

**DEFENCE**

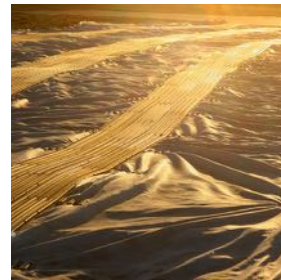


**EXPEDITIONARY  
RECOVERABLE  
MATTING**

# ROADWAYS. HELIPADS. RUNWAYS.

FAUN Trackway has been the global leader in the design, manufacture and supply of expeditionary recoverable matting for over 70 years and support terrain access systems worldwide.

Originally Saunders Roe, Isle of Wight, in 1940 the company relocated to Anglesey and later, in 1968, became Laird (of Anglesey) Limited. In 1996 Laird was acquired by FAUN GmbH, part of the KIRCHOFF group; an innovative, family-run German group of engineering and manufacturing companies that have been providing mobility solutions for over 220 years. In 2015 FAUN Trackway became its own entity as a limited company with our headquarters based in the heart of Anglesey where we continue to design and manufacture our Trackway products.



## OUR PRODUCTS ARE UNSUR QUALITY AND



## MILITARY CLIENTS WORLDWIDE



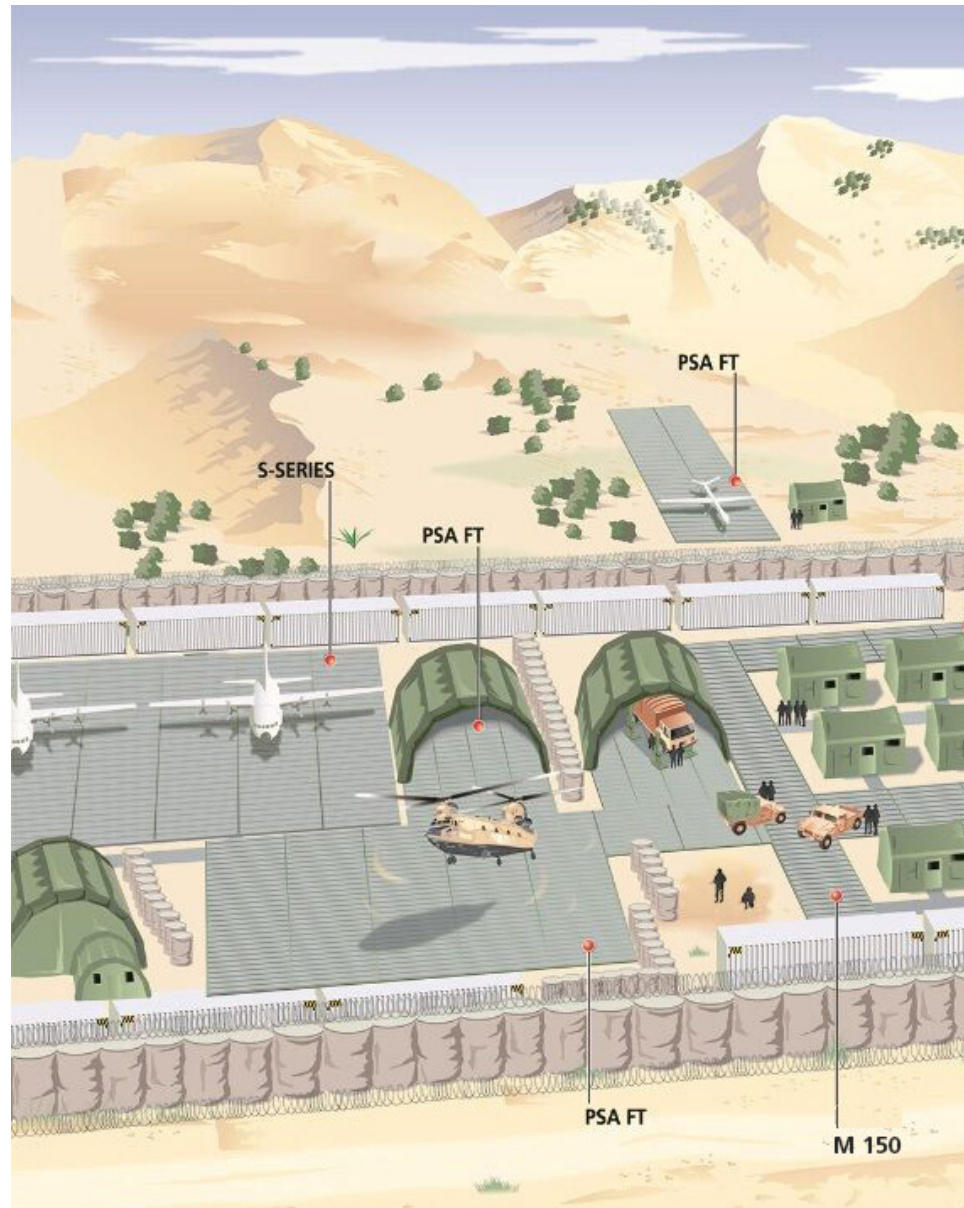
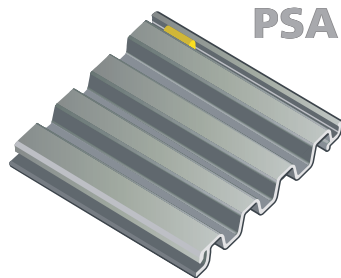
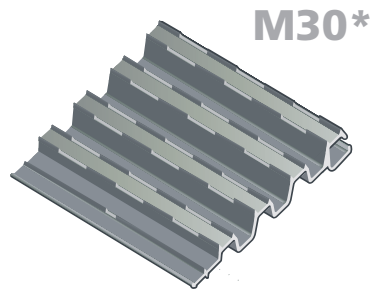
Our products, used in land and air operations and are relied upon daily by military engineers in over 40 countries. In over 70 years of designing and manufacturing expedient surfacing solutions, our products have never been beaten.



