

## EMERGENCY MANAGEMENT ACT 2005 (WA)

### Sections 67, 70, 71 and 72A

#### DFES AIR TANKER (BUSSELTON) CREW DIRECTIONS

The World Health Organization declared COVID-19 a pandemic on 11 March 2020.

On 15 March 2020, the Minister for Emergency Services declared a state of emergency with effect from 12 am on 16 March 2020 in respect of the pandemic caused by COVID-19 pursuant to section 56 of the *Emergency Management Act 2005 (WA) (Act)*. The state of emergency applies to the State of Western Australia.

I, Christopher John Dawson, Commissioner of Police and State Emergency Coordinator, now give the following directions pursuant to my powers under sections 67, 70, 71 and 72A of the Act.

#### PREAMBLE

1. The purpose of these directions is to facilitate the entry to Western Australia and the undertaking of the work of an **air tanker crew member** in Western Australia while preventing the importation or spread of COVID-19 into Western Australia.

#### CITATION

2. These directions may be referred to as the **DFES Air Tanker (Busselton) Crew Directions**.

#### COMMENCEMENT

3. These directions come into effect at the time of signing.

#### APPROVAL

4. Without limiting the operation of paragraph 7, I approve each air tanker crew member who has been in an **outbreak jurisdiction**:
  - (a) after the **relevant time** in respect of that outbreak jurisdiction; and
  - (b) in the 14 days before the person **enters Western Australia**,as an **approved traveller** for the purposes of paragraph 52(g) of the **outbreak directions**.

## **DIRECTIONS**

### **Interactions with other directions**

#### *Interaction with the Controlled Border for Western Australia Directions*

5. Unless stated otherwise, an air tanker crew member must comply with these directions and not the Controlled Border for Western Australia Directions, except for paragraphs 4, 5 and 5A of those directions and, except as otherwise expressly set out in these directions, the Controlled Border for Western Australia Directions do not apply to an air tanker crew member.
6. If after an air tanker crew member has **entered Western Australia** the person is informed by authorities outside of Western Australia that they are a **close contact**, the person must:
  - (a) immediately telephone 13 COVID (13 268 43) and tell the operator that they have been informed that they are a close contact by authorities outside of Western Australia; and
  - (b) ask for an **instruction**; and
  - (c) comply with any instruction given by that person or a **relevant officer**.

#### *Interaction with the outbreak directions*

7. Unless stated otherwise, an air tanker crew member must comply with these directions and not the outbreak directions and except as otherwise expressly set out in these directions, the outbreak directions do not apply to an air tanker crew member.

#### *Interaction with the Presentation for Testing Directions (No 36)*

8. Unless stated otherwise, an air tanker crew member must comply with these directions and not the Presentation for Testing Directions (No 36) and, except as otherwise expressly set out in these directions, an air tanker crew member is not required to comply with the Presentation for Testing Directions (No 36).

#### *Interaction with the Flight Crew Directions (No 7)*

9. For the purposes of the Flight Crew Directions (No 7), an air tanker crew member will not be a **domestic flight crew member** or an **international flight crew member**.

## **Inconsistency**

10. If there is any conflict between these directions and:
- (a) the Controlled Border for Western Australia Directions; or
  - (b) the outbreak directions; or
  - (c) the Presentation for Testing Directions (No 36),
- these directions prevail to the extent of any inconsistency.
11. If there is any inconsistency between these directions and any **approved plan** (including the approved plan as set out at Schedule 4 of this direction), these directions (other than Schedule 4) and not the approved plan will prevail to the extent of the inconsistency.

## **Vaccination and testing requirements**

### *Vaccination prior to entry*

12. An air tanker crew member must not **enter Western Australia** or enter any **air tanker crew place** unless the person:
- (a) has had administered to them a **full course** of an **approved COVID-19 vaccine** and produces **accepted proof of vaccination** to a relevant officer on request; or
  - (b) is **vaccine ineligible** and produces evidence of this to the satisfaction of a relevant officer on request; or
  - (c) is **vaccine exempt** and produces **accepted proof of vaccination exemption** to a relevant officer on request; or
  - (d) is approved to enter Western Australia or an air tanker crew place by me or a person authorised by me for that purpose, notwithstanding that the person does not meet one of the requirements in paragraph 12(a), 12(b) or 12(c), and complies with any terms or conditions to which that approval is subject.

### *PCR testing prior to entry*

13. An air tanker crew member may only enter Western Australia if the person:
- (a) has been **tested** for COVID-19 using an **approved testing methodology** in the 72 hours prior to **entering Western Australia**; and

- (b) has received a **negative test result** in respect of the test undertaken pursuant to paragraph 13(a); or
- (c) is approved to enter Western Australia by me or a person authorised by me for that purpose, notwithstanding that the person does not meet one of the requirements in paragraph 13(a) or paragraph 13(b), and complies with any terms or conditions to which that approval is subject.

***Presentation for testing requirements for air tanker crew members***

***Airport presentation requirement***

14. An air tanker crew member must, as soon as is practicable after the person disembarks at an authorised airport, and in accordance with any instruction or **direction**:
- (a) report to an **authorised officer**; and
  - (b) in accordance with any instruction or direction from that authorised officer, go to the place at the authorised airport where testing for COVID-19 is being conducted (**testing booth**), or if no testing is being conducted, comply with any other direction or instruction given to them by an authorised officer; and
  - (c) comply with any instruction given to them by a relevant officer at the testing booth; and
  - (d) answer truthfully if a relevant officer at the testing booth asks the air tanker crew member to describe their state of health or asks whether they have or have had any **symptoms**; and
  - (e) remain at the testing booth until:
    - (i) the air tanker crew member has been tested for COVID-19; or
    - (ii) a relevant officer has instructed the air tanker crew member that they may leave the testing booth.
15. An air tanker crew member must:
- (a) if they were not tested for COVID-19 at an authorised airport after having complied with paragraph 14:
    - (i) when requested by a relevant officer conducting testing for COVID-19, open the door to the **approved place** or to their **allocated room** (as the case may be); and

- (ii) comply with any instruction given to them by the relevant officer; and
- (iii) answer truthfully if the relevant officer asks the air tanker crew member to describe their state of health or asks whether they have or have had any symptoms.

*Seven day presentation protocol*

16. An air tanker crew member, other than an **extreme risk traveller air tanker crew member**, must comply with the **seven day presentation protocol** for a period ending 14 days after the day on which the air tanker crew member entered Western Australia, unless the air tanker crew member:
- (a) leaves Western Australia by the seventh day after the day on which the air tanker crew member was last tested; or
  - (b) is given a direction to quarantine at a **quarantine centre** or a **hospital**; or
  - (c) is required to quarantine or isolate under either or both of the **relevant directions** (other than paragraph 10 of the Quarantine (Undiagnosed) Directions).
17. Unless otherwise instructed by a relevant officer, an air tanker crew member who must comply with the seven day presentation protocol must, on or before the seventh day after the day on which the person was last tested at a location in Australia using an approved testing methodology:
- (a) go directly and without stopping except as required by law to the nearest **COVID Clinic** and otherwise in accordance with these directions; and
  - (b) inform a relevant officer at the COVID Clinic that they are required to attend the COVID Clinic under these directions; and
  - (c) comply with any instruction which a relevant officer at the COVID Clinic gives to them; and
  - (d) answer truthfully if a relevant officer at the COVID Clinic asks the person to describe their state of health or whether the person has or has had any symptoms; and

- (e) remain at the COVID Clinic until the person has been tested, or a relevant officer has instructed the person that they may leave the COVID Clinic.

*Note 1: this paragraph DOES NOT require an air tanker crew member to be tested for COVID-19. An air tanker crew member must consent to be tested for COVID-19 unless they are directed to have the test by an **emergency officer** under the Public Health Act 2016 (WA).*

*Note 2: because the seven day presentation protocol lasts for a period ending 14 days after an air tanker crew member enters Western Australia, an air tanker crew member may have to comply with the requirements of this paragraph more than once during that period.*

***Presentation for testing requirements for extreme risk traveller air tanker crew member***

***PCR testing protocol for extreme risk traveller air tanker crew members***

- 18. An extreme risk traveller air tanker crew member must comply with the **PCR testing protocol** for a period ending 12 days after the day on which the air tanker crew member entered Western Australia, unless the air tanker crew member:
  - (a) leaves Western Australia before a day on which the air tanker crew member would be required to be tested in accordance with the PCR testing protocol; or
  - (b) is given a direction to quarantine at a quarantine centre or a hospital; or
  - (c) is required to quarantine or isolate under either or both of the relevant directions (other than paragraph 10 of the Quarantine (Undiagnosed) Directions).
  
- 19. Unless otherwise instructed by a relevant officer, an air tanker crew member who must comply with the PCR testing protocol must on or before:
  - (a) 48 hours; and
  - (b) six days; and
  - (c) twelve days,after the person entered Western Australia:
  - (d) go directly and without stopping except as required by law to the nearest COVID Clinic and otherwise in accordance with these directions; and

- (e) inform a relevant officer at the COVID Clinic that they are required to attend the COVID Clinic under these directions and the test they are required to present for; and
- (f) comply with any instruction which a relevant officer at the COVID Clinic gives to them; and
- (g) answer truthfully if a relevant officer at the COVID Clinic asks the person to describe their state of health or whether the person has or has had any symptoms; and
- (h) remain at the COVID Clinic until the person has been tested, or a relevant officer has instructed the person that they may leave the COVID Clinic.

*Note: this paragraph DOES NOT require an air tanker crew member to be tested for COVID-19. An air tanker crew member must consent to be tested for COVID-19 unless they are directed to have the test by an emergency officer under the Public Health Act 2016 (WA).*

20. Notwithstanding anything to the contrary in either of the relevant directions, an air tanker crew member who undertakes a PCR test pursuant to these directions does not become a high risk tested person for the purposes of the Quarantine (Undiagnosed) Directions by reason only of having undertaken a PCR test.

