communication Support Unit > Shane Bromley Date: 24-10 Time: 2000



Safety and Wellbeing Plan

1. General Safety and Wellbeing Points

ALWAYS REMEMBER YOUR L.A.C.E.S				
L	A	C	E	S
Lookout(s)	Awareness or Anchor Points	Communication	Escape Routes	Safety Zones

10 Standard Firefighting Orders

1. Keep informed on fire weather conditions and forecasts.
2. Know what your fire is doing always.
3. Base all actions on current and expected fire behaviour of the fire.
4. Identify escape routes and safety zones and make them known.
5. Post lookouts when there is possible danger.
6. Be alert. Keep calm. Think clearly. Act decisively.
7. Maintain prompt communication with your crew/s, your supervisor and adjoining crews.
8. Give clear instructions and ensure they are understood.
9. Maintain control of your crew/s always.
10. Fight fire aggressively, having provided for safety first.

Dangerous Situations to Watch Out For

1. Fire size is unknown (no size up).
2. Unfamiliar territory.
3. Safety zones and escape routes not identified.
4. Unfamiliar with weather and local factors influencing fire behaviour.
5. No communications link with crew members or supervisor.
6. Instructions and assignments not clear.
7. Weather is getting hotter, drier and relative humidity dropping.
8. Wind increases and/or changes direction.
9. Getting frequent spot fires across the line.
10. Working uphill or down wind of a fire.
11. Working on a steep slope.
12. Working in rugged terrain.
13. Cannot see main fire.
14. In unburnt vegetation.
15. Walking through hot ashes.
16. Working alone.
17. Getting tired.
18. Working near power lines.
19. Working near machinery.
20. Working with aircraft.
21. Working around trees or spars.

Confirm L.A.C.E.S with crew, and supervisor within 2hrs start of shift

Everyone is to be signed in and out of the fire ground through the ICP / Staging for both safety check and payment records

Maintain regular C.A.N (conditions, actions, needs) reports to line supervisors at agreed interval as per sector assignment.

Single resources not assigned to a division / sector will do C.A.N reports with ICP every 2 hours while on fire ground.

Provide corrections/updates to IAP: resources, contacts, communication, update maps to include safe zones, escape routes to ensure it is maintained for safety for following operational shifts

2. Specific Safety and Wellbeing Points

- All crews to have adequate food, water, PPE to manage fatigue and hydration.
- Work rest periods enforced. 9hr rest period before returning to fire ground. Crews travelled >3hrs must have 4hr stand down.
- Seek shade during rest period, be sun smart.
- All workers to ensure they are competent for the tasks and risks given.
- Air and ground crews to be isolated from risk areas during operations.
- Eliminate / minimise working in smoke and or traveling in smoke.
- Fire ground access limited due to wetland/unsure ground underfoot.
- Boat travel only in DOC operated boats under DOC skipper guidance.
- Wetlands ground crews to have briefing from DOC representative on working procedures before work start.
- Raise issues with drying gear (boots /socks etc) between shifts.

ICS209 Prepared by: Safety Advisor > Matt Cook

Date: 24 October 2024

2000hr



25/10/24 Whangamano

Hazard Board

HAZARD REGISTER

RISK ASSESSMENT

HAZ#	HAZARD	LOCATION	CONTROL MEASURES	LIKELIHOOD	CONSEQUENCE	RISK	CONTROL MEASURES ADEQUATE (Y/N)	OIC TO SIGN
1	Public/media	Fire Ground	Ensure all bystanders, media, non-fire personnel are managed, supervised or barriers in place	2	2	LOW	Y	
2	Personnel Fire fighters Staff	Fire Ground	PPE must be worn, personnel suitably trained and monitored, briefings, LACES, allocate tasks, never work alone	2	2	LOW	Y	
3	Fire Environment	Fire Ground	LACES, briefings, monitor/weather, PPE, training, identify "no-go" areas, "one foot in the black" never work downwind of a fire, safe working distance from fire	2	2	LOW	Y	
4	Heat illness, dehydration, fatigue	Fire Ground	Briefings, PPE, regular breaks, drink plenty of fluids, monitor, sun block, loosen clothing, take shade when can	2	2	LOW		
5	Hypothermia	Fire Ground	Briefings, monitor, PPE, bunker coats, wet weather gear, rotate	2	2	LOW		
6	Vehicles, 4x4, appliance, machinery	On-route, Fire Ground	Speed limit, LACES, briefings, suitably trained personnel only, stick to formed tracks, safe working distance	2	2	LOW		
7	Aircraft	Fire Ground Helipad site	LACES, briefings, pilot briefing, loose items, aware of water drop zones, suitably trained personnel only, follow pilot's instructions	2	3	MEDIUM		
8	Traffic/roads	All locations	Park vehicles off the road, turn flashing lights on, slow traffic down, use Police or Roading Contractors to manage traffic	2	2	LOW		
9	Noise	Fire Ground	Hearing protection grade 4 or above, move away, ensure no other person is affected, safety briefing	2	2	LOW		
10	Chemicals	Fire Ground	Wear specific PPE, follow safe handling procedures, refer to MSDS, use foam induction, store safely, consider the environment	1	2	LOW		
11	Hand tool including chainsaws	Fire Ground	Safety briefing, training, PPE, carry appropriately, well maintained, LACES, work at least 3 metres apart, two tree lengths from felling, store correctly.	2	2	LOW		
12	Utilities	Fire Ground	Identify, no work to commence until all hear given - get verbal confirmation, if possible get utilities turned off, safety briefing, including pilot/s, identify "no-go" areas	2	2	LOW		

LIKELIHOOD

SCORE	CHANGE OF SOMETHING HAPPENING
1	RARE
2	UNLIKELY
3	POSSIBLE
4	LIKELY
5	ALMOST CERTAIN

CONSEQUENCE

SCORE	DESCRIPTION	EXAMPLES
1	INSIGNIFICANT	Insignificant injury or damage/loss to equipment
2	MINOR	Minor injury/loss/damage to equipment
3	MODERATE	Serious injury/e.g. hospital off work, Moderate loss of equipment
4	MAJOR	Multiple serious injuries (e.g. permanent disability, major loss of operational capability)
5	CATASTROPHIC	Fatality (one or more) to staff, catastrophic loss of operational capability

RISK MATRIX

LIKELIHOOD	CONSEQUENCE				
	1	2	3	4	5
5 ALMOST CERTAIN	Very High	Very High	Very High	Very High	Catastrophic
4 LIKELY	High	High	High	Very High	Very High
3 POSSIBLE	Medium	High	High	Very High	Very High
2 UNLIKELY	Low	Low	Medium	High	Very High
1 RARE	Low	Low	Medium	High	High

RISK MITIGATION

- Low: Monitor, PPE should be adequate
- Medium: Ensure control measures are adhered to & reviewed periodically. Where the Risk Rating is HIGH or VERY HIGH, the Incident Controller MUST be informed immediately.
- High: Control measures to be reassessed & personnel are to be suitably trained and monitored.
- Very High: Incident and control measures to be reassessed. Personnel to be suitably trained and monitored.

REVIEW TIMES

TIME (24HRS)	OIC TO SIGN
HRS	
HRS	
HRS	

ALL HAZARDS ARE TO BE REVIEWED PERIODICALLY



Fire Behaviour and Weather

1. Weather Forecast

Situation	A strong northwesterly flow becomes established over southern and central areas today as a front pushes north over the South Island. The strong northwest flow will persist on Friday, while the front becomes slow-moving over the northern South Island. - Source Metservice Issued 08:05 24oct
This Shift:	Thursday Night: N wind less than 10 km/h overnight with gust easing to 25 km/h or less overnight. Temp low of 13°C overnight. R.H increases to 90%. Friday Day: North increasing to 15-25 km/h in the afternoon, then 10-15 km/h overnight. Gusts 40-45 km/h in the afternoon, easing to 30-35 km/h overnight. Temp High 21°C, low of 16°C overnight. R.H 65%, overnight increasing to 90%. Rain – possible shower
Looking Ahead:	Saturday: North increasing to 20-40 km/h, then easing to 10-15 km/h, and becoming West less than 10 km/h overnight. Gusts increasing to 60-70 km/h in the afternoon, easing to 50 km/h or less in the evening and 30 km/h or less overnight. Temp High 20C, overnight low 16C, R.H 85% through the day increasing to 95%. Rain - Showers developing in the morning, with a period of heavy rain likely in the afternoon Rainfall amounts of 10-15 mm possible (there is likely a NE influence through the front from 20:00hrs) Sunday: West 15-20 km/h, then around 10 km/h overnight. Gusts 40-45 km/h in the afternoon, easing to less than 30 km/h overnight. Temp High 20C, overnight low 10C, R.H. 50% in the afternoon, then up to 85% overnight. Rain – chance of shower less than 2mm Monday: West 15-20 km/h, then around 10 km/h overnight. Gusts 45-55 km/h in the afternoon, easing to less than 30 km/h overnight. Temp High 17C, low overnight 11C. R.H 55% recovering to 85% overnight. Rain is chance of isolated shower. Tuesday: West 15-20 km/h, Gusts incr. to 45-50 km/h in the afternoon. Temp High 18C, R.H 50% in PM. Rain - Nil

2. Fire Behaviour Forecast (1300 NZDT)

STATION	TEMP	RH	WD	WS	PRECIP	FFMC	DMC	DC	ISI	BUI	FWI
Waeranga (OBS 24/10) (20km SW of fire)	17.1	62	252	19.3	0	84.4	14.5	55.3	5.4	17.5	7.9
Waeranga (Forecast 25/10)	21	65	315	15	0.1	84.4	15.2	59.5	5.2	18.6	7.9

3. General Fire Behaviour

Priority required to secure the Eastern, Southern and Western flanks of the perimeter with predicted winds forecast. Smaller shrub vegetation will continue to burn and flare, Wind changes NW to drive the fire SE direction, Fire should slow down hitting taller Manuka and Willow fuels. Based on F.L and FHI, the River and Road to East needs Firebreak to meet minimum of 20M wide and clear with monitoring, Occasional spotting, Smoke conditions expected. Low R.H forecast 50% with Temp will increase fire activity. Diurnal period of activity being 11:00 to 18:00hrs Wind gusts may exceed 45kmph at times with incoming weather fronts over weekend.

4. Specific Fire Behaviour (assumed no suppression)

FUEL TYPE	ROS / HEAD FIRE INT. / FLAME LTH	PEAK ROS / HEAD FIRE INT. / FLAME LTH
Scrub Manuka / Kanuka (1-1.5m)	1705m/h - 17482 kW/m - 6.9m	3682m/h - 37751 kW/m - 9.9m
Scrub Manuka (5-6M) River bank	1705m/h - 25034 kW/m - 8.2m	3682m/h - 54058 kW/m - 11.7m
Scrub – heathlands/ wetlands	1705m/h - 24171 kW/m - 8.0m	3682m/h - 52195 kW/m - 11.5m
Ungrazed Grass@10% G.C	5m/h - 19 kW/m - 0.3m	17m/h - 71 kW/m - 0.5m
Grass Curing 10%		Peak values based on max gust of 45kmph

5. Specific Activities

6. FIRE BEHAVIOUR SAFETY ADVISORY

Flare up in scrub fuel and changes in wind direction to monitor, Awareness of flame height and increase fire activity. Smoke will be an ongoing issue with the fuel consumption. Awareness of damaged trees in tall Manuka areas.

ICS248 Prepared by: Keeber Date: 24OCT24 Time: 15:23

FIRE RISK MATRIX	FFMC	DMC	DC	ISI	BUI	FWI
	Ignition Potential	Mop Up Difficulty	Rate of Spread	Fuel Availability	Fire Intensity	
LOW	0+	0+	0+	0+	0+	0+
MODERATE	75+	21+	101+	5+	16+	4+
HIGH	85+	31+	176+	9+	31+	14+
VERY HIGH	88+	41+	251+	13+	46+	24+
EXTREME	92+	46+	326+	16+	61+	29+



Fire Maps and QR Codes

1. Using QR Codes for FireMapper (Live / Offline Map)

Download **FireMapper for Enterprise** app on iOS and Android.

If you do not have a license Scan the *Temporary License Code* or *Enter Code* directly into FireMapper User Profile (and update your details). Shared Maps should be available for the incident.

TEMPORARY FIREMAPPER LICENSE

CODE: **NZNSBPLS7NKT4RHDDLBAFDY4T65FJ2U2**

URL: <https://qr.firefront.com.au/?NZNSBPLS7NKT4RHDDLBAFDY4T65FJ2U2>

QR CODE:



WEBMAP: [Island Block Rd, Te Kauwhata F4071747 - Island Block Rd, Te Kauwhata F407174 MAP \(firefront.com.au\)](#)

2. Fire Maps (overview and QR codes)

Attached a A3

3. Evacuations Maps (overview)

Not active



INCIDENT ACTION PLAN

(right click and select update to refresh table of contents)



Ehara He Toa Takitahi
Outcome is not achieved by one alone

Engnari He Toa Takitini
But by the many

Approved by Incident Controller

Name: Mark Tinworth

Date: 25 Oct 2024

Signed:

9(2)(a)

Document Download Link or QR Code



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Situation Report

1. Location	2. Incident Type	3. Report Date/Time	3. NZ Topo50 Grid Ref and Address
Island Block Rd, Waikato	Vegetation Wildfire	1500 25/10/24	N5868640 E1788188
4. Assessment – current fire situation			
<p>1. Large vege scrub fire is burning est. to be 1039ha at 0900hrs 24 Oct, perimeter of 16km, after starting 1300hrs 21 Oct off Island Block Rd.</p> <p>2. Fire is currently not under control, is considered 100% contained as of 2000hrs 23-10. The fire perimeter is non-active with 16 hot spots detected overnight across both Yankee and Zulu – 25/10, making 84% control to 30m as of 0700hrs 25-10. As at 1900hrs all hot spots have been addressed, subject to UAV monitoring.</p> <p>3. Information received by DOC outlines that crews can enter the fire ground by eastern edge of Yankee. One crew to be transported by helo and one crew to walk in to undertake full assessment, monitor and look for any potential undetected hotspots. SAT 26/10</p> <p>4. Values at risk are houses adjoining the fire site located at 9(2)a Island Block Rd, general powerlines running along Island block Road, internationally recognised ecological site of the Whangamarino wetlands administrated by Department of Conservation (DOC). 12 residences are close to the fire perimeter and are classified as defendable.</p> <p>5. The weather and conditions from the NW and W have dominated the fire ground over the last few days pushing the fire to the south and east of the wetland. The fire has often halted in taller willow fuels and major waterways. The fire has not extended onto pasture around the wetland. The fire has not extended overnight, and changes in area and perimeter are mapping refinements.</p>			
5. Actions Taken			
<p>1. Sector boundary for Zulu and Yankee shifted slightly for mapping purposes only.</p> <p>2. The fire suppression over the last 4 days has focused on aerial helicopter monsoon buckets, and fixed wing aircraft with 8 helicopters + 2 fixed wing aircraft operating on day 3 (WED). FRI sees 6 personnel and 3 helicopters operating with 0.1 to 0.2% class A foam on hotspots as they arise, and as detected by drone thermal scan.</p> <p>3. Effective suppression on southeastern perimeter was established using Class A foam throughout Day 3, through consultation with Iwi and DOC permitting use for this area to limit the fire ground in high value wetland. It was agreed to stop use foam during operations FRI, unless fire conditions significantly change (Ops Mgr permission to activate, with relayed messaging with DOC/Iwi).</p> <p>4. Drone operations completed a perimeter survey thermal hotspot scan (focused on 30m in) with detected hotspots loaded to firemapper by 0700hrs. Full perimeter was scanned, with 16 Hotspots detected over 2.7km of yankee and zulu. No UAV operating overnight 25th.</p> <p>5. Aircraft performing stunts close to TRA (Day 4) and a drone incursion reported to CAA (Day3)</p> <p>6. 4 ground crew personnel completing monitoring overnight, 2x 5pax DOC staff, 1pax boat skipper, 5x FENZ ground focused on hotspots as detected by drones along the Whanagamarino river and monitoring.</p> <p>7. The ICU Command Unit ICP at Mercer airfield with 2 personnel. Mobile WX station is now active and on situation board.</p> <p>8. 16 IMT + 4 Stakeholders personnel continue based at Mercer Airfield (including DOC, Iwi). IMT planned through to Monday 28-10, with a changeover occurring this morning FRI 0800-1000hrs. DOC now filling some roles within the IMT with a view to full takeover being planned.</p> <p>9. Cordons reestablished on Island Block Rd / Falls Rd from 0800-1800hrs for residents' access only through coordination with Waikato District Council (WDC) as a precaution to limit public access to avoid drones operating. 3 personnel.</p> <p>10. No expected evacuations under current conditions. Public info is released in 4 hrly intervals or as otherwise necessary.</p> <p>11. Positively engaging with local iwi and tangata whenua and DOC with them involved within the IMT. Consequence risk plan, pestle reviewed as of 0900hrs 24-10. A handover plan is continued today.</p> <p>12. Some farmers are concerned with stock (heli) & gates being left open. Liaison engaging with affected farmers and crews have been advised to be mindful when entering or exiting land. Local Advisory Committee visited FRI - 25-10 AT 1100hrs</p> <p>13. With consultation with DOC and WDC, control gates are remaining closed as of 0800hrs 24-10. An option to open is being explored.</p> <p>14. Total Personal 48 for current period.</p>			
6. Factors – what is affecting the way the fire is being fought or develops?			
Weather	1. 23C, RH 63%, NW winds increasing to 15 km/h in the afternoon gusting 40kph, nil rain.		
Fire Behaviour	2. Limited access wetland, volatile shrub/heathlands. Heavier Willow fuels halting fire. Awareness of low RH yesterday & indexes 3x compared to THU, increasing winds will drive flare-up from early afternoon.		
Assets, Infrastructure	3. Houses on Island Block Rd, Ecological Wetlands, Powerlines		
Resource Status	4. Air Ops comfortable with pilot rotation for fatigue.		
Resource Availability	5. IMT Resource request en-route, still waiting for confirmation for ground crews		
7. Predicted Incident Development – next 12 / 24 / 48hrs			
12hrs	1. Small shrub, heathland will continue to burn and flare into hotspots. Fire slowing down hitting taller Manuka and Willow fuels. Expecting possible flare ups from early afternoon.		
24hrs	2. Fire should die down overnight, with limited flaring / hotspots within 30m of perimeter.		
48hrs	3. If control is achieved should see limited fire activity. If control to 30m is not achieved, then fire could have chance to escape containment with preceding strong winds with the warm front before the cold front dump rain over ground.		
FORM: ICS201 Prepared by: Intelligence Unit > John Goddard		Date: 25-10	Time: 1900hrs



