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News
Insights
Case Studies
AS Edition

BUILDING THE FUTURE

Ascent Aviation Dundee Airport The Fort Royal Air Force NATO Port of Horten
Worley Rosenberg Stålgross EDF Cyclife Three Mile Island Lithuanian Air Force

Fabric Engineer

2025

 **RUBB**
Building Systems



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CEO
Rubbhall AS
Fredrik Holmedal

We're proud to have delivered a large number of standard halls to satisfied clients across Norway, along with several highly complex and custom-engineered projects.

The past year has been a solid one for Rubbhall—marked by growth, development, and a wide range of successful projects. But more than anything, it's been a year where we've kept our core focus exactly where it belongs: on our customers.

We're proud to have delivered a large number of standard halls to satisfied clients across Norway, along with several highly complex and custom-engineered projects. Highlights include our delivery to Rosenberg Worley, featuring massive doors and tall walls, and an 85-meter-long hall equipped with overhead cranes for wind turbine repairs—clear examples of how we tailor our solutions to meet our customers' needs.

Our halls are found in every corner of Norway, from the most weather-exposed cliffs along the coast to the heart of Oslo. And we take great pride in seeing that even the earliest halls we built are still standing strong today—proof of the durability and quality that we build into every structure. But for us, it's never just about the product—it's about the entire experience.



Rubbhall's 85m long wind turbine repair facility.

From our headquarters in the small village of Krøderen, we operate as a strong and reliable Norwegian company with deep roots and a culture of precision. Our team may be small, but it's powerful: passionate engineers, a knowledgeable sales force, and true experts in building applications. Together, we deliver seamless projects with one goal in mind—ensuring that every client feels seen, supported, and completely satisfied.

Customer satisfaction doesn't happen by chance. It takes care, clarity, and commitment—from the very first conversation through to the final handover. That is, and always will be, our top priority.

At the same time, we never stand still. In the year ahead, we'll be launching exciting new solutions to our range of halls. Our ability to innovate and explore new ideas helps us continue moving forward—for the benefit of our clients. Stay tuned for updates and news on our website.

As CEO of Rubbhall, I'm both proud and grateful. Thank you to all of our clients for the trust you place in us. And thank you to our incredible team for your unwavering dedication. Together, we will continue delivering top-quality halls—and even higher levels of customer satisfaction—in the year ahead.

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Why Rubb?

We are proud to engineer the world's toughest fabric buildings, meeting our customers' requirements right down to the millimetre.

- Built to last
- Relocatable
- Always code compliant
- Low maintenance costs
- Clear spans
- Turnkey solutions
- Worldwide service
- Rapid construction

Learn more





Ascent Aviation
Twin Titans: Rubb redefines MRO
infrastructure in Arizona



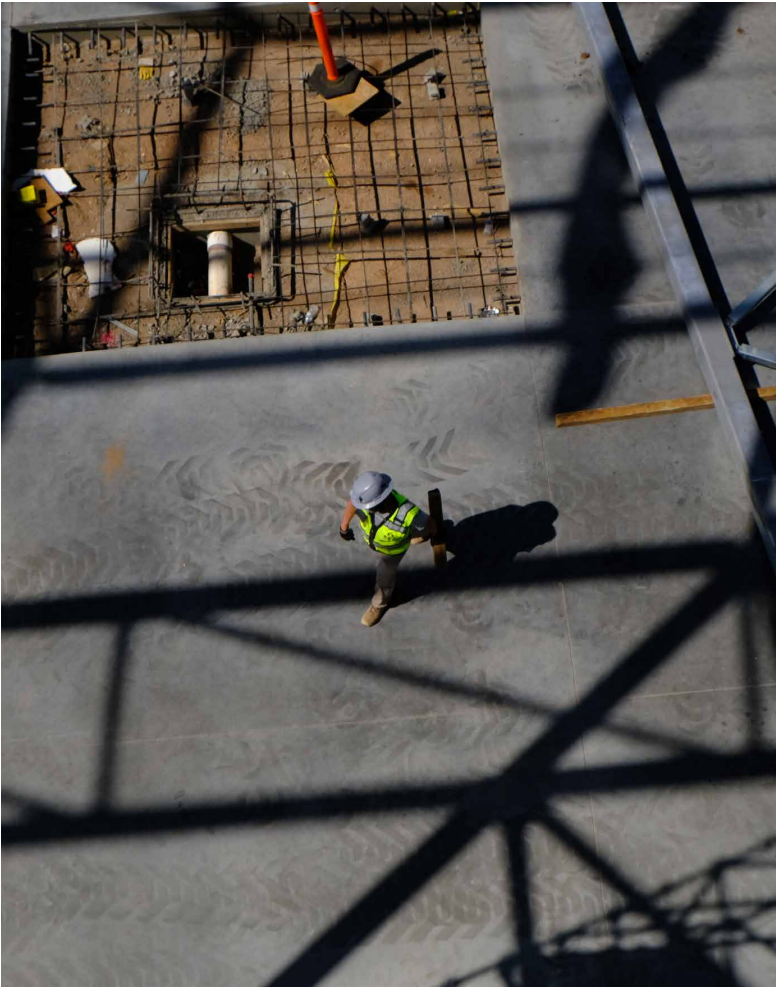
In the high-stakes world of aviation maintenance, repair, and overhaul (MRO), where aircraft ground time directly impacts profitability, the facilities supporting these operations are just as critical as the technicians working on the aircraft.