### **General requirements for air tanker crew members**

#### ***General entry requirements***

21. An air tanker crew member must not enter Western Australia except at an **authorised airport**.

#### ***Personal requirements***

22. While in Western Australia, an air tanker crew member must:
- (a) take all reasonable steps to maintain a distance of at least 1.5 metres from any other person; and
  - (b) practise good hygiene, including but not limited to washing their hands often with soap and water or using alcohol hand rub, particularly before and after eating, before and after refuelling any **approved vehicle**, and after attending the bathroom, and covering their cough or sneeze; and

- (c) undertake contactless only interactions for the provision of goods and services; and
- (d) when at the **approved air tanker crew member premises** or at an **approved firefighting staging area**, take all reasonable steps to limit interactions with any person other than:
  - (i) in the case of an air tanker crew member, another air tanker crew member who is not an extreme risk traveller air tanker crew member and subject to an **extreme risk air tanker crew member separate quarantine period**; or
  - (ii) in the case of an extreme risk traveller air tanker crew member, another extreme risk traveller air tanker crew member, when each is subject to an extreme risk air tanker crew member separate quarantine period; and

*Note: when an air tanker crew team consists of a cohort of air tanker crew members who are subject to an extreme risk air tanker crew member separate quarantine period and a cohort who are not, then these directions require that the two cohorts remain separated for both residence and work. This means that under these directions they will stay in separate residences and there will be a separation between them accommodated by the green zone and they should remain separate while at the approved firefighting staging area.*

- (e) if an air tanker crew member has **direct contact** with any person other than:
  - (i) a person referred to in paragraphs 22(d)(i) or 22(d)(ii); or
  - (ii) a relevant officer; or
  - (iii) a person who an air tanker crew member is authorised to have direct contact with in accordance with an approved plan,

*Note: Despite anything in the approved plan as set out at Schedule 4 of this direction, nothing in that approved plan is to be taken to provide for an air tanker crew member who is not an extreme risk traveller air tanker crew member and subject to an extreme risk air tanker crew member separate quarantine period to have direct contact with an air tanker crew member who is an extreme risk traveller air tanker crew member subject to an extreme risk air tanker crew member separate quarantine period.*



an air tanker crew member must:

- (iv) immediately telephone 13 COVID (13 268 43) and tell the operator that they have been in direct contact with a person not authorised by these directions; and
  - (v) truthfully provide all details of the person with which they have had direct contact to the extent the details are known to them; and
  - (vi) ask for an instruction; and
  - (vii) comply with any instruction given by that person or a relevant officer.
23. For the avoidance of doubt, despite the operation of paragraph 7 and paragraph 10(b), if a person would otherwise be an **extreme risk traveller** or an **exposed household contact** under the outbreak directions but for these directions, that person is considered an extreme risk traveller or an exposed household contact but only for the purposes of the operation of paragraph 31 of the outbreak directions.

*General transport requirements*

24. Except as expressly provided otherwise in these directions or as may be approved in writing by me or a person authorised by me for that purpose:
- (a) a **LAT pilot** may only travel by road in Western Australia in a **LAT pilot cohort vehicle**; and
  - (b) a **Birddog pilot** may only travel by road in Western Australia in a **Birddog pilot cohort vehicle**; and
  - (c) an **engineer** may only travel by road in Western Australia in an **engineer cohort vehicle**.
25. The person in charge of an approved vehicle must comply with the relevant **approved transport plan**. If an approved transport plan does not provide for how a person must travel by road from one place to another place, then an air tanker crew member must undertake that journey by road by the most direct and practicable route available and without stopping except as required by law.

## **Quarantine requirements**

### ***Travel to the approved air tanker crew member premises***

26. Upon disembarking an aircraft at an authorised airport and subject to paragraph 14, an air tanker crew member must travel directly to the approved air tanker crew member premises without stopping except as required by law in a relevant approved vehicle.

### ***Obligation to remain at the approved air tanker crew member premises and the approved firefighting staging area***

27. Following arrival by an air tanker crew member at:

(a) an approved air tanker crew member premises; or

(b) an approved firefighting staging area,

(each an "approved place"),

an air tanker crew member must remain at the approved place unless the air tanker crew member:

(c) leaves to travel from the approved place to another approved place in accordance with paragraph 28(a) or paragraph 28(b) (as the case may be); or

(d) leaves an approved firefighting staging area to undertake firefighting duties or for preparation and training for firefighting in accordance with paragraph 28(b); or

(e) leaves to return to an airport for their outward-bound flight in accordance with paragraph 28(c); or

(f) is otherwise directed in accordance with paragraph 28(d); or

(g) leaves in order to comply with the seven day presentation protocol in accordance with paragraph 28(e); or

(h) must leave to receive urgent medical treatment at a hospital in accordance with paragraph 28(f); or

(i) must leave to escape an imminent threat to their safety in accordance with paragraph 28(g).

*Conditions for leaving the approved places*

28. If the air tanker crew member leaves an approved place:

- (a) to travel to another approved place, then the person may only do so in accordance with the approved plans (unless a person travels to another approved place in accordance with paragraph 28(g)); or
- (b) to travel to an approved firefighting staging area, then the person may only do so to undertake firefighting duties or for preparation and training for firefighting and only then in accordance with the approved plans (unless a person travels to another approved place in accordance with paragraph 28(g)); or
- (c) to return to an airport for their outward-bound flight, the air tanker crew member must travel directly to the authorised airport without stopping except as required by law in a relevant approved vehicle or by another means and in a manner that an authorised person directs (either orally or in writing) the air tanker crew member to travel; or
- (d) because of a direction, the person must only do so in accordance with and subject to any conditions of the direction; or
- (e) to comply with the seven day presentation protocol, the person must only do so in accordance with paragraph 17; or
- (f) to receive urgent medical treatment at a hospital then the air tanker crew member must:
  - (i) prior to leaving the approved place (and if it is practicable to do so), telephone the ambulance service or the hospital at which the urgent medical treatment will be sought and inform them that they are subject to the **quarantine requirements** in these directions and need to attend the hospital for urgent medical treatment; and
  - (ii) go to the hospital in the relevant approved vehicle by the most direct and practicable route available and without stopping except as required by law or, if this is not possible, by ambulance; and
  - (iii) comply with any direction or instruction given by an emergency officer or a **responsible officer**; and

- (iv) unless otherwise directed by an emergency officer or a responsible officer, return to an approved place in the relevant approved vehicle as soon as possible after the urgent medical treatment has been provided by the most direct and practicable route available and without stopping except as required by law, or if this is not possible, as directed by an authorised officer; or
- (g) to escape an imminent threat to their safety, then subject to complying with any approved plan, the person must:
  - (i) go to another approved place; or
  - (ii) if it is not possible to go to another approved place, go no further from the approved place than the person has to in order to escape that threat; and
  - (iii) if paragraph 28(g)(ii) applies, return to an approved place as soon as it is safe to do so; and
  - (iv) if it is not possible to go to another approved place within an hour of leaving an approved place, telephone the police on 131 444 and inform them that they are subject to the quarantine requirements in these directions and had to leave an approved place and cannot return to an approved place; and
  - (v) comply with any instructions given.

***Excluding other persons from the approved places***

29. An air tanker crew member must not allow any person to access an approved place (or in the case of an approved firefighting staging area, that part of the **dedicated green zone** set aside for an air tanker crew member under these directions) unless the person:

- (a) is, in the case of an air tanker crew member, another air tanker crew member who is not an extreme risk traveller air tanker crew member and subject to an extreme risk air tanker crew member separate quarantine period; or
- (b) is, in the case of an extreme risk traveller air tanker crew member, another extreme risk traveller air tanker crew member when each is subject to an extreme risk air tanker crew member separate quarantine period; or

*Note: when an air tanker crew team consists of a cohort of air tanker crew members who are subject to an extreme risk air tanker crew member separate quarantine period and a cohort who are not, then these directions require that the two cohorts remain separated for both residence and work. This means that under these directions they will stay in separate residences and there will be a separation between them accommodated by the green zone and they should remain separate while at the approved firefighting staging area.*

- (c) enters (as the case may be):
  - (i) an approved air tanker crew member premises in accordance with the **approved air tanker crew member premises plan**; or
  - (ii) an approved firefighting staging area in accordance with the **approved firefighting staging area plan**; or

*Note: Despite anything in the approved plan as set out at Schedule 4 of this direction, nothing in that approved plan is to be taken to provide for an air tanker crew member who is not an extreme risk traveller air tanker crew member and subject to an extreme risk air tanker crew member separate quarantine period to have direct contact with an air tanker crew member who is an extreme risk traveller air tanker crew member subject to an extreme risk air tanker crew member separate quarantine period.*

- (d) is a person who:
  - (i) is approved either orally or in writing by me or a person authorised by me for that purpose; and
  - (ii) complies with any terms or conditions to which that approval is subject; or
- (e) is a relevant officer or a person assisting a relevant officer (including for the purpose of conducting testing for COVID-19); or
- (f) accesses the approved place for medical or emergency purposes; or
- (g) is required to access the approved place for the purpose of performing critical and time-sensitive maintenance; or
- (h) is acting in compliance with a direction or instruction given by a relevant officer,

provided that no more persons than are reasonably necessary access the approved place at any one time if they access the approved place in accordance with paragraph 29(c) to paragraph 29(g).

### ***Face masks***

#### ***Obligation to wear a face mask***

30. Without derogating from any other direction to wear a face covering, an air tanker crew member must wear a **face mask** at all times:

- (a) when transiting through a Western Australian airport terminal; or
- (b) whenever an air tanker crew member opens a door to an approved air tanker crew member premises and speaks with, or otherwise interacts with, any person who does not reside at the air tanker crew member premises; or
- (c) when outside of the air tanker crew member premises, other than when inside an air tanker or inside facilities exclusive to the air tanker crew members provided as part of the dedicated green zone, in each case when each door to such place is closed (and, for the avoidance of doubt, air tanker crew members must wear face masks when outdoors at an approved firefighting staging area); or
- (d) while a person referred to in paragraph 29(c) to paragraph 29(g) is inside an approved place (including, for the avoidance of doubt, any air tanker),

unless one or more of the **face covering exceptions** apply.

