



AIRPORT PRODUCTS GROUP

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Setting the New Global Standard: Dubai's Al Maktoum International



The Striker® 10-E ARFF vehicle delivers unparalleled performance for the Al Maktoum International Airport in Dubai.

The standard acceleration of most 12,000 liter airport fire trucks is 0-80 kph in 35 seconds.

That makes the four Striker® 10-E Aircraft Rescue and Fire Fighting (ARFF) vehicles delivered to the Al Maktoum International Airport in Dubai even more impressive. While delivering 13,700 liters of water and 1,860 liters of FFFP foam, these 42-ton vehicles can accelerate to 80 kph in under 25 seconds. That result shaves 10 seconds off the ICAO-mandated requirement.

For these Striker vehicles, the world's most advanced fire tenders, the fast lane is the six runways and vast spaces surrounding the world's largest passenger and commercial hub.

The airport reflects the growing non-oil economy and progressive business climate of the Arab Emirates. It hosts an incredible 170 shipping lines and 100 airlines in an ambitious residential, commercial and logistics complex. The complex connects a vast web of air, sea and land routes in Eurasia and Africa. Every

year, 12 million tons of cargo will pass through and 120 million passengers will touch down.

Some of those passengers will be arriving in Airbus A380s—or so called SuperJumbo, the world's largest commercial jet. Emirates Airline, Dubai's home carrier, is the single biggest customer for the SuperJumbos, with 47 now on order.

A plane like the A380 SuperJumbo demands extraordinary ARFF vehicles. To meet stringent performance specifications, the new Striker 10-E units are equipped with a specially designed roof turret capable of discharging FFFP foam more than 90 meters at 6,000 liters per minute—while maintaining quality standards for the foam.

The turret is key to this performance. FFFP can be hard to throw extreme distances because it is so viscous. It also requires an air-aspirated nozzle to properly create the foam blanket. The new turret is designed to maximize this performance.

continued on page four

Featured Deliveries



Lafayette Regional Airport

Lafayette Regional Airport in Lafayette, Louisiana, recently took delivery of this Oshkosh® Striker® 3000 ARFF vehicle. The unit features a 3,000-gallon water capacity, 6x6 chassis design with Oshkosh TAK-4® independent suspension, CAT C16 engine with 680hp and an Allison EVS4800 Gen 4 automatic transmission. The apparatus delivers "triple-agent" fire fighting capability with 420 gallons of foam, 500-pound dry chemical system and 460 pounds of Halotron®. The fire fighting system includes a 1950-GPM capacity Waterous pump, Oshkosh® Low Attack Bumper Turret and a high-volume roof turret. The unit employs an Onan hydraulic generator with 10KW power and a variety of 110VAC lights, including a remote-controlled light tower.



Pellston, Michigan

Pellston Regional Airport in Pellston, Michigan, recently took delivery of a new Oshkosh® H-Series™ blower with a spot-cast/loading chute. The chassis is powered by a Caterpillar C11 inline 6-cylinder, turbocharged diesel engine with 335hp. The snow blower is powered by a Caterpillar C13 auxiliary engine with 525hp. The apparatus features the Oshkosh ALL STEER® system for enhanced maneuverability, and Command Zone™ advanced electronics system with Active Matrix Display in the cab, an Oshkosh 55000 two-speed transfer case with an automatic locking differential, and an Allison Gen IV automatic transmission. It rides on Oshkosh steering axles with 29,000-pound front and 23,000-pound rear axle capacity.

Tim's Corner



Tim Raupp is the new president of the Oshkosh Airport Products Group. He was previously with the Oshkosh Defense Group, and has been with the company for close to 30 years.

I'm full of optimism and excited to lead the Airport Products Group, and I'd like to take a moment to recognize the many accomplishments of my predecessor, Mike Crowe. To do justice to Mike's career would require a book, not a column, but I'd like to mention a few highlights.



Mike Crowe

Mike started here in 1978, as a parts sales manager. In the decades since, he has taken on every challenge that's been presented to him. He became vice president of sales and marketing for Airport and Municipal Products and eventually President of the Airport Products Groups.

He has served our industry, as well as our company—the

National Fire Protection Association Technical Committee for Aircraft Rescue Fire-Fighting Vehicles and the International Aviation Snow Symposium Committee were just a few of the organizations that benefitted from his hard work and commitment.

Mike was one of those guys who actually helped deliver the world, opening up our office in Beijing and expanding our presence in Asia.

