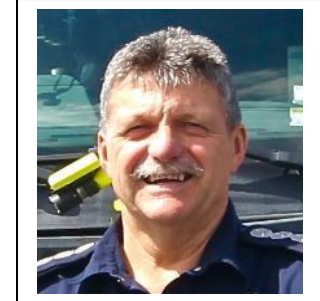


I was really pleased to see CAA is looking at bringing our Rules more in line with ICAO by reducing the remission factor for domestic airports from 2 below to 1 below the largest aircraft using the aerodrome (as actioned by ICAO around 2015). In my view, allowing an A320 (with up to 30,000 l Jet A1 and 214 pax) to operate with Cat 4 coverage is ludicrous, like taking a knife to a gun fight!



ANOTHER NEW ARFF STATION

A couple of years ago I wrote about Bay of Islands, Kerikeri meeting the trigger figure to provide an ARFF service. Well hot on their heels is Whangarei Airport, who will be offering ARFF services for scheduled commercial flights this month, primarily the Q300.

Eight staff will be utilised coming from a variety of backgrounds, including the oil refinery firefighters, military ARFF, FENZ, Police and commercial aviation.

Currently designated Category 4, they have secured a spanking new 3,600 litre, 3,000 l/min Rosenbauer Buffalo on a MAN chassis – well done Mike!

They will utilise a hangar temporarily while their new station is being built.

Welcome to ARFF guys!



BURNING ISSUES

SLAVA UKRAINI

Spare a thought for our Ukrainian colleagues, whose workload has increased a hundred-fold with the recent invasion by Russia. Not only are they facing the dangers of fire, smoke and unstable structures, but also the risk of being shot – hence the military helmets and bullet proof vest additions to their PPE in some cases.



And knowing the prevalence of firefighter cancer, imagine the extra toxins, both amount and types, they are being exposed to during this time and the potential that has to affect their health in later years. Unbelievably trying times - truly heroic.



Above: Portuguese firefighter column crossing Germany on the way to Polish-Ukrainian border where they'll donate all vehicles, equipment, medical supplies, rescue material and other miscellaneous relief to Ukrainian aid personnel.

Right: Some of the appliances from multiple UK services carrying over 5,000 pieces of equipment on a "blue light" run to the Polish-Ukraine border



Stand with Ukraine

OFF AIRPORT CALL FOR CHC

At about 0315 FENZ requested assistance with a factory engulfed in fire containing around 50,000 litres of hydrocarbon fuel (cutting oil). Kaiapoi is approx. 20km to the north and it is unusual to attend an event this far from the airport. SFF Chris Peat recounts his and SFF Bobby White's experience.

FENZ had responded to a factory fire in Kaiapoi at Sutton Tools around midnight. It was well involved and had a high volume of oil storage on site. They had originally requested more foam containers but when logistics of moving 200litre drums became complicated it was suggested we could send a Panther with 1600 litres foam onboard.



On arrival we were greeted by residents on the street and firefighters with cameras out watching this Airport Fire Truck arrive and take centre stage with its presence. We reported to the Command Unit and got our tasking and working sector.



Bobby and I walked the area we were about to site our appliance and discussed how we could best attack and apply foam solution to the fire. Positioning Fire 5 to the spot we had agreed on we both took big breathes, pushed the big yellow foam button and began to apply foam. For the first time in my ARFF career I was applying foam and to a large scale fire. We instantly became the envy of the station! We applied approximately 25,000 litres of foam solution from multiple different locations at the eastern end of the factory. Then another 25,000+

litres of water after the order to cease all foam use on the fire ground.

The Panther was hugely beneficial to the incident at Sutton Tools. We were able to relocate at a moment's notice unlike the FENZ aerals that need to have grounded feet. We had a much better reach and distribution of water and foam solution and all from inside of the cab.