# PASSED IN FUNCTIONALITY, DURABILITY.

# TRACKWAY SOLUTIONS

Our range of aluminium panels are used in a variety of front line and humanitarian situations.



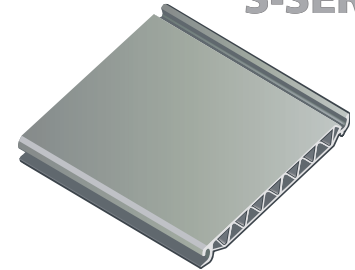


### **\*M150 and \*M30:**

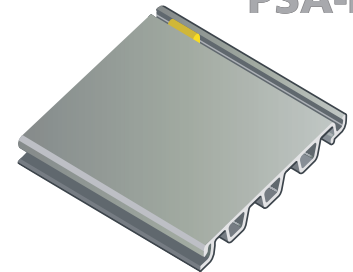
MLC70 and MLC30 have been renamed M150 and M30 due to M150 having the capability to withstand repeated loads of tracked and wheeled vehicles. The M150 Trackway has been graded as Military Load Classification (MLC) 70 baseline on a 3% California Baring Ratio (CBR) ground conditions indefinitely; loads of up to MLC 150 dependent on ground conditions. M30 is wheeled vehicles up to MLC 30.



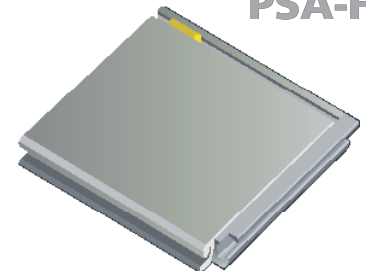
### **S-SERIES**



### **PSA-FT**



### **PSA-FT R**





## QUALITY

We are dedicated to quality, holding ISO 9001 accreditation. Our Continuous Improvement Process (CIP) system and 5S processes ensure unrivaled design and manufacture quality, coupled with exceptional customer service.

## ENVIRONMENT

We are aware of our responsibility towards environmental protection, holding ISO 14001 accreditation. Our products are long lasting and recyclable at the end of their lifetime. Deploying Trackway will protect delicate habitats and environments from heavy traffic.

## HEALTH AND SAFETY

FAUN Trackway are committed to stringent occupational health and safety regulations. FAUN Trackway proudly adhere to the OHSAS 18001 framework for the effective management of Occupational Health and Safety including; all aspects of risk management and legal compliance.

## INNOVATION

We maintain an innovative approach when designing our ground mobility solution products. Ever changing physical environments, coupled with the complexity of modern logistical planning and evolution of aircraft and vehicles require solutions that are responsive to change.



