

# WATER WORKS



SCHRAEDER has undergone a thorough period of product development

Unglamorous GSE, yes – but essential to any airline operation. Alwyn Brice focuses on nature's necessities.

Stainless steel and high grade materials go to make up this sector's GSE. And whilst no manufacturer can claim to have grown rich out of supplying toilet and water trucks, nonetheless these units are steady sellers.

Sometimes, though, production is quite modest indeed. Take that of Flight GSE, an operation located in New Zealand, which has built up a reputation for the supply of simple, often basic, GSE that is most suited to the requirements of the myriad tiny landing strips dotted around the Pacific.

The company's Alan Peacock relates that the company has, in fact, only built a couple of new carts this last year.

"The first was a lavatory cart for Nauru Airlines, with the cart intended for use on the island of Nauru in the Pacific. At the time of writing the second is in transit; this is a portable water cart that is going into service with Samoa Airways". According to the former carrier's Greg Weir, Flight GSE's specification, quotation and after-sales service undertaking stacked up well against the specifications of competitors – and the

cart was duly purchased and in service in much less time. "We specified a 600 litre waste and a 300 litre flush cart to meet the requirements of the B737 fleet," he says.

"Nauru Airlines has been very happy with our spare parts or technical support will be readily available from Flight GSE. In both cases, this GSE will be used with B737s".

## News from Northern Ireland

Over the last year Mallaighan has supplied toilet trucks and water trucks in three sizes, namely 1,000 litre, 3,000 litre and 4,500 litre capacities. According to Owen McKenna, the manufacturer has also developed its initial electric truck-mounted units.

"We sold our first units to a US airline on US specification chassis, with full winter kits," he adds. "Customers supplied in 2017 include Qantas Australia, Kuwait Airways, Egyptair, Airline Services and Rwandair, with a good quantity of units going to Swisstop for multiple global locations"

CCS Airport Services was one of its clients, which opened its first airport operation in the UK in 2014.

"Following a thorough review of the GSE available in the market, it was decided the ambull vehicles that Mallaighan could provide best suited our needs," relates Clive Darbon, the company's Commercial Director.

"To date, we have ordered five ambull vehicles for our PRIM operation. CCS Airport Services has since grown in the UK and now operates at five airports (Belfast City, Luton, Gatwick, Manchester and Heathrow) and we have continually reviewed the applicable GSE: we require this is mainly toilet and water vehicles or ambullers for our PRIM services. We currently operate four Mallaighan toilet vehicles and two water vehicles and have a further three toilet and three water vehicles on order for delivery in the first quarter of 2018.

"The key factors in our decision to order Mallaighan vehicles were the quality of the build, the price and the reliability, together with the follow-up contact and customer service".

## Vestergaard: a choice of chassis

Designed for warmer climates, the E-ZVTS can be constructed on different standard truck chassis to suit various operations. The model presented at last year's

InterAirport exhibition was designed for narrow body operations with Southwest Airlines and therefore no elevating platform was needed. For operations involving larger aircraft, Vestergaard can install a standard elevating platform that can reach up to three metres above ground.

Last year the company added several water and toilet service units to customers in Russia, although the water and toilet service units have also been popular in the Scandinavian market. In this respect, there were sales to Menzies in both Copenhagen and Stockholm.

Sam Jonsson is Menzies' Ramp Operations Manager, and is based at Arlanda. "We bought our first Vestergaard units back in 1967," he declares, "and whilst we have tried another, cheaper, manufacturer, their units didn't come up to

expectation. Vestergaard is simply the best product and very reliable; it also comes with great after-market support. Parts are all individually tagged or labelled, for example, so that if there is any difficulty, then this is easily isolated and tackled.

"Day-to-day performance is great; the units may cost a few Euros more than those of competitors, but they are worth it."

Another Menzies customer is Danny Hoffenstet, who is based in Copenhagen.

"When we took over the Aviator business in 2015 we already knew about Vestergaard units," he relates. "We have one water and one toilet unit here and on day-to-day operations, they perform very well indeed. When we were at the ordering stage we asked for some modifications to the basic product, things like couplings and hoses; but I guess that every station has its own particular requirements.

"We've found that the company is good at listening to its customers and they appreciate any feedback. And with the factory so close to us, it's a very convenient arrangement."

## The comfort zone

Constant development of SCHRAEDER water and toilet services vehicles for the benefit of its customers has been the manufacturer's credo during 2017, avers Andre Schöen.



## NEW MODEL IN THE MARKETPLACE

At last year's InterAirport show, Vestergaard introduced the new E-ZVTS, a further development of the ZVTS, its second toilet service unit. The E-ZVTS relies on petrol unit electric for propulsion and the new unit contains of the features of the ZVTS.

Being environmentally friendly, the E-ZVTS drives fewer airborne particles in the congested gate environment and requires no exhaust. This regeneration. The petrol engine drives a generator, which in turn drives all the functions on the E-ZVTS. There is no hydraulic pump, pressure or hoses, leaving the unit with a minimal maintenance requirement.



Water and toilet service doesn't have to be complex. At AERO Specialties unit.

Easy operation and low TCO are in the foreground here. SCHRAEDER has also announced a new so-called Comfort Zone, with its new generation of toilet and water service units.

"Improved access and a larger working area enable fast and comfortable work under constantly increasing time pressures. Here, aircraft service is made as simple as possible. Keep it simple is the motto: an uncomplicated set of steps guides the user through servicing at the aircraft. There are always identical layouts in the vehicle types, providing the user with operational safety and avoiding operating errors."

According to Schöen, a considerable time-saving advantage is the double operability of the vehicles. Both vehicle groups (toilet and water) can be operated from the ground for low handling heights, such as for the B737 and the CRJ900 or from the lifting basket which permits a handling height of up to 4.6 metres. All the functions and displays are duplicated. Thanks to handling from the ground, the operator is saved the frequent necessity of getting into and out of the lifting basket, enabling a degree of employee protection.

With the shorter routes, the electric drive really comes into its own on the ramp. SCHRAEDER has always kept pace with the times and is now working extensively on the further development of its airport service vehicles.

The manufacturer has used the electric structure of its WSUs for one very large customer for over 15 years: back then, it was all about employee protection and the need to minimise exhaust emissions during servicing. Now, the topic is naturally viewed globally and is in line for the next stage of development. In view of the constantly increasing servicing costs for diesel trucks with Euro 6, a 100% water



Quality, price and reliability: Multiple trailers

and toilet electric fleet will become reality in the next few years, believes Schöen.

## Helping the business jet operator

Last year saw AERO Specialties bring to the market a new lavatory service product, one that has since become extremely popular with business jet and regional airline servicing communities. This is a patented product dubbed Safe-Lav and to date, the manufacturer has sold well over 100 units. This product can be built upon new cart orders or supplied as a field-installed retrofit to any customer's current lavatory service systems.

Its USP lies in the fact that it has been designed to obviate the problem of overfilling the tanks of small jets – a not uncommon situation that typically results in an expensive clean-up operation. Here, a three gallon backup system eliminates inadvertent overfilling.

Barry Kane, of Atlantic Aviation, is an enthusiastic user. "At the completion of the Safe Lav roll-out during the first quarter of 2018, we will have approximately 115 units in service with Atlantic."

"The reasons for buying? The Safe Lav system delivers lavatory fluid in measured batches. This greatly reduces mechanical and human factors involved in lavatory servicing overfills. Our development and testing experiences with this system were positive enough to warrant Atlantic-wide implementation." gfh