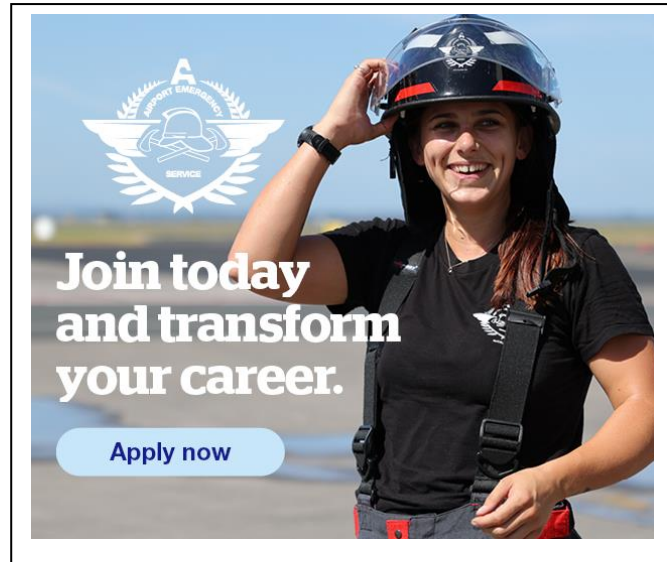
Bobby and I communicated for the duration of the incident bouncing ideas, changing our tactics, utilising our pump controls to get the most successful application we could into all possible locations. We even referenced the building as being an aircraft and how we would alter our tactics to suit. This was certainly an incident that has provided some great learnings, experience and a fantastic opportunity to strengthen our relationship with FENZ for on and off airfield incidents.

AUCKLAND RECRUITING

Neil Swailles reports that Auckland Airport AES have commenced a recruitment campaign for course starting July 5th 2022.

As you will all be aware the aviation sector has gone through a nightmare over the last couple of years and recruitment is conceivably harder than ever before.

Our 2022 campaign marks a shift from our traditional recruitment methodology to an approach of a much more human centric model as a means to attract candidates.



Previous campaigns had focal points of training fires, and large shiny trucks, but were lacking in exposure to the reality of the role. They didn't humanise AES membership, and ignored many of the perks such as access to personal fitness and a work life balance. We needed to change that.

Looking internally at our team we have a team of diverse, motivated, passionate personnel but we also know that we faced societal and organisational barriers alongside the potential internal bias in achieving a team that was more representative of the community we serve. Our teams diversity is one of our strengths, and we wanted people to see that and know that as we did.

Our AES Recruiting team alongside our Marketing, Communications, and People & Capability teams have also looked at the make-up of our advertising campaign. Creating a web address or landing page so that we can develop a profile for AES was one of the first steps. We needed to create awareness. Yes, Airport Firefighting is a thing! And, maybe it's an available career option for you!!

At Auckland, we have had the AES team review previous recruitment programming to remove any unnecessary barriers to employment which has resulted in some changes to our physical testing component. The testing component for this round is being completed in a publicly accessible 'landside' location, whereas previous rounds have always had the logistical challenges of being airside. {Check out Mataio, at the new Physical testing location in the video below}

We have removed some of the Job Related Task assessments also as we appraised them as no longer relevant to today's role. The standard has remained, but all of the taskings are now immediately relevant.

BURNING ISSUES

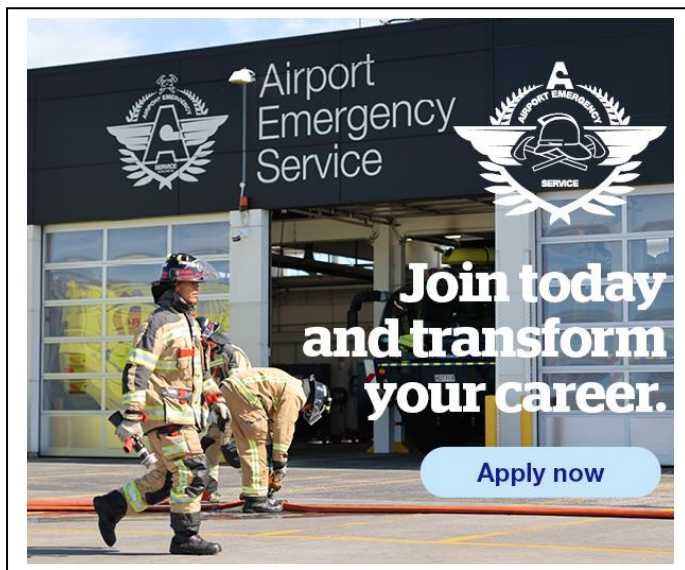


We knew that, previously, applicants with no prior exposure to the physical test had a high failure rate. Many arriving completely unprepared for the rigours of the test.