# AFTER SALES

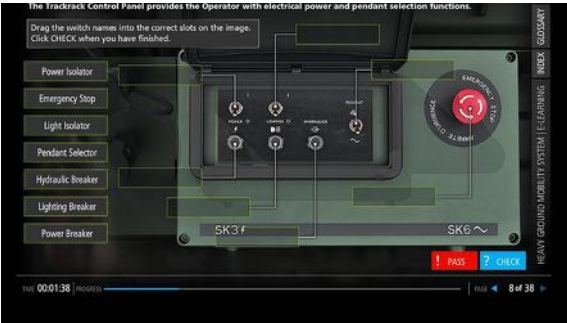
We offer through-life support of our products, including provision of spare parts, servicing, reliability and maintainability reporting, refurbishments, and comprehensive documentation.

Our Integrated Logistics Support (ILS) packages can be tailored to your exact requirements.

# TRAINING

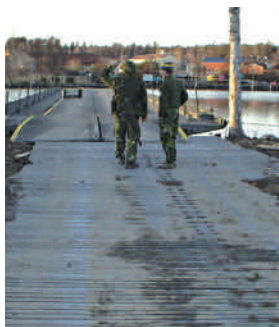
We offer training courses for operators and maintainers of our roadway solutions, and installation, removal and maintenance training courses for users of our aviation solutions.

Our training courses can be complemented with our computer based training packages – delivering the theory content of the course via interactive computer software.



# HEAVY GROUND MOBILITY SYSTEM

## BRIDGING'S PERFECT PARTNER



HGMS improves mobility for heavy tracked and wheeled vehicles in all types of operations. The system provides improved mobility, bridging immediate access/egress, route clearance, and beach landing operations for vehicles when ground bearing pressure is very low.

HGMS is DROPS, compatible with 8x8 vehicles including IVECO, MAN, Mercedes-Benz, Oshkosh, Renault, Scania, TATRA and Volvo.

HGMS transports, stores, deploys and recovers up to 100m of M150 Trackway which is ideal solution for:

- ▶ Aircraft Jet Blast Test Areas
- ▶ Aircraft Parking Areas
- ▶ Aircraft Recovery
- ▶ Gap Crossing
- ▶ Bridgeheads
- ▶ Boat Ramps
- ▶ Disaster Relief
- ▶ Flooring
- ▶ Helipads
- ▶ Humanitarian Operations
- ▶ Vehicle Parking Areas
- ▶ Route Clearance
- ▶ Runways - VTOL, STOL
- ▶ Runway Repair
- ▶ Taxiways
- ▶ Temporary Road Repair
- ▶ Temporary Vehicle Access



# SYSTEM (HGMS)



**M150\***

## **\*M150:**

MLC70 has been renamed M150 due to M150 having the capability to withstand repeated loads of tracked and wheeled vehicles.

The M150 Trackway has been graded as Military Load Classification (MLC) 70 baseline on a 3% California Baring Ratio (CBR) ground conditions indefinitely; loads of up to MLC 150 dependent on ground conditions.



HGMS is used worldwide to ensure expeditionary forces can tackle the toughest terrains on earth. It prevents vehicle damage and protects environments. Designed for multi-climate operations, M150 Trackway handles snow, ice, desert, swamp and jungle terrain with ease.

The unique Spool to Spool system quickly transfers the M150 Trackway from the Spoolrack to the Trackrack for deployment.

Each HGMS comprises of:

- ▶ 50m M150 Trackway coiled onto on a Trackrack, which is DROPS mounted to a 6x6/8x8 chassis with a minimum 13T payload\*.
- ▶ 50m of M150 Trackway coiled onto a Spoolrack, mounted to a trailer\*.
- ▶ Deployment and recovery accessories.
- ▶ Anchorage accessories.

\*Chassis and trailer are supplied separately or existing local provision can be utilised. Local transport regulations should be followed when selecting host vehicles and trailers.

# HEAVY GROUND MOBILITY SYSTEM

## INDEPENDENT VARIANT - OUR SELF RELIANT SYSTEM



HGMS-IV encompasses all of the features of HGMS, but is lighter and has its own independent power pack, and therefore does not require hydraulic or electrical power supply from the host vehicle.

HGMS-IV has been designed to allow militaries with non-DROPS vehicles to have M150 Trackway in their inventory.

HGMS-IV transports, stores, deploys and recovers up to 30m of M150 Trackway per unit.

HGMS-IV is crane mounted to vehicles with a minimum payload of 10.5T\*. HGMS-INDEPENDENT VARIANT is built on a 20ft ISO frame with tie down and lifting points to MIL-STD 209K for ease of transportation. It is secured to the chassis using ISO twistlocks.

