

SINGAPORE AES TAKES DELIVERY OF FIRST OF TWO ROSENBAUER 'ESCSTAIR' E8000 ESCAPE STAIRWAY VEHICLES

Singapore's Changi International Airport Emergency Services (AES) has taken delivery of one of two new ROSENBAUER AG 'EscSTAIR' E8000 airport interior access vehicles. These specialized airport firefighting / rescue vehicles were purchased in anticipation of the Airbus A380's being delivered to Singapore Airlines. Singapore Changi International Airport will be one of the first airports receiving the new A380 aircraft.

The purpose of the Escape Stairway Vehicle is to provide a safe escape corridor for passengers of an aircraft being involved in an emergency event, and a stable access to the aircraft cabin for rescue teams for rescue and firefighting operations.

The new vehicle is based on a SCANIA Model P310DB4x2HNZ chassis with a DC911 engine rated at 310 hp (228kW) with an Allison transmission. The vehicle carries 265 gallons (1000L) of water that supplies



a hose reel located at the top of the platform. The unit has a Rosenbauer N20 600 gpm (2000LPM) pump. The telescoping platform can reach a rescue height range of approx. 3.200–8.500 mm (10.5—27.8 feet) which can easily reach an A320 to A380 upper deck.

U.S. FAA MEETS IN BOSTON TO PROPOSE ARFF VEHICLE CHANGES

by ASO Dan Pierce, CMF

On July 12 and 13th 2006 NFPA Liaison and Engineer Mark Conroy and I attended a meeting in Boston at Boston-Logan Airport hosted by MassPort Assistant Chief Jack Kreckie. The meeting was conducted to update *FAA Advisory Circular 150/5220-10C*. This Federal Aviation Administration AC is used by airports to secure FAA grant funding for ARFF vehicles in conjunction with NFPA 414. The FAA is updating the AC 150/5220 -10C document into a -10D document that will absorb FAA AC 150/5220 -19 that is used for the procurement of smaller ARFF vehicles that use commercial chassis.

The FAA decided to use **NFPA 414-Standard for Aircraft Rescue Fire Fighting Vehicles - 2007** as the parent document for the new AC 10/5220-10D revision. Send comments on the proposed -10D Draft

to darrel.barfield@saic.com. SAIC (www.saic.com) is the contractor for the FAA that is revising this and other FAA ACs.

There were several ARFF vehicle manufacturers in attendance that were invited by the FAA. It should be noted that many of the changes to the NFPA 414 document that were suggested by various manufacturers and was accepted by the FAA while revising this AC, were not accepted by the NFPA ARFF Technical Committee in the last revision of NFPA 414. Jack Kreckie representing MassPort, and myself representing Los Angeles World Airports were the only end-users in attendance. Other airport ARFF professionals will be able to provide input on the new AC 150/5220-10D when it is released for public comment. I urge you to get involved with this process.