Objectives and Strategies

1. Overall Incident Objectives (SMART – Specific, Measurable, Achievable, Relevant, Time Bound)

1. To ensure safety of the responding personnel and public for the duration of the incident.
2. To limit further impact on property, whenua and critical infrastructure for the duration of the incident.
3. To limit further impact on cultural, environmental, historic and conservation values for the duration of the incident.
4. To work collaboratively with partner agencies, affected landowners, residents, stakeholders including local Iwi for the duration of the incident.
5. To achieve containment (including waterways) of the fire by 2000hr WED 23-10
6. To achieve control (30m cold) of the fire by **1800hrs SAT 26-10**. Confirmation of control is to be achieved by walking boundaries of Sector Yankee and Zulu..
7. To initiate a fire investigation by 20:00 21/10 and have it completed safely within a reasonable timeframe.
8. To tracking financial costs and report daily by 2000hr from 22/10.
9. To start a transition plan by 1800hrs 24-10
10. To ensure relief / recovery is considered in all actions and reviewed daily, including ecosystem recovery.
11. Undertake an after-action review daily.

2. Overall Strategies (Plan of Action to Meet Incident Objective)

- A. Create a safety plan and safety briefing for all personnel (including contractors).
- B. Monitor and model fire behaviour, provided updated maps to ensure a hi level of situational awareness.
- C. Use media, trusted community channels and stakeholders to establish comms and engagement through regular briefings and updates.
- D. Conduct asset (defendable and undefendable) and critical infrastructure identification through air surveillance and supporting spatial mapping datasets (powerlines, mobile towers, historic sites etc).
- E. Cultural, historical, environmental values identified on incident ground (actual and forecasted).
- F. Maintain check in / check out, demobilisation resource tracking to enable financial reporting.
- G. Secure adequate crews and supporting resources to meet objectives daily basis.
- H. **Provide for use of Class A foam on the fire perimeter to limit fire spread in key ecological areas in Sector Yankee. Use of foam from FRI to stop, unless fire conditions significantly change (Ops Mgr permission to activate, with relayed messaging with DOC/Iwi).**
- I. **above**
- J. Conduct drone thermal operations to conduct hotspot detection and mapping to test to control objective to within 30m of perimeter.
- K. **Options analysis and plan to be developed to inform resourcing of UAV use.**
- L. Continued review of the relief and recovery planning checklist in coordination with DOC, Iwi.
- M. Continue development of the transition plan in coordination with DOC, Iwi.
- N. IMT after action review 1900 daily.



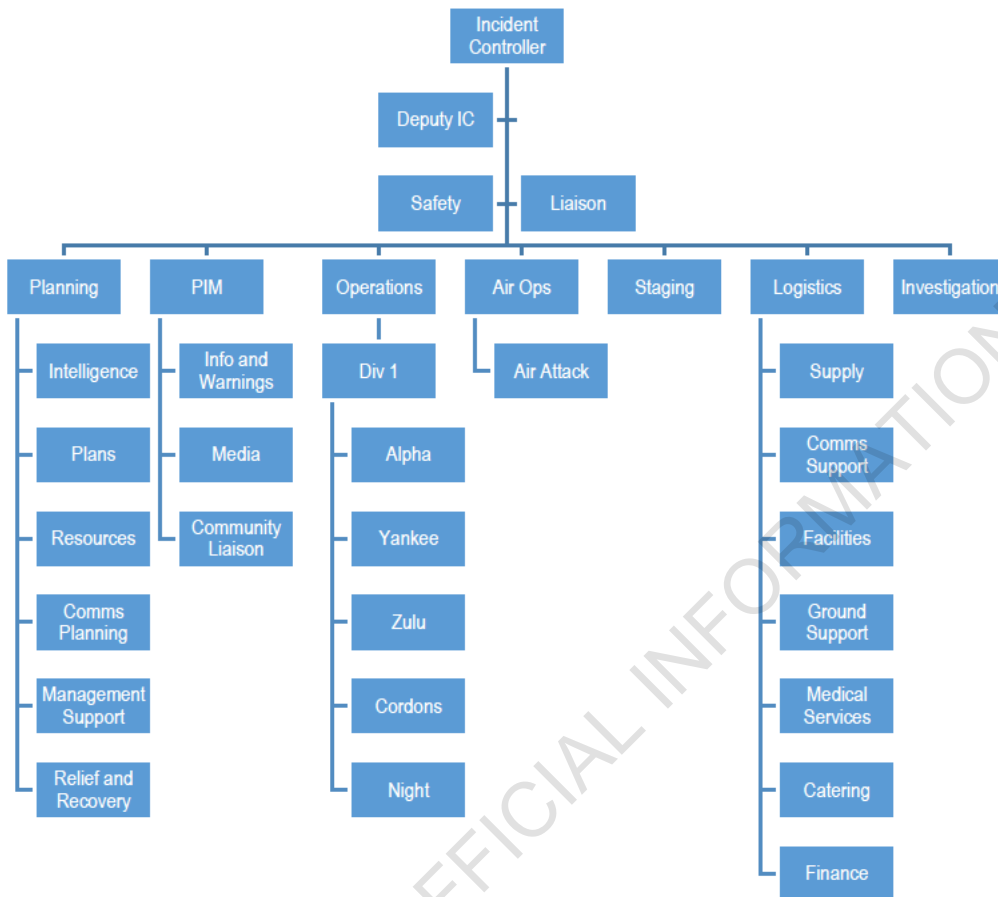
Organisational List

1. Incident Control	Personnel	Mobile	Email Prefix	TIMEX
Incident Controller	Mark Tinworth	9(2)(a)	imt.ic	
Deputy Incident Controller	Not active		imt.ic	
Safety Advisor	9(2)(a)	9(2)(a)	imt.safety	
Iwi Liaison Officer	9(2)(a)	9(2)(a)	imt.liaison	
Liaison Officer	Ed Hopping	9(2)(a)	imt.liaison	
2. Agency Representative				
Department of Conservation	9(2)(a)	9(2)(a)	9(2)(a) @doc.govt.nz	
Local Iwi	9(2)(a)	9(2)(a)		
3. Planning/Intelligence Section				
Planning Manager	9(2)(a)	9(2)(a)	imt.planning	30/10: 5PM
Planning	Renee Potae	9(2)(a)		
Intelligence Unit Leader	John Goddard	9(2)(a)	imt.planning	
Fire Behaviour Specialist	Brendon			Remote
Mapping Specialist	Not active		imt.gis	
Fire Observer/s	Not active		imt.intelligence	
Technical Advisor/s	9(2)(a)	9(2)(a)	9(2)(a) @doct.govt.nz	Remote
Plans Unit Leader	John Goddard	9(2)(a)	imt.plans	
Resource Unit Leader	Alan Doherty	9(2)(a)	imt.resources	
Resources	Emma Goldworthy			
Resources	Arron King	9(2)(a)		
Resources	Emma Goldworthy	9(2)(a)		
Management Support Unit Leader	Not active		imt.planning	
4. Logistics Section				
Logistics Manager	9(2)(a)	9(2)(a)	imt.logistics	
Finance Unit Leader	Vacant	9(2)(a)	imt.logistics	
5. Operations Section				
Operations Manager (Field)	James Hall	9(2)(a)	imt.operations	
Ops Manager Planning (Deputy)	David Brown	9(2)(a)	imt.operationsplanning	
Incident Command Point (ICP)	Otara ICU	9(2)(a)	icu.otara	
		9(2)(a)		
6. Public Information & Media				
PIM Manager	On call National media team	9(2)(a)	Media	
7. Recovery & Welfare				
Welfare Manager	Not active		imt.recovery	
Recovery Manager	Not active		imt.recovery	
8. Investigation				
Lead Investigator	Teresa Gordon	9(2)(a)	teresa.gordon	
	Lorna Biggam	9(2)(a)	Lorna.biggam	
9. Regional Coordination Centres				
RCC	Bill (William) Pike	9(2)(a)	rcc.tauranga	
Note: email suffix = @fireandemergency.nz TIMEX = date scheduled exit rostered deployment)				
FORM: ICS203 Prepared by: Resources Unit > Leanne Cryer			Date: 24-10	Time: 1730



Active Incident Management Structure

Open DOCX in full version of the MS Word App (not word online), and edit this structure to reflect that implemented in incident)





Sector Assignment NIGHT-AYZ

1. Sector0 A-Y-Z	2. Sector Supervisor Guy Platten, Glenn Holtham	3. Division Assigned ONE
4. Sector Description	All sectors	
5. Anchor Point / SafeZone	Staging, 9(2)(a) Island Block Rd	
6. Resources Assigned this Period (including Plant / Heavy Equipment)		
Resource	Crew Leader	Mobile
Maramarua	Guy Platten & Rose Sparrow (18:00hrs –midnight) Glenn Holtham & Shaun Cranfield (midnight – 08:00hrs)	MARA 4929
	Vehicle	#Persons
	4x4 Ute	2
	TIMEX	
	TOTAL PERSONNEL (including supervisor)	
7. Sector Assignment / Special Instructions		
<ol style="list-style-type: none"> 1. Briefing at ICP Mercer Airport at 18:00hrs 2. Patrolling site with crew of 2 – hard stand. 3. Monitor fire development if additional resources required, request through communication centre. 4. UAV with crew of 4 – hot spot the perimeter 10 metres beyond the burn front and 30 metres into the black – drone operation to commence between 20:00hrs until 06:00hrs. Supply information to the Fire Behaviour Analyst (Dave Herries) by 07:00hrs <ol style="list-style-type: none"> a. Priority 1 – all of Sector Yankee sector Zulu (600m section from pastureland to the river) b. Priority 2 - The second additional flight should be undertaken between 02:00 and 04:00 over the entire Yankee and river bank of Zulu. c. Priority 3 – Areas 200m either side of defensible houses as marked on fire mapper within sector Alpha. d. Priority 4 - All other areas around the perimeter. 		
8. General Taskings		
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required. B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to be pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 		
8. Reporting / Communication Instructions		
Time	From / To	Details
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place
At ½ Shift	S.Sup to ICP	Resources needed next ops period (Night or Day), expected to achieve this ops period
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)
Every 2hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)
FORM: ICS204 Prepared by: Operations > Steve Boulton		Date: 25-10 Time: 1700



Sector Assignment 1-A

1. Sector ALPHA	2. Sector Supervisor	3. Division Assigned ONE
4. Sector Description	Running from the estimated ignition sources to the intersection of Island Block Road and Falls Road	
5. Anchor Point / SafeZone	Staging Area ^{9(2)(a)} Island Block Rd	
6. Resources Assigned this Period (including Plant / Heavy Equipment)		
Resource	Resource Leader	Mobile
Call Sign	Vehicle	#Person
TIMEX		
1 x 2 pax ute continuing with patrol of the area	TBA	
TOTAL PERSONNEL (including supervisor)		
7. Sector Assignment / Special Instructions		
<ol style="list-style-type: none"> 1. Briefing Staging at 0700hrs at ICP Mercer Airport 2. Monitoring from hard stand surface (fire site) 3. Patrol perimeters with TIC 4. Additional resourcing to be requested through the Operations. 5. Manage access for fire investigators as needed. 6. Helicopters to be used for hot spotting along the perimeter, as and when required. Using foam on active hot spots, or as indicated from drone mapping at 0.1% to 0.2% class. 7. Please notify the farm property at ^{9(2)(a)} Island Road before entering. ^{9(2)(a)} ^{9(2)(a)}. Please close all gates and leave tidy. 		
8. General Taskings		
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required. B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 		
9. Reporting / Communication Instructions		
Time	From / To	Details
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)
FORM: ICS204 Prepared by: Operations > Steve Bolton		Date: 25-10 Time:1700



Sector Assignment 1-Y

1. Sector YANKEE	2. Sector Supervisor DUSTIN KERR	3. Division Assigned ONE
4. Sector Description	Sector boundaries change CHECK Firemapper (fire perimeter changes from peatland to willows (not far from small hut on edge of Whangamarino river) to the east and wrapping around to the farmland pasture off Falls Rd.	
5. Anchor Point / SafeZone	Island Block Boat Ramp	
6. Resources Assigned this Period (including Plant / Heavy Equipment)		
Resource	Crew Leader / Driver	Mobile
		Call Sign
		Vehicle
		#Person
		TIMEX
2x DOC Crew	9(2)(a)	9(2)(a)
	9(2)(a)	
2x Chainsaw operator	9(2)(a)	
	9(2)(a)	
	9(2)(a)	
	9(2)(a)	
	9(2)(a)	
	9(2)(a)	
	Ben Gordon	
TOTAL PERSONNEL (including supervisor)		10
7. Sector Assignment / Special Instructions		
<ol style="list-style-type: none"> 1. All crew to undertake DOC biosecurity processes before entering this sector. CHECK, CLEAN, DRY <ul style="list-style-type: none"> o Check clothing, boots and equipment for soil, debris, bugs and seeds (spores!). Clean by picking off visible debris and scrub with brush. Wash boots or equipment with water and scrubbing brush to remove dirt o Disinfect with disinfectant solution, Dry as much as possible 2. First crew to deploy to access point by helicopter Yankee and work towards Sector brake Alpha. <ul style="list-style-type: none"> o Crew Leader and Sector Supervisor are to constantly reassess if the crew can traverse through the site without being flown out. If it is determined the crew cannot progress any further, they are to request for an aircraft to fly them out. o Crew leaders will be notified when wind speeds on site have reached the 35km/h wind speed trigger point (including gusts), through readings collected by RAWS, aircraft or other means at this point the following steps are to proceed <ul style="list-style-type: none"> ▪ Kestrel reading of ground wind speed is to be taken and provided to the Air Support, at the same time the crew will establish a landing site encase required. ▪ The sector supervisor will assess if the crew can complete their task and make a ground access point before the end of the operational period <ul style="list-style-type: none"> • IF YES and crew is comfortable to continue with their, continue • IF NO request flight out 3. At all times escape routes are to be maintained (refer to LACES) 4. Second crew to deploy to Sector break boundary of Zulu and Alpha along island block road. Work fire edge towards DOC crew working from Helicopter access point. Both crews to head back to Island Block Road by end of day. 5. Be aware that there is historical taonga buried in the wetlands. If crews come across this please alert crew leader who is to advise IMT 6. Wetlands ground crews to have briefing from DOC representative on working procedures in these areas before work start. 7. Helicopters to be used for hot spotting along the perimeter and the transport of personnel, as and when required. Using foam on active hot spots, or as indicated from drone mapping at 0.1% to 0.2% class. 8. Day time drone operations to work in with air operations, operating at a low level to identify and locate hot spots. 		
8. General Taskings		
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). 		