HGMS-IV has hydraulically powered rear rollers for ease of use and has been rigorously tested to the following standards:



# STEM - IV (HGMS-IV)



- ▶ MIL-STD-810F Method 506.4 Procedure 2 for Rain
- ▶ MIL-STD-810F Method 502.4 Procedure 2 for Cold
- ▶ MIL-STD-810F Method 507.4 for Humidity
- ▶ MIL-STD-810F Method 501.4 Procedure 1 for Heat
- ▶ MIL-STD-810F Method 505.4 Procedure 1 for Solar
- ▶ MIL-STD-810F Method 510.4 Procedure 2 for Sand & Dust
- ▶ MIL-STD-810F Method 509.4 for Salt Mist
- ▶ MIL-STD-810F Method 516.4 Procedure 1 for Shock

- ▶ MIL-STD-810F Method 514.4 Procedure 3 for Vibration
- ▶ DEF-STAN 00-35 Part 3 Issue 4 Test M14 for Battlefield Missions

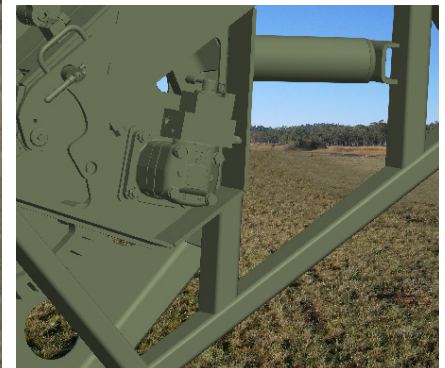
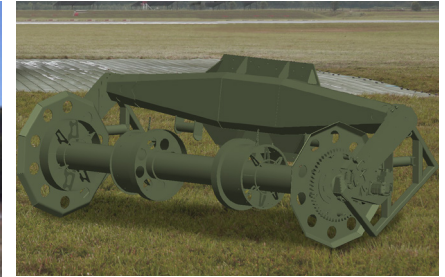
Each HGMS-INDEPENDENT VARIANT comprises of:

- ▶ 30m M150 Trackway coiled onto on a Trackrack
- ▶ Deployment and recovery accessories
- ▶ Anchorage accessories

*\*Chassis and trailer are supplied separately or existing local provision can be utilised. Local transport regulations should be followed when selecting host vehicles.*

# HEAVY GROUND MOBILITY S

## THE DEFINITIVE FRONT-END LOADER ATTACHMENT



HGMS-BD transports, stores, deploys and recovers up to 30m of M150 Trackway.

HGMS-BD is compatible with front-end loaders and telescopic handlers with a minimum handling capability of 12T with slave hydraulic connections\*.

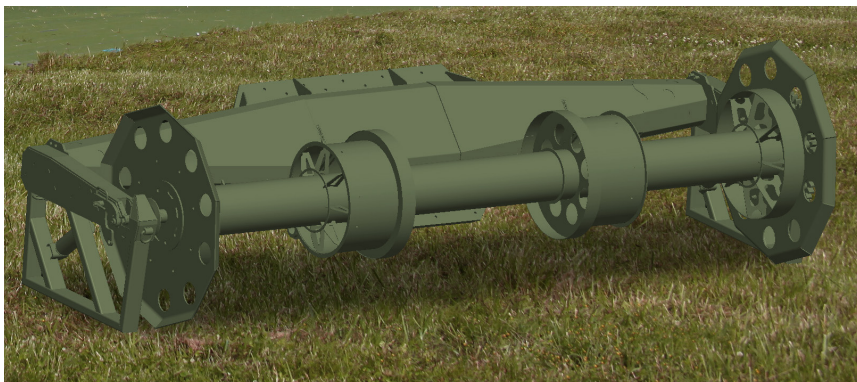
Suitable for multi-role operations, where many 30m lengths of Trackway need to be deployed to create a long access road or large hard standing area quickly.

Each HGMS-BD comprises of:

- ▶ 30m M150 Trackway coiled onto on the beam dispenser
- ▶ Deployment and recovery accessories
- ▶ Anchorage accessories
- ▶ Spool



# SYSTEM – BD (HGMS-BD)



Optional additional equipment:

- ▶ Spool stackrack – storage frame for multiple spools of Trackway.
- ▶ Storage and transportation frames:
  - ▶ Skid transport frame – basic frame
  - ▶ Crop transport frame - fits inside a 20ft ISO container
  - ▶ DROPS/ISO transport frame – with twistlocks.