When Ascent Aviation Services embarked on building two state-of-the-art MRO hangars at their Marana, Arizona facility, they needed more than a construction vendor—they needed an engineering partner capable of navigating complex logistical and technical challenges to deliver a world-class facility. They found that partner in Rubb Building Systems.



In an industry where delays and surprises are the norm, Rubb delivered what they promised—and then some. These hangars will serve Ascent for decades, and I wouldn't hesitate to work with their team again.

CEO, Ascent Aviation Services
David T. Querio



Rubb's role in the project went far beyond simply providing a structure—it showcased the company's expertise as a design, manufacturing, and installation partner.

Designing for extreme conditions

Ascent's objective was clear: build a facility capable of servicing wide-body aircraft while standing up to the harsh, unforgiving conditions of the Arizona desert. The design required clear spans of over 295 feet and the flexibility to adapt to evolving operational needs. Adding to the challenge, the project was initially planned for Roswell, New Mexico, before being strategically relocated to Marana, requiring a full recalibration of logistics, engineering, and site planning.



This wasn't just about constructing a building—it was an engineering challenge from start to finish. We had to think innovatively at every stage, from structural design and material logistics to on-site assembly.

VP of Sales, Rubb USA
Sean Hickey

Engineering innovation

Rubb's role in the project went far beyond simply providing a structure—it showcased the company's expertise as a design, manufacturing, and installation partner. When the project's relocation required reorganising 32 shipping containers of steel, Rubb's team devised a custom logistics strategy, including:

- A custom trolley and rail system welded into shipping containers for efficient material transport
- Precision-engineered extension tables for streamlined handling
- A bay-by-bay organisation system that reduced material sorting time by 75%

"We didn't just adjust to the relocation—we optimised for it," explains Jack Perreault, Head of Site Operations at Rubb USA. "Our material control system ensured precision from our factory floor to the final bolt placement on site."

This meticulous planning enabled real-time adaptability to site conditions, minimised logistical delays, and allowed construction to proceed in phases while Ascent's operations continued without interruption.

Precision, efficiency, and safety

Rubb's innovative approach extended to the on-site assembly process. To enhance safety and efficiency, six of the eleven roof bays were pre-assembled at ground level using jackable, adjustable shoring towers to lift the modules into place—a method that minimised work at height and eliminated the need for additional cranes.

"Whenever you can build on the ground instead of at height, you improve both safety and efficiency," notes Perreault. "This method not only streamlined assembly but also resulted in significant cost savings."

A new benchmark for MRO facilities

The completed twin hangars exemplify the power of engineered excellence:

- 180,000 square feet of service space
- Clear spans exceeding 295 feet, ensuring unobstructed workspace
- Advanced climate control, designed to withstand extreme desert temperatures
- Modular design, allowing for future expansions or modifications
- Hot-dip galvanized steel, delivering unmatched corrosion resistance for long-term durability

Beyond these structural achievements, the project delivered significant efficiency gains:

- 75% reduction in material handling time
- Substantial savings in crane and equipment costs
- Zero compromises in quality or safety

The future takes flight

As the aviation industry continues to evolve, so must the infrastructure that supports it. Rubb's work with Ascent Aviation highlights how forward-thinking engineering can reshape the future of MRO facilities.

"These hangars are at the forefront of MRO facility design and construction," asserts Hickey. "They prove that when you combine engineering excellence with innovation, you're not just meeting today's challenges—you're preparing for tomorrow's opportunities."

For Ascent Aviation, that future is already here. And as the industry takes note, a new standard in MRO infrastructure has emerged—one built on precision engineering, operational efficiency, and enduring quality. A standard set by two leaders in the field: Ascent Aviation and Rubb Building Systems.



25 years later
Rubb UK's Dundee Airport hangar
stands test of time

Designed, manufactured, and installed by Rubb in 1999, this 27m span by 30m long aircraft hangar was initially supplied to Scot Airways.

Absorbed by Loganair in 2013, Scot Airways was outlived by the hangar by over a decade, which continues to see heavy, 24/7 MRO usage under its new owners.

Thanks to the structure's hot-dip galvanized steel frame and rugged PVC cladding, the Code B narrow-body hangar has endured the Scottish climate for over 25 years with minimal maintenance. While our aircraft hangars are relocatable and modular, they are certainly built to last.

Rubb previously caught up with Airport Manager Derrick Lang to see how the hangar has fared over the years and about the long-term advantages of choosing a Rubb solution.