- G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress).
- H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP).
- I. Fencelines are not to be pushed through by machinery, when needed fences must be cut and secured out of the way.
- J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads.
- K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread.

9. Reporting / Communication Instructions

Time	From / To	Details
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)

FORM: ICS204 Prepared by: Operations > Steve Bolton

Date: 25/10

Time: 1700

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982



Sector Assignment 1-Z

1. Sector ZULU	1. Sector Supervisor Howard Cole	3. Division Assigned ONE
4. Sector Description	Running along the southern boundary from the Whangamarino River to where fire boundary leaves the river back into the peatland. Tweak to boundary with Yankee 25-10 see firemapper	
5. Anchor Point / SafeZone	Staging ^{3(2)(b)} Island Block Rd	
6. Resources Assigned this Period (including Plant / Heavy Equipment)		
Resource	Crew Leader / Driver	Mobile
1x DOC Boat Skipper	Skipper ^{9(2)(a)} [REDACTED]	
1 x 5 Pax Maramarua		
	Howard Cole	
	Stephen Beasley	
	Daniel Hair	
	Jarred Cranfield	
	Connor Green	
TOTAL PERSONNEL (including supervisor)		7
7. Sector Assignment / Special Instructions		
<ol style="list-style-type: none"> 1. Briefing at ICP at 07:00hrs. 2. Continue using 1 DOC Boats 'Vigilant' and 'Korora'. Ground crew will be getting boat from the Island Block Rd boat ramp. 3. Deploy in Zulu from river as directed. <u>Radio ICP when changing sectors.</u> 4. At all times escape routes are to be maintained (refer to LACES) 5. All crews to undertake DOC biosecurity processes before entering this sector. CHECK, CLEAN, DRY Check clothing, boots and equipment for soil, debris, bugs and seeds (spores!), Clean by removing visible debris and scrub with brush, Wash boots or equipment with water and scrubbing brush to remove dirt, Disinfect with disinfectant solution, Dry as much as possible. 6. First crew to deploy to access point by helicopter Yankee and work towards Sector brake Alpha. 7. Second crew to deploy to Sector break boundary of Zulu and Alpha on Island Block Road. Work fire edge towards DOC crew working from Helicopter access point. Both crews to head back to Island Block Road by end of day. 8. Be aware that there are historical taonga buried in the wetlands. If crews identify these, crew leader are to advise IMT 9. Wetlands ground crews to have briefing from DOC representative on working procedures in these areas before work start. 10. Ops may also request use boat for monitoring of the perimeter from the river. 11. Utilise helicopters if needed from Sector Y through FIRE 4 (see comms and air ops plan) 		
8. General Taskings		
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required. B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to be pushed through by machinery, when needed fences must be cut and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 		
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Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)
FORM: ICS204 Prepared by: Operations > Steve Bolton		Date: 25-10 Time: 1700hrs



Sector Assignment 1-CORDONS						
1. Sector CORDONS		2. Sector Supervisor 9(2)(a)			3. Division Assigned ONE	
4. Sector Description		Cordons on Island Block Rd, and Falls Rd				
5. Anchor Point / SafeZone		Western end of Island Block Rd Bridge.				
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Crew Leader / Driver	Mobile	Call Sign	Vehicle	#Person	TIMEX
Waikato District Council	9(2)(a)	9(2)(a)	CORDONS	?	3	
TOTAL PERSONNEL (including supervisor)					3	
7. Sector Assignment / Special Instructions						
<ol style="list-style-type: none"> Briefing at ICP Mercer Airport at 07:00hrs. Cordons to be in place from 08:00hrs until 18:00hrs Monitor radios VHF Zone A CH 1 (FIRE 1). Limit public hearing this radio comms. For queries from public please make contact with PIM Manager. Secure Western end of Island block rd, at bridge as marked on Firemapper to limit access for residents only. Secure Falls Rd Intersection with Island Block Rd as marked on Firemapper to limit access for residents only. Secure Western end of Falls Rd at the Bridge as marked on Firemapper to limit access for residents only. Report any use of drones by public to ICP. 						
8. General Taskings						
<ol style="list-style-type: none"> S.sup validate resources, contacts are current against IAP sector assignment, report errors. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). 						
9. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period				
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > Steve Bolton				Date: 25-10		Time: 1700



Air Operations Plan

1. Command Personnel and Communications

Position	Name	#Persons	Mobile	TIMEX
Air Div. Commander	Not active			
Air Attack Supervisor	Not active			
Air Support Supervisor	Andrew Shelton	1	9(2)(a)	
Drone Supervisor	Not active			
Lead Helicopter Pilot	9(2)(a)			
Lead Fixed-Wing Pilot	Not active			

2. Air Resource Assignments (include the aircraft specific ground support staff in total no of persons)

Pilot Name/Company	Aircraft Type	Regis. or Call Sign	Assignment	#Persons	Mobile	TIMEX
Skyworks	B3	HSS	Lead Pilot/Passenger Transport	2: 9(2)(a)	9(2)(a)	
HeliA1	B3	IUU	Standby/Water Bombing	2: 9(2)(a)	9(2)(a)	
Helisika	B3	HIP	Standby/Water Bombing	2: 9(2)(a)	9(2)(a)	
TOTAL PERSONNEL (including command personnel)				6		

3. Location of Filling Points / Service Areas

Name	Details	Grid Reference (NZTM / Decimal LAT.LONG)
Heli base	Mercer Airport, Koheroa Rd	-37.2583°, 175.1149° 1787553 5874381
Air base	Mercer Airport, Koheroa Rd	-37.2583°, 175.1149° 1787553 5874381

4. Safety Notes / Hazards / Radio Coverage Limitations / Temporary Airspace Restrictions

1. High winds:
 - N to NNE 5-10km/h, increasing N to NNE 20-30km/h during the morning.
 - Gust increasing to 60-70km/h in the afternoon, easing to 50km/h in the evening. If thunderstorms occur, gusts could reach over 90km/h. Possible thunderstorms in the afternoon and evening, periods of heavy rain likely in the afternoon and evening.
 - **The trigger point to safely unload or load via helicopter transport is 35km/h (sustained or gusts of). If winds reach >40kmh (sustained or gusts of) it is unsafe to unload or load ground crews. Ground crews must evacuate by an alternative method e.g. walk or boat.**
2. Rocket Lab engine testing between 11:00 to 14:00 with 300m blast radius & plume 300-400m vertical.
 - Air to air notification prior to launch & no launch if aircraft in area.
 - Contact Geoff 021 107 2948 for further information.
3. Powerlines along Island Valley Rd
4. MBZ Mercer B269 SFC-4500
5. TRA in place to 28-10 0800hrs A4672/24
6. If drones are required for mapping discuss flight limits with pilots.
7. Uncontrolled drone operations experienced 23-10, cordons in place for 24-10 to limit public access for residents only. Ground crews will be on watch out.

5. Air Operations Special Equipment or Service

- Air operators are to supply own fuel to meet their requirements.
- 44 x 20L containers = 880L Class A Foam.

6. Special Instructions

- Check with operations for use of FOAM, use is conditional on tactical review with lwi and DOC.
 - If the fire becomes active and running craft can potentially use 0.2% class A foam.
- **Briefing 0700hrs Mercer Airport**

ICS208 Prepared by: Air Division Commander > Kierin Oppatt

Date: 24-10

Time: 1730



ICP / Staging Assignment

1. Resource / Crew	Call Sign	Mobile	Email	# Persons
ICU Otara	ICP	9(2)(a)	lcu.otara@fireandemergency.nz	2

- 3. Assignment / Special Instructions**
1. Ensure solid communications throughout ICP active.
 2. Onsite from 0700hrs

- 4. General Taskings**
1. Hazmat / ICU Unit provides shelter and working space for Ops Manager / Division Commanders, including Air Ops
 2. Operational decisions and resource ordering are to be made by members of the IMT.
 - a. Resource requests to go on through to IMT Resources Unit.
 - b. Operational decisions referred to OpsMgr or Operations Planning Manager (Deputy Ops).
 3. Receive fire ground notices from OpsMgr or OpsPlanningMgr and broadcast around sectors to fire ground.
 4. Monitor quality of radios comms, request mobile repeaters or channel changes, ensuring all crews can be contacted. Manage / monitor schedule for battery changes on any mobile repeaters stationed in field.
 5. Notify fire ground, Operations Manager and Intel Unit if sudden change in observed weather.
 6. Provide photocopy and printing capability
 7. Provide handheld radios to fire ground as needed to ensure all resources have radio communication.
 9. Get weather and fire behaviour forecast from Intel as they become available broadcast around sectors to fire ground.
 10. Monitor Situation Board via Microsoft Teams. Also ensure a current fire map is displayed on external display.
 12. Update resources on an sector changes of crews.
 13. Take photos of white boards or paper operational plan, send to Intel.
 14. Collect safety incident forms (Salmon Cards), scan and sent to Safety Advisor, Operations, Intel.
 16. Collect DTR's from all crews at end of shift, scan and send to Resources Unit.

- 4. Displaying Information**
- C. Display Latest Fire Map / Webmap on external large display, and on Internal Touch Screen
 - D. Maintain printed copies of latest IAP, internal wall x2. External display x2.
 - D. Maintain IMT structure white board with current incident control structure as per IAP.
 - E. Display tower camera overview towards fire ground on rear internal display if viewable.

- 5. Incident CHECK-IN / CHECK-OUT**
1. Act as fire ground CHECK-IN ensure all crews and resources sign-in and out through the ICP as per Logistics Plan

6. Reporting / Communication Instructions

Time	From / To	Details
1hr of Shift Start	ICP to Resources	Confirm all fire ground active resources with Resource Unit Leader
2hrs of Shift Start	ICP to Safety Advisor	Collate confirmation of L.A.C.E.S from Sector Supervisors (S.Sup). Confirm with Safety Unit. Prompt from S.Sup if not yet received.
Every 2hrs	ICP to Intel	Collect CAN Reports from S.Sup, write up and send to Intel Unit.
Every 1hrs	ICP to Intel	Collate Fire Weather Observations from 1 crew leader per sector, collate & send Intel
As required	ICP to Fire Ground	Broadcast sudden changes in observed weather or fire conditions.
½ Shift	ICP to Fire Ground	Broadcast weather forecast as provide by Intel Unit.
As required	ICP to Ops Manager	Pass on resource requests from fire ground S.Sup's to Ops Manager
As required	ICP to Resources	Pass on resource requests from fire ground as authorised by Ops Manager.
At ½ Shift	ICP to Resources	Collate resources (number of crews, machinery, equipment, supplies, specialists eg tree fellers) suggested for next ops period (next Night or Day shift) from S.Sup for each sector, review with Ops Manager and send to resources, ops planning.
At ½ Shift	ICP to Operations / Intel	Collate from each S.Sup what is expected /forecasted to be achieved this ops period/shift. Send via email to intelligence / operations planning.
As required	ICP to Fire Ground	Request clarifying information not yet detailed in IAP (gap filing > correct names, call signs, contact details, TIMEX dates (end of deployment date), vehicles registrations / type) from resources across the fireground. Enter in Planner T-Cards.
As required	ICP to Intel	Send photos of whiteboards, paper options analysis/plans as requested to Intel.
As required	ICP to Safety Advisor	Collect safety incident forms (Salmon Cards), scan and send to Safety Unit.

FORM: ICS250 Prepared by: Operations >9(2)(a) Date: 25-10 Time: 1730

Medical Plan

1. First Aid Resources / Stations

Name	Location	Mobile / Radio CH	Paramedics
Command Unit	ICP	Command Channel - Fire 1	0
Defibrillator/s	all FENZ Urban Appliances		0
Co-response First-aid Kit	all FENZ appliances		0

2. Transportation

Ambulance Service	Address	Mobile / Radio CH	Paramedics
St Johns		Respond via ICP	as needed
Rescue Helicopter		Interagency Liaison (CH10)	as needed

3. Hospitals

Hospital Name	Address	Phone	Travel Time (min)		Burn Unit	Heli Pad
			Road	Air		
Pukekohe Hospital	Tuakau Road	09 237 0600	27		Y	Y
Te Kauwhata Health Centre	12 Main Road Te Kauwhata	07 826 3499	17		N	N

4. Special Emergency Procedures

All injuries are to be reported to the sector supervisor (or ICP as backup) immediately. Emergency, Safety Advisor and IMT will be notified by supervisor ASAP (or ICP).

- All crews should have first aid kits.
- Crew first aid attendant will assess injury and treat.
- Request for transport will be made through sector supervisor (or ICP as backup). In most cases requiring transport to medical centre, ground transport on unpaved roads is advised against and heli should be requested.
- Sector supervisor will ensure necessary incident reporting (Salmon card) completed & provided to Safety Advisor.
- Safety advisor will record all incident in Safe@Work

ICS206 Prepared by: Logistics Unit >9(2)(a)

Date: 25-10

Time: 1730

Operations Public Information Plan

1. Overview of Public Information Relevant to Operational Personnel

- Operations to pass the key messages on as below:
 - People can expect to see smoke from the incident ground, due to the hot spots, don't be alarmed, but if concerned please contact your GP.
 - Cordons are in place and access is given to residents only, in order to protect the integrity of the fire ground.
 - If concerned about water tanks/supply, please refer to Health's guidelines online (can be found via our facebook page)
- There is a high level of media interest in this incident. We are doing regular media updates.
- Outside of organised visits, media and members of the public should not be on the incident ground. If you see any unauthorised personnel, notify safety immediately, if they are media, also call the PIM Manager – contact details below.
- There is a high level of public interest in the incident, please refer enquiries to our social media / website where possible for updates.
- If you are taking photos of the incident, send these to the PIM. Ensure everyone in the photos is wearing correct PPE. Remember the social media policy around posting these photos on your personal pages.
- Messages below for crews to pass on to members of public / friends and family in the area:
- People can expect to see smoke from this fire. If your property is affected by smoke contact your local environmental health officer for advice before using food, feed or water from storage tanks for drinking.
- Please stay well away from the fireground and respect all road-closed signs. Fire and Emergency vehicles and Department of Conservation vehicles moving around the roads and in the forest areas.
- If you own a drone, please don't fly it anywhere near the fire – if we see drones in the air all our helicopters and other aircraft must land straight away for the safety of our pilots, which means our aerial firefighting is interrupted.

8. Personal Social Media and Photographs Warning

Social media is a public forum. This means when you post on your personal social media you are making a public statement that can be forwarded, screenshot and shared by others (including news media) and linked back to Fire and Emergency NZ. (This applies to all forums including Facebook, Instagram, LinkedIn, WhatsApp, Snapchat and forums like Reddit). You must not post comments or images that would damage the public's confidence in the incident response, release confidential information or bring Fire and Emergency NZ into disrepute. Personnel who are identifiable in an image must agree to be photographed, and must be wearing full PPE; no inappropriate behaviour.

ICS247 Prepared by: PIM Manager > Abi Lawrence

Date: 25-10

Time: 1700



Logistics Plan

1. Facilities

EOC	9(2)(a) Island Block Road
Check in / Assembly Area	9(2)(a) Island Block Road
ICP / Staging Area	9(2)(a) Island Block Road
Helibase	Mercer Airport, End of Koheroa Rd
Fixed Wing Airbase	Mercer Airport, End of Koheroa Rd
Fire Ground Toilets	9(2)(a) Island Block Road / Mercer Airfield

2. Accommodation (email Logistics Unit or call Facilities Unit Leader for any queries related to accommodation)

Accommodation	Address	Allocated Resources
Tuakau Hotel	George St	5 rooms

3. Flights, Transportation, Parking, Vehicle Maintenance and Refuelling

Transport / Flights	From Mercer Airport
Refuelling	Mercer Airport
Parking	Mercer Airport

4. Catering,

Dinner	Auckland Canteen Unit for Saturday. Dinners Sunday through to and including are outsourced.
Lunches	Auckland Canteen Unit lunches for IMT crew, outsourced packed lunches for OTG crew until Saturday. Lunches outsourced from Sunday until Tuesday 25 packed lunches OTG staff, 25 IMT staff lunches
Breakfast	25 breakfasts for OTG staff, arrive at 7.30am - outsourced
Morning tea	Supplied by Logistics.