#### ***Inconsistency with the Airport and Transportation (Face Mask) Directions***

31. If there is any conflict between these directions and the Airport and Transportation (Face Mask) Directions, these directions prevail to the extent of any inconsistency.

#### **Varying the conditions under which the quarantine requirements may be discharged**

32. An air tanker crew member may be given a further oral or written direction or may be given a written approval by me or a person authorised by me for that purpose which direction or approval may require or allow the person to undertake their quarantine obligations in any one or more of the following ways, by:

- (a) varying any location at which that person must discharge their requirements to quarantine, including where they may enter Western Australia, where they

may reside and where they may undertake their work as an air tanker crew member; and

- (b) specifying how and by what means a person must travel from one place to another place.

#### **Air tanker crew member with symptoms of COVID-19**

- 33. If the air tanker crew member develops or has recently experienced symptoms, the air tanker crew member must immediately telephone 13 COVID (13 268 43), ask for an instruction and comply with any instruction given.

#### **Approved plans**

##### *Approval of the approved plans*

- 34. The approved plans set out in these directions apply to the air tanker crew members except as otherwise may be approved in writing by me or a person authorised by me.

##### *Application of the approved plans*

- 35. Subject to paragraph 11, for each matter set out in an approved plan that a person acting reasonably in the context of these directions would consider sets out an obligation, a restriction, a method of work, the establishment of a practice or a standard of conduct that can reasonably be undertaken by an air tanker crew member (an **approved plan condition**), an air tanker crew member must comply with that approved plan condition.

#### **Establishing more than one air tanker crew teams**

- 36. If more than one **air tanker crew team** is established:
  - (a) no member of any one air tanker crew team can be a member of any other air tanker crew team; and
  - (b) for the purposes of these directions, a member of one air tanker crew team is not to be considered a member of any other air tanker crew team.
- 37. Before any member of one air tanker crew team enters any air tanker crew place at any time after a member of another air tanker crew team has entered that air tanker crew place, that air tanker crew place must first be cleaned in accordance with the relevant approved plan.

### **Ceasing to be an air tanker crew member**

38. If a person is an air tanker crew member, that person will cease to be an air tanker crew member for the purposes of these directions immediately following the receipt of the last in time negative test result for all COVID-19 tests required to be conducted under paragraph 14, paragraph 15, paragraph 17 and paragraph 19 by each person in the air tanker crew team.
39. Upon there being no air tanker crew member in an air tanker crew team, the LAT pilot or a person delegated by the LAT pilot in that air tanker crew team for that purpose will notify the **airport operator** that there are no longer any air tanker crew members in the air tanker crew team.

*Note: this means that once a period of quarantine has been undertaken, each member of the relevant air tanker crew team will no longer be an air tanker crew member and will therefore not be subject to the quarantine restrictions unless one or more of a LAT pilot, Birddog pilot or engineer in a relevant air tanker crew team again becomes an air tanker crew member, at which time all members of the team become an air tanker crew member and subject to the quarantine restrictions of this direction.*

### **Again commencing or commencing to be an air tanker crew member**

#### ***General requirements***

40. At any time a person in an air tanker crew team is or becomes an air tanker crew member, all persons in the air tanker crew team at that time become air tanker crew members and will remain so until such time as the conditions in paragraph 38 are satisfied.

#### ***On-call air tanker crew team***

41. Each air tanker crew member who is part of an **on-call air tanker crew team** which is then present in Western Australia but not at an approved place:
- (a) must travel to the relevant approved place for that air tanker crew member as soon as practicable after being made aware that they are again an air tanker crew member; and
  - (b) when undertaking the travel to the approved place as contemplated by paragraph 41(a), need not travel in an approved vehicle (despite anything to the contrary in these directions).



***Requirement to notify the airport operator***

42. Upon there being an air tanker crew member in an on-call air tanker crew team, the LAT pilot or a person delegated by the LAT pilot in that air tanker crew team for that purpose will notify the airport operator that the on-call air tanker crew team consists of air tanker crew members.

*Note: this means that once a person who is a member of an air tanker crew team is again an air tanker crew member each person in the relevant air tanker crew team will be an air tanker crew member and will therefore be subject to the quarantine and other restrictions of this direction until such time as the conditions in paragraph 38 are satisfied.*

**Obligations on the airport operator and other persons**

***Restricted entry to the approved firefighting staging area***

43. While any air tanker crew member is present at an approved firefighting staging area, the airport operator, and any person employed or engaged by them or employed or engaged by such a person (including any officer, employee, agent or contractor):

- (a) must not allow, and must take all reasonable steps to prevent, any person entering the approved firefighting staging area, unless that person:
  - (i) is also an air tanker crew member and enters by and into any relevant part of the dedicated green zone applicable to that air tanker crew member; or
  - (ii) enters the approved firefighting staging area in accordance with the approved firefighting staging area plan; or

*Note: Despite anything in the approved plan as set out at Schedule 4 of this direction, nothing in that approved plan is to be taken to provide for an air tanker crew member who is not an extreme risk traveller air tanker crew member and subject to an extreme risk air tanker crew member separate quarantine period to have direct contact with an air tanker crew member who is an extreme risk traveller air tanker crew member subject to an extreme risk air tanker crew member separate quarantine period.*

- (iii) accesses the approved firefighting staging area for medical or emergency purposes; or

- (iv) is required to access the approved firefighting staging area for the purpose of performing critical and time-sensitive maintenance at an approved firefighting staging area; or
  - (v) is a relevant officer, or a person assisting a relevant officer; or
  - (vi) is acting in compliance with a direction or instruction given by a relevant officer; or
  - (vii) is a person who:
    - (A) is approved either orally or in writing by me or a person authorised by me for that purpose; and
    - (B) complies with any terms or conditions to which that approval is subject; and
- (b) must comply with the approved firefighting staging area plan that applies to them; and
- (c) in the case of the airport operator, must take all reasonable steps to ensure that any person employed or engaged by them or employed or engaged by such a person (including any officer, employee, agent or contractor) complies with the approved firefighting staging area plan to the extent it applies to a person.

44. While any air tanker crew member is present at an approved firefighting staging area, a person must not enter the approved firefighting staging area unless that person is a person falling within a category of persons referred to in paragraph 43(a)(i) to paragraph 43(a)(vii).

***Obligation to provide and maintain dedicated green zone***

45. Where any air tanker crew member must enter any part of the **Busselton Margaret River Airport** and the person may come into contact with another person, who is not air tanker crew member or a person who may come into contact with an air tanker crew member in accordance with an approved plan, the airport operator must establish and maintain a dedicated green zone.

*Note: Despite anything in the approved plan as set out at Schedule 4 of this direction, nothing in that approved plan is to be taken to provide for an air tanker crew member*

*who is not an extreme risk traveller air tanker crew member and subject to an extreme risk air tanker crew member separate quarantine period to have direct contact with an air tanker crew member who is an extreme risk traveller air tanker crew member subject to an extreme risk air tanker crew member separate quarantine period.*

46. The dedicated green zone must comply with the **dedicated green zone requirements**.
47. The airport operator must ensure that:
  - (a) the dedicated green zone is supervised at all times the dedicated green zone is being occupied by any air tanker crew member; and
  - (b) the supervisor of the dedicated green zone immediately notifies a **police officer** if any person fails to comply with requests to:
    - (i) move to or remain within a dedicated green zone; or
    - (ii) not enter or remain outside of a dedicated green zone; or
    - (iii) wear a face mask in the areas of the dedicated green zone subject to a face mask wearing obligation; and
  - (c) the dedicated green zone is cleaned in accordance with each relevant part of the **cleaning protocols** each time that the dedicated green zone is vacated after being occupied by any person, and before the dedicated green zone is occupied by any other person.

#### **AUTHORISATION**

48. Wherever this direction contemplates a person authorised by me giving any approval or a further oral or written direction, I authorise any police officer acting at or above the rank of Inspector to give that approval or a further oral or written direction (as the case may be).

#### **INTERPRETATION**

49. Any reference in these directions to any other direction made by the State Emergency Coordinator is deemed to be a reference to that direction as amended or replaced from time to time.
50. If there is established more than one air tanker crew team, a reference in these directions to an air tanker crew member in the context of any other air tanker crew

member is only a reference to an air tanker crew member in that person's air tanker crew team.

## DEFINITIONS

51. **Accepted proof of vaccination** has the same meaning that it has in the Controlled Border for Western Australia Directions.
52. **Accepted proof of vaccination exemption** has the same meaning that it has in the Controlled Border for Western Australia Directions.
53. **Airport manager** has the same meaning that it has in the *Busselton Regional Airport Local Law 2012* (WA).
54. **Air tanker** means each of the following aircraft:
  - (a) a **large air tanker**; and
  - (b) a **Birddog**.
55. **Air tanker crew member** means:
  - (a) each LAT pilot, Birddog pilot and engineer who is an **indirect international arrival** or who proposes to enter Western Australia and who, in the 14 days before they propose to enter Western Australia, has been in a **restricted location**; and
  - (b) each LAT pilot, Birddog pilot and engineer in Western Australia in the on-call air tanker crew team from the time any person referred to in paragraph 55(a) first enters an air tanker crew place.
56. **Air tanker crew place** means any:
  - (a) air tanker; or
  - (b) approved air tanker crew member premises; or
  - (c) approved firefighting staging area; or
  - (d) approved vehicle.
57. **Air tanker crew team** means each LAT pilot, Birddog pilot and engineer which are part of a team operating the air tankers during a contiguous period of time.

