



RAPID

RUNWAY REPAIR



“ Rapid Runway Repair is an integral part of the Airfield Damage Repair process ”

TRACKWAY[®] SOLUTIONS

Following an enemy attack, it is vital that operations can be resumed quickly. Rapid Runway Repair is an integral part of the Airfield Damage Repair process, which is an essential element in the capability of a base to 'Survive to Operate', developed by the UK Armed Forces and understood to be one of the most professional solutions in NATO. The system enables the reconstruction of essential areas of the airfield, forming a Minimum Operating Strip and allowing for an emergency runway for operations to resume. Comprising of the Trackway[®] Bomb Damage Repair Mat, the system can be supplied to suit any size requirement, and can be re-purposed when not required.

CAPABILITIES & SPECIFICATION

Reusable for multi-operations in any environment;

It is a modular system which allows for parts to be easily replaced if necessary;

Easily split to form Bomb Damage Repair Patches (BDRP) for use on similar craters;

Powder coated / anodised for durability, and protection from corrosion and glare.

Withstands temperatures ranging from -40°C to +60°C for maximum usability;

95% recyclable and has a residual value at the end of the useful life;

Easily cleaned due to the open nature of the profile, minimising retention of mud and debris;

The assembled BDRM rolls up for storage and transportation.

THE AIRFIELD DAMAGE REPAIR PROCESS

Reconnaissance

Repair Plan

Explosive Ordnance Disposal (EOD)

Rapid Runway Repair

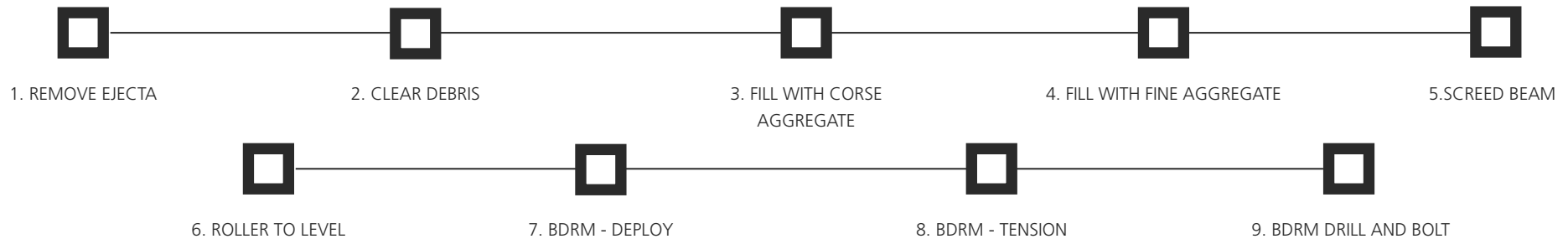
Restoration of Essential Services

Repair of Lower Priority Damage



CLEAN BOWL TECHNIQUE

The clean bowl technique consists of removing the ejecta with wheeled loaders, and pulling back the heaved pavement with heavy wheeled excavators. The resulting cleaned out crater is filled with a single sized stone which is incompressible. The top layer of graded stone is then placed on top of the single sized stone and leveled. The fill material is brought to the crater site from pre-positioned stock piles by a fleet of either 20 ton tippers or flame steer dump trucks, fitted with a DROPS skip body.



DYNAMIC COMPACTION TECHNIQUE

The dynamic compaction technique pushes the ejected material back into the crater; it is backfilled with aggregate if required, and compacted with the dynamic compactor using a heavy-wheel loader.