A Dornier 328 is serviced.



The Rubb building has been very durable, economic, and low maintenance, which is of great benefit to the airfield environment.

Airport Manager, Dundee Airport
Derrick Lang

How has the hangar performed since 1999?

The building has performed very well since being installed. With our location being on an exposed airfield it has proved to be a very durable product within the environment.

What has it been used for?

It has been used for an aircraft engineering hangar facility operated by Loganair.

How often is the building used?

The building has been pretty much in use 24/7.

How are the materials (steel, PVC) standing up to the elements?

The structure is standing up really well. I understand that the PVC has had one repair completed since installation, this was after a severe gale.

As clients what would you say are the benefits of a Rubb building?

The Rubb building has been very durable, economic, and low maintenance, which is of great benefit to the airfield environment.

Does it provide any revenue for your organisation?

Yes, from a ground lease with the occupier.

Do you have any comments on after sales service?

Anytime we have dealt with Rubb on issues, we have always been provided with good support and advice.

How would you rate the performance of your Rubb building to date?

The performance has been excellent.

What does the future hold for Dundee Airport and its Rubb building?

Dundee Airport continues to provide a gateway into central Scotland for all manners of flights from training, schedules, and private aircraft. The Rubb building continues to be used for servicing a fleet of aircraft for Loganair and this will hopefully continue for years to come.

As Dundee Airport looks to the future, this hangar remains a vital asset, facilitating ongoing operations and demonstrating the lasting benefits of investing in a Rubb solution. Our support doesn't end when the project is handed over; decades later, we're still making sure you chose right with Rubb.



ICAO aerodrome codes

The ABCs of aircraft hangar design



Code A <15m wingspan

Example aircraft
PIPER PA-31 / CESSNA 404 Titan

Suggested Rubb spec.
20m Span x 20m Long x 5m Leg C/W
18m Wide x 5m High Fabric Vertical
Lifting Door

Previous Rubb project
CAE Aviation, Seychelles International
Airport



Code B 15m – 24m wingspan

Example aircraft
BOMBARDIER Regional Jet CRJ-200 /
DE HAVILLAND CANADA DHC-6

Suggested Rubb spec.
25m Span x 30m Long x 6m Leg C/W
23m Wide x 6m High Fabric Vertical
Lifting Door

Previous Rubb project
Loganair, Dundee Airport



Code C 24m – 36m wingspan

Example aircraft
BOEING 737-700 / AIRBUS A-320 /
EMBRAER ERJ 190-100

Suggested Rubb spec.
40m Span x 45m x 8m Leg C/W 38m
Wide x 12.5m High Fabric Vertical
Lifting Door

Previous Rubb project
STS Aviation, Melbourne Intl. Airport



Code D 36m – 52m wingspan

Example aircraft
B767 Series / AIRBUS A-310

Suggested Rubb spec.
50m Span x 50m Long x 8m Leg C/W
45m Wide x 15m High Fabric Vertical
Lifting Door

Previous Rubb project
easyJet, Gatwick Airport / Welsh Gov.,
Bro Tathan Business Park



Code E 52m – 65m wingspan

Example aircraft
B777 Series / B787 Series / A330
Family

Suggested Rubb spec.
70m Span x 75m Long x 8m Leg C/W
65m Wide x 18.5m High Fabric Vertical
Lifting Door

Previous Rubb project
Turkish Technic, Istanbul Airport



Code F 65m – 80m wingspan

Example aircraft
BOEING 747-8 / AIRBUS A-380-800

Suggested Rubb spec.
90m Span x 90m Long x 12.5m Leg
C/W 85m Wide x 26m High Fabric
Vertical Lifting Door

Previous Rubb project
AAR, Chicago Rockford International
Airport

When a client approaches us to design their MRO hangar, they usually have an aircraft in mind. Boeing 737 or 747? A glance at these codes tells us exactly what we need to know.

Designing aircraft hangars is a complicated business. Rubb may have decades in the field with our fabric-clad, steel-frame hangars, but experience doesn't amount to much if we don't stay current with industry standards.

Clear classification

The International Civil Aviation Organisation (ICAO) developed a series of aerodrome codes to simplify aircraft categorisation by assigning aircraft two reference codes: one for field length (runway take-off distance—vital for airport planning), and one for wingspan.

As our main concern is custom-designing our fabric-clad MRO hangars for our clients' aircraft, we mainly refer to ICAO's wingspan codes. These run from A to F and have become industry shorthand for hangar requirements.

What about narrow- and wide-body?

Aircraft are still commonly categorised as narrow- or wide-body, though this classification is less specific than ICAO's codes. **Narrow-body:** Code C and D, 24m – 52m; **Wide-body:** Code E and F, 52m – 80m.

Clients often future-proof their hangars with larger spans for bigger aircraft, fleet growth, or servicing multiple planes. Most of our narrow-body hangars fall into Code D, while wide-body projects align with Code F. In our experience, Code C and E are rarely used outside specific airport needs.