5. Supplies

Pump Fuel / 2-Stroke	Pokeno or Bombay
Drinking Water/ Hydration Pwdr	Drinking Water being Volunteer support Officers
Class A Foam / Soap Caps	Supplied by Equipment and Logistics
Fireground Radios	Supplied by own brigades
Uniform and Laundry	N/A

7. Instructions for Mobilisation of New Incoming Resources

Check In	Incoming report to Staging / Check in at the ICP
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8. Demobilisation of Outgoing Resources

Check Out	<ol style="list-style-type: none"> 1. Check out of the incident and Complete the ICS220 with Resources Unit. 2. This will be done at Check in / Assembly Area by the Resources Unit. 3. DTR's must be completed, ensuring all are complete and signed by supervisor. 4. A vehicle / equipment inspection will be completed by Ground Support Unit. 5. Ensure all injury or equipment claims are well documented and complete. 6. Decontamination of personnel, clothing and equipment maybe required. 7. Resources demobilising / driving to home bases will be limited to maximum of 12hrs driving between 0600-2200 (except for air transport), rest hours of 2200-0600hrs. 8. At any time during the demobilisation process if there is any concern, contact the Resources.
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Incident: **Island Block Road– ICAD#F4071747**

Operational Period: **24hrs NIGHT/DAY** Fire Day: **6**

Date/Time from: **2000 FRI 25/10**

Date/Time to: **2000 SAT 26/10**



Biosecurity Plan

Clean gear coming onto fire ground and clean at end of the day and especially before moving between willow/weeds and into the peat bog

CHECK, CLEAN, DRY

Check clothing, boots and equipment for soil, debris, bugs and seeds (spores!)

Clean by picking off visible debris and scrub with brush

Wash boots or equipment with water and scrubbing brush to remove dirt

Disinfect with disinfectant solution

Dry as much as possible

Tips:

Clean/wash before disinfection

Use correct fresh concentration

Possible gear needed

Scrubbing brushes

Disinfectant (Sterigene/Trigene or Virkon)

Water for cleaning

Fish bin/tubs for soaking or spray bottles

Boat drying cupboard?

ICS247 Prepared by: DOC liaison >9(2)(a)

Date: 25/10/24

Time: 1530

Incident: **Island Block Road– ICAD#F4071747**

Operational Period: **24hrs NIGHT/DAY** Fire Day: **6**

Date/Time from: **2000 FRI 25/10**

Date/Time to: **2000 SAT 26/10**



Communications Plan

Please communicate any radio coverage issues to Logistics > Communications Support Unit immediately

1. Radio Channels

Operations	Function	Radio Channel	Frequency (TX/RX)	UHF/VHF
Fire Operations	Command	UHF Zone A RPT1 (CH14)		UHF Dup
	Sector Alpha	UHF Zone A RPT1 (CH14)		UHF Dup
	Sector Zulu	UHF Zone A RPT1 (CH14)		UHF Dup
	Sector Yankee	UHF Zone A RPT1 (CH14)		UHF Dup
Air Operations	Ground to Air	FIRE 4 IGC, VHF Zone A CH4		VHF Simplex
	Air to Air			
	Circuit 1			
	Local Air Traffic	B269 Mercer MBZ SFC-4500	119.2	VHF
	Command	UHF Zone A RPT1 (CH14)		UHF Dup
Police		Interagency Liaison (CH10)		VHF Simplex
Cordons	All Cordons	UHF Zone A RPT1 (CH14)		UHF Dup
Rescue Heli.	Ground to Air	Interagency Liaison (CH10)	140.987500	VHF Simplex

2. Portal Radio Repeaters

Name	Location	Batteries / Charging Requirement	Managed By
RPT1 & RPT2	This will be placed at ^{9(2)(a)} Island Block Road	Monitor / Replace batteries	ICU Operators

3. Document Management (document locations, online or offline systems)

System	Details	Comments
IMT Team / Channel	R2A Incident Management Team Island Block Road F4071747 Microsoft Teams	IMT Documents
Situation Board URL	Island Block Rd F4071747- Situation Board (sharepoint.com)	This is an electronic situation board.

4. Internet Access Points

Access Point	SSID	Details
ICP	Startlink DOC provided on whiteboard in EOC	Password available in ICP
ICP / Staging	firecommand	pwd available at ICP

5. Weather Stations (email, sms, social media, chat group, weather station URL's, other than listed in organisational list)

Name	Details for Access	Location
Mobile Weather Stat.	https://live.harvest.com/?cmd=home&sid=8261	As per firemapper, installed 25-10

6. Other (email, sms, social media, chat groups, other than listed in organisational list)

Team Channel > R2A > Island Block Rd F4071747 Chat for IMT, ICU, RCC Comms.

ICS205 Prepared by: Communication Support Unit > John Goddard Date: 25-10 Time: 2000



Safety and Wellbeing Plan

1. General Safety and Wellbeing Points

ALWAYS REMEMBER YOUR L.A.C.E.S				
L	A	C	E	S
Lookout(s)	Awareness or Anchor Points	Communication	Escape Routes	Safety Zones

10 Standard Firefighting Orders

1. Keep informed on fire weather conditions and forecasts.
2. Know what your fire is doing always.
3. Base all actions on current and expected fire behaviour of the fire.
4. Identify escape routes and safety zones and make them known.
5. Post lookouts when there is possible danger.
6. Be alert. Keep calm. Think clearly. Act decisively.
7. Maintain prompt communication with your crew/s, your supervisor and adjoining crews.
8. Give clear instructions and ensure they are understood.
9. Maintain control of your crew/s always.
10. Fight fire aggressively, having provided for safety first.

Dangerous Situations to Watch Out For

1. Fire size is unknown (no size up).
2. Unfamiliar territory.
3. Safety zones and escape routes not identified.
4. Unfamiliar with weather and local factors influencing fire behaviour.
5. No communications link with crew members or supervisor.
6. Instructions and assignments not clear.
7. Weather is getting hotter, drier and relative humidity dropping.
8. Wind increases and/or changes direction.
9. Getting frequent spot fires across the line.
10. Working uphill or down wind of a fire.
11. Working on a steep slope.
12. Working in rugged terrain.
13. Cannot see main fire.
14. In unburnt vegetation.
15. Walking through hot ashes.
16. Working alone.
17. Getting tired.
18. Working near power lines.
19. Working near machinery.
20. Working with aircraft.
21. Working around trees or spars.

Confirm L.A.C.E.S with crew, and supervisor within 2hrs start of shift

Everyone is to be signed in and out of the fire ground through the ICP / Staging for both safety check and payment records

Maintain regular C.A.N (conditions, actions, needs) reports to line supervisors at agreed interval as per sector assignment.

Single resources not assigned to a division / sector will do C.A.N reports with ICP every 2 hours while on fire ground.

Provide corrections/updates to IAP: resources, contacts, communication, update maps to include safe zones, escape routes to ensure it is maintained for safety for following operational shifts

2. Specific Safety and Wellbeing Points

- All crews to have adequate food, water, PPE to manage fatigue and hydration.
- Work rest periods enforced. 9hr rest period before returning to fire ground. Crews travelled >3hrs must have 4hr stand down.
- Seek shade during rest period, be sun smart.
- All workers to ensure they are competent for the tasks and risks given.
- Air and ground crews to be isolated from risk areas during operations.
- Eliminate / minimise working in smoke and or traveling in smoke.
- Fire ground access limited due to wetland/unsure ground underfoot.
- Boat travel only in DOC operated boats under DOC skipper guidance.
- Crews to ID multiple escape routes options as boat may not be available when needed.
- Wetlands ground crews to have briefing from DOC representative on working procedures before work start.
- Raise issues with drying gear (boots /socks etc) between shifts.



Hazard and Risk Assessment

Identify the hazard	Potential harm	Sector / Location	Initial/Inherent risk rating	Control measures currently in place	Additional controls to apply	Residual risk rating	Risk owner	Monitoring and review
Public / Media	Unauthorised people on fire ground	Fire ground	H	Ensure bystanders, media etc are managed, supervised or barriers in place		L		
Personnel Fire fighters Staff	Accidents & injuries	Fire ground	M	PPE must be worn, personnel trained, briefings, LACES, allocated tasks, never work alone		L		
Fire Environment	Flare ups, radiant heat, extreme fire behaviour, change of wind	Fire ground	H	LACES, briefing, monitoring/weather, PPE, training, identify no-go areas, one foot in the black, never work downwind of fire, safe working distances, seek clean air.		L		
Heat illness, dehydration, exhaustion.	Heat stroke, sun stroke	Fire ground	M	PPE, regular breaks, hydrate, monitor your team, sun block, loosen clothing, seek shade when possible, take regular breaks, work at comfortable speed, it's a marathon – not a race!		L		
Cold exposure	Hypothermia	Fire ground	M	PPE, wet weather gear, rotate crews		L		
Vehicles, 4x4, appliance, machinery	Car accident, injury, getting stuck	All locations	M	Speed limit, LACES, briefings, suitable training drivers, stick to formed tracks / roads, safe following distances, secure loads, 5 mins checks, buddy check towing loads.		L		
Aircraft	Crash, burn, rotor strike	Fire ground, helipads	H	LACES, pilot briefings, loose items, be aware of water drop zones, trained personnel, follow pilot instructions, approach from safe direction, set max wind limit for safe flying.		M		
Traffic/roads	Other road users, gravel roads	All locations	M	Park vehicles off the road, turn flashing lights on, slow traffic down, use STMS to manage traffic.		L		
Noise	Hearing damage	Fire ground, Helicopters	M	Hearing protection (grade 4) move away if possible, use headsets		L		
Chemicals	Toxicity, exposure, acute burns	Fire ground	M	Wear specific PPE, follow safe handling procedures, ref MSDS, consider environmental impacts.		L		
Hand tools/ chainsaws	Personal injury, crush, cuts, kick back	Fire ground	H	Safety briefing, training, PPE, safe carrying / storing, safe working distances, two tree lengths when felling		L		
Utilities	Electrocution, liability	All locations	M	Identify, no work to commence until all clear is given, get utilities turned off, briefings, ID no-go areas		L		
Boat access	Falling in, collision,	Fire ground	M	DOC SOP, MOSS, skipper briefings		L		
Wet boots	Athletes foot	Fire ground	M	Dry boots overnight, good hygiene / clean socks, athletes foot powder		L		
Fatigue	Inattention, Increase	All locations	H	Monitor teammates, rotate crews, take breaks		L		



	accidents, poor wellbeing					
Eye pokes	Eye injury	Fire ground	M	Take care, PPE (glasses / visors)	L	
State Highway intersection	Collision, lost trailer, lost load	Roads	M	Good gap selection especially when towing	L	
Risk Assessment Template V2024 Prepared by: Safety >9(2)(a)					Date: 25/10/24	Time: 14:00hr

FIRE Hazard Board

HAZARD REGISTER

HAZ#	HAZARD	LOCATION	CONTROL MEASURES	LIKELIHOOD	CONSEQUENCE	RISK	CONTROL MEASURES ADEQUATE (Y/N)	QC TO SIGN
1	Public/media	Fire Ground	Ensure all bystanders, media, non-fire personnel are managed, supervised or barriers in place	2	2	LOW	Y	MT
2	Personnel Fire fighters Staff	Fire Ground	PPE must be worn, personnel suitably trained and monitored, briefings, LACES, allocate tasks, never work alone	2	2	LOW	Y	MT
3	Fire Environment	Fire Ground	LACES, briefings, monitor/weather, PPE, training, identify "no-go" areas, "one foot in the black" never work downwind of a fire, safe working distance from fire	2	2	LOW	Y	MT
4	Heat illness, dehydration, fatigue	Fire Ground	Briefings, PPE, regular breaks, drink plenty of fluids, monitor, sun block, loosen clothing, take shade when can	2	2	LOW	Y	MT
5	Hypothermia	Fire Ground	Briefings, monitor, PPE, bunker coats, wet weather gear, rotate <i>Ensure contingencies considered</i>	2	2	LOW	Y	MT
6	Vehicles, 4x4, appliances, machinery	On-route Fire Ground	Speed limit, LACES, briefings, suitably trained personnel only, stick to formed tracks, safe working distance	2	2	LOW	Y	MT
7	Aircraft	Fire Ground Helipad site	LACES, briefings, pilot briefing, loose items, aware of water drop zones, suitably trained personnel only, follow pilot's instructions <i>Wind Triggers considered</i>	2	4	MEDIUM-HIGH	X	MT
8	Traffic/roads	All locations	Park vehicles off the road, turn flashing lights on, slow traffic down, use Police or Roading Contractors to manage traffic	2	2	LOW-MEDIUM-HIGH VERY HIGH	Y	MT
9	Noise	Fire Ground	Hearing protection grade 4 or above, move away, ensure no other person is affected, safety briefing	2	2	LOW	Y	MT
10	Chemicals	Fire Ground	Wear specific PPE, follow safe handling procedures, refer to MSDS, use foam induction, store safely, consider the environment	1	2	LOW	Y	MT
11	Hand tool including chainsaws	Fire Ground	Safety briefing, training, PPE, carry appropriately, well maintained, LACES, work at least 3 meters apart, two tree lengths from felling, store correctly	2	2	LOW	Y	MT
12	Utilities	Fire Ground	Identify, no work to commence until all clear given - get verbal confirmation, if possible get utilities turned off, safety briefing, including pilot's, identify "no-go" areas	2	2	LOW	X	MT
13	Boat	" "	DOC SOP, MOSS, Skipper	2	2	Low	Y	MT
14	WET BOOTS	" "	DRY BOOTS OVERMENT GOOD HYGIENE	4	1	M	Y	MT
15	EYE POKES	" "	CARE - PPE (GLASSES)	2	3	H	Y	MT
16	SH 2 INTERSECTION	" "	GOOD GAP SELECTION, ESPECIALLY AHEAD TOWING	1	4	H	Y	MT
17	Fatigued	" "	manage rosters - rotate crews	4	3	H	Y	MT

25/10/24 Whangamarino Living Document.

RISK ASSESSMENT

LIKELIHOOD

SCORE	CHANCE OF SOMETHING HAPPENING
1	RARE May occur in exceptional circumstances <10%
2	UNLIKELY Could occur 10 to 30% chance
3	POSSIBLE Might occur 30 to 70% chance
4	LIKELY Will probably occur 70 to 90% chance
5	ALMOST CERTAIN Is expected to occur >90% chance

CONSEQUENCE

SCORE	DESCRIPTION	EXAMPLES
1	INSIGNIFICANT	Insignificant injury or damage/loss to equipment
2	MINOR	Minor injury/loss (damage to equipment)
3	MODERATE	Serious injury (e.g. hospital, off work), Moderate loss of equipment
4	MAJOR	Multiple serious injuries (e.g. permanent disability, major loss of operational capability)
5	CATASTROPHIC	Fatality (one or more) to staff; catastrophic loss of operational capability

RISK MATRIX

LIKELIHOOD	CONSEQUENCE				
	1	2	3	4	5
5	ALMOST CERTAIN	Medium	High	Very High	Very High
4	LIKELY	Medium	High	Very High	Very High
3	POSSIBLE	Low	Medium	High	Very High
2	UNLIKELY	Low	Low	Medium	High
1	RARE	Low	Low	Medium	High

RISK MITIGATION

- Low Monitor PPE should be adequate
- Medium Ensure control measures are adhered to and reviewed periodically. Where the Risk Rating is MEDIUM or VERY HIGH, the Incident Controller MUST be informed immediately.
- High Control measures to be reviewed and personnel are to be suitably trained and monitored.
- VERY HIGH Critical and urgent measures to be implemented. Personnel to be suitably trained and closely monitored.