It is straightforward for the operator to lay 30m of M150 Trackway, then to offload the empty Spool and reload with a full Spool. Cranes and other lifting equipment are not required.

*\*Front end loaders/telescopic handlers are supplied separately or existing local provision can be utilised. Local transport regulations should be followed when selecting host plant equipment.*

# MEDIUM GROUND MOBILITY

## THE ORIGINAL EXPEDIENT ROADWAY



MGMS improves mobility for vehicles with pneumatic tyres. The system provides improved mobility, vehicle approach routes to bridging and enables beach landing operations for vehicles when ground bearing pressure is very low.

MGMS is chassis mounted by crane, compatible with flatbed vehicles.

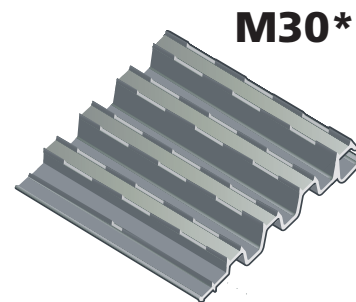
MGMS transports, stores, deploys and recovers up to 32m of M30 Trackway which is ideal solution for:

- Approach Roads
- Gap Crossing
- Boat Ramps
- Beach Landings
- Disaster Relief
- Flooring
- Humanitarian Operations
- Vehicle Parking Areas
- Temporary Road Repair
- Temporary Vehicle Access

MGMS is used worldwide to ensure expeditionary forces can tackle the toughest terrains on earth. It prevents vehicle damage and protects environments. Designed for multi-climate operations, M 30 Trackway handles snow, ice, desert, swamp and jungle terrain with ease.



# SYSTEM (MGMS)



**M30\***



## **\*M30:**

MLC30 has been renamed M150 and M30 due to M150 having the capability to withstand repeated loads of tracked and wheeled vehicles. M30 is wheeled vehicles up to MLC 30.

Deploy M30 Trackway to avoid the environmental damage and logistical challenges of ruts forming in the ground.

Each MGMS comprises of:

- ▶ 32m M30 Trackway coiled onto on a Fastrack, mounted to a chassis by twistlocks\*
- ▶ Deployment and recovery accessories
- ▶ Anchorage accessories



*\*Chassis are supplied separately or existing local provision can be utilised. Local transport regulations should be followed when selecting host vehicles.*

# MEDIUM GROUND MOBILITY

## BEACH LANDINGS MADE EASY



MGMS-BD transports, stores, deploys and recovers up to 40m of M30 Trackway.

MGMS-BD is compatible with front-end loaders and telescopic handlers with a minimum handling capability of 8T and slave hydraulic connections\*.

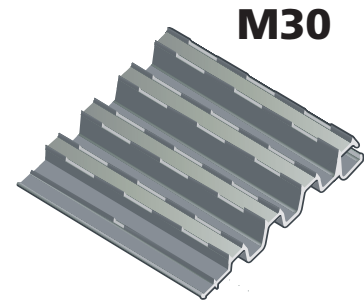
Suitable for multi-role operations, where many 40m lengths of Trackway need to be deployed to create a long access road or large hard standing area quickly.

Each MGMS-BD comprises of:

- ▶ 40m M30 Trackway coiled onto on the beam dispenser
- ▶ Deployment and recovery accessories
- ▶ Anchorage accessories
- ▶ Spool



# Y SYSTEM – BD (MGMS-BD)



Optional additional equipment:

- ▶ Spool stackrack – storage for multiple spools of Trackway.
- ▶ Storage and transportation frames:
  - ▶ Skid transport frame – basic frame
  - ▶ Crop transport frame - fits inside a 20ft ISO container
  - ▶ DROPS/ISO transport frame – with twistlocks.

# AIRCRAFT LANDING MAT (ALM)

## LOW MAINTENANCE EXPEDITIONARY RUNWAYS



ALM is a modular, aluminium panel system that is an ideal alternative to the poor performance of gravel or dirt runways in challenging conditions.

ALM allows expeditionary forces to build temporary runways and aprons in areas where there is no time, requirement or ability to install a permanent airfield.

