

Strengthening Natural Green Surfaces in...

Aviation



**AVIATION
FIBRETURF**



Strengthening Natural Green Surfaces in Aviation

Aviation Fibreturf is produced under a stringent quality system by experienced staff, either from one of numerous worldwide production bases, or on site using specialised mobile mixing machinery with local sand.

With a product which outperforms conventional turf construction alternatives, Fibresand International can quickly provide a cost effective, natural, green solution suitable for most applications including taxiway and runway shoulders and safety strips, runway end safety areas (RESA), general aviation aprons, emergency / heavy vehicle access roads, overspill car parks and more.

Since its introduction in 1985, in excess of 1.5 million square metres of product has been successfully installed around the world, including many projects in Europe, the USA and Asia.

Aviation Fibreturf is economic by design. Its construction profile is less complex than typically required for traditional hard paving, significantly reducing installation costs both in terms of materials and labour.

Operational disturbances and restrictions are kept to a minimum, further reducing the economic impact of the installation process on the airport.

Aviation Fibreturf is flexible. It can be lifted and replaced easily, modified or even relocated at a fraction of the cost required to make changes to hard paving, and with little wastage. Renovation of damaged areas is quickly rectified at little expense.

Due to its compatibility with existing airfield grass maintenance policies, Aviation Fibreturf presents no long term financial implications with regard to maintenance.

For airport operators and developers keen to reduce their carbon footprint, Aviation Fibreturf gives a two-fold advantage: Firstly, production of Aviation Fibreturf has a carbon footprint approximately 10% of that of traditional asphalt or concrete due to its binder free reinforcing system and low-energy mixing process. Secondly, the natural grass surface provided by Aviation Fibreturf helps balance the carbon equation instead of compounding the problem, making it a green product in every way.

“A cost effective, natural, green solution suitable for most applications.”

CASE STUDY: Lodz Airport – RESA

Lodz International Airport's faith in Aviation Fibreturf paid off soon after the installation of their new RESA when a 737-8AS accidentally left the runway.

Heavily laden with a full complement of passengers, luggage and fuel, the airliner came to a successful and rapid halt while hardly disturbing the surface of the reinforced rootzone. Only the pilot's attempt to perform a tight turn on the RESA prevented the aircraft returning to the runway without additional assistance.

Aviation Fibreturf is proven to support wheel loads of up to 25 tonnes without significant rutting, significantly reducing the risk of damage to the undercarriage of aircraft which accidentally leave the pavement. Recovery times are also much quicker, dramatically reducing the on-costs associated with a runway or taxiway closure.



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CASE STUDY: Glasgow – Rapid deployment

When approached by the British Airport Authority, Fibresand International were able to quickly provide an innovative solution which met BAA's requirements for a low cost, low maintenance aircraft apron at Glasgow International Airport.

Located adjacent to the new hangar operated by Loganair, the 300 m² grass apron provides both an environmentally friendly and economical alternative to traditional concrete or asphalt paving.

Aviation Fibreturf's simplicity in installation brings its own unique environmental benefits. Minimal site requirements in terms of both personnel and heavy equipment reduce the impact of the construction of neighbouring buildings and services.

Speed of installation also ensures a minimum of disruption to airport operations as well as a real reduction in both security and safety risks. The whole installation was carried out in just 12 hours.

Aviation Fibreturf requires no more maintenance than any existing grass surface on the airfield. Standard grass maintenance equipment is sufficient and long grass policy can be operated in a similar manner.

“Aviation Fibreturf requires no more maintenance than any existing grass surface on the airfield.”



CASE STUDY:

Exeter – Soft Ground

A grass apron used for parking light aircraft at Exeter International Airport was suitable for use during the summer months but had to be closed during winter as it was too soft. Standing water combined with the weight of the static aircraft caused the undercarriage to become entrenched, while traffic attempting to traverse the area left behind deep, potentially hazardous ruts.

Previous attempts to repair the area had been unsuccessful and Fibresand International were called in to provide a solution, who recommended Aviation Fibreturf.

Installation commenced with the removal of the existing turf after which a stone drainage layer was installed. The Fibreturf rootzone was then laid and compacted, followed by seeding. Within 6 weeks a healthy grass cover completed the installation and the apron entered service.

Six months later Fibresand International were given the opportunity to demonstrate Aviation Fibreturf's unique ability to be easily relocated:

Due to unforeseen circumstances an extension to the main concrete apron was commissioned, which required the repositioning of the grass parking apron.

Having prepared the new excavation, the root-zone was quickly removed and transported to its new location where it was laid and re-compacted. To expedite the area's return to use, pre-grown Aviation Fibreturf rolls were used on this occasion to provide a ready to use wearing surface.



“We pride ourselves on providing a natural, environmentally friendly solution...”

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