Rubb's custom-designed MRO hangars

These codes allow us to clearly understand operational requirements and propose a high-quality, cost-effective solution. There's a reason clients like Boeing, Turkish Technic, and easyJet trust Rubb.

- **Custom bay configurations:** Single, double, or triple bay layouts
- **Quick installation:** Lightweight materials ensure fast construction with minimal disruption
- **Relocatable design:** Adaptable structures that can be expanded, moved, or reconfigured to match changing requirements

Three Mile Island

Zero compromise in nuclear decommissioning

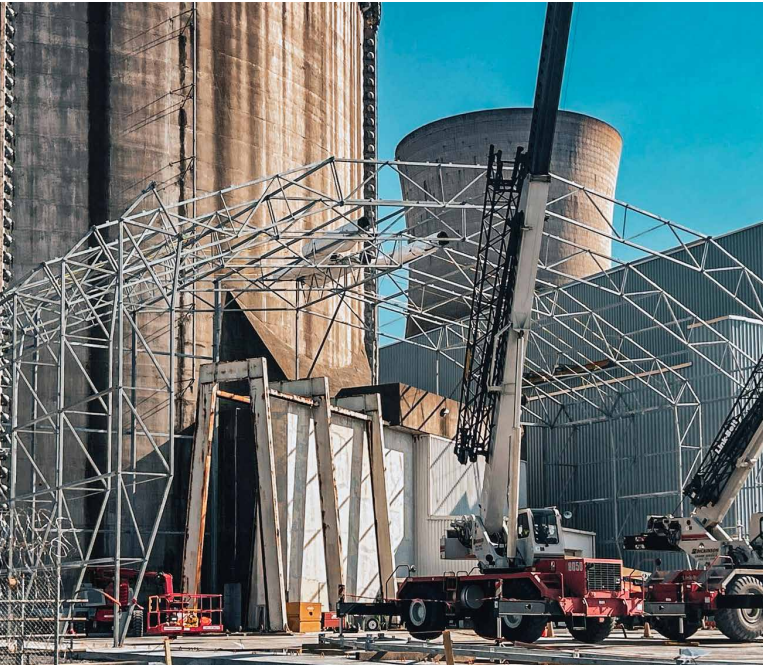


Work in progress: Completion is anticipated mid-2025.

When it comes to nuclear decommissioning, there is no margin for error.

The final phase of Three Mile Island’s Unit 2 cleanup—the site of America’s most significant commercial nuclear incident—demanded a containment solution engineered for absolute precision and reliability.

This is why Rubb Building Systems was chosen to design and fabricate a custom Decommissioning Support Building, ensuring total compliance with NRC and DOE regulations while safeguarding workers, the public, and the environment.



Engineering for the highest stakes

In March 1979, Three Mile Island’s Unit 2 experienced a partial meltdown that reshaped global nuclear safety standards. As the project enters its final phase of decommissioning, it requires a high-integrity structure designed for extreme safety, effective contamination control, negative pressure capability, and long-term durability.

Rubb’s Decommissioning Support Building is purpose-built to create a zero-risk operational environment, featuring:

- **Design, supply, and supervised installation of the structure:** 39.m span x 81m long x 12m sidewall
- **Post-production hot-dip galvanized steel (ASTM A123):** Fully sealed, corrosion-resistant framework
- **NFPA 701-compliant PVC cladding:** Self-venting and flame-retardant for maximum safety
- **Engineered negative pressure containment:** Integrated HEPA filtration for hazardous material control
- **Custom access systems:** Accommodates specialized nuclear remediation equipment
- **Independent structural validation:** Reviewed by nuclear engineering experts

“When dealing with nuclear remediation, structural integrity isn’t negotiable,” says David Nickerson, President & CEO of Rubb USA.

Our 40-year track record of zero structural failures across 77 completed nuclear remediation and storage projects speaks for itself.

Rubb’s experience in nuclear decommissioning includes our work at Idaho National Laboratory, where our structures facilitated the processing of over 10,000 cubic meters of radioactive waste—with zero safety incidents.

“The professionalism and responsiveness from the Rubb team are unmatched,” begins Jeep Mestayer, Project Manager at Energy Solutions.

They have been a true partner on this project, from initial design to fabrication and field operations.

Rubb’s collaborative approach ensures that every structure is tailored to the exact specifications of each nuclear site—off-the-shelf solutions don’t work in high-risk environments.