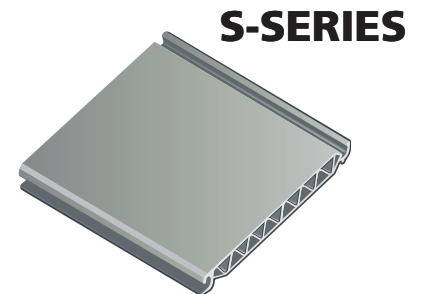
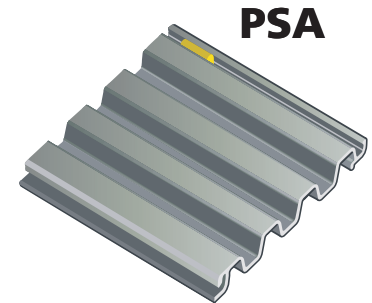
Developed for the UK Royal Engineers, ALM are manufactured to your

exact size requirements and can be used for runways, taxiways and aircraft parking.

ALM are available in a variety of panel profile designs, each suited to a group of aircraft to ensure maximum utilisation. ALM are NATO palletised, modular and deployed quickly; a complete runway can be assembled by an experienced team in less than 24 hours.

ALM can be used for as little as a day or as a permanent installation





and is suitable for a wide variety of aircraft. ALM are reusable and 100% recyclable. When ALM is no longer required, remove the equipment and store or transport ready to reuse.

ALM is essential equipment when planning temporary airfield construction, if rapid expansion of capacity is required.

Aircraft Landing Mat kits comprise of five elements:

- ▶ Trackway panels – aluminium panels are laid by hand and lock together to create the landing mat.
- ▶ Stillages – NATO pallets for storage and transport of the aluminium panels.
- ▶ Installation kit – equipment required for installing and removing the Trackway panels.
- ▶ Ground anchor stakes – to secure the Trackway to the ground.
- ▶ Membrane – a geotextile membrane that is placed underneath the Trackway panels to suppress dust, reduce brownout and protect the

# UAV LANDING MAT (UAVLM)

## THE EVOLUTION OF LANDING MAT TECHNOLOGY



UAVLM is a modular, aluminium panel system specifically designed to create runways for UAVs, drones and other light aircraft.

UAVLM allows expeditionary forces to build temporary runways in areas where there is no time, requirement or ability to install a permanent airfield.

UAVLM is supplied to your exact size requirements and can be used for runways, taxiways and parking. The unique UAVLM is available in a variety of sizes to suit your requirements.

UAVLM are air transportable on NATO 463L pallets, modular and deployed quickly; a complete runway can be assembled by an experienced team in less than 12 hours. UAVLM is compatible with arrestor gear.

UAVLM can be used for as little as a day or as a permanent installation. UAVLM are reusable and 100% recyclable. When UAVLM is no longer required, remove the equipment and store or transport ready to reuse.

Tested and recommended by ERDC for Reaper operations.

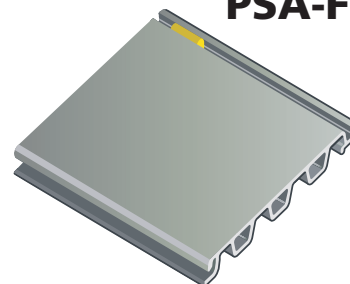
UAV Landing Mat kits comprise of five elements:



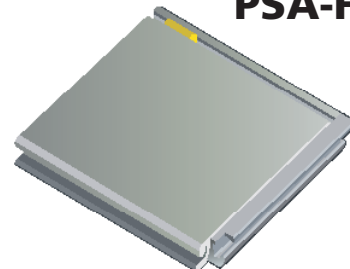


- ▶ Trackway panels – aluminium panels are laid by hand and lock together to create the landing mat.
- ▶ Stillages – NATO pallets for storage and transport of the aluminium panels.
- ▶ Installation kit – equipment required for installing and removing the Trackway panels.
- ▶ Ground anchor stakes – to secure the Trackway to the ground.
- ▶ Membrane – a geotextile membrane that is placed underneath the Trackway panels to suppress dust, reduce brownout and protect the panels.

## PSA-FT



## PSA-FT R



Our PSA and PSA-FT R panel solutions for the UAV Landing Mat has been tested by ERDC (Engineering Research Development Center) in the US for Reaper and Predator loadings.

# HELICOPTER LANDING MAT

TAKE OFF // SERVICE // LAND: ANYWHERE



HLM allow expeditionary forces to create safe landing areas/zones in order for helicopters to service the Forward Operating Base (FOB), undertake essential maintenance or drop off supplies. HLM suppresses dust and foreign objects, ensuring pilot and crew safety as well as asset protection.

Developed for the UK Royal Engineers, HLM are manufactured to your exact size requirements and can be used for helicopter landing, servicing, parking and take off.