58. **Airport operator** means the occupier or person apparently in charge of the Busselton Margaret River Airport (including the **CEO** and the **airport manager**).
59. **Allocated room** means a room at the approved air tanker crew member premises to which an air tanker crew member is allocated.
60. **Approved COVID-19 vaccine** has the same meaning that it has in the Controlled Border for Western Australia Directions.
61. **Approved air tanker crew member premises** means:
- (a) any place specified in Row 1, Column 3 of the table set out in Schedule 1 of these directions; or
  - (b) any other place as directed or approved under paragraph 32.
62. **Approved air tanker crew member premises plan**, in relation to an approved air tanker crew member premises, means those elements of the plan set out in Schedule 4 of these directions that relate to the operation of the approved air tanker crew member premises (and as may be amended from time to time in accordance with paragraph 34).
63. **Approved firefighting staging area** means the area identified in the approved firefighting staging area plan (also referred to as the "work site" in that plan) for use by the air tanker crew members (and any other person in accordance with an approved firefighting staging area plan) and for the operation of any air tanker including the area marked as "Busselton Airport LAT Base layout 2021-2022" on page 16 of Schedule 4 (and as may be amended from time to time in accordance with paragraph 34).
64. **Approved firefighting staging area plan**, in relation to the approved firefighting staging area, means those elements of the plan set out in Schedule 4 of these directions that relate to the operation of the approved firefighting staging area (and as may be amended from time to time in accordance with paragraph 34).
65. **Approved place** means each approved air tanker crew member premises and each approved firefighting staging area, except that during an extreme risk air tanker crew member separate quarantine period:

- (a) the separate approved air tanker crew member premises and that part of the dedicated green zone each for extreme risk traveller air tanker crew members who are subject to an extreme risk air tanker crew member separate quarantine period will not be an approved place for any air tanker crew member other than those extreme risk traveller air tanker crew members; and
  - (b) the separate approved air tanker crew member premises and that part of the dedicated green zone each for air tanker crew members other than extreme risk traveller air tanker crew members who are subject to an extreme risk air tanker crew member separate quarantine period will not be an approved place for extreme risk traveller air tanker crew members who are subject to an extreme risk air tanker crew member separate quarantine period.
66. **Approved plan** means:
- (a) an approved air tanker crew member premises plan; or
  - (b) an approved firefighting staging area plan; or
  - (c) an approved transport plan.
67. **Approved testing methodology** has the same meaning that it has in the outbreak directions.
68. **Approved transport plan**, in relation to an approved vehicle, means those elements of the plan set out in Schedule 4 of these directions that relate to the transport arrangements of the air tanker crew members in approved vehicles for the air tanker crew members (and as may be amended from time to time in accordance with paragraph 34).
69. **Approved traveller** has the same meaning that it has in the outbreak directions.
70. **Approved vehicles** means each vehicle specified or referred to in Row 2, Column 3 of the table set out in Schedule 1 of these directions or any other vehicle approved under paragraph 24.
71. **Authorised airport** means the Perth airport or the Busselton Margaret River Airport.
72. **Authorised officer** has the same meaning that it has in the Act.
73. **Birddog** means:
- (a) the Cessna Aircraft Company 525 aircraft with the registration VH-RMB; or

- (b) another aircraft which provides fire spotting and other aerial support services for a large aerial tanker instead of the aircraft referred to at paragraph 73(a), which is or is to be stationed at the Busselton Margaret River Airport.
74. **Birddog pilot** means a pilot or other member of the flight crew of a Birddog.
75. **Birddog pilot cohort vehicle** means an approved vehicle for a Birddog pilot specified in Row 2, Column 3 of the table set out in Schedule 1 of these directions.
76. **Busselton Margaret River Airport** means the airport located at 86 Neville Hyder Drive, Yalyalup WA 6280.
77. **CEO** has the same meaning that it has in the *Local Government Act 1995* (WA) for the City of Busselton.
78. **Cleaning protocols** means the practices and protocols for cleaning as set out in Schedule 2.
79. **Close contact** has the same meaning that it has in the Quarantine (Undiagnosed) Directions.
80. **COVID Clinic** has the same meaning that it has in the Presentation for Testing Directions (No 36).
81. **Dedicated green zone** means the area or areas established and maintained at the Busselton Margaret River Airport to provide the air tanker crew members access to and accommodation at the Busselton Margaret River Airport but to keep them from coming into direct contact with any person other than another air tanker crew member (in accordance with the dedicated green zone requirements), a relevant officer or a person who an air tanker crew member is authorised to have direct contact with in accordance with an approved plan.

*Note: Despite anything in the approved plan as set out at Schedule 4 of this direction, nothing in that approved plan is to be taken to provide for an air tanker crew member who is not an extreme risk traveller air tanker crew member and subject to an extreme risk air tanker crew member separate quarantine period to have direct contact with an air tanker crew member who is an extreme risk traveller air tanker crew member subject to an extreme risk air tanker crew member separate quarantine period.*

82. **Dedicated green zone requirements** means the requirements for the dedicated green zone set out in Schedule 3.
83. **Direct contact** has the same meaning that it has in the outbreak directions.
84. **Direction** includes any direction under the Act or the *Public Health Act 2016* (WA), whether the direction is given orally or in writing, and directed includes directed by way of a direction under the Act or the *Public Health Act 2016* (WA), whether the direction is given orally or in writing.
85. **Domestic flight crew member** has the same meaning that it has in the Flight Crew Directions (No 7).
86. **Emergency officer** has the same meaning that it has in the Controlled Border for Western Australia Directions.
87. **Engineer** means a person who is exclusively involved in the operation or maintenance of an air tanker, but who is not:
- (a) a LAT pilot; or
  - (b) a Birddog pilot.
88. **Engineer cohort vehicle** means an approved vehicle for an engineer specified in Row 2, Column 3 of the table set out in Schedule 1 of these directions.
89. **Enter Western Australia, enters Western Australia, entered Western Australia, entering Western Australia** and similar terms of that nature has the same meaning that "Enter" has in the Controlled Border for Western Australia Directions.
90. **Exposed household contact** has the same meaning that it has in the outbreak directions.
91. **Extreme risk air tanker crew member separate quarantine period** means any period an extreme risk traveller air tanker crew member is required to quarantine from air tanker crew members who are not extreme risk traveller air tanker crew members in a separate approved air tanker crew member premises under these directions.
92. **Extreme risk traveller** has the same meaning that it has in the outbreak directions.
93. **Extreme risk traveller air tanker crew member** means an air tanker crew member who, but for paragraph 7, would be an extreme risk traveller.



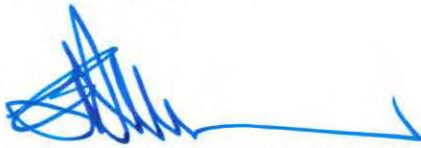
94. **Face covering exceptions** has the same meaning that it has in the Controlled Border for Western Australia Directions.
95. **Face mask** means a disposable surgical mask that covers the nose and mouth (but does not include a face shield).
96. **Full course** has the same meaning that it has in the Controlled Border for Western Australia Directions.
97. **Hospital** has the same meaning that it has in the *Health Services Act 2016* (WA).
98. **Indirect international arrival** has the same meaning that it has in the Controlled Border for Western Australia Directions.
99. **Instruction** means an instruction given for the purposes of these directions which is not a direction, whether the instruction is given orally or in writing, and **instructed** means instructed by way of an instruction given for the purposes of these directions, whether the instruction is given orally or in writing.
100. **International flight crew member** has the same meaning that it has in the Flight Crew Directions (No 7).
101. **Large air tanker** means:
- (a) the Boeing 737-3HA aircraft with the registration VH-RMB; or
  - (b) another aircraft providing the services of a firefighting air tanker instead of the aircraft referred to at paragraph 101(a),
- which is or is to be stationed at the Busselton Margaret River Airport.
102. **LAT pilot** means a pilot or other member of the flight crew of a large air tanker.
103. **LAT pilot cohort vehicle** means an approved vehicle for a LAT pilot specified in Row 2, Column 3 of the table set out in Schedule 1 of these directions.
104. **Negative test result** has the same meaning that it has in the outbreak directions.
105. **On-call air tanker crew team** mean an air tanker crew team which is the air tanker crew team operating the air tankers at the time.
106. **Outbreak directions** means the Outbreak Outside of Western Australia Response Directions (No 12).

107. **Outbreak jurisdiction** has the same meaning that it has in the Controlled Border for Western Australia Directions.
108. **PCR test** has the same meaning as "approved testing methodology" in the outbreak directions.
109. **PCR testing protocol** means the PCR test presentation requirements of paragraph 19 of these directions.
110. **Police officer** means a person appointed under Part I of the *Police Act 1892* (WA) to be a member of the Police Force of Western Australia.
111. **Quarantine centre** means a place specified as a quarantine centre by an authorised officer.
112. **Quarantine requirement** means each obligation under these directions which restricts an air tanker crew member's freedom of movement, residence, work and interactions with other persons in Western Australia.
113. **Relevant directions** means:
- (a) the Quarantine (Undiagnosed) Directions; and
  - (b) the Isolation (Diagnosed) Directions (No 2).
114. **Relevant officer** has the same meaning that it has in the Controlled Border for Western Australia Directions.
115. **Relevant time** has the same meaning that it has in the Controlled Border for Western Australia Directions.
116. **Responsible officer** has the same meaning that it has in the Controlled Border for Western Australia Directions.
117. **Restricted location** has the same meaning that it has in the Controlled Border for Western Australia Directions.
118. **Seven day presentation protocol** means the requirements of paragraph 17 of these directions.
119. **Symptoms** has the same meaning that it has in the Controlled Border for Western Australia Directions.

- 120. **Test** and **tested** has the same meaning that it has in the Controlled Border for Western Australia Directions.
- 121. **Vaccine exempt** has the same meaning that it has in the Controlled Border for Western Australia Directions.
- 122. **Vaccine ineligible** has the same meaning that it has in the Controlled Border for Western Australia Directions.

**PENALTIES**

A failure to comply with these directions may be an offence which is punishable by imprisonment for up to 12 months or a fine of up to \$50,000 for individuals and \$250,000 for bodies corporate.