REVIEW TIMES

TIME (24 HRS) 1635
 HRS 1900
 HRS
 HRS
 HRS

QC TO SIGN
 MT 25/10/24
 MT 29/10

ALL HAZARDS ARE TO BE REVIEWED PERIODICALLY

RELEASED UNDER



Fire Behaviour and Weather

1. Weather Forecast

Situation	A strong northwest flow will persist across the country today, while a front becomes slow-moving over the upper South Island. A complex low will develop in the Tasman Sea today then move over the South Island on Saturday, extending a frontal system across the North Island.. - Source MetService Issued 08:04 25oct
This Shift:	Friday Night: N to NNE 10-15 km/h this evening. Gust 25 km/h or less this evening. Temp low of 16°C overnight. R.H increases to 95%. Rainfall – light shower possible. Saturday Day: N to NNE 5-10 km/h, increasing to N to NNE 20-30 km/h during the morning. Gusts increasing to 60-70 km/h in the afternoon, easing to 50 km/h or less in the evening. If thunderstorms occur, gusts could reach over 90 km/h. Temp High 20°C, low of 16°C overnight. R.H 85%, overnight increasing to 90%. Rain – Showers developing in the morning, with a period of heavy rain likely in the afternoon and evening. Possible thunderstorms during the afternoon and evening. Widespread rainfall totals generally 10-25 mm, but some totals as high as 50-60 mm
Looking Ahead:	Sunday: W 5-15 km/h, increasing to WNW to NW 10-20 km/h during the morning, and rising further to 15-25 km/h during the afternoon. Winds then tending WNW to W 10-20 km/h in the evening. Gusts 50-60 km/h from the late morning, easing to less than 30 km/h in the evening. Temp High 20C, Low 12C. R.H. 60% increasing to 80% evening. Rain - Chance of a few showers throughout the day, but most likely to occur around the middle of the day. Chance of an isolated thunderstorm. Total rainfall between 1-10 mm. Monday: W to WNW 10-20 km/h, rising to WNW 20-30 km/h during the late morning, then falling to W to WNW 10-20 km/h in the evening. Gusts as high as 60-70 km/h. Temp High 17C Low 11C. R.H. 50%, increase 80%. Rain Chance for a few showers. Total rainfall 1-10 mm. Tuesday: Rising to W to WNW 15-25 km/h during the day. Gust 45-55 km/h in the afternoon. Temp High 19C. R.H 45%. Chance for a period of showers during the day. 5-15 mm possible. Wednesday: N to NW 10-20 km/h, tending W to NW 15-20 km/h. Gusts increasing to 45-50 km/h in the afternoon. Temp High 19C, R.H 45%. Rain - Chance for a period of rainfall and showers, possibly heavy.

2. Fire Behaviour Forecast (1300 NZDT)

STATION	TEMP	RH	WD	WS	PRECIP	FFMC	DMC	DC	ISI	BUI	FWI
Waeranga (OBS 25/10) (20km SW of fire)	19.8	71	37	21.6	0	84.9	15.6	59.9	6.2	18.9	9.2
Waeranga (Forecast 26/10)	21	85	43.3	30.4	4.5	57.9	8.9	58.1	1.6	12.9	1.5

3. General Fire Behaviour

Priority required to secure the Eastern, Southern and Western flanks of the perimeter with predicted winds forecast. Smaller shrub vegetation will continue to burn and flare, Fire should slow down hitting taller Manuka and Willow fuels. Based on F.L and FHI, the River and Road to East needs Firebreak to meet minimum of 20M wide and clear with monitoring, Occasional spotting, Smoke conditions expected. Low R.H forecast 50% with Temp will increase fire activity. Wind gusts may exceed 45kmph at times with incoming weather fronts over weekend. Wind change Sunday Westerly. Possible thunderstorms. Strong predicted gusty winds.

4. Specific Fire Behaviour (assumed no suppression)

FUEL TYPE	ROS / HEAD FIRE INT. / FLAME LTH	PEAK ROS / HEAD FIRE INT. / FLAME LTH
Scrub Manuka / Kanuka (1-1.5m)	1376m/h - 14108 kW/m – 6.3m	4244m/h - 43510 kW/m – 10.5m
Scrub Manuka (5-6M) River bank	1376m/h - 20203 kW/m – 7.4m	4244m/h - 62304 kW/m – 12.4m
Scrub – heathlands/ wetlands	1376m/h - 19506 kW/m – 7.3m	4244m/h - 60157 kW/m – 12.2m
Ungrazed Grass@10% G.C	3m/h - 14 kW/m - 0.3m	24m/h - 101 kW/m - 0.6m
Grass Curing 10%	Based on 20kmph Sustained	Peak values based on max gust of 70kmph

5. Specific Activities

6. FIRE BEHAVIOUR SAFETY ADVISORY

Flare up in scrub fuel and changes in wind direction to monitor, Awareness of flame height and increase fire activity. Smoke will be an ongoing issue with the fuel consumption. Awareness of damaged trees in tall Manuka areas.

ICS248 Prepared by: Keeber Date: 25OCT24 Time: 15:28

FIRE RISK MATRIX	FFMC	DMC	DC	ISI	BUI	FWI
	Ignition Potential	Mop Up Difficulty	Rate of Spread	Fuel Availability	Fire Intensity	
LOW	0+	0+	0+	0+	0+	0+
MODERATE	75+	21+	101+	5+	16+	4+
HIGH	85+	31+	176+	9+	31+	14+
VERY HIGH	88+	41+	251+	13+	46+	24+
EXTREME	92+	46+	326+	16+	61+	29+



Fire Maps and QR Codes

1. Using QR Codes for FireMapper (Live / Offline Map)

Download **FireMapper for Enterprise** app on iOS and Android.

If you do not have a license Scan the *Temporary License Code* or *Enter Code* directly into FireMapper User Profile (and update your details). Shared Maps should be available for the incident.

TEMPORARY FIREMAPPER LICENSE

CODE: **NZNSBPLS7NKT4RHDDLBAFDY4T65FJ2U2**

URL: <https://qr.firefront.com.au/?NZNSBPLS7NKT4RHDDLBAFDY4T65FJ2U2>

QR CODE:



WEBMAP: [Island Block Rd, Te Kauwhata F4071747 - Island Block Rd, Te Kauwhata F407174 MAP \(firefront.com.au\)](#)

2. Fire Maps (overview and QR codes)

Attached a A3

3. Evacuations Maps (overview)

Not active



INCIDENT ACTION PLAN



(right click and select update to refresh table of contents)

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Protect our waterways.



Ehara He Toa Takitahi
Outcome is not achieved by one alone

Engnari He Toa Takitini
But by the many

Approved by Incident Controller **(and incoming IC)**
Name: Mark Tinworth (FENZ) **9(2)(a)** (DOC)
Date: 26 Oct 2024
Signed:

9(2)(a)

9(2)(a)

Document Download Link or QR Code
[New QR code needed to DOC website](#)

Situation Report

1. Location	2. Incident Type	3. Report Date/Time	3. NZ Topo50 Grid Ref and Address
9(2)(a) Island Block Rd, Waikato	Vegetation Wildfire	1300 26/10/24	N5868640 E1788188

4. Assessment – current fire situation

- A large vegetation scrub fire is burning estimated to be over 1039ha as at 1300hrs on 26 Oct with a perimeter of 16km, after originating 1300hrs 21 Oct 9(2)(a) Island Block Rd.
- Fire is currently not under control, is considered 100% contained as of 2000hrs 23-10. The fire perimeter is non-active with 16 hot spots detected during the night of 24-10 across both Yankee and Zulu – 25/10, making 84% control to 30m as of 0700hrs 25-10. As at 1900hrs 25-10 all hot spots have been addressed, however this is subject to further confirmation from UAV and satellite imagery.
- Sector boundaries have been shifted slightly for mapping purposes only.
- Information received by DOC outlines that crews can enter the fire ground by Eastern edge of Yankee. 25-10
- One crew transported by helo and one crew walked in and undertaking full assessment of Yankee.
- Values at risk are houses adjoining the fire site located at 9(2)a Island Block Rd, general powerlines running along Island block Road, internationally recognised ecological site of the Whanagamario wetlands administrated by Department of Conservation (DOC) and of great cultural significance to Mana Whenua. 12 residences are close to the fire perimeter and are classified as defensible.
- Biosecurity risks from the potential spread of freshwater pests via cross contamination from PPE, damp or dirty footwear that has been used in other waterways. All crew are required to undertake DOC biosecurity measures: CHECK, CLEAN, DRY
- The weather and conditions from the NW and W have dominated the fire ground over the last few days pushing the fire to the south and east of the wetland. The fire has often halted in taller willow fuels and major waterways. The fire has not extended onto pasture around the wetland. The fire has not extended overnight, and changes in area and perimeter are mapping refinements.

5. Actions Taken

- The fire suppression over the last 5 days has focused on aerial helicopter monsoon buckets, and fixed wing aircraft with 8 helicopters + 2 fixed wing aircraft operating on day 3 (WED). SAT sees 6 personnel and 3 helicopters operating on any hotspots as they arise.
- Effective suppression on South-Eastern perimeter was established using Class A foam throughout Day 3, through consultation with Iwi and DOC permitting use for this area to limit the fire ground in high value wetland. It was agreed to stop use during operations 25-10, unless fire conditions significantly change (Ops Mgr permission to activate, with relayed messaging with DOC/Iwi).
- No precautionary water dropping will take place today unless any hot spots are detected.
- 2x DOC 5 pax ground crews focused on Yankee. Crews are trying to affirm at least 20 metres into the black.
- 1x FENZ crew 5pax are working in Zulu checking for hotspots.
- 1x Doc crew was transported by helo and 1x Doc crew walked Yankee sector. They made good progress and completed their tasking ahead of time. Crews reported that there were large areas of unburnt fuel along the fire line and it appeared as though the fire had flashed over the top. They were comfortable working in the green and were aware of safe exit routes and did not find any additional hotspots.
- 1x FENZ crew worked in sector Zulu detected additional hot spots and helos with monsoon buckets assisted in extinguishing.
- Drone operations completed a perimeter survey 24-10 with a thermal hotspot scan (focused on 30m in) with detected hotspots loaded to firemapper by 0700hrs. Full perimeter was scanned, with 16 Hotspots detected over 2.7km of yankee and zulu.
- Aircraft performing stunts on edge or just within TRA reported to CAA, who are monitoring and tracking aircraft. CAA will be notified about drone activity in Day 4 TRA.
- 4 ground crew personnel completed monitoring overnight.
- The ICU Command Unit has been established as an ICP and is onsite at 0930hrs at Mercer airfield with 2 personnel. Mobile WX station has been de-mobbed. FBAN happy and will use field weather reports.
- 35kmh wind speed is safety trigger for full stop for all crews.
- 18 IMT + 4 Stakeholders personnel continue to be based at Mercer Airfield (including DOC, Iwi). IMT planned through to Monday 28-10, with a changeover occurring FRI 0800-1000hrs. DOC filling some of these incoming IMT positions. Full IMT takeover SAT 26-10 at 1800hrs with some support from FENZ resources.
- Cordons reestablished on Island Block Rd / Falls Rd from 0800-1800hrs for residents' access only through coordination with Waikato District Council (WDC) as a precaution to limit public access to avoid drones operating. 3 personnel.
- Reports of public entering fire ground boundaries via waterways to assess their maimai's, messaging has gone out on social media asking public to stay away.
- Rocket labs testing today at 1130hrs. Good comms meant we were able to notify ground crews early.
- No expected evacuations under current conditions. Public info is released in 4 hrly intervals or as otherwise necessary.
- Positively engaging with local iwi and tangata whenua and DOC with them involved within the IMT. Consequence risk plan, pestle reviewed as of 0900hrs 24-10. A handover plan is continued today.
- Some farmers are concerned with stock (heli) & gates being left open. The importance of closing gates and engaging with farmers has been relayed to crews. Crews have been told not to enter private property as there is no need.
- With consultation with DOC and WDC, control gates are remaining closed as of 0800hrs 24-10. An option to open is being explored.



6. Factors – what is affecting the way the fire is being fought or develops?	
Weather	1. Showers developing in the morning, with a period of heavy rain likely in the afternoon and evening. Possible thunderstorms during the afternoon and evening. Widespread rainfall totals generally 10-25 mm, but some totals as high as 50-60 mm. N to NNE 5-10 km/h, increasing to N to NNE 20-30 km/h during the morning. Gusts increasing to 60-70 km/h in the afternoon, easing to 50 km/h or less in the evening. If thunderstorms occur, gusts could reach over 90 km/h.
Fire Behaviour	2. Limited access wetland, volatile shrub/heathlands. Heavier Willow fuels halting fire.
Assets, Infrastructure	3. Houses on Island Block Rd, Ecological Wetlands, Powerlines
Resource Status	4. Air Ops comfortable with pilot rotation for fatigue.
Resource Availability	5. IMT resourcing for handover to DOC to be confirmed – some holes remain 6. Resource Manager = 9(2)(a) (Doc), Resource Support – Arron King FENZ (to midday/early afternoon)
7. Predicted Incident Development – next 12 / 24 / 48hrs	
12hrs	1. Small shrub, heathland will continue to burn and flare into hotspots. Fire slowing down hitting taller Manuka and Willow fuels. Expecting possible flare ups from early afternoon.
24hrs	2. Fire should die down overnight, with limited flaring / hotspots within 30m of perimeter.
48hrs	3. If control is achieved should see limited fire activity. If control to 30m is not achieved, then fire could have chance to escape containment with preceding strong winds with the warm front before the cold front dump rain over ground.
FORM: ICS201 Prepared by: Intelligence Unit > John Goddard	
Date: 26-10	
Time: 1700hrs	



Objectives and Strategies

1. Overall Incident Objectives (SMART – Specific, Measurable, Achievable, Relevant, Time Bound)

1. To ensure safety of the responding personnel and public for the duration of the incident.
2. To limit further impact on property, whenua and critical infrastructure for the duration of the incident.
3. To limit further impact on cultural, environmental, historic and conservation values for the duration of the incident.
4. To work collaboratively with partner agencies, affected landowners, residents, stakeholders including local Iwi for the duration of the incident.
5. To achieve containment (including waterways) of the fire by 2000hr WED 23-10
6. To achieve control (30m cold drone flown and 20m walked cold line) of the fire by 1800hrs SUN 27-10. Confirmation of control is to be achieved by walking boundaries of Sector Yankee and Zulu.
7. Successful standup by DOC of fit-for-purpose IMT
8. To initiate a fire investigation by 20:00 21/10 and work with partner agencies to have it completed safely within a reasonable timeframe.
9. To tracking financial costs and report daily by 2000hr from 22/10.
10. To ensure DOC organisation requirements are met following transfer of fire control from 1800hrs 26/10.
11. To ensure organisational privacy requirements are met while supporting a successful transition of IMT lead.
12. To ensure relief / recovery is considered in all actions and reviewed daily, including ecosystem recovery.
13. Undertake an after-action review daily.

2. Overall Strategies (Plan of Action to Meet Incident Objective)

- A. Create a safety plan and safety briefing for all personnel (including contractors).
- B. Monitor and model fire behaviour, provided updated maps to ensure a hi level of situational awareness.
- C. Use media, trusted community channels and stakeholders to establish comms and engagement through regular briefings and updates.
- D. Conduct asset (defendable and undefendable) and critical infrastructure identification through air surveillance and supporting spatial mapping datasets (powerlines, mobile towers, historic sites etc).
- E. Cultural, historical, environmental values identified on incident ground (actual and forecasted).
- F. Maintain check in / check out, demobilisation resource tracking to enable financial reporting.
- G. Secure adequate crews and supporting resources to meet objectives daily basis.
- H. Provide for use of Class A foam on active fire at the fire perimeter to limit fire spread in key ecological areas in Sector Yankee. However, use of foam has ceased since Friday 25/10, and will only be used if fire conditions significantly change (Ops Mgr permission required to activate, with relayed messaging with DOC/Iwi).
- I. To clearly identify potential resource requirements through to 1800 hours 28/10/2024 through establishment of FENZ liaison after handover to Department of Conservation.
- J. Undertake review of aircraft use following the completion of walking checks of Yankee and Zulu Sectors.
- K. Conduct drone thermal operations to conduct hotspot detection and mapping to test to control objective to within 30m of perimeter.
- L. Options analysis and plan to be developed to inform resourcing of UAV use.
- M. Continued review of the relief and recovery planning checklist in coordination with DOC, Iwi.
- N. Continue development and implementation of the transition plan in coordination with DOC, Iwi.
- O. IMT after action review by 1900 daily.