HLM are available in a variety of panel profiles to suit your requirements. HLM is NATO palletised, modular and can be deployed rapidly. A typical 20m x 20m helipads takes 8 personnel 4 hours to construct.

HLM is secured and can be used for as little as a day or as a permanent installation. HLM can be built to custom sizes and configurations. HLM is reusable and 100% recyclable.

When HLM is no longer required, remove the equipment and store or transport ready to reuse.

HLM is suitable for; NH90, Lynx, Apache, Cobra, Merlin, Puma, Sea King, Chinook, CH-53, Osprey and equivalent helicopters.

# (HLM)

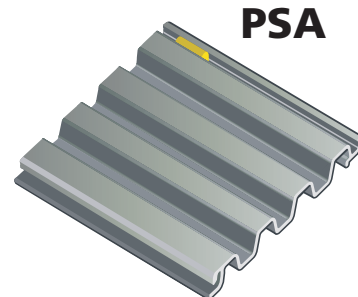


Helicopter Landing Mat kits comprise of five elements:

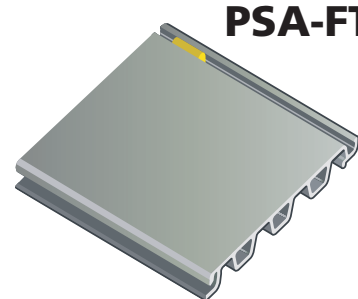
- ▶ Trackway panels – aluminium panels are laid by hand and lock together
- ▶ Stillages – NATO pallets for storage and transport of the aluminium panels.
- ▶ Installation Kit – equipment required for installing and removing the Trackway panels.
- ▶ Ground anchor stakes – to secure the Trackway to the ground.
- ▶ Membrane – a geotextile membrane that is placed underneath the Trackway panels to suppress dust, reduce brownout and protect the panels.



**M150**



**PSA**



**PSA-FT**

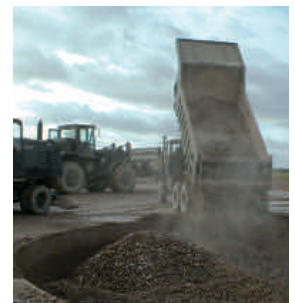


**PSA-FT R**



# RAPID RUNWAY REPAIR (RRR)

## AIR OPERATION RESUMED



RRR is an integral part of the Airfield Damage Repair (ADR) process, that is further part of the strategic principle of 'Survive to Operate', developed with the UK Armed Forces and understood to be one of the most professional in NATO.

Following an enemy attack on an airfield, it is essential that flying operations can be resumed quickly. RRR enables engineer forces to reconstruct essential areas of the airfield quickly to enable immediate use.

Bomb Damage Repair Mats (BDRM) are a key component of RRR. BDRM have indefinite storage time and are low maintenance. BDRM can be re-purposed when not required and used as effective helicopter landing pads, aircraft hard standing, temporary taxiways and recovery mats when aircraft have overshot a runway.

**M150**

Rapid Runway Repair kits comprise of five elements:

- ▶ Bomb Damage Repair Mats (BDRM) – aluminium Trackway panels that interlock to create areas measuring 16m x 22m.
- ▶ BDRM trailer – a specialist trailer designed to transport and position the BDRM.
- ▶ Installation kits – tensioning kits, bolt down kits, side fairing panel kits, end fairing panel kits to enable the BDRM to be correctly installed.
- ▶ Dynamic compactor – compact the aggregate used to refill the craters, to ensure a solid foundation for the BDRM.
- ▶ Screed beam – levels the aggregate used to refill the craters, provided with a custom specialist trailer for transportation.

# TESTIMONIALS

**FAUN Trackway products are used by militaries worldwide, are unbeaten in trials and offer the highest quality of manufacture and service.**



"It is unusual to have a project delivered ahead of time. Well done to the FAUN TRACKWAY team."

**Brigadier Carell, Army Chief of Land Forces, Sweden**



"This equipment has a superior quality and operates effectively in all conditions including extreme climates including Arctic conditions."

**Lieutenant Colonel Stefan Axelsson – Head Of Development, Swedish Engineer School**



"This was the first time Switzerland had entered into such a co-operation with another country (Sweden) and it was surprising how successful this had been."

**Marcus Rubi – Engineer – Rescue Material and NBC Protection, Armasuisse, Switzerland**



"We would like to praise the high level of professionalism of the employees at FAUN Trackway. We can confirm that FAUN Trackway has fulfilled the technical requirements and all stipulations. We are looking forward to future co-operation."