A new chapter for Three Mile Island

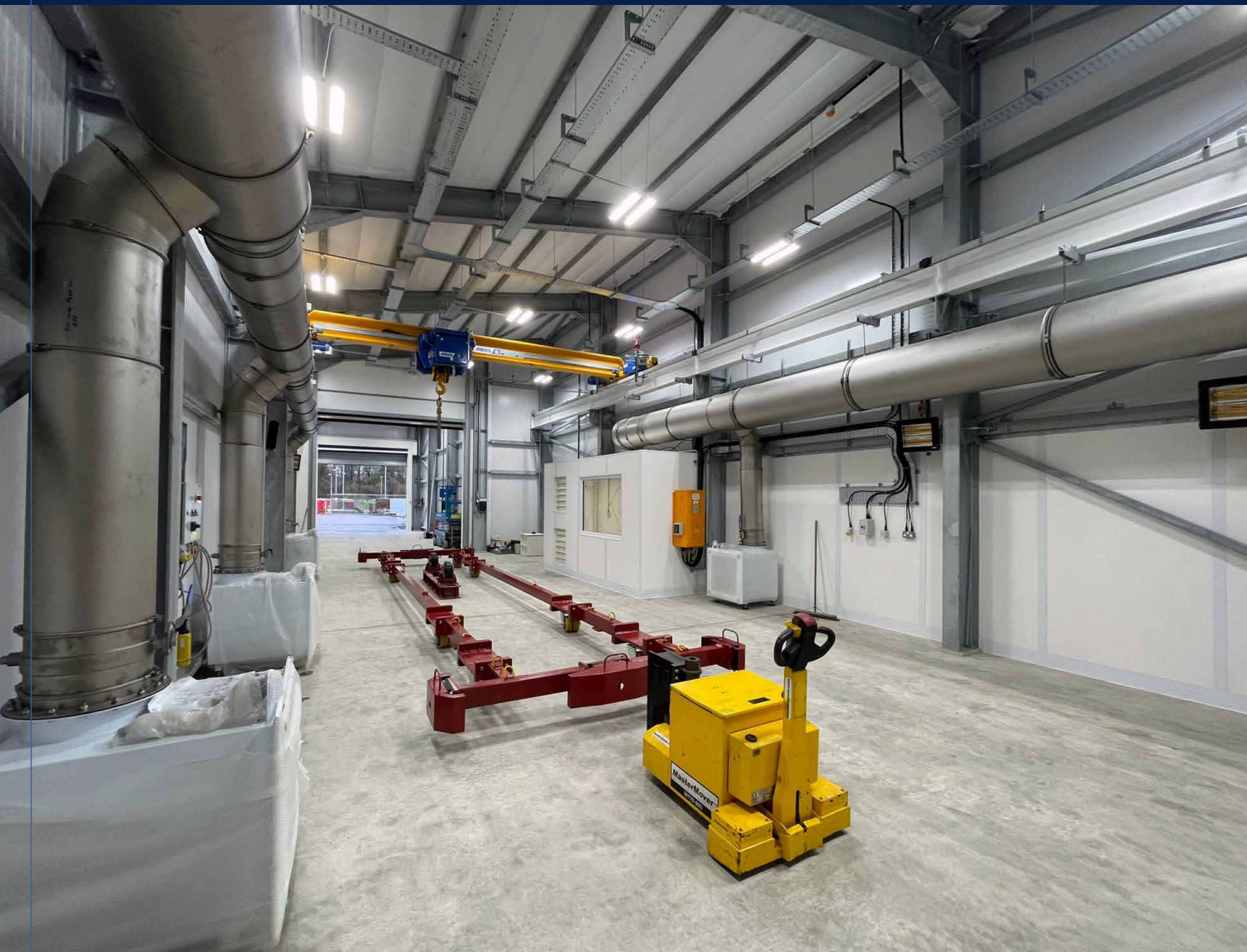
As Reactor 2 undergoes decommissioning, Three Mile Island is also evolving. Microsoft is repurposing the entire plant to support its AI data center operations—a striking example of how legacy infrastructure is being adapted for the future.

This energy transition highlights the adaptability of Rubb’s structures, which are engineered for both the safe retirement of nuclear facilities and the rapid deployment needs of emerging industries around the world.

With completion anticipated in mid-2025, this structure will stand as a testament to Rubb’s engineering excellence and environmental responsibility. Designed for future repurposing and relocation, it reinforces the sustainable advantages of properly engineered fabric structures in an era of increasing nuclear decommissioning projects.

With over 40 years of experience, 77 nuclear projects, and no structural failures, Rubb has gained the trust of industry stakeholders, showcasing why choosing a Rubb building is the only option when failure is not.





EDF Cyclife Bespoke nuclear waste disposal facility

Rubb has supplied EDF Cyclife—a leader in nuclear decommissioning and radioactive waste management—with a highly specialised waste disposal facility.

This bespoke solution was designed, manufactured, and installed by Rubb—showcasing our commitment to meeting the unique operational needs of highly regulated industries.

Since 2016, Cyclife has worked internationally to decommission and manage low- and very low-level radioactive waste. With a strong emphasis on recycling materials to promote a responsible nuclear industry, Rubb's sustainable solution was a perfect fit.