Other agencies held practise days to minimise this factor and we were determined to do the same. We set up four practise days over 6 weeks to allow potential candidates to come and try the test, talk to the team present about the role, and to pick up any training tips or tricks before undertaking the eventual Physical Test.

Our Marketing teams also worked with partner groups to increase reach and exposure, with a view to a longer term holistic manner of creating exposure to AES career possibilities.

Our marketing video currently featured at Polyfest, and has been shared with a number of local sporting and community based groups. Microsoft applications have been used to enable persons to book in for the Practise Days, or to apply for the role.



Current applications close on April 25

If you have friends, family, colleagues or acquaintances in Auckland that you think would love this opportunity to bring something to our team, please share this information widely.

For more information visit the sites listed below

<https://corporate.aucklandairport.co.nz/sustainability/careers/airport-emergency-service>

<https://www.teaomaori.news/calls-more-maori-women-firefighting-industry>

WELLINGTON UPDATE

Sonny Wilson explains there has been a large increase in bird activity during the night shift caused mainly by the suspension of international flights, prompting the Airport Company to purchase a firearm more fit for purpose to not only cull bird numbers but limit the impact on the surrounding area.

BURNING ISSUES



After consultation with Gun City Wellington and the Police Firearms Officer it was their recommendation, we purchase a Winchester Shotgun and A 12 A-Tec suppressor which would eradicate birds and limit noise.

This highlights Wellington Airports ongoing efforts in Wildlife Management, Public Safety & Community Commitment.



Tarhys Ibbetson tries out the new kit

COMINGS AND GOINGS

Rotorua Airport Operations Manager, Logan Charters-Leahy, has resigned from Rotorua Airport. His replacement has yet to be announced

Former Dunedin Operations Manager and Fire Chief, Stu Casey, has seen the light and returned as Airside Operations Manager after a stint in facilities management with Otago University. Welcome back mate!

Nelson Airport welcomes new staff Member Kyall Thompson. Employed with Wellington RFS for the last five years, Kyall joined Nelson last month to make six staff in total. His medical training will be a great asset to the current RFS Team

OBITUARY

Anthony Dean Morehu Wilson passed away over the weekend of 2/3 April following a period of illness. He spent 33 years working on the AES Team. Today we remember and celebrate Anthony and his legacy at Auckland Airport.

Known as 'Ants', he joined the Auckland Airport Team in 1986 and served 33 years before finishing in 2019. He became AES Deputy Crew Chief in 1993 and Crew Chief in 1997.

Chief AES Officer Neil Swailes reflects on Ants' legacy, *"Anthony was a pivotal figure in the modern development of AES and his strength, devotion, compassion, and empathy, will be missed by many. Ants was more than a line manager, and was a mentor, father figure, friend and teacher to many AES members. To the newer members who did not have the privilege of meeting Anthony, you should know that he was instrumental in crafting the culture of success, professionalism and mana in which we now work."*

AES Crew Chief Steve Taft also shared, *"One thing Ants did love was a good Whakataukī or proverb, I think the following one is apt for carrying on his legacy, particularly for our newer whanau."*

Inā kei te mohio koe ko wai koe

I anga mai koe I hea, kei te mohio koe,

Kei te anga atu ki hea

If you know who you are and where you are from

Then you will know where you are going.



AES has unveiled a new truck that will be named 'Morehu' in Ants' honour. The truck was brought to his family home where the service took place. A blessing was held for the truck which then led the recession to his marae.

Go to <https://www.facebook.com/AucklandAirport/videos/1987803884654030/> to see Ants on The Project back in 2019 speaking to his special legacy at the airport.

Our thoughts are with Ants' whanau and the many lives of those he touched.

BURNING ISSUES



JUST FOR LAUGHS

The new standard for labelling of fire station bathrooms has just been released. Which door would you use?