FORM: ICS202 Prepared by: IC > Mark Tinworth

Date: 26/10/2024

Time: 1530hrs



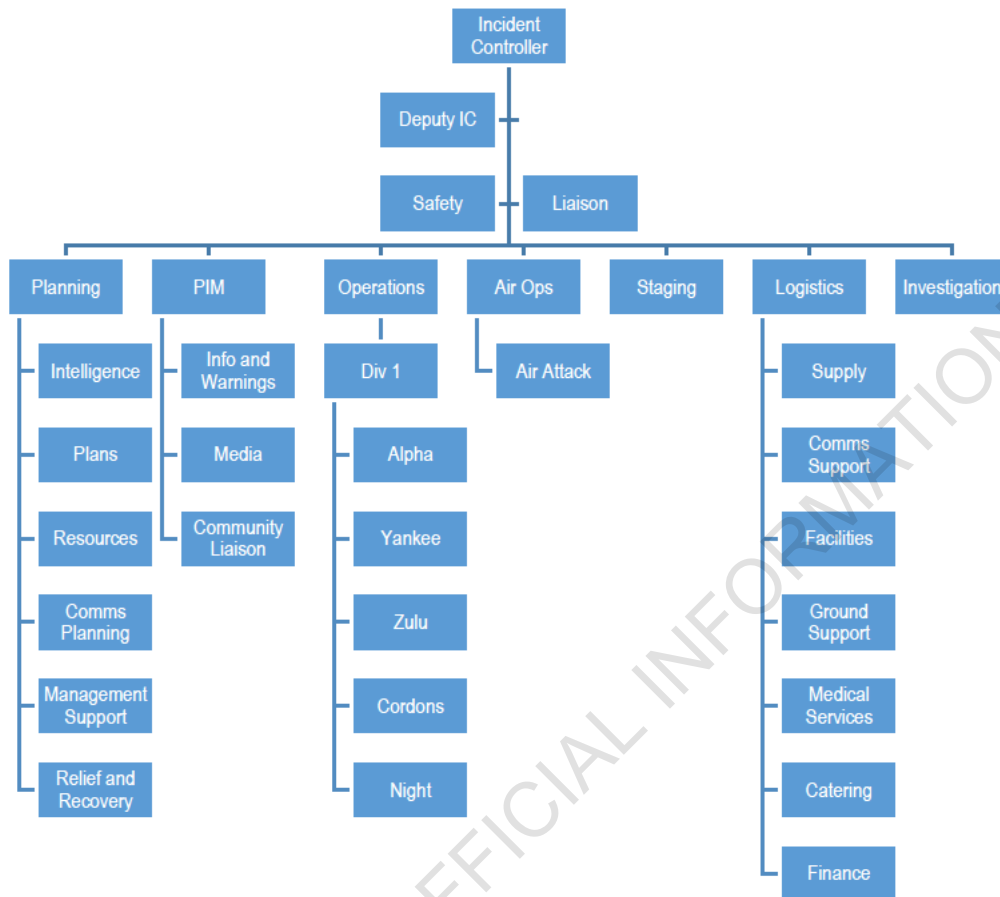
Organisational List

Organisational List				
1. Incident Control				
Personnel	Mobile	Email Prefix	TIMEX	
Incident Controller	9(2)(a)	9(2)(a)	9(2)(a)@doc.govt.nz	
Deputy Incident Controller	Not active			
Safety Advisor	9(2)(a)	9(2)(a)	9(2)(a)@doc.govt.nz	
Iwi Liaison Officer	9(2)(a)	9(2)(a)	9(2)(a)@doc.govt.nz	
FENZ Liaison Officer	Alan Doherty	9(2)(a)	alan.doherty@fireandemergy.nz	
2. Agency Representative				
Local Iwi	9(2)(a)	9(2)(a)		
3. Planning/Intelligence Section				
Planning Manager	9(2)(a)	9(2)(a)	9(2)(a)@doc.govt.nz	30/10: 5PM
Intelligence Unit Leader				
Fire Behaviour Specialist	9(2)(a)	9(2)(a)	9(2)(a)@doc.govt.nz	Remote
Mapping Specialist	Not active			
Fire Observer/s	Not active			
Technical Advisor/s	9(2)(a)	9(2)(a)	9(2)(a)@doc.govt.nz	
Plans Unit Leader	Renee Potae		Renee.potae@fireandemergy.nz	tbc
Resources Manager	9(2)(a)	9(2)(a)	9(2)(a)@doc.govt.nz	
Management Support Unit Leader	Arron King		Arron.king@fireandemergy.nz	tbc
4. Logistics Section				
Logistics Manager	9(2)(a) *	9(2)(a)	9(2)(a)@doc.govt.nz	
Logistics	9(2)(a) *	9(2)(a)	9(2)(a)@doc.govt.nz	
Finance Unit Leader	9(2)(a)	9(2)(a)	9(2)(a)@doc.govt.nz	
5. Operations Section				
Operations Manager (Field)	9(2)(a)	9(2)(a)	9(2)(a)@doc.govt.nz	
Ops Manager Planning (Deputy)				
Incident Command Point (ICP)				
Air Operations	Andrew Shelton#	9(2)(a)	andrew.shelton@fireandemergy.z	tbc
6. Public Information & Media				
PIM Manager	9(2)(a) : duty media officer	9(2)(a)	9(2)(a)@doc.govt.nz	Available remotely
7. Recovery & Welfare				
Welfare Manager	Not active			
Recovery Manager	Not active			
8. Investigation				
Lead Investigator	Teresa Gordon Lorna Biggam	9(2)(a) 9(2)(a)	teresa.gordon# Lorna.biggam#	
9. Regional Coordination Centres				
RCC	Bill (William) Pike	9(2)(a)	rcc.tauranga#	
Note: # email suffix = @fireandemergy.nz TIMEX = date scheduled exit rostered deployment)				
FORM: ICS203 Prepared by: Resources Unit > Alan Docherty			Date: 26-10	Time: 1530



Active Incident Management Structure

Open DOCX in full version of the MS Word App (not word online), and edit this structure to reflect that implemented in incident)





Sector Assignment NIGHT-AYZ

1. Sector0 A-Y-Z	2. Sector Supervisor Brent Austin, Malcom George	3. Division Assigned ONE
4. Sector Description	All sectors	
5. Anchor Point / SafeZone	Staging, ^{9(2)(a)} Island Block Rd	
6. Resources Assigned this Period (including Plant / Heavy Equipment)		
Resource	Crew Leader	Mobile
Hamilton Volunteers	Brent Austin, Chris Lindale (19:00hrs –01:00) Malcom George, Mellissa Gordge (01:00 – 08:00hrs)	
		Call Sign Chartwell 4219
		Vehicle 4x4 Ute
		#Persons 2
		TIMEX
TOTAL PERSONNEL (including supervisor)		
7. Sector Assignment / Special Instructions		
<ol style="list-style-type: none"> 1. Briefing at ICP Mercer Airport at 18:00hrs 2. Patrolling site with crew of 2 – hard stand. 3. Monitor fire development across whole fire ground if additional resources required, request through communication centre. 4. UAV is not available during this Operational Period. 		
8. General Taskings		
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required. B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 		
8. Reporting / Communication Instructions		
Time	From / To	Details
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place
At ½ Shift	S.Sup to ICP	Resources needed next ops period (Night or Day), expected to achieve this ops period
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)
Every 2hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)
FORM: ICS204 Prepared by: Operations > David Brown		Date: 26-10 Time: 1530



Sector Assignment 1-A

1. Sector ALPHA		2. Sector Supervisor			3. Division Assigned ONE	
4. Sector Description		Running from the estimated ignition sources to the intersection of Island Block Road and Falls Road				
5. Anchor Point / SafeZone		Staging Area ^{9(2)(a)} Island Block Rd				
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Resource Leader	Mobile	Call Sign	Vehicle	#Person	TIMEX
1 x 2 pax ute continuing with patrol of the area	Mike Sparrow & Rose Sparrow				2	
TOTAL PERSONNEL (including supervisor)						
7. Sector Assignment / Special Instructions						
<ol style="list-style-type: none"> 1. Briefing at 0700hrs, ICP - Mercer Airport 2. Monitoring from hard stand surface (fire site) 3. Undertake face to face comms with residents / public in Sector utilising information sheet from PIM 4. Patrol perimeters 5. Additional resourcing to be requested through the Operations. 6. Manage access for fire investigators as needed. 7. Helicopters to be used for hot spotting along the perimeter, as and when required. Use of Class A foam is restricted to active fire only and must not exceed application rate of 0.1% to 0.2%. 8. Please notify the farm property at ^{9(2)(a)} Island Road before entering. ^{9(2)(a)} ^{9(2)(a)}. Please close all gates and leave tidy. 						
8. General Taskings						
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required. B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). I. Fencelines are not to be pushed through by machinery, when needed fences <u>must be cut</u> and secured out of the way. J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. K. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 						
9. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period				
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > David Brown				Date: 26-10	Time: 1530	



Sector Assignment 1-Y

1. Sector YANKEE	2. Sector Supervisor DUSTIN KERR	3. Division Assigned ONE
4. Sector Description	From willows (not far from small hut on edge of Whangamarino river) to the east and wrapping around to the farmland pasture off Falls Rd.	
5. Anchor Point / SafeZone	Island Block Boat Ramp	
6. Resources Assigned this Period (including Plant / Heavy Equipment)		
Resource	Crew Leader / Driver	Mobile
Dustin Kerr	Sector Supervisor	9(2)(a)
2x DOC Crew		DOC2
	9(2)(a)	
2x Chainsaw operator	9(2)(a)	
	9(2)(a)	
	9(2)(a)	
	Ken Torckler	
	Andy Johnstone	
	9(2)(a)	
	9(2)(a)	
	9(2)(a)	
	9(2)(a)	
TOTAL PERSONNEL (including supervisor)		9
7. Sector Assignment / Special Instructions		
<ol style="list-style-type: none"> 1. All crew to undertake DOC biosecurity processes before entering this sector. CHECK, CLEAN, DRY <ul style="list-style-type: none"> o Check clothing, boots and equipment for soil, debris, bugs and seeds (spores!). Clean by picking off visible debris and scrub with brush. Wash boots or equipment with water and scrubbing brush to remove dirt o Disinfect with disinfectant solution, Dry as much as possible 2. First crew to deploy to access point by helicopter Yankee and work towards Sector brake Zulu. <ul style="list-style-type: none"> o Crew Leader and Sector Supervisor are to constantly reassess if the crew can traverse through the site without being flown out. If it is determined the crew cannot progress any further, they are to request for an aircraft to fly them out. o Crew leaders will be notified when wind speeds on site have reached the 35km/h wind speed trigger point (including gusts), through readings collected by RAWs, aircraft or other means at this point the following steps are to proceed <ul style="list-style-type: none"> ▪ Kestrel reading of ground wind speed is to be taken and provided to the Air Support, at the same time the crew will establish a landing site encase required. ▪ The sector supervisor will assess if the crew can complete their task and make a ground access point before the end of the operational period <ul style="list-style-type: none"> • IF YES and crew is comfortable to continue with their, continue • IF NO request flight out 3. At all times escape routes are to be maintained (refer to LACES) 4. Second crew to deploy to Sector break boundary of Zulu and Yankee by boat. Work fire edge towards DOC crew working from Helicopter access point. Both crews to head back to Whangamarina River access point by end of day. 5. Be aware that there is historical taonga buried in the wetlands. If crews come across this please alert crew leader who is to advise IMT 6. Wetlands ground crews to have briefing from DOC representative on working procedures in these areas before work start. 7. Helicopters to be used for hot spotting along the perimeter and the transport of personnel, as and when required. Using foam on active hot spots, or as indicated from drone mapping at 0.1% to 0.2% class. 8. Day time drone operations to work in with air operations, operating at a low level to identify and locate hot spots. 		
8. General Taskings		
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required B. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. C. Confirm L.A.C.E.S, test and update throughout operational period. D. S.sup validate resources, contacts are current against IAP sector assignment, report errors. E. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. F. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). G. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). 		

Incident: **Island Block Road– ICAD#F4071747**

Operational Period: **24hrs NIGHT/DAY**

Fire Day: **7**

Date/Time from: **1800 SAT 26/10**

Date/Time to: **1800 SUN 27/10**



- H. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP).
- I. Fencelines are not to be pushed through by machinery, when needed fences must be cut and secured out of the way.
- J. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads.
- K. **To protect the remaining biodiversity values no Class A foam or additional water is to be applied unless fire containment is at risk.**
- L. **No additional access to the peat bog is to be undertaken to minimise any further damage.**
- M. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread.

9. Reporting / Communication Instructions

Time	From / To	Details
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)

FORM: ICS204 Prepared by: Operations > David Brown

Date: 26/10

Time: 1530



Sector Assignment 1-Z

1. Sector ZULU	1. Sector Supervisor 9(2)(a)	3. Division Assigned ONE
4. Sector Description	Running along the southern boundary from the Whangamarino River to where fire boundary leaves the river back into the peatland.	
5. Anchor Point / SafeZone	Staging ^{3(2)(a)} Island Block Rd	
6. Resources Assigned this Period (including Plant / Heavy Equipment)		
Resource	Crew Leader / Driver	Mobile
1x DOC Boat	Skipper 9(2)(a)	
Skipper	Skipper 9(2)(a)	
1 x 5 Southern Lakes	Ian Coles (Crew Leader)	
	John Harrison	
	Matt Percy	
	Chris Beattie	
	Reuben Kahu	
1 x 5 Timberlands	9(2)(a) (Crew Leader)	
	9(2)(a)	
	9(2)(a)	
	9(2)(a)	
	9(2)(a)	
TOTAL PERSONNEL (including supervisor)		12
7. Sector Assignment / Special Instructions		
<ol style="list-style-type: none"> 1. Briefing at ICP at 07:00hrs. 2. Continue using 2 DOC Boats 'Vigilant' and 'Korora'. Ground crew will be getting boat from the Island Block Rd boat ramp. 3. Deploy in Zulu from river as directed. <u>Radio ICP when changing sectors.</u> 4. At all times escape routes are to be maintained (refer to LACES) 5. All crews to undertake DOC biosecurity processes before entering this sector. CHECK, CLEAN, DRY Check clothing, boots and equipment for soil, debris, bugs and seeds (spores!), Clean by removing visible debris and scrub with brush, Wash boots or equipment with water and scrubbing brush to remove dirt, Disinfect with disinfectant solution, Dry as much as possible. 6. First crew to deploy Zulu and Yankee section break and work the fire line west, checking for hotspots using TIC, minimum 20m in the black. 7. Second crew to deployed at the northern river access point working north towards sector Alpha, checking for hotspots using TIC, minimum 20m in the black. 8. Be aware that there are historical taonga buried in the wetlands. If crews identify these, crew leader are to advise IMT 9. Wetlands ground crews to have briefing from DOC representative on working procedures in these areas before work start. 10. Ops may also request use boat for monitoring of the perimeter from the river. 11. Utilise helicopters if needed from Sector Y through FIRE 4 (see comms and air ops plan) 		
8. General Taskings		
<ol style="list-style-type: none"> A. Crews to travel in convoy to sector from staging area, all lights on, sirens generally not required. B. Skippers to be undertake Safety Officer roles, in addition to undertaking skipper duties. These are considered complimentary roles. C. Allocate a crew responsibility to provide hourly kestrel fire behaviour readings to ICP. D. Confirm L.A.C.E.S, test and update throughout operational period. E. S.sup validate resources, contacts are current against IAP sector assignment, report errors. F. Ensure that a least one person on each crew is monitoring Air to Ground Radio CH to allow for contact with air operations. G. Roads requiring radio callups are posted at start of the road. (ref comms plan on requirements). H. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). I. Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). J. Fencelines are not to pushed through by machinery, when needed <u>fences must be cut</u> and secured out of the way. K. Machines to try and avoid excessive scuffing of roads when crossing main arterial roads. L. Equipment is to be decontaminated with a wash down during demob. minimising noxious weed species spread. 		
9. Reporting / Communication Instructions		
Time	From / To	Details

Incident: **Island Block Road– ICAD#F4071747**

Date/Time from: **1800 SAT 26/10**



Operational Period: **24hrs NIGHT/DAY**

Fire Day: **7**

Date/Time to: **1800 SUN 27/10**

2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)
FORM: ICS204 Prepared by: Operations > David Brown		Date: 26-10
		Time: 1530hrs