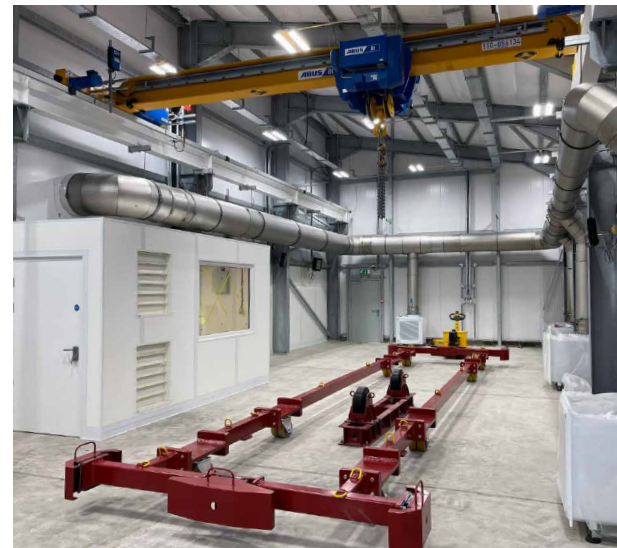
Fully custom solution

The 7.3m span x 29m long BVI facility is a fully custom design, developed through close collaboration with Cyclife's team to meet the specific requirements of radioactive waste processing. To enhance operational efficiency and safety, the building was divided into two primary areas:

- **Cleanroom:** This area functions as an 'airlock' with 4m x 4m roller shutter doors at each end, controlling access and containment.
- **Processing zone:** Equipped for waste handling, this area includes an overhead internal gantry crane and personnel cabin. Key features in this zone support the safe handling and segmentation of waste materials—a critical step in the disposal process.

Safety first

As with all our projects, safety was a priority in this facility. Wipe-clean surfaces and a custom ventilation system were implemented for efficient decontamination and airflow control. A firewall was also constructed along the side adjacent to existing structures for fire protection, while three strategically placed emergency doors on the rear gable, left and right side to ensure quick egress. Additionally, Rubb provided specialised electrical fittings and crane integrations to support safe and efficient operations.



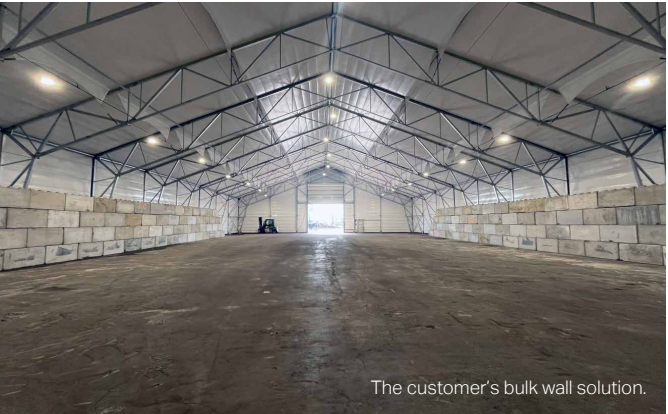
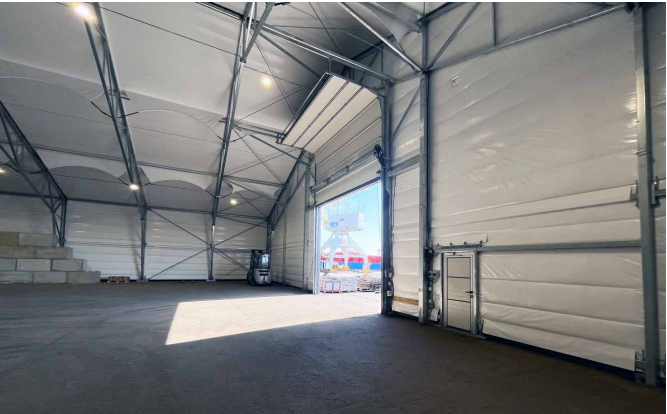
Hybrid cladding

The facility was designed with a specialised cladding and insulation system to ensure durability, optimal ambient temperature, and energy efficiency. The building's walls are comprised of insulated steel cladding, providing structural strength and thermal efficiency while matching the site's existing buildings. This is supported by the facility's roof, which features Rubb's 150mm Thermohall® PVC insulation system to avoid cold bridges and condensation issues. This combination of materials was chosen to meet the stringent requirements of both the facility and site, ensuring a robust and efficient solution.

The facility is now fully operational, supporting Cyclife's mission to safely process and minimise radioactive waste, and showcasing Rubb's expertise in providing custom solutions across highly specialised industries such as this.

Port of Horten

Rubhall AS delivers insulated port logistics hub



Rubhall AS has delivered a 1,500 m² insulated facility for Scan Logistic Partner AS at the Port of Horten, situated along Norway's Skagerrak coast.

This new 30m span x 50m long facility is designed to resist the port's harsh coastal climate with a hot-dip galvanized steel framework and rugged PVC cladding, while supporting the company's commitment to sustainable logistics solutions.

LECA logistics

Scan Logistic Partner AS will use the new building to store LECA balls, a lightweight material commonly used in construction made from clay, brick dust, and waste from the mineral albit. To manage storage effectively, they have installed their own bulk walls inside the building.