.....  
**Christopher John Dawson**

State Emergency Coordinator and Commissioner of Police

8 December 2021 0711 hours

**SCHEDULE 1**

Row	Column 2 -	Column 3
1.	<b>Approved air tanker crew member premises</b>	<p>(a) For any air tanker crew member, other than an extreme risk traveller air tanker crew member:</p> <p>(i) until the place specified at item (a)(ii) of Column 3 in Row 1 of this table is ready to be occupied, the Abbey Beach Resort at 595 Bussell Highway, Busselton; and</p> <p>(ii) 4 Homestead Promenade, West Busselton.</p> <p>(b) For any extreme risk traveller air tanker crew member, the Comfort Inn, 70 Causeway Road Busselton.</p>
2.	<b>Approved vehicles</b>	<p>(a) The vehicle provided at an authorised airport to a LAT pilot for use by any LAT pilot in an air tanker crew team (a "LAT pilot cohort vehicle").</p> <p>(b) The vehicle provided at an authorised airport to a Birddog pilot for use by any Birddog pilot in an air tanker crew team (a "Birddog pilot cohort vehicle").</p> <p>(c) The vehicle provided at an authorised airport to an engineer for use by any engineer in an air tanker crew team (an "engineer cohort vehicle").</p>

## SCHEDULE 2

### Cleaning Protocols

#### **Part A: Cleaning protocols for ablution facilities in the dedicated green zone**

1. Ablution facilities in the dedicated green zone must be thoroughly cleaned and disinfected using the following protocol:
  - (a) close off the affected area before cleaning and disinfection;
  - (b) open outside doors and windows if possible to increase air circulation and then commence cleaning and disinfection;
  - (c) clean and disinfect all surfaces using a detergent with neutral pH and a disinfectant with viricidal properties which is approved by the Therapeutic Goods Administration for use against COVID-19. Products should be suitable as per the manufacturer's instructions for the surfaces and equipment they are to be used on. This cleaning and disinfection process may be a two-step process involving cleaning followed by disinfection, or a one-step process using a product that contains both ingredients. Cleaning and disinfection by wiping equipment and surfaces is preferred using disposable cleaning wipes, cloths or paper towel;
  - (d) once cleaning and disinfection is complete, place disposable cloths and PPE in a plastic rubbish bag, tie securely and dispose of the bag in the general waste;
  - (e) cleaning equipment that is reusable such as mop heads and cloths are to be laundered using hot water and detergent. They must be completely dried before re-use. Cleaning equipment such as buckets and mop handles are to be emptied, cleaned, disinfected and allowed to dry completely before re-use; and
  - (f) all rubbish may be disposed of into general waste.

#### **Part B: Cleaning protocols for areas in the dedicated green zone other than ablution facilities**

2. The dedicated green zone must be thoroughly cleaned and disinfected using the following protocol:
  - (a) restrict access to the dedicated green zone before cleaning and disinfection;

- (b) open outside doors and windows if possible to increase air circulation and then commence cleaning and disinfection;
- (c) all areas of the dedicated green zone are to be cleaned and disinfected, paying particular attention to frequently touched areas such as door handles, tabletops, light switches, handrails, kitchen equipment and toilets;
- (d) clean and disinfect all surfaces using a detergent with neutral pH and a disinfectant with viricidal properties which is TGA approved for use against COVID-19. Products should be suitable as per the manufacturer's instructions for the surfaces and equipment they are to be used on. This cleaning and disinfection process may be a two-step process involving cleaning followed by disinfection, or a one-step process using a product that contains both ingredients. Cleaning and disinfection by wiping equipment and surfaces is preferred using disposable cleaning wipes, cloths or paper towel;
- (e) once cleaning and disinfection is complete, place disposable cloths and PPE in a plastic rubbish bag, tie securely and dispose of the bag in the general waste;
- (f) cleaning equipment that is reusable such as mop heads and cloths are to be laundered using hot water and detergent. They must be completely dried before re-use. Cleaning equipment such as buckets and mop handles are to be emptied, cleaned, disinfected and allowed to dry completely before re-use; and
- (g) all rubbish may be disposed of into general waste.

**Part C: PPE for cleaners**

3. Persons cleaning the dedicated green zone must be equipped with appropriate PPE and have had appropriate training in its use. This includes disposable gloves, protective eyewear and surgical masks. If there is visible contamination with respiratory secretions or other body fluids in the area being cleaned, the cleaning staff should also wear a disposable apron.

**Part D: Hand hygiene for cleaners**

4. Persons cleaning the dedicated green zone must adhere to the following hand hygiene protocols:
  - (a) When hands are visibly dirty, hand hygiene should be performed with soap and water using the following protocol:
    - (i) wet hands and apply soap;
    - (ii) lather for at least 20 seconds paying attention to the back of hands and fingers, fingernails and the webbing between fingers;
    - (iii) rinse hands under running water; and
    - (iv) dry hands with a clean towel or fresh paper towel.
  - (b) Hand hygiene can be performed with alcohol-based hand sanitiser (minimum 60% alcohol) using the following protocol:
    - (i) use enough product to cover both hands;
    - (ii) rub all surfaces of hands, paying attention to the backs of hands and fingers, fingernails, fingertips, and the webbing between fingers; and
    - (iii) rub hands together until dry.

### SCHEDULE 3

#### Dedicated green zone requirements

1. The dedicated green zone must be located at the Busselton Margaret River Airport.
2. The dedicated green zone must:
  - (a) maintain a separation between air tanker crew members and all other persons (including maintaining separation between:
    - (i) in the case of an air tanker crew member, another air tanker crew member who is an extreme risk traveller air tanker crew member and subject to an extreme risk air tanker crew member separate quarantine period; or
    - (ii) in the case of an extreme risk traveller air tanker crew member who is subject to an extreme risk air tanker crew member separate quarantine period, another air tanker crew member who is not also an extreme risk traveller air tanker crew member and subject to an extreme risk air tanker crew member separate quarantine period; and

*Note: when an air tanker crew team consists of a cohort of air tanker crew members who are subject to an extreme risk air tanker crew member separate quarantine period and a cohort who are not, then these directions require that the two cohorts remain separated for both residence and work. This means that under these directions they will stay in separate residences and there will be a separation between them accommodated by the green zone and they should remain separate while at the approved firefighting staging area.*

- (b) contain signage and/or physical barriers as reasonably required to maintain the physical separation required by paragraph 2(a) of this Schedule 3; and
- (c) be adequately sized to allow for physical distancing; and
- (d) have rest and ablution facilities either within or adjacent to the dedicated green zone which are for the exclusive use of air tanker crew members (including maintaining separate such facilities for the period when an air tanker crew member is subject to an extreme risk air tanker crew member separate quarantine period, keeping separate:



- (i) air tanker crew members who are not extreme risk traveller air tanker crew members and subject to an extreme risk air tanker crew member separate quarantine period; and
  - (ii) extreme risk traveller air tanker crew members who are subject to an extreme risk air tanker crew member separate quarantine period, using the dedicated green zone; and
- (e) contain hand hygiene facilities (alcohol-based hand rub or a sink with liquid soap, running water and paper hand towels) available for the exclusive use of air tanker crew members (including maintaining separate such facilities for the period when an air tanker crew member is subject to an extreme risk air tanker crew member separate quarantine period, keeping separate:
  - (i) air tanker crew members who are not extreme risk traveller air tanker crew members and subject to an extreme risk air tanker crew member separate quarantine period; and
  - (ii) extreme risk traveller air tanker crew members who are subject to an extreme risk air tanker crew member separate quarantine period, using the dedicated green zone; and
- (f) include facilities within the dedicated green zone for safe waste disposal (i.e. rubbish bins).

3. The following finishes are preferred in the dedicated green zone:

- (a) non-fabric furnishings are preferred to allow for effective cleaning and disinfection on departure; and
- (b) non-carpeted floor covering such as linoleum, floor boards or other hard surface are preferred so they can be easily cleaned and disinfected on departure.

# Large Air Tanker (LAT) COVID-19 Plan

## SCHEDULE 4

### AVIATION SERVICES

Business area	
Command	Operations
Portfolio	Operations Capability
Directorate	State Operations
Branch	<b>Aviation Services</b>
Operation	LAT Operation 21/22 season
Location	Busselton Airport
LAT	Large Air Tanker
LAT crew	Large Air Tanker and Birddog aircraft

### PURPOSE

This LAT COVID Plan describes the actions to take and the resources to use to manage the LAT operation whilst operating at the Busselton Airport under COVID restriction protocols.

This COVID Plan focuses on activities by Aviation Services,

- **in response to an outbreak (or multiple outbreaks) of novel coronavirus disease 2019 (COVID-19)**
- **on the initial entry and any return of the LAT operation from an interstate deployment from a jurisdiction that, due to the COVID risk, and under direction from the WA Health requires the LAT operation to quarantine on arrival back into Western Australia.**

to continue to provide emergency services at acceptable predefined levels and to support the legislated responsibilities of the FES Commissioner.

### OBJECTIVES

Business continuity is the capability of an organisation to continue delivery of products or services at acceptable predefined levels following a disruptive incident<sup>1</sup>.

The objectives of this Business Continuity Plan (BCP) are to:

- manage disruption-related risks by protecting our people and minimising absenteeism during an outbreak (or multiple outbreaks) of COVID-19

<sup>1</sup> ISO 22301:2017 Business Continuity

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## Large Air Tanker (LAT) COVID-19 Plan

- maintain continuity of frontline service delivery and workforce across all DFES business areas
- ensure business activities are returned to normal pre-defined levels within an expected timeframe
- mitigate the potential impact on public safety, maintain public confidence and minimise damage to DFES' reputation.

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## Large Air Tanker (LAT) COVID-19 Plan

### SCOPE

This LAT COVID plan covers the activities that must be implemented by the DFES Aviation Services staff and supporting personnel as well as the LAT contracted service personnel.