Sector Assignment 1-CORDONS						
1. Sector		2. Sector Supervisor			3. Division Assigned	
CORDONS		9(2)(a)			ONE	
4. Sector Description		Cordons on Island Block Rd, and Falls Rd				
5. Anchor Point / SafeZone		Western end of Island Block Rd Bridge.				
6. Resources Assigned this Period (including Plant / Heavy Equipment)						
Resource	Crew Leader / Driver	Mobile	Call Sign	Vehicle	#Person	TIMEX
Waikato District Council	9(2)(a)	9(2)(a)	CORDONS	?	3	
TOTAL PERSONNEL (including supervisor)					3	
7. Sector Assignment / Special Instructions						
<ol style="list-style-type: none"> Briefing at ICP Mercer Airport at 07:00hrs. Cordons to be in place from 08:00hrs until 18:00hrs Monitor radios VHF Zone A CH 1 (FIRE 1). Limit public hearing this radio comms. For queries from public please make contact with PIM Manager. Secure Western end of Island block rd, at bridge as marked on Firemapper to limit access for residents only. Secure Falls Rd Intersection with Island Block Rd as marked on Firemapper to limit access for residents only. Secure Western end of Falls Rd at the Bridge as marked on Firemapper to limit access for residents only. Report any use of drones by public to ICP. 						
8. General Taskings						
<ol style="list-style-type: none"> S.sup validate resources, contacts are current against IAP sector assignment, report errors. Crews ID needs for next operational period to s.sup to review & pass resource requests & expected progress by end of shift to ICP (include additional or surplus resources, hazardous situations, significant events, progress). Crews / plant / machinery sign out at staging area / ICP. DTRs signed by s.sup. copy to staging area / ICP (can email to ICP). 						
9. Reporting / Communication Instructions						
Time	From / To	Details				
2hrs of Shift Start	Crew.L to S.Sup	Confirm L.A.C.E.S in place by each crew lead (incl plant and equipment)				
2hrs of Shift Start	S.Sup to ICP	Confirm resources +/- compared to IAP, IAP errors, L.A.C.E.S in place				
½ Shift – 0.5hr	Crew.L to S.Sup	Resources for next ops period (Night or Day), expected to achieve this ops period				
At ½ Shift	S.Sup to ICP	Resources for next ops period (Night or Day), expected to achieve this ops period				
Every 2hrs	S.Sup to ICP	C.A.N Report (important this includes detailed progress on actions)				
Every 1hrs	Assigned Crew.L to ICP	Fireline Observations (from at least one crew leader per sector)				
FORM: ICS204 Prepared by: Operations > David Brown				Date: 26-10		Time: 1530



Air Operations Plan

1. Command Personnel and Communications

Position	Name	#Persons	Mobile	TIMEX
Air Div. Commander	Not active			
Air Attack Supervisor	Not active			
Air Support Supervisor	Andrew Shelton	1	9(2)(a)	
Drone Supervisor	Not active			
Lead Helicopter Pilot	9(2)(a)			
Lead Fixed-Wing Pilot	Not active			

2. Air Resource Assignments (include the aircraft specific ground support staff in total no of persons)

Pilot Name/Company	Aircraft Type	Regis. or Call Sign	Assignment	#Persons	Mobile	TIMEX
Skyworks	B3	HEE	Lead Pilot/Passenger Transport	2: 9(2)(a)	9(2)(a)	
HeliA1	B3	IUU	Standby/Water Bombing	2: 9(2)(a)	9(2)(a)	
Helisika	B3	HIP	Standby/Water Bombing	2: 9(2)(a)	9(2)(a)	
TOTAL PERSONNEL (including command personnel)				6		

3. Location of Filling Points / Service Areas

Name	Details	Grid Reference (NZTM / Decimal LAT.LONG)
Heli base	Mercer Airport, Koheroa Rd	-37.2583°, 175.1149° 1787553 5874381
Air base	Mercer Airport, Koheroa Rd	-37.2583°, 175.1149° 1787553 5874381

4. Safety Notes / Hazards / Radio Coverage Limitations / Temporary Airspace Restrictions

1. Sunday: W 5-15 km/h, increasing to WNW to NW 10-20 km/h during the morning, and rising further to 15-25 km/h during the afternoon. Winds then tending WNW to W 10-20 km/h in the evening. Gusts 50-60 km/h from the late morning, easing to less than 30 km/h in the evening. Temp High 20C, Low 12C. R.H. 60% increasing to 80% evening. Rain - Chance of a few showers throughout the day, but most likely to occur later in the afternoon. Chance of an isolated thunderstorm. Total rainfall between 1-10 mm
2. The trigger point to safely unload or load via helicopter transport is **35km/h (sustained or gusts of)**. If winds reach >40kmh (sustained or gusts of) it is unsafe to unload or load ground crews. Gound crews must evacuate by an alternative method e.g. walk or boat.
3. Aircraft resource should not be reduced until walking of Yankee and Zulu Sectors has been completed.
4. To protect the remaining biodiversity values no Class A foam (Ops Mgr permission to activate, with relayed messaging with DOC/Iwi) or additional water is to be applied unless fire containment is at risk.
5. Powerlines along Island Valley Rd
6. MBZ Mercer B269 SFC-4500
7. TRA in place to 28-10 0800hrs A4672/24
8. If drones are required for mapping discuss flight limits with pilots.
9. Uncontrolled drone operations experienced 23-10, cordons in place for 24-10 to limit public access for residents only. Ground crews will be on watch out.

5. Air Operations Special Equipment or Service

- Air operators are to supply own fuel to meet their requirements.
- 44 x 20L containers = 880L Class A Foam.



6. Special Instructions		
<ul style="list-style-type: none"> Check with operations for use of FOAM, use is conditional on tactical review with Iwi and DOC. <ul style="list-style-type: none"> If the fire becomes active and running craft can potentially use 0.2% class A foam. Briefing 0700hrs Mercer Airport DOC have confirmed for UAV flights for Sunday 27th & Monday 28th for fire boundary thermal imaging Reduced to weekly drone assessments if Sunday & Monday both indicate as cold – 30 metre sweep minimum into the black. Tuesday 29th high mosaic imagery UAV programmed Working document to be formulated around drone daytime use and aircraft on fire ground (DOC to do) Aircraft to return for personnel transport and standby for bucketing Sunday. HEE to return 0700hrs IUU and HIP return at 1030hrs 		
ICS208 Prepared by: Air Division Commander > Andrew Shelton	Date: 26-10	Time: 1530

Medical Plan						
1. First Aid Resources / Stations						
Name	Location	Mobile / Radio CH	Paramedics			
Command Unit	ICP	Command Channel - Fire 1	0			
Defibrillator/s	15 Glass Road, Mercer 2474 Te Paina School – Cabinet by main wall		0			
Co-response First-aid Kit	all FENZ appliances		0			
2. Transportation						
Ambulance Service	Address	Mobile / Radio CH	Paramedics			
St Johns		Respond via ICP	as needed			
Rescue Helicopter		Interagency Liaison (CH10)	as needed			
3. Hospitals						
Hospital Name	Address	Phone	Travel Time (min)		Burn Unit	Heli Pad
			Road	Air		
Pukekohe Hospital	Tuakau Road	09 237 0600	27		Y	Y
Te Kauwhata Health Centre	12 Main Road Te Kauwhata	07 826 3499	17		N	N
4. Special Emergency Procedures						
All injuries are to be reported to the sector supervisor (or ICP as backup) immediately. Emergency, Safety Advisor and IMT will be notified by supervisor ASAP (or ICP).						
<ul style="list-style-type: none"> All crews should have first aid kits. Crew first aid attendant will assess injury and treat. Request for transport will be made through sector supervisor (or ICP as backup). In most cases requiring transport to medical centre, ground transport on unpaved roads is advised against and heli should be requested. Sector supervisor will ensure necessary incident reporting (Salmon card) completed & provided to Safety Advisor. Safety advisor will record all incident in Safe@Work 						
ICS206 Prepared by: Logistics Unit >9(2)(a)		Date: 26-10	Time: 1530			



Operations Public Information Plan

1. Overview of Public Information Relevant to Operational Personnel

1. Operations to advise crews the below messaging is relevant for the public:
2. Public advised to keep waterways clear and avoid the fire ground to ensure operational capability can continue.
3. Public advised of cordons in place on Island Block Road and Falls Road
4. Proactive comms being putting out by FENZ and DOC about the transfer of control afternoon SAT 26.
5. Operations to pass the key messages on as below:
 - People can expect to see smoke from the incident ground, due to the hot spots, don't be alarmed, but if concerned please contact your GP.
 - Cordons are in place and access is given to residents only, in order to protect the integrity of the fire ground.
 - If concerned about water tanks/supply, please refer to Health's guidelines online (can be found via our facebook page)
6. **In the last three days there has been limited direct media interest. There will only be reactive communications over Labour Weekend.**
7. Outside of organised visits, media and members of the public should not be on the incident ground. If you see any unauthorised personnel, notify **Safety immediately, if they are media, also call Operations for support.**
8. There **was** a high level of public interest in the incident, please refer enquiries to our social media / website where possible for updates.
9. If you are taking photos of the incident, send these to the **Planning Manager**. Ensure everyone in the photos is wearing correct PPE. Remember the social media policy around posting these photos on your personal pages.
10. Messages below for crews to pass on to members of public / friends and family in the area:
11. People can expect to see smoke from this fire. If your property is affected by smoke contact your local environmental health officer for advice before using food, feed or water from storage tanks for drinking.
12. Please stay well away from the fireground and respect all road-closed signs. Fire and Emergency vehicles and Department of Conservation vehicles moving around the roads and in the forest areas.
13. If you own a drone, please don't fly it anywhere near the fire – if we see drones in the air all our helicopters and other aircraft must land straight away for the safety of our pilots, which means our aerial firefighting is interrupted.

8. Personal Social Media and Photographs Warning

Social media is a public forum. This means when you post on your personal social media you are making a public statement that can be forwarded, screenshot and shared by others (including news media) and linked back to Department of Conservation and Fire and Emergency NZ. (This applies to all forums including Facebook, Instagram, LinkedIn, WhatsApp, Snapchat and forums like Reddit). You must not post comments or images that would damage the public's confidence in the incident response, release confidential information or bring either Department of Conservation or Fire and Emergency NZ into disrepute. Personnel who are identifiable in an image must agree to be photographed, and must be wearing full PPE; no inappropriate behaviour.

ICS247 Prepared by: Planning Manager >9(2)(a)

Date: 26-10

Time: 1445



Logistics Plan

1. Facilities

EOC	Mercer Airport, End of Koheroa Rd
Check in / Assembly Area	Mercer Airport, End of Koheroa Rd
ICP / Staging Area	Mercer Airport, End of Koheroa Rd
Helibase	Mercer Airport, End of Koheroa Rd
Fixed Wing Airbase	Mercer Airport, End of Koheroa Rd
Fire Ground Toilets	9(2)(a) Island Block Road / Mercer Airfield

2. Accommodation (email Logistics Unit or call Facilities Unit Leader for any queries related to accommodation)

Accommodation	Address	Allocated Resources
Tuakau Hotel	George St	11 rooms
BKs Counties Motor lodge	78 East Street, Pukekohe 2120	2 rooms
Aveda Motor Lodge	151 Edinburgh Street, Pukekohe 2120	5 rooms

3. Flights, Transportation, Parking, Vehicle Maintenance and Refuelling

Transport / Flights	From Mercer Airport
Refuelling	Mercer Airport
Parking	Mercer Airport

4. Catering,

Dinner	Outsourced to 'Urban Soul' 50 ppl
Lunches	Outsourced to 'Urban Soul' 25 packed, 25 IMT
Breakfast	25 breakfasts for OTG staff, arrive at 7.30am - outsourced to 'Urban Soul'. VSO delivering 7.30am
Morning tea	Supplied by Logistics/VSO.

5. Supplies

Pump Fuel / 2-Stroke	Pokeno or Bombay
Drinking Water/ Hydration Pwdr	Drinking Water being supplied by VSO's
Class A Foam / Soap Caps.	Supplied by Equipment and Logistics
Fireground Radios	Supplied by own brigades
Uniform and Laundry	N/A

7. Instructions for Mobilisation of New Incoming Resources

Check In	Incoming report to Staging / Check in at the ICP
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8. Demobilisation of Outgoing Resources

Check Out	<ol style="list-style-type: none"> 1. Check out of the incident and Complete the ICS220 with Resources Unit. 2. This will be done at Check in / Assembly Area by the Resources Unit. 3. DTR's must be completed, ensuring all are complete and signed by supervisor. 4. A vehicle / equipment inspection will be completed by Ground Support Unit. 5. Ensure all injury or equipment claims are well documented and complete. 6. Decontamination of personnel, clothing and equipment maybe required. 7. Resources demobilising / driving to home bases will be limited to maximum of 12hrs driving between 0600-2200 (except for air transport), rest hours of 2200-0600hrs. 8. At any time during the demobilisation process if there is any concern, contact the Resources.
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Biosecurity Plan

Clean gear coming onto fire ground and clean at end of the day and especially before moving between willow/weeds and into the peat bog

CHECK, CLEAN, DRY

Check clothing, boots and equipment for soil, debris, bugs and seeds (spores!)

Clean by picking off visible debris and scrub with brush

Wash boots or equipment with water and scrubbing brush to remove dirt

Disinfect with disinfectant solution

Dry as much as possible

Tips:

Clean/wash before disinfection

Use correct fresh concentration

Possible gear needed

Scrubbing brushes

Disinfectant (Sterigene/Trigene or Virkon)

Water for cleaning

Fish bin/tubs for soaking or spray bottles

Boat drying cupboard?

Safety Data Sheet for Class A Foam:

https://fireandemergency.nz/assets/Documents/Files/FireBrake_SDS_GHS_NZ_260619.pdf



Communications Plan

Please communicate any radio coverage issues to Logistics > Communications Support Unit immediately

1. Radio Channels				
Operations	Function	Radio Channel	Frequency (TX/RX)	UHF/VHF
Fire Operations	Command	UHF Zone A RPT1 (CH14)		UHF Dup
	Sector Alpha	UHF Zone A RPT1 (CH14)		UHF Dup
	Sector Zulu	UHF Zone A RPT1 (CH14)		UHF Dup
	Sector Yankee	UHF Zone A RPT1 (CH14)		UHF Dup
Air Operations	Ground to Air	FIRE 4 IGC, VHF Zone A CH4		VHF Simplex
	Air to Air			
	Circuit 1			
	Local Air Traffic	B269 Mercer MBZ SFC-4500	119.2	VHF
Police	Command	UHF Zone A RPT1 (CH14)		UHF Dup
		Interagency Liaison (CH10)		VHF Simplex
Cordons	All Cordons	UHF Zone A RPT1 (CH14)		UHF Dup
Rescue Heli.	Ground to Air	Interagency Liaison (CH10)	140.987500	VHF Simplex
2. Portal Radio Repeaters/communications				
Name	Location	Batteries / Charging Requirement	Managed By	
RPT1 & RPT2	9(2)(a) Island Block Road, down the dirt track near the shed.	Monitor / Replace batteries	ICU Operators	
Cell phones	Each crew will carry a cell phone and power bank.	Power bank	Crews	
3. Document Management (document locations, online or offline systems)				
System	Details	Comments		
IMT Team / Channel	R2A Incident Management Team Island Block Road F4071747 Microsoft Teams	IMT Documents		
Situation Board URL	Island Block Rd F4071747- Situation Board (sharepoint.com)	This is an electronic situation board.		
4. Internet Access Points				
Access Point	SSID	Details		
ICP	Starlink DOC provided on whiteboard in EOC	Password available in ICP		
ICP / Staging				
5. Weather Stations (email, sms, social media, chat group, weather station URL's, other than listed in organisational list)				
Name	Details for Access	Location		
Mobile Weather Stat.	https://live.harvest.com/?cmd=home&sid=8261	9(2)(a) Island Block Road, located on NE of the house: Removed as of SAT 26. No longer operationally needed. Site access difficult.		
6. Other (email, sms, social media, chat groups, other than listed in organisational list)				
Team Channel > R2A > Island Block Rd F4071747 Chat for IMT, ICU, RCC Comms.				
ICS205 Prepared by: Communication Support Unit > Chris Temperty Date: 26-10 Time: 14.30				



Safety and Wellbeing Plan

1. General Safety and Wellbeing Points

ALWAYS REMEMBER YOUR L.A.C.E.S				
L	A	C	E	S
Lookout(s)	Awareness or Anchor Points	Communication	Escape Routes	Safety Zones

10 Standard Firefighting Orders

1. Keep informed on fire weather conditions and forecasts.
2. Know what your fire is doing always.
3. Base all actions on current and expected fire behaviour of the fire.
4. Identify escape routes and safety zones and make them known.
5. Post lookouts when there is possible danger.
6. Be alert. Keep calm. Think clearly. Act decisively.
7. Maintain prompt communication with your crew/s, your supervisor and adjoining crews.
8. Give clear instructions and ensure they are understood.
9. Maintain control of your crew/s always.
10. Fight fire aggressively, having provided for safety first.

Dangerous Situations to Watch Out For

1. Fire size is unknown (no size up).
2. Unfamiliar territory.
3. Safety zones and escape routes not identified.
4. Unfamiliar with weather and local factors influencing fire behaviour.
5. No communications link with crew members or supervisor.
6. Instructions and assignments not clear.
7. Weather is getting hotter, drier and relative humidity dropping.
8. Wind increases and/or changes direction.
9. Getting frequent spot fires across the line.
10. Working uphill or down wind of a fire.
11. Working on a steep slope.
12. Working in rugged terrain.
13. Cannot see main fire.
14. In unburnt vegetation.
15. Walking through hot ashes.
16. Working alone.
17. Getting tired.
18. Working near power lines.
19. Working near machinery.
20. Working with aircraft.
21. Working around trees or spars.