The facility's 50mm Thermohall® insulation helps protect the LECA balls from both moisture and temperature changes, keeping them in good condition in their coastal environment while maintaining high energy-efficiency—a must in Skagerrak's winter.

Sustainable solution

Scan Logistic Partner AS specialises in door-to-door logistics, managing the entire supply chain to ensure efficient and reliable delivery. Throughout their processes, they emphasise green transformation—aiming to operate terminals with environmentally friendly equipment, machinery, shore power, ships, and trucks.

It's no wonder they chose Rubb for this project, as we fully share their commitment to sustainability as we approach 100% recyclability for all our materials.

Our structures can be relocated, adapted, expanded, or dismantled to suit changing operational needs without the need for a new building. If a facility is no longer required, it can be resold with full refurbishment and recertification services available.

Combating coastal corrosion

With a history rooted in coastal structures, we understand the challenges of maritime environments. Buildings must withstand strong winds, high humidity, and salt exposure—year-round. The Skagerrak coast is no stranger to these harsh conditions, making corrosion protection a critical factor in this design.

Rubb's hot-dip galvanised steel frames provide long-term durability and corrosion resistance, ensuring the structure remains strong and reliable for decades. In fact, we have many examples of our port buildings standing the test of time for more than 30 years in extreme coastal conditions with minimal maintenance.

All Rubb structures are built to last. Our port buildings are no different.





We're proud to support Worley Rosenberg with another pair of high-quality facilities, reinforcing our commitment to durable and efficient industrial solutions.

Adm. Dir. / CEO, Renthall AS
Terje Hals

Worley Rosenberg

Twin paint & blast facilities mark eighth Rubb & Renthall project

Worley Rosenberg, a Norwegian company that specialises in designing and building assets for offshore industries, has once again chosen Rubbhall AS and Renthall AS to supply their latest paint and blast solution.

Founded in 1896, Worley Rosenberg operates from their Stavanger shipyard, located on the Northwest coast of Norway.

These 24m span x 40m long x 11m leg facilities are the eighth project Rubbhall and Renthall have supplied to the firm.

Installed by Plamek AS, the facilities are specially designed for sandblasting and painting large steel structures. Vertical lifting doors, measuring 20m wide x 10m high, allow easy access for huge parts to be processed. Each structure also features a robust extraction system and an additional inner fabric cladding to ensure the working environment remains sand and dust free throughout the treatment process.

30 years strong

Rubb revitalises CHEP UK's 1994 facility

Rubb UK recently completed a re-sheet project for CHEP UK, a global leader in supply chain solutions. Originally constructed by Rubb in 1994, the 24m span, 36m long, 6m leg warehouse has been given a new lease of life.



After 30 years of heavy industrial use, the BVE structure has been fully re-sheeted with fresh fabric cladding and new tensioning fittings.

Featuring Rubb's signature blue walls and white roof, natural light is maximised within the structure for a brighter working environment. Custom cutouts were also included in the new cladding to accommodate the facility's paint line ventilation ducting.

None of the original hot-dip galvanised steel framework was replaced, which is still standing strong thanks to our robust design and anti-corrosion coating.

While Rubb was on site, CHEP asked us to install a new 3.3m x 4m electrically-operated roller shutter door. Customers that use Rubb's re-sheet service often take the opportunity to upgrade their buildings.

Minimising disruption

CHEP UK required continuous operation of their production line throughout the re-sheeting process. We worked closely to plan and execute the replacement in sections, minimising disruption and allowing the facility to function without downtime.

This re-sheeting project revitalised CHEP's facility, enhancing its functionality, light levels, and life cycle for significantly less than the cost of a new building. Why re-buy when you can re-sheet?



A great experience from start to finish. From the initial consultation to the finished building, Rubb provided a first-class experience with minimal disruption to our operation.