### ROLES AND RESPONSIBILITIES

Roles and accountabilities are outlined as follows:

#### Superintendent Aviation Services

- Provide ownership and maintenance of the LAT COVID plan
- Incorporate risk management principles into continuity planning operations
- Undertake, delegate and approve business continuity roles as appropriate
- Ensure staff understand and fulfil their business continuity roles
- Report and provide advice to the Deputy Commissioner Operations on business continuity matters including escalating issues when appropriate

#### Manager Air Operations

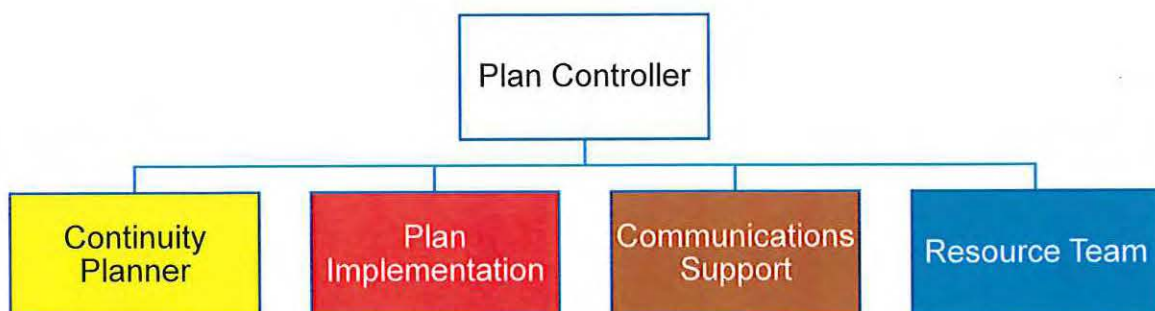
- Undertake, understand and build capability with business continuity roles as appropriate
- Encourage Air Operation Officers develop knowledge of business continuity processes and actively participate business continuity processes
- Develop, own, and manage operational risks indicative of their respective areas of responsibility, including, identifying, treating risks that may impact on business continuity objectives

#### LAT Base Manager

- Regularly review the adequacy of internal controls to ensure the intended level of treatment is maintained and aligns with business continuity objectives
- Report and provide advice to the Manager Air Operations on business continuity related matters including escalating issues when appropriate.

### BUSINESS CONTINUITY MANAGEMENT TEAM STRUCTURE

The proposed team structure is a recommendation only. Business continuity strategies can be managed through 'business as usual' chain of command.



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## Large Air Tanker (LAT) COVID-19 Plan

### LAT ROLES AND RESPONSIBILITIES

BCMT Role	Primary delegate	Alternate	Responsibilities
Plan Controller	Superintendent Aviation Services	Air Operations Manager	Lead the BCMT Set objectives Develop and approve plans
Plan Implementation	Air Operations Manager	Superintendent Aviation Services	Implement strategies Management of activities and resources
Continuity Planner	Air Operations Manager	Air Operations Officers	Evaluation and analysis of intelligence Develop strategies Issue's resolution
Communications Support	Air Operations Manager	Air Operations Officer	Stakeholder engagement and liaison Management of information
Resource Team	Air Operations Officer	LAT Base Manager	Provision of human and physical resources, facilities, services and materials

## Large Air Tanker (LAT) COVID-19 Plan

### LARGE AIR TANKER (LAT) COVID-19 PLAN

Plan	Large Air Tanker (LAT) COVID -19 Plan
<b>Objective 1</b>	<b>Protect the health of DFES staff, LAT contracted personnel and volunteers, and their families by preventing or controlling an outbreak of COVID19 in the workplace</b>
1.1	Promote and follow infection control measures
1.2	Physical distancing strategies
1.3	Manage employee with suspected or known exposure to COVID-19
<b>Objective 2</b>	<b>Maintain Command, Control and Coordination arrangements for emergencies for the LAT Operation</b>
2.1	Maintain staff to manage and govern LAT Operations
2.2	Maintain aircraft and crew for LAT aerial fire suppression activities
<b>Objective 3</b>	<b>Provide a plan including a working/living bubble and green transport corridor for the LAT crew to be implemented on escalation of COVID risk or return of the LAT from interstate deployment</b>
3.1.	Initiate and manage a COVID LAT working/living bubble on the direction from the WA Health.
3.2	Manage and operate retardant reloading operations under COVID restrictions

## Large Air Tanker (LAT) COVID-19 Plan

Objective 1	Protect the health of DFES staff, LAT contracted personnel and volunteers, and their families by preventing or controlling an outbreak of COVID19 in the workplace
1.1	Promote and follow infection control measures
Trigger	Heightened awareness that an outbreak of COVID-19 may have an impact on DFES people and LAT operations (and ongoing)
Weekly review of measures and report on effectiveness to IRT	
1.	Communicate and adopt health and hygiene management key messages. Refer to DFES <a href="#">Safety and Hygiene Resources</a> .
2.	Adhere to all directions/guidance from the <a href="#">Dept. of Health</a> regarding COVID-19 to maintain a safe workplace, including wearing appropriate PPE and <a href="#">hand hygiene</a> .
3.	Increased cleaning regime in high use areas / shared workspaces. Refer to the <a href="#">DFES facilities and vehicle cleaning guidelines for COVID-19</a> and <a href="#">Dept. of Health COVID19 Environmental Cleaning for workplaces</a> .
4.	Restrict all travel to what is essential to maintain LAT operations.
5.	Considering Dept. of Health advise, provide instructions on when and what personal protection equipment should be used
6.	Aircraft cleaning protocols: <ul style="list-style-type: none"> <li>LAT birddog and LAT aircraft aircrew contact points are wiped down prior to aircrew finishing daily operations.</li> </ul>
7.	LAT contractors including Agair and Coulson Aviation have implemented Pandemic plans and actions to protect their staff and DFES staff ( <i>noted Pandemic Policies/Plans not provided outside of Aviation Services, retained for confidentiality</i> )

## Large Air Tanker (LAT) COVID-19 Plan

<b>Objective 1</b>	<b>Protect the health of DFES staff, LAT contracted personnel and volunteers, and their families by preventing or controlling an outbreak of COVID19 in the workplace</b>
<b>1.2</b>	<b>Physical distancing measures</b>
Trigger	Heightened awareness that an outbreak of COVID-19 may have an impact on DFES people and operations  Confirmed sustained community transmission of COVID-19 in an area/district where personnel are based
Weekly review of measures and report on effectiveness to IRT Operational Preparedness Briefings (OPB) Monday/Thursday	
1.	Air crew daily briefing is being done by remote conferencing/virtually.
2.	Segregate positions and work areas to eliminate all non-essential person to person contact. <ul style="list-style-type: none"> <li>LAT crew to operate from separate work site that is fenced off landside of the airport and signed accordingly.</li> <li>Retardant reloaders to operate for separate work site landside of the retardant mixing equipment.</li> </ul>
3.	Cancel non-essential mass events and group activities, meetings, training and public engagements



## Large Air Tanker (LAT) COVID-19 Plan

<b>Objective 1</b>	<b>Protect the health of DFES staff, LAT contracted personnel and volunteers, and their families by preventing or controlling an outbreak of COVID19 in the workplace</b>	
<b>1.3</b>	<b>Manage employee with suspected or known exposure to COVID-19</b>	
Trigger	Person reports unwell with COVID-19 like symptoms as detailed by <a href="#">Healthy WA</a> or person receives advice from Dept. of Health they have been in contact with someone in the previous 14 days who is confirmed to have COVID19.	
<p>Include on Agenda for discussion at regular team meetings</p> <p>Refer DFES COVID-19 intranet site and checklists for managing an infection</p>		
Follow the <a href="#">Processes for suspected or known case of COVID-19</a> available on the DFES Intranet site		
<b>Checklist to be completed for each employee/occurrence reported</b>		<b>Action Completed</b> √
1.	Manager requests the employee / contractor go home/remain at home and to seek medical advice and testing as per Dept. of Health requirements.	<input type="checkbox"/>
2.	Affected employee must follow medical advice including any direction or recommendation to self-isolate.	<input type="checkbox"/>
3.	Manager to update WebEOC Staff Status Board and Operations Status Board (where applicable)	<input type="checkbox"/>
4.	Manager reports confirmed cases through chain of command and by email to <a href="mailto:COVID19@dfes.wa.gov.au">COVID19@dfes.wa.gov.au</a>	<input type="checkbox"/>
5.	Manager to submit Online Hazard Report for an employee with a confirmed case of COVID-19 infection	<input type="checkbox"/>

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## Large Air Tanker (LAT) COVID-19 Plan

6.	Identify people in office/in close contact (includes contractors and vendors). The COVID-19 IRT to work with Dept. of Health to identify close contacts within the workplace.	<input type="checkbox"/>
7.	Arrange cleaning of affected office/area by DFES contractors as required. Aircraft to be cleaned by Agair and Coulson Aviation approved contractors. All contractors to follow Dept of Health guidelines on appropriate PPE for cleaning.	<input type="checkbox"/>
8.	If closure of premises/area is recommended (Dept. of Health or otherwise) - place notices and provide interim contact details	<input type="checkbox"/>
9.	Notify stakeholders and use alternative methods to maintain contact	<input type="checkbox"/>
10.	Manage welfare of employee during return-to-work process	<input type="checkbox"/>

<b>Objective 2</b>	<b>Maintain Command, Control and Coordination arrangements for emergencies for the LAT Operation</b>			
<b>2.1</b>	<b>Maintain staff to manage and govern Aviation Services</b>			
	<ul style="list-style-type: none"> <li>Facilitate off site working arrangements to ensure continued management and governance of Aviation Services activities NOTE this plan is for the DFES management team who manage ALL aircraft.</li> </ul>			
	Weekly status/division report from business area on plans activated and status on plans using criteria: no impact / partial impact / complete impact			
Trigger	Heightened awareness that an outbreak of COVID-19 may have an impact on DFES people and operations (and ongoing)			
1.	Separate management team to combat community transmission of COVID-19	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.