Confirm L.A.C.E.S with crew, and supervisor within 2hrs start of shift

Everyone is to be signed in and out of the fire ground through the ICP / Staging for both safety check and payment records
Maintain regular C.A.N (conditions, actions, needs) reports to line supervisors at agreed interval as per sector assignment.

Single resources not assigned to a division / sector will do C.A.N reports with ICP every 2 hours while on fire ground.

Provide corrections/updates to IAP: resources, contacts, communication, update maps to include safe zones, escape routes to ensure it is maintained for safety for following operational shifts

2. Specific Safety and Wellbeing Points

- All crews to have adequate food, water, PPE to manage fatigue and hydration.
- Work rest periods enforced. 9hr rest period before returning to fire ground. Crews travelled >3hrs must have 4hr stand down.
- Seek shade during rest period, be sun smart.
- All workers to ensure they are competent for the tasks and risks given.
- Air and ground crews to be isolated from risk areas during operations.
- Eliminate / minimise working in smoke and or traveling in smoke.
- Fire ground access limited due to wetland/unsure ground underfoot.
- Boat travel only in DOC operated boats under DOC skipper guidance.
- Crews to ID multiple escape routes options as boat may not be available when needed.
- Wetlands ground crews to have briefing from DOC representative on working procedures before work start.
- Raise issues with drying gear (boots /socks etc) between shifts.
- **All DOC staff flying in helicopters are to hold helicopter competency.**
- **DOC crew leaders are to record movements via the Boarding Pass ap.**



Hazard and Risk Assessment

Identify the hazard	Potential harm	Sector / Location	Initial/Inherent risk rating	Control measures currently in place	Additional controls to apply	Residual risk rating	Risk owner	Monitoring and review
Public / Media	Unauthorised people on fire ground	Fire ground	H	Ensure bystanders, media etc are managed, supervised or barriers in place		L		
Personnel Fire fighters Staff	Accidents & injuries	Fire ground	M	PPE must be worn, personnel trained, briefings, LACES, allocated tasks, never work alone		L		
Fire Environment	Flare ups, radiant heat, extreme fire behaviour, change of wind	Fire ground	H	LACES, briefing, monitoring/weather, PPE, training, identify no-go areas, one foot in the black, never work downwind of fire, safe working distances, seek clean air.		L		
Heat illness, dehydration, exhaustion.	Heat stroke, sun stroke	Fire ground	M	PPE, regular breaks, hydrate, monitor your team, sun block, loosen clothing, seek shade when possible, take regular breaks, work at comfortable speed, it's a marathon – not a race!		L		
Cold exposure	Hypothermia	Fire ground	M	PPE, wet weather gear, rotate crews		L		
Vehicles, 4x4, appliance, machinery	Car accident, injury, getting stuck	All locations	M	Speed limit, LACES, briefings, suitable training drivers, stick to formed tracks / roads, safe following distances, secure loads, 5 mins checks, buddy check towing loads.		L		
Aircraft	Crash, burn, rotor strike	Fire ground, helipads	H	LACES, pilot briefings, loose items, be aware of water drop zones, trained personnel, follow pilot instructions, approach from safe direction, set max wind limit for safe flying.		M		
Traffic/roads	Other road users, gravel roads	All locations	M	Park vehicles off the road, turn flashing lights on, slow traffic down, use STMS to manage traffic.		L		
Noise	Hearing damage	Fire ground, Helicopters	M	Hearing protection (grade 4) move away if possible, use headsets		L		
Chemicals	Toxicity, exposure, acute burns	Fire ground	M	Wear specific PPE, follow safe handling procedures, ref MSDS, consider environmental impacts.		L		
Hand tools/ chainsaws	Personal injury, crush, cuts, kick back	Fire ground	H	Safety briefing, training, PPE, safe carrying / storing, safe working distances, two tree lengths when felling		L		
Utilities	Electrocution, liability	All locations	M	Identify, no work to commence until all clear is given, get utilities turned off, briefings, ID no-go areas		L		
Boat access	Falling in, collision,	Fire ground	M	DOC SOP, MOSS, skipper briefings		L		
Wet boots	Athletes foot	Fire ground	M	Dry boots overnight, good hygiene / clean socks, athletes foot powder		L		
Fatigue	Inattention, Increase	All locations	H	Monitor teammates, rotate crews, take breaks		L		

Incident: **Island Block Road– ICAD#F4071747**

Date/Time from: **1800 SAT 26/10**



Operational Period: **24hrs NIGHT/DAY**

Fire Day: **7**

Date/Time to: **1800 SUN 27/10**

	accidents, poor wellbeing							
Eye pokes	Eye injury	Fire ground	M	Take care, PPE (glasses / visors)		L		
Wetland terrain	Crews becoming stranded in wet	Fire ground	M	Briefings, situational awareness, monitor wind and be aware of evac triggers and safe flying threshold. Well prepared and experienced crews into unknown ground. Location shared on firemapper. Consider putting helo on standby for crew evacuations. LACES.		L		
Dangerous goods storage	Explosive	Airfield	H	Keep clear. Do not store or park fuel trailers in proximity.		L		
State Highway intersection	Collision, lost trailer, lost load	Roads	M	Good gap selection especially when towing.		L		
Risk Assessment Template V2024 Prepared by: Safety >9(2)(a)					Date:26/10/24	Time: 11:00hr		



26/10/24 Whangamano Living Document

HAZARD REGISTER

HAZ#	HAZARD	LOCATION	CONTROL MEASURES	RISK ASSESSMENT			CONTROL MEASURES ADEQUATE (Y/N)	D/C TO SIGN
				LIKELIHOOD	CONSEQUENCE	RISK		
1	Public/media	Fire Ground	Ensure all bystanders, media, non-fire personnel are managed, supervised or barriers in place	2	2	LOW	Y	M
2	Personnel Fire fighters Staff	Fire Ground	PPE must be worn, personnel suitably trained and monitored, briefings, LACES, allocate tasks, never work alone	2	2	LOW	Y	M
3	Fire Environment	Fire Ground	LACES, briefings, monitor/weather, PPE, training, identify "no-go" areas, "one foot in the black" never work downwind of a fire, safe working distance from fire	2	2	LOW	Y	M
4	Heat illness, dehydration, fatigue	Fire Ground	Briefings, PPE, regular breaks, drink plenty of fluids, monitor, sun block, loosen clothing, take shade when can	2	2	LOW	Y	M
5	Hypothermia	Fire Ground	Briefings, monitor, PPE, bunker coats, wet weather gear, rotate <i>Ensure contingencies considered</i>	2	2	LOW	Y	M
6	Vehicles, 4x4, appliance, machinery	On-route Fire Ground	Speed limit, LACES, briefings, suitably trained personnel only, stick to formed tracks, safe working distance	2	2	LOW	Y	M
7	Aircraft	Fire Ground Helipad site	LACES, briefings, pilot briefing, loose items, aware of water drop zones, suitably trained personnel only, follow pilot's instructions <i>Wind triggers confirmed</i>	2	4	MEDIUM-HIGH	X	M
8	Traffic/roads	All locations	Park vehicles off the road, turn flashing lights on, slow traffic down, use Police or Roading Contractors to manage traffic	2	2	LOW-MEDIUM-VERY HIGH	Y	M
9	Noise	Fire Ground	Hearing protection grade 4 or above, move away, ensure no other person is affected, safety briefing	2	2	LOW	Y	M
10	Chemicals	Fire Ground	Wear specific PPE, follow safe handling procedures, refer to MSDS, use foam induction, store safely, consider the environment	1	2	LOW	Y	M
11	Hand tool including chainsaws	Fire Ground	Safety briefing, training, PPE, carry appropriately, well maintained, LACES, work at least 3 meters apart, two tree lengths from felling, store correctly,	2	2	LOW	Y	M
12	Utilities	Fire Ground	Identify, no work to commence until all clear given - get verbal confirmation, if possible get utilities turned off, safety briefing; including pilot/s, identify "no-go" areas	2	2	LOW	Y	M
13	Boat	" "	DOC SOP, moss, skipper	2	2	LOW	Y	M

ALL HAZARDS ARE TO BE REVIEWED PERIODICALLY

LIKELIHOOD

SCORE	CHANCE OF SOMETHING HAPPENING
1	RARE
2	UNLIKELY
3	POSSIBLE
4	LIKELY
5	ALMOST CERTAIN

CONSEQUENCE

SCORE	DESCRIPTION	EXAMPLES
1	INSIGNIFICANT	Insignificant injury or damage/loss to equipment
2	MINDR	Minor injury; minor loss/damage to equipment
3	MODERATE	Serious injury (e.g. hospital, off work), Moderate loss of equipment
4	MAJOR	Multiple serious injuries (e.g. permanent disability; major loss of operational capability)
5	CATASTROPHIC	Fatality (one or more) to staff; catastrophic loss of operational capability

RISK MATRIX

CONSEQUENCE	LIKELIHOOD				
	1	2	3	4	5
5	ALMOST CERTAIN	Medium	High	Very High	Very High
4	LIKELY	Medium	High	Very High	Very High
3	POSSIBLE	Low	Medium	High	Very High
2	UNLIKELY	Low	Low	Medium	High
1	RARE	Low	Low	Medium	High

RISK MITIGATION

Low Monitor, PPE should be adequate

Medium Ensure control measures are adhered to and review periodically

Where the Risk Rating is HIGH or VERY HIGH, the Incident Controller MUST be informed immediately

High Control measures to be reassessed and personnel are to be suitably trained and monitored

Very High Tactics and control measures to be reassessed Personnel to be suitably trained and closely monitored

REVIEW TIMES

TIME (24HRS)	D/C TO SIGN
1630 HRS	M
1700 HRS	M
1130 HRS	M

14 WET BOOTS " DRY BOOTS OVERNIGHT GOOD HYGIENE 4 1 M Y M

15 EYE PROTECT " PPE + CARE 2 3 H Y M

16 SH INTERSECTION " GOOD GAP SELECTION, esp when turning 1 4 H Y M

17 Fatigue " rotate crews, manage rosters 4 3 H Y M

18 Crews stranded in wetland " situational awareness - monitor wind evc higgs breaking 2 4 L Y M

19 Dangerous Goods @ air field. keep fuel trailers etc well clear 2 4 M Y M

20 Unburnt fuel in 'the black' " Situational awareness. LACES multiple escape routes 2 3 M Y M

RELEASED



Fire Behaviour and Weather

1. Weather Forecast

Situation	A strong northwest flow (wind) will persist across the country today. A complex low has developed in the Tasman Sea, extending the frontal system across the North Island. Source MetService Issued 08:00 26 Oct.
This Shift:	<p>Saturday Afternoon - Night: N to NNE Gusts at 50 km/h or less in the evening. If thunderstorms occur, gusts could reach over 90 km/h. Temp low of 16°C overnight. R.H 85%, overnight increasing to 90%. Rain – Showers, with a period of heavy rain likely in the afternoon and evening. Possible thunderstorms during the afternoon and evening. Rainfall total about 30 mm.</p> <p>Sunday: W 5-15 km/h, increasing to WNW to NW 10-20 km/h during the morning, and rising further to 15-25 km/h during the afternoon. Winds then tending WNW to W 10-20 km/h in the evening. Gusts 50-60 km/h from the late morning, easing to less than 30 km/h in the evening. Temp High 20C, Low 12C. R.H. 60% increasing to 80% evening. Rain - Chance of a few showers throughout the day, but most likely to occur later in the afternoon. Chance of an isolated thunderstorm. Total rainfall between 1-10 mm.</p>
Looking Ahead:	<p>Monday: W to WNW 10-20 km/h, rising to WNW 20-30 km/h during the late morning, then falling to W to WNW 10-20 km/h in the evening. Gusts as high as 60-70 km/h. Temp High 17C Low 11C. R.H. 50%, increase 80%. Rain Chance for a few showers. Total rainfall 1-10 mm.</p> <p>Tuesday: Rising to W to WNW 15-25 km/h during the day. Gust 45-55 km/h in the afternoon. Temp High 19C. R.H 45%. Chance for a period of showers during the day. 5-15 mm possible.</p> <p>Wednesday: N to NW 10-20 km/h, tending W to NW 15-20 km/h. Gusts increasing to 45-50 km/h in the afternoon. Temp High 19C, R.H 45%. Rain - Chance for a period of rainfall and showers, possibly heavy.</p> <p>Thursday: NW to W. Rain clearing (95% < 1mm, 70% < 10mm).</p>

2. Fire Behaviour Forecast (1300 NZDT)

STATION	TEMP	RH	WD	WS	PRECIP	FFMC	DMC	DC	ISI	BUI	FWI
Waeranga (OBS 26/10) (20km SW of fire)	18.8	79	035	23.2	0	82.1	15.6	59.9	4.7	18.9	7.2
Waeranga (Forecast 27/10)	17.5	62.5	279	22.6	8.8	59.3	7.8	54.4	1.2	11.5	0.3

3. General Fire Behaviour

Priority required to dampen any hotspots if found.
 Any fires more likely within smaller shrub vegetation will continue to burn and flare. Spotting may occur from fires in taller fuels.
 Based on F.L and FHI, the River and Road to East needs Firebreak to meet minimum of 20M wide and clear with monitoring.
 Limited smoke conditions expected. Wind gusts may occur, with wind change (from NW to W).

4. Specific Fire Behaviour (assumed no suppression)

FUEL TYPE	ROS / HEAD FIRE INT. / FLAME LTH	PEAK ROS / HEAD FIRE INT. / FLAME LTH
Scrub Manuka / Kanuka (1-1.5m)	1376m/h - 14108 kW/m – 6.3m	4244m/h - 43510 kW/m – 10.5m
Scrub Manuka (5-6M) River bank	1376m/h - 20203 kW/m – 7.4m	4244m/h - 62304 kW/m – 12.4m
Scrub – heathlands/ wetlands	1376m/h - 19506 kW/m – 7.3m	4244m/h - 60157 kW/m – 12.2m
Ungrazed Grass@10% G.C	3m/h - 14 kW/m - 0.3m	24m/h - 101 kW/m - 0.6m
Grass Curing 10%	Based on 20kmph Sustained	Peak values based on max gust of 70kmph

5. Specific Activities

6. FIRE BEHAVIOUR SAFETY ADVISORY

Potential flare ups in scrub fuel and changes in wind direction to monitor, Awareness of any flame height and increase fire activity. Smoke will be an ongoing issue with the fuel consumption. Awareness of damaged trees in tall Manuka areas.

ICS248 Prepared by: Brendon Christensen, FBAN/AP.

Date:26OCT24

Time:16:20

FIRE RISK MATRIX	FFMC	DMC	DC	ISI	BUI	FWI
	Ignition Potential	Mop Up Difficulty	Rate of Spread	Fuel Availability	Fire Intensity	
LOW	0+	0+	0+	0+	0+	0+
MODERATE	75+	21+	101+	5+	16+	4+
HIGH	85+	31+	176+	9+	31+	14+
VERY HIGH	88+	41+	251+	13+	46+	24+
EXTREME	92+	46+	326+	16+	61+	29+



Fire Maps and QR Codes

1. Using QR Codes for FireMapper (Live / Offline Map)

Download **FireMapper for Enterprise** app on iOS and Android.

If you do not have a license Scan the *Temporary License Code* or *Enter Code* directly into FireMapper User Profile (and update your details). Shared Maps should be available for the incident.

TEMPORARY FIREMAPPER LICENSE

CODE: **NZNSBPLS7NKT4RHDDLBAFDY4T65FJ2U2**

URL: <https://qr.firefront.com.au/?NZNSBPLS7NKT4RHDDLBAFDY4T65FJ2U2>

QR CODE:



WEBMAP: [Island Block Rd, Te Kauwhata F4071747 - Island Block Rd, Te Kauwhata F407174 MAP \(firefront.com.au\)](#)

2. Fire Maps (overview and QR codes)

Attached a A3

3. Evacuations Maps (overview)

Not active

DOC systems that need to be checked/implemented following transition:

Specific safety plan for incident or the national fire safety plan

Helicopter SOP:

Use of machines on heli panel:

Use of Helicopter boarding pass

Heliorders: are these required at fire is the IAP the equivalent

Tracking of all personnel as per the DOC Intentions SOP

Fire SOP requirements? standdown times and not driving if travelling alone after 12 hours.

Administration requirements:

Ensure that all of IMT have access to DOC-CIMS – Island Block Rd F4071747

Meet DOC finance SOP requirements: creation of purchase requisitions etc.