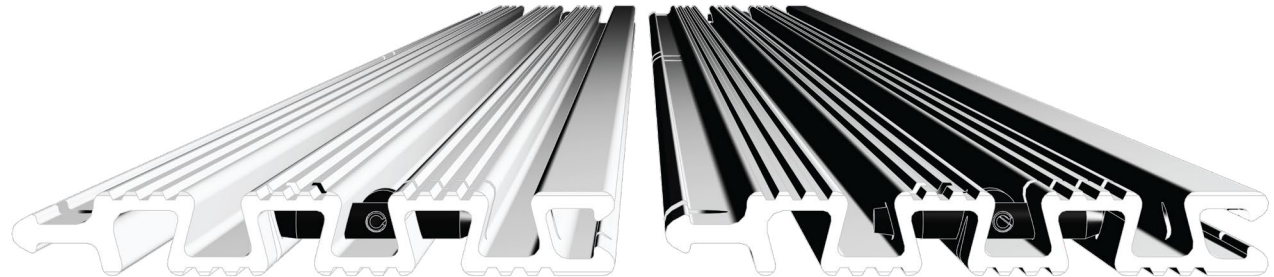
M150 TRACKWAY®

With the ability of being pre-assembled and stored on the airbase, each mat measures 22m x 16m and weighs 13,840kg. The mat is edged with side fairing panels to ensure a smooth aircraft transition on and off the mat, and is capable of carrying heavy fighter aircraft traffic when placed over a soil having greater than or equal to a 25 CBR for a depth of 24 in. The heavy-duty, aluminium M150 Trackway® panels can be assembled into smaller patches as required. Independently climatic tested to MIL-STD 810F for Cold, Humidity, Heat, Solar & Dust, Vibration, Salt Mist and Shock.

Cleared for aircraft in the following categories:

Load Classification Number (LCN) 45;

Load classification Group (LCG) IV.



	Full Panel	Half Panel
✓ Width:	4,572mm (15ft)	2,286mm (7ft 6in)
✓ Length:	228mm (9in)	228mm (9in)
✓ Effective Length:	212mm (8¼in)	212mm (8¼in)
✓ Height:	31mm (1¾in)	31mm (1¾in)
✓ Weight:	33.11kg (73lb)	16.6kg (36.5lb)
✓ Weight / Area:	34.1kg/m ² (7lb/ft ²)	34.1kg/m ² (7lb/ft ²)

PUSHFRAME

The pushframe is a commercial off-the shelf plant mounted device, this COTS device was designed to deploy and recover the M150 Trackway® Bomb Damage Repair Mat safe, quickly and efficiently.

CAPABILITY

Deployment and recovery timescales average of 5 minutes;

Can roll / deploy / recover M150 Trackway® of up to 13 tons;

Deployment and recovery takes only 3 individuals and 1 plant vehicle to operate.

SPECIFICATION

A plant mounted Bomb Damage Repair Mat deployment and recovery system;

Designed for direct fitment to current in service Light Wheeled Tractor and Medium Wheeled Tractor;

Designed and fabricated to withstand rigours of the ADR environment;

Easy change ware strips;

Standard off the shelf product, alterations subject to cost;

Extremely simple mechanical design with low maintenance requirements;

Comes inclusive of Fairing Panel lifting bars for operation.

KEY BENEFITS

Significant reduction in manpower requirement;

Rapid recovery and deployment times;

Significant human factors risk mitigation;

Operational cost savings.



S46H TRACKWAY®

The S46H Trackway® solution is an aluminium panel which provides aircraft with a safe area for landing, take-off, parking and taxiing. Lighter in weight than M150 Trackway®, the S46H Trackway® panel is palletised in kit form, and supplied with an anti-skid paint finish. Due to its modular design, the S46H Trackway® Bomb Damage Repair Mat can be configured to any mat size in a brick pattern and is deployed by hand.



	Full Panel	Half Panel
✓ Width:	1,060mm	1,060mm
✓ Length:	2,122.5mm	1,060mm
✓ Height:	30mm	30mm
✓ Weight:	50.85kg	25.85kg





FAUN Trackway Limited

Member of the KIRCHHOFF Group

Unit 6, Bryn Cefni Industrial Estate
Llangefni, Anglesey
North Wales
LL77 7XA, UK

Tel: +44 (0) 1248 722 777

Fax: +44 (0) 1248 750 490

info@fauntrackway.co.uk

www.f auntrackway.co.uk

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