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## Large Air Tanker (LAT) COVID-19 Plan

2.	Create two discrete teams capable of maintaining operations: even with the loss of the other team	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
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## Large Air Tanker (LAT) COVID-19 Plan

<b>Objective 2</b>		<b>Maintain Command, Control and Coordination arrangements for emergencies for the LAT Operation</b>		
<b>2.2</b>		<b>Maintain aircraft and LAT suppression activities</b>		
<ul style="list-style-type: none"> <li>• Normal operations - staffing as per staff structure</li> <li>• Action is required when staffing or available aircraft is impacted</li> </ul>				
Trigger		Heightened awareness that an outbreak of COVID-19 may have an impact on DFES people and operations (and ongoing)		
1.	Leadership and chain of command maintained	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
2.	Confirm aircraft availability via daily briefing. Identify any planned maintenance (and period offline)	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
3.	Alternative crewing / shared crewing arrangements – in place already	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
4.	Surge staffing – liaise with contractor and NAFC as appropriate	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
5.	Use existing Daily Aviation Operational Briefs meetings to provide updates on COVID and seek feedback regarding regions of concern/impact	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
6.	Increased cleaning arrangements <ul style="list-style-type: none"> <li>• Aircraft contractors are to maintain cleaning arrangements</li> </ul>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.

## Large Air Tanker (LAT) COVID-19 Plan

<b>Objective 3</b>	<b>Provide a plan including a working/living bubble and green transport corridor for the LAT crew to be implemented on escalation of COVID risk or return of the LAT from interstate deployment</b>		
<b>3.1</b>	<b>Initiate and manage a COVID LAT working/living bubble on the direction from the WA Health.</b>		
<b>Trigger</b>	On direction from WA Health on return from an interstate deployment that requires quarantine/isolation actions		
<b>Checklist to be completed for each employee/occurrence reported</b>			<b>Action Completed</b> √
1.	Contact Dept. of Health prior to deployment and continually during deployment to review this plan and adjust based on current health advise. Duration of plan is subject to Dept. of Health advise, which could be expected to be 14 days.		
2.	On return from an interstate deployment all the LAT crew are to carry out COVID testing as per Dept. of Health advice.		<input type="checkbox"/>
3.	Manager Air Operations instructs the LAT contractor to initiate the LAT COVID work/living bubble. To be overseen by the DFES LAT base manager.		<input type="checkbox"/>
4.	Surgical masks are to be worn whenever in the open air, traveling between bubble locations (including in vehicles) and as per Dept. of Health advise		<input type="checkbox"/>
5.	Communication methods are to be through mobile phone or radio communications.		
6.	LAT operating area to be landside of the LAT aircraft and to be fenced off and clearly identified as a quarantine area. This to be known as the LAT compound and includes access for the vehicles to be parked in the compound.		<input type="checkbox"/>

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## Large Air Tanker (LAT) COVID-19 Plan

7.	<p>Appropriate housing (5 bedroom) has been obtained within 10 mins of the Busselton Airport and will form the accommodation and living quarters for the LAT operational bubble</p> <ul style="list-style-type: none"> <li>• Accommodation has open outdoor spaces, within the fenced property, for fresh air and facilities to assist with mental health and wellbeing of the aircrew during the isolation period.</li> <li>• Where the house is to be evacuated for emergency purposes, crew are to use vehicles and relocate their work location at Busselton airfield (which forms part of this bubble) and contact Manager Air operations for further advise.</li> </ul>	<input type="checkbox"/>
8.	<p>LAT operation will have 3 hire vehicles assigned for transport. The vehicles will be distributed to the contractors by function -LAT pilots, Birddog pilot, engineers</p> <ul style="list-style-type: none"> <li>• The vehicles will be positioned in the compound at the airport and available for the LAT aircrew to access from the airside of the airport</li> <li>• Additional fuel will be supplied in 20lt containers in the compound for the vehicles when required               <ul style="list-style-type: none"> <li>○ If this is an unacceptable risk to crews, details of the nearest contactless fuel station is to be advised and added to the predetermined transport route. Note crews must wear masks and conduct <a href="#">hand hygiene</a> while refuelling.</li> </ul> </li> <li>• Each LAT crew member will have a letter detailing the exemption and the working conditions from WA Health. This letter to be always carried by the LAT crew and presented if requested by WA Police Force</li> <li>• LAT crew are to follow the identified route from accommodation to the airport and not deviate from the assigned route.</li> </ul>	<input type="checkbox"/>
9.	<p>A predetermined transport route will be established for the contractors to move from work site to accommodation. Masks to be worn in the vehicles during travel from accommodation to the airport</p>	<input type="checkbox"/>
10.	<p>Welfare and catering will be arranged to be delivered via contracted service (i.e. - uber eats or the like) with no contact with the LAT crew at both locations</p> <ul style="list-style-type: none"> <li>• Airport</li> <li>• Accommodation (the accommodation will be pre-stocked with groceries and other essential supplies)</li> </ul>	<input type="checkbox"/>

## Large Air Tanker (LAT) COVID-19 Plan

11.	All waste at the accommodation is to be placed in a waste bag and tied. Bag is to be placed in another waste bag, tie and disposed as per normal waste	
12.	Access from the aircraft (airside) through separate access points to office facilities	<input type="checkbox"/>
13.	Access for the reloaders from the retardant mixing equipment (airside) is through a different access points to office facilities	<input type="checkbox"/>
14.	LAT operations and retardant reloaders are separated by fencing from the operating areas	<input type="checkbox"/>
15.	LAT crew are to have no interaction with the local community, airport staff, refuelers or suppliers. Any requirements will be through communication with LAT Base manager	
16.	LAT operating areas is in a secured airport facility with access/control protocols for airside entry. No access to the public	<input type="checkbox"/>

## Large Air Tanker (LAT) COVID-19 Plan

<b>Objective 3</b>	<b>Provide a plan including a working/living bubble and green corridor to accommodation for the LAT crew to be executed on escalation of COVID risk or return of the LAT from interstate deployment</b>	
<b>3.2</b>	<b>Retardant reloading protocols for LAT operations</b>	
Trigger	COVID restrictions are implemented or crews are operating in a bubble environment.	
1	All crew (LAT and reloaders) are to conduct <a href="#">hand hygiene</a> before and after touching any equipment, including doors and aircraft body. Crews are also to wear surgical masks at all times.	<input type="checkbox"/>
2	LAT air crew will open the back door and give the all clear to enter and load the aircraft	
3	The aircrew will have a mask on and move back from the door more than 1.5m	<input type="checkbox"/>
4	The reloader will proceed to the fill point and connect the reloading line	<input type="checkbox"/>
5	The reloader will then step back 2m and standby	<input type="checkbox"/>
6	The aircrew will then monitor the gauge and indicate to the pump operator when there is enough product on the aircraft (variation in procedures to comply with COVID protocols)	<input type="checkbox"/>
7	The Pump operator will shut of the value and stop the retardant pumping process	<input type="checkbox"/>
8	The aircrew will step back from the opening ensuring more than 1.5m clearance	<input type="checkbox"/>
9	The reloader will then disconnect the coupling and move the delivery hose away from the aircraft	<input type="checkbox"/>
10	At no time will there be contact between the aircrew of 737 and the retardant reloader.	<input type="checkbox"/>

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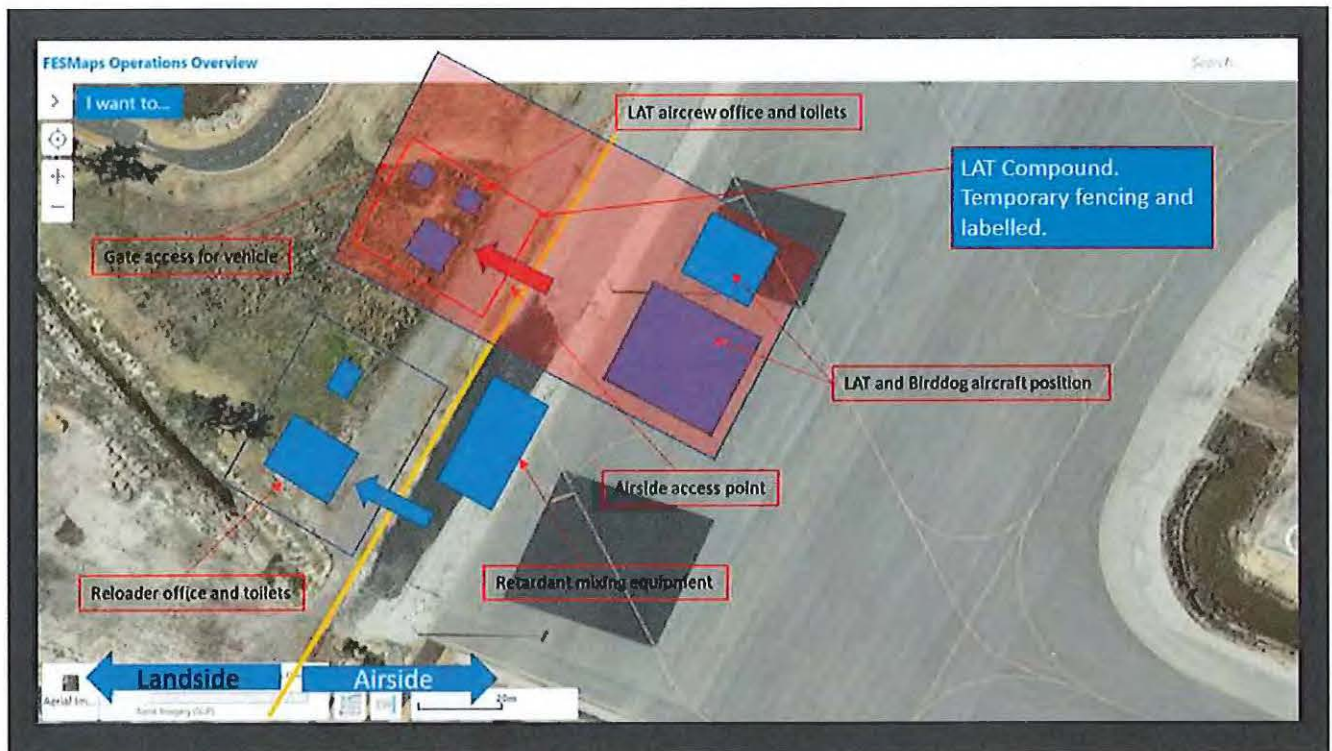
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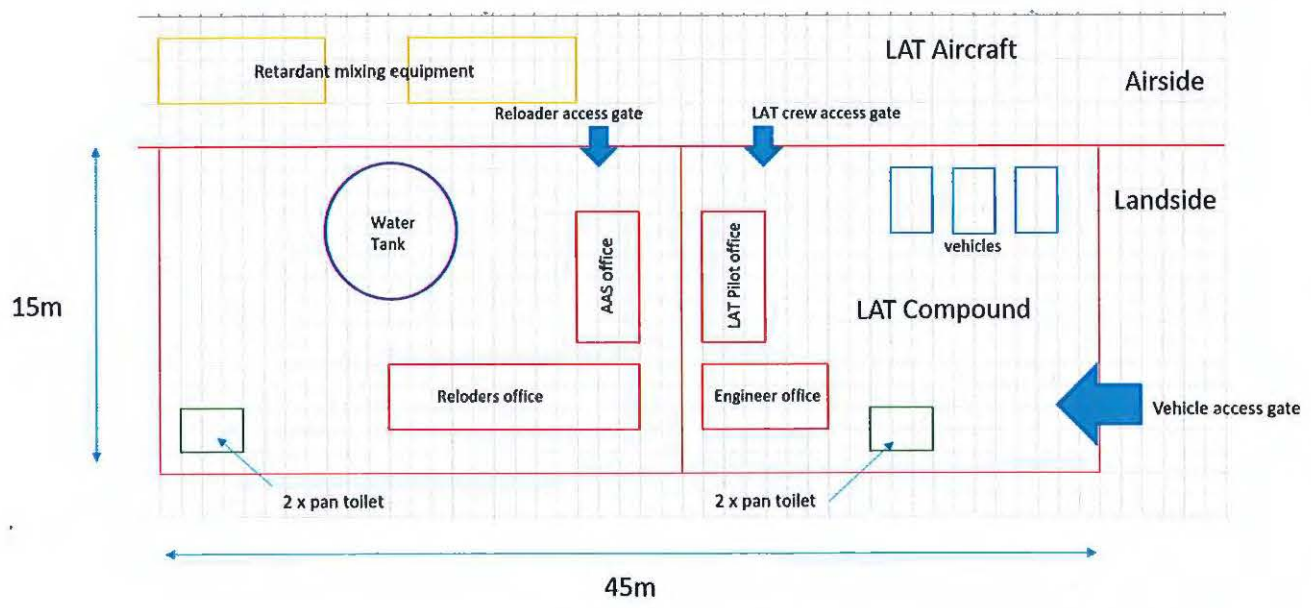
# Large Air Tanker (LAT) COVID-19 Plan