After returning to the U.S. from China, Mike has spent the last six months at the helm of the Airport Products Group. He leaves us in tremendous shape and I'm delighted to add that he'll be sharing his experience with us in a consulting role.

I'm proud to succeed him and I'll be striving to meet the standard he set.

Tim Raupp

Before being promoted to his current position as President of the Airport Products Group, Mr. Raupp served as Vice President of Integrated Logistics Support, where he was responsible for all Oshkosh Corporation defense product support activities. He has over 29 years experience in specialty and tactical truck logistics and product support in both the commercial and defense industries. In 2002, Mr. Raupp was awarded the National Defense Industrial Association's Edward M. Greer Award for his contribution to the Department of Defense in the area of integrated logistics support engineering and innovative contractor support processes. He holds an undergraduate degree in business administration from Marian College, and a master's degree in management from Cardinal Stritch College.

calendar of events

2008 Airports Conference of the Americas

July 20-22, 2008
St. Maarten, Netherlands
Antilles

AAAE Large Hub Winter Operations Conference

July 27-29, 2008
Elmhurst (LaGuardia
Airport) NY

ARFFWG Annual Conference

September 2-5, 2008
Las Vegas, NV

Fire Rescue International 2008

August 14-16, 2008
Denver, CO

78-Year-Old Throws Snow One-Eighth Mile

The snow removal truck in Marshalltown, Iowa, is older than most of the people and many of the buildings in the area. According to an article by Andrew Potter in the *Times Republican*, the county's beloved "Snogo" is actually a 1930 Oshkosh truck which uses three augurs to send snow an impressive distance.

"On a windy day, I've seen it shoot snow one-eighth of a mile," said Randy Hartwig. And Hartwig has a great perspective since he drives the plow that follows the Oshkosh vehicle, which—in its eighth decade—is used for blowing heavy snow before the plows come through. "One time, we had it fill up someone's living room with snow," he said. "It broke through the windows." The truck was purchased in 1978 for \$14,500. It was fitted with new engines in 1980 and a new transfer case in 1996. The cab and chassis, though, date from the Hoover administration.

Photo credit to Andrew Potter
Contact Andrew Potter at 641-753-6611 or apotter@timesrepublican.com

Mile High Expectations: Denver International

Like the Rockies, Denver International Airport is big, bold and susceptible to storms. The airport's planners located it 25 miles northeast of downtown Denver so that it could easily expand—and accommodate long runways which would not be compromised by the area's winter storms.

The result is an airport that, at 52 square miles, is twice the size of Manhattan. Not only is DIA the largest airport by area in the United States, its 16R/34L runway is the longest commercial runway in North America.

No wonder it requires a comprehensive plan for snow removal operations.

DIA recently awarded our Airport Products Group a contract for 24 Oshkosh® HT-Series™ snow tractor vehicles. Each is equipped with an Oshkosh 24-foot front-mounted plow and 22-foot towed, tracking and steerable broom.

Engineered with the assistance of airport snow removal professionals who operate and manage fleets around the world, the HT-Series chassis is engineered to provide a roomy cab, excellent visibility, built-in safety systems, greater comfort, unmatched performance and legendary Oshkosh reliability.

"We're very pleased to have this opportunity to showcase the capabilities of the HT-Series snow tractor chassis and its multi-tasking capabilities. We believe that Denver's state-of-the-art facilities and operations team will be well served by the newest product line from



The Oshkosh® HT™-Series snow tractor offers flexibility, maneuverability and cost savings unmatched by any other multi-tasking equipment.

Oshkosh Airport Products," said Tim Raupp, President, Oshkosh Airport Products.

With Denver's open spaces and mountain storms, certain features took on special importance. For example, the patent-pending cab design has a panoramic view, a large windshield, and no corner posts—all of which optimize visibility so the operators can maneuver the vehicle with greater confidence.

Efficient turns save time on the long runways. The tight wall-to-wall turning circle is less than 75 feet with a 24-foot front plow attached, keeping the entire unit completely on the paved surface of a standard 75-foot taxiway during 180 degree turnarounds. All vehicles feature ALL STEER® electronic all-wheel steering.

continued on page four

Wright Stuff: Norfolk celebrates its past and plans for its future.

In 1903, the Norfolk-based *Virginia Pilot* ran a story about the Wright Brothers' first successful powered flight. Ever since then, the Norfolk region has been a part of aviation history.

