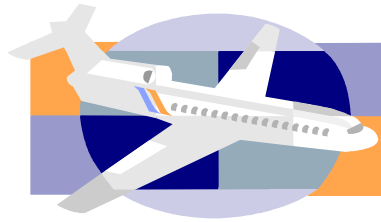


Ctspec32 - AGL SEATING RING INSTALLATION



Airfield Ground Lighting (AGL) requires a specialist operation to securely and safely fit the steel seating rings which hold the luminaire in place. Airline pilots rely on the accuracy and integrity of the installation to ensure safe runway use. We have been installing seating rings for AGL luminaires for over 30 years on some of the world's busiest runways successfully and safely.



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Service Information



Working in conjunction with the electrical contractor we use specialist mortars and grouts to install these seating rings. Our completed range of our installations complies with ICAO standards, FAA Advisory Circulars, BS3224 and UK CAA regulation CAP 168. All installations are to Photometric (MALMS) standards and tested upon completion.

Technical Procedure



AGL Installation - Preparation

No matter the particular manufacture or size seating rings you wish to install we have the equipment and resources to install correctly. Electrical supply cable is normally designed to be ran through plastic ducts approx 500mm below the finished level. These ducts are accessed by drilling a centre core (min 100mm dia upto 400mm dia depending on type of seating ring). This is followed by a concentrically drilled outer core slightly bigger than the seating ring. We then use a specialist machine to horizontally cut the concrete to remove the concrete to leave a perfect installation recess without any percussive breaking out.



Types of seating rings;

ADB HPI 8" & 12"

ADB Eurobase 8" & 12"

SR8, SR9, SR8N SR9N, SR12, SR13B

ZM110, ZM109, ZM181

AGL Seating rings vary in size and detail. Our supervisors and support staff will provide full comprehensive estimates and safety task statements and risk assessments. Safety is our number one priority and we only ever use our own fully trained in house operatives for AGL seating ring installation.



Optical Alignment and Bedding.

Using a specially adapted optical telescope we align the seating rings to within 0.5 degree of azimuth accuracy with the seating rings perfectly level or to match any gradient. Many of our installations are carried out during nightshift closure of a fully functioning runway. At morning handover (6am) to flights we ensure integrity of our installations by fully crush testing the material to certify that it has reached minimum safe handover strength. We set up a test lab for this and carry out the testing in a time phased pattern to ensure if there is any failure we have enough time to remove the seating rings. Bedding mortar must be 30Nm and pourable grout for annulus must be 40Nm.



Please feel contact us with any technical information you require. Or we can arrange for site visits so we can visit your project to advise or supply quotes. We also have an international project supervision operation which is active currently in the Middle East. This allows you to utilise local labour to work under our supervision with our specialist equipment.