**Christian Gnaegi, Project Manager Engineer  
Equipment from Armasuisse the Competence Center for  
Procurement within the Federal Department of Defence**

"After an extensive period of testing and trials the Norwegian Defence Procurement division placed an order for 8 HGMS in 1997. Since delivery of the HGMS they have been in active use by the armed forces in both the north and south of Norway and in missions abroad. HGMS has given us mobility capability that we did not have before the procurement. Further to this the system is easy to operate, has excellent build quality and operates effectively in all conditions."

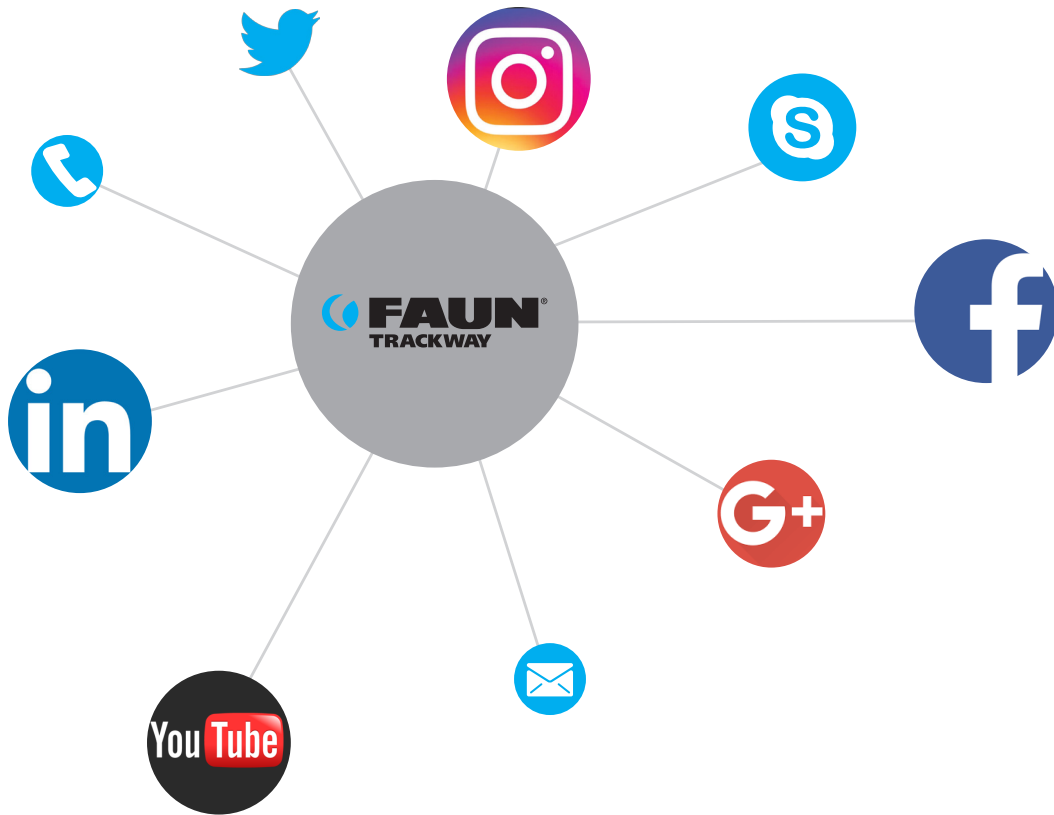
**Per Anne Johnson, Principal Officer, Head of Contract Office, Kolsaas, Norway**

"We were impressed by the manner in which FAUN Trackway approached our initial brief, and the ease and speed in which the team went from concept to design to fully-functioning prototype. We are confident that with this order we will significantly enhance our capabilities in difficult environments."

**Danish Acquisition and Logistics Organisation**



# FOLLOW THE TRACKWAY STORY:





## FAUN TRACKWAY LIMITED

Member of the KIRCHHOFF Group

Bryn Cefni Industrial Estate,  
Llangefni, Isle of Anglesey,  
North Wales,  
LL77 7XA, UK

Tel: +44 (0)1248 725 309

Fax: +44 (0)1248 750 490

[www.fauntrackway.co.uk](http://www.fauntrackway.co.uk)

[info@fauntrackway.co.uk](mailto:info@fauntrackway.co.uk)



 **INVESTORS  
IN PEOPLE**

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**MADE IN  
WALES**