## LAT base general site layout with COVID restricted area



## LAT base detailed site layout with COVID restricted area

### Busselton Airport LAT Base layout 2021-22



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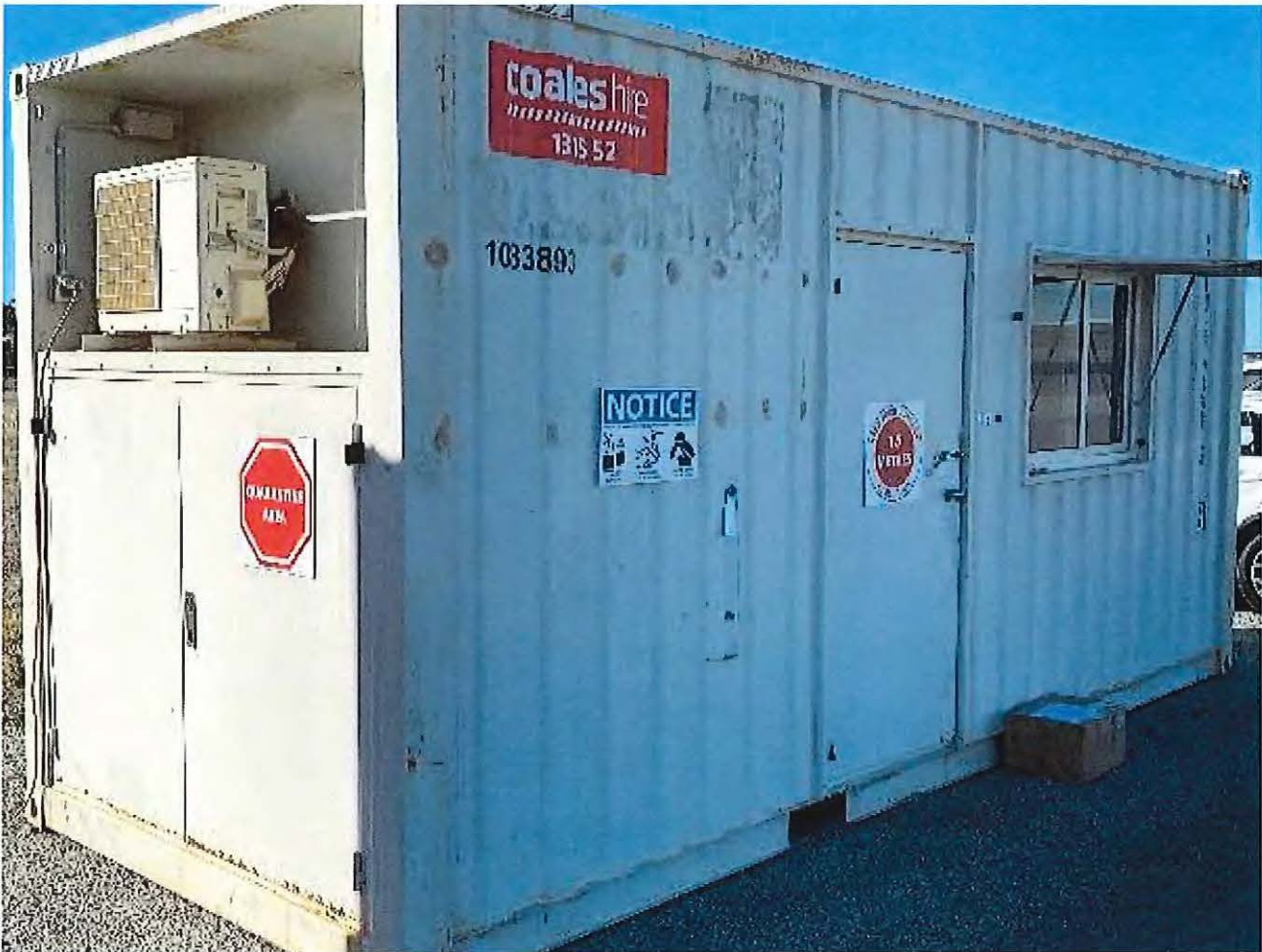
**NOTE:** Site layout is indicative and will be finalised when assembled. Final layout will incorporate intention of having separate self-sufficient areas.

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LAT aircrew office



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**Large Air Tanker (LAT) COVID-19 Plan**

**Retardant mixing equipment**

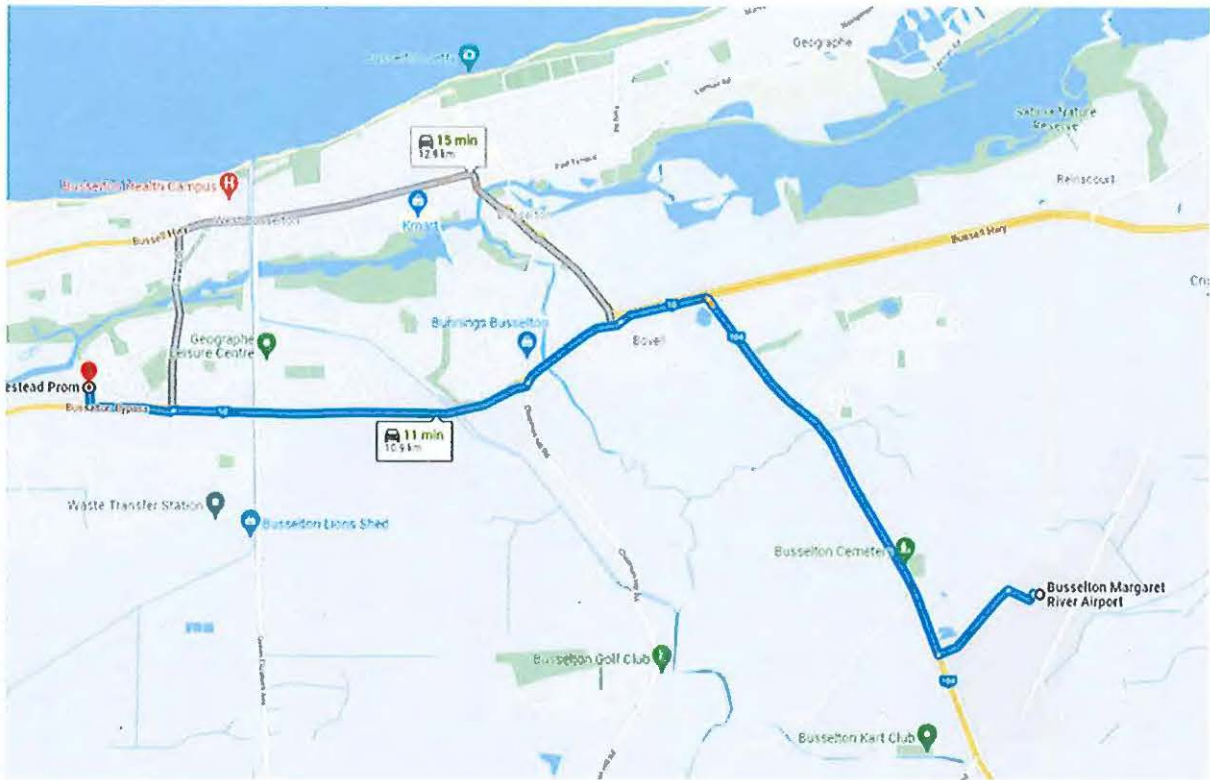


**Transport route**

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