

# PROVEN PERFORMANCE

*Supply Chain Partnering  
Heathrow Airport*



**DATES: APRIL 2013 -NOVEMBER 2015**  
**VALUE: £13.4M**

Working as a key supply chain partner to main contractor Morgan Sindall, Tarmac undertook the resurfacing of Heathrow Airport's Southern Runway, Southern Rapid Exit Taxiways (RETs), Northern Runway and Northern Turnoffs which included upgrading some of the existing turnoffs into (RETs). Tarmac was selected as surfacing partner for the project, following Morgan Sindall identifying Marshall Asphalt production as the key factor to project success. Our works involved:

- Erection of an on-site asphalt batching plant to mix and supply asphalt materials including Marshall
- Asphalt Planing and resurfacing the Southern Runway (3km) with 50mm Marshall Asphalt surface course
- Planing and resurfacing the Northern Runway (3km) with 50mm Marshall Asphalt

- Planing and resurfacing 11No. Turnoffs to the Northern Runway and upgrading 1No. Turnoff with Airfield Stone Mastic Asphalt (SMA) surface course
- Upgrading and resurfacing Taxiways with 50mm Stone mastic asphalt surface courses
- Full Marshall Asphalt pavement construction to new Southern RETs. The 200mm Construction depth comprising two layers of 75mm binder course and 50mm surface course.

Material was produced and supplied by our airside batching plant which produced material at a rate of 450t/shift to maintain programme demands within the tight runway possession granted. Total Marshall Asphalt laid was 75,000t and total Airfield SMA laid was 9,000t.

The possession allowance for our planing and resurfacing operation to both runways was 19:30 – 05:30 with handover critical due to the nature of the airport and the prompt commencement of a busy flight schedule.

We programmed our works within the possession time to allow for material cooling, skid-resistance testing and final sweeping, allowing handover of both Runway Working Areas and Aircraft Operational Areas on time.

Possession of the Southern RETs was 1930 – 0530 Friday – Saturday, based on a working pattern of two weeks on/ two weeks off. This was due to HAL alternating the take offs and landings for the Northern and Southern Runways which dictates our working areas.

For more details contact your [\*business.development@tarmac.com\*](mailto:business.development@tarmac.com)

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