In the 20s, Eddie Rickenbacker's Eastern Airlines flights, filled with men and women dressed in finery for the occasion, visited Norfolk. In the 40s, the airport, then administered by the Army Air Corps, played a vital role in the war effort. In the 50s, more flights landed daily at Norfolk than at LaGuardia. And in the 90s, Norfolk International successfully navigated cyberspace, becoming the first airport with its very own web site.

Today, Norfolk is recognized as the official regional airport for the Hampton Roads region of southeastern Virginia and northeastern North Carolina. This is famously beautiful country and the airport is surrounded by extensive botanical gardens. As a result, it has become a model of how to balance growth with effective stewardship.

That growth remains robust. The Norfolk Airport Authority coordinated the master plan process to pave the way for the next 30 years. The airport's largest capital improvement project, Arrival 2002, was completed in June 2002. The \$133 million project included a new 243,000 sq. ft. arrivals building with an automated baggage handling system; a 2,850-space covered parking garage; runway and taxiway rehabilitation and upgrades; main terminal lobby refurbishment; and a new food and beverage and retail concession program.



continued on page four



The HT-Series snow tractor with its ALL STEER® electronic all wheel steering system can complete a U-turn in less than 75 feet, wall-to-wall.



The new cab over chassis design places the operator high above the action.

In the cab, drivers working this city-sized airport will find two full-sized seats (one accommodates a trainer), a Command Zone™ electronic LCD dash pod, easy-to-operate digital climate controls, and power roll-down windows. There's even enough room in the comfortable cab for a cup holder. An Oshkosh "hands-free" hitch allows the driver to safely engage the plow from inside the cab.

That plow rides on a 29,000 lb. front axle; the 26,000 lb. rear axle accommodates the weight of a cradling broom. Denver International has high expectations. At Oshkosh, we're ready to redefine peak performance. ■

SETTING THE NEW GLOBAL STANDARD... cont. from page one

Mr. Khalifa Suhail Al Zaffin, Director of Engineering and Projects at the airport, said, "We're looking to establish new benchmarks with everything we do at Al Maktoum International, and Oshkosh has managed to meet these criteria. The Oshkosh Striker fire tender is the world's most advanced airport fire fighting vehicle. The manufacturer has done a marvelous job of delivering—and in certain areas even exceeding our own exacting specifications."

The four original Striker vehicles are on the job and performing well in Dubai's extreme climate. (Summer highs often exceed 110 degrees Fahrenheit and 44 degrees Centigrade.) The order also included two pumper trucks from the Oshkosh subsidiary Brescia Antincendi International S.r.l. (BAI) of Italy. Delivery and support was provided by Oshkosh Corporation's exclusive sales representative and distributor in Dubai, Al Arabia for Safety and Security.

Six more Striker vehicles are on order. Having raised global standards, Al Maktoum is proceeding to raise them once again. ■

WRIGHT STUFF...cont. from page three

Future expansion will include long-term parking, air cargo, and general aviation facilities, in addition to another runway. All of these improvements have been designed and carefully scheduled before a need becomes critical.

In the spirit of anticipating needs rather than reacting to a crisis, the airport has taken delivery of a new 3,000-gallon ARFF vehicle. The Oshkosh Striker 3000 was delivered in mid-April and crews are now in the process of undergoing initial training on the vehicle.

This state-of-the-art vehicle carries 3,000 gallons of water, 420 gallons of Aqueous Film Forming Foam, and 500 pounds of dry chemical to the scene, where it can discharge 1,800 gallons of water/foam mixture per minute.

This progressive airport specified a Forward Looking Infrared (FLIR) system which provides the vehicle's driver/operator with the ability to "see" in all types of visibility, including fog which can come off Chesapeake Bay and total darkness. With this system, the driver can detect hot spots and residual heat in all light conditions and aid in directing fire fighting efforts.

The truck also carries a Central Tire Inflation System which provides for automatic inflation/deflation of the vehicle's tires. This allows the driver/operator to rapidly adjust tire pressure in all tires from highway to off-road operation in less than 30 seconds while the vehicle is in motion.

"We are talking about the 'Cadillac' of Aircraft Rescue and Fire Fighting vehicles," states Airport Fire Chief Charles M. Lavene. "The new generation of Striker 3000 is the most impressive and driver/operator friendly vehicle in the business. The vehicle handling and pump capability is unsurpassed in the industry."

With this new vehicle, the Norfolk International Airport currently exceeds aviation fire fighting capabilities imposed by the Federal Aviation Administration on our nation's largest airports.

Like Norfolk International, the new vehicle is designed to outperform every other model in its class. ■