General Manager (Peterhead), CHEP UK
Lee Donald

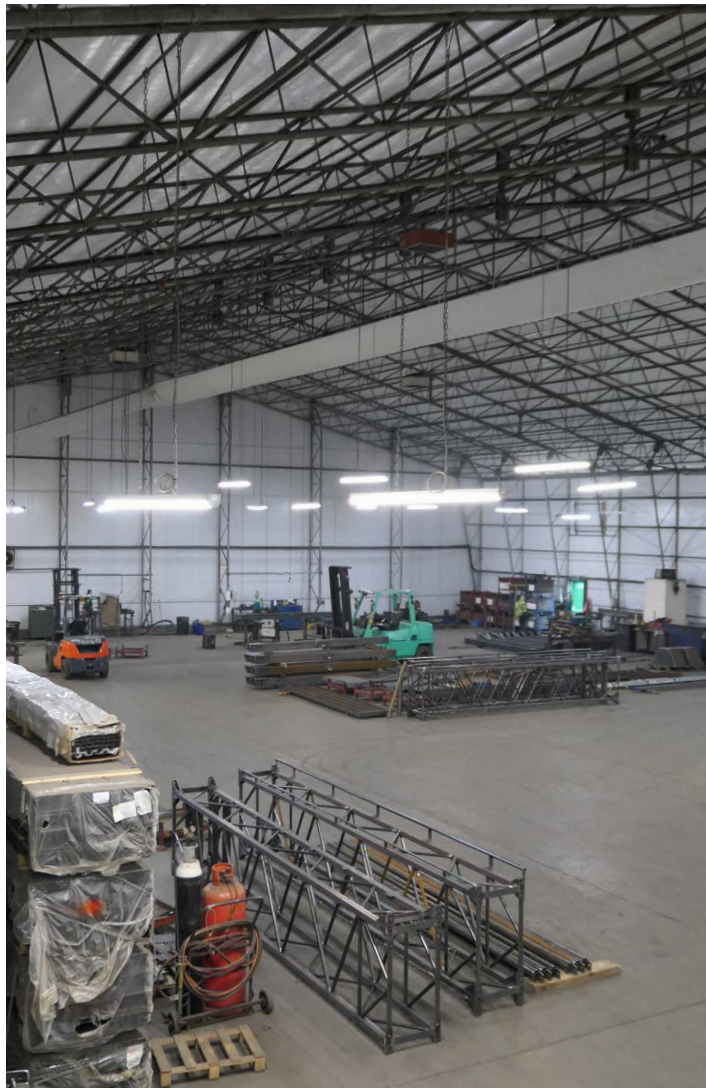


Our bottom shop
Rubb UK's fabrication facility
receives energy-efficient upgrade



It's a lot warmer inside and it looks much more modern from the outside as well. It's a great space to work in.

Fabricator/Welder, Rubb UK
Liam Hay



Rubb's Gateshead fabrication facility, nicknamed the 'bottom shop', has undergone several transformations since its initial construction more than 30 years ago. The latest one was just in the last few months.

While the structure currently provides space for our fabrication and welding processes, it was originally built as a response to a fire at a Marks & Spencer distribution centre. The BVE type building was quickly assembled so they could resume operations, then returned to our yard once the crisis was averted.

It's remained a key part of our framework fabrication operations ever since.

Three decades strong

Over the past 30 years, the bottom shop has gradually been upgraded while maintaining its original hot-dip galvanized steel framework. Originally constructed with green and white PVC cladding, the facility has undergone so many modifications it's almost unrecognisable now.

In 2009, we were going through a rapid period of growth thanks to our ever-expanding military sector and several significant sport projects. To keep up with the orders, our yard needed to be rearranged to maximise the space available for outgoing deliveries.

All Rubb buildings can be relocated, so it was no problem to move it nine metres (roughly three module lengths) to the edge of our site. While it was dismantled, its 24m span was upgraded to 30m with additional apex fabrication to house both our growing team and the increasing scope of our projects. Its nearly twenty-year-old PVC cladding was also re-sheeted to incorporate the wider span.

Latest upgrade

At the end of 2024, the facility has been upgraded once again with 150mm Thermohall® insulation to its roof and Heli-Door, as well as composite cladding to the walls and gable ends. A modern heating system was also installed, with its warm air circulated by a roof-mounted fabric ducting system.

This upgrade has had a significant impact on the internal environment of the bottom shop, improving the overall temperature control and greatly increasing its energy efficiency.

The enhanced insulation ensures a stable temperature throughout our chilly North East winters, providing a comfortable space for the team to work in while lowering operational costs and reducing our carbon footprint.

After three decades, this building has done more than just stand the test of time. It's grown with the people and projects of Rubb. It may look new from the outside, but inside it's still the same framework from thirty years ago that's seen so many apprentices' first days and veterans' retirements. It's our bottom shop.

Stålgross

Second Thermohall® warehouse from Rubbhall AB

Stålgross is one of Sweden’s leading suppliers of flat hot-rolled sheet metal and rough plate products, with deliveries taking place from their warehouse in Mariestad.

Stålgross take pride in building partnerships together with their customers, with their key considerations being quality, safe delivery, and customer satisfaction. “We operate in a market where trust is the key to success,” says Stålgross owners Daniel Welander and Johan Helge.

With trust their top priority, it’s no surprise they also value long-term partnerships with their suppliers.

Contact with Rubb was first made in 2017 when their operation in Mariestad required more storage space. The first structure, measuring 30m wide x 80m long with a roller shutter door size of 7m x 5m and access doors to the rear gable and one sidewall—completed in August 2018.

The steel company’s logo is showcased on a sign welded to the rear gable’s PVC cladding. An effective option from both a branding and local advertising perspective.



Stage two

As their business steadily grew, they contacted Rubb again to secure a second building for their expanding operations. This new warehouse measures 20m wide x 55m long with a 5m x 5m roller shutter door and access door to the side. The project was recently installed in February 2025 to the rear of their site.

Stålgross decided to complete both structures with Rubb’s Thermohall® insulation system to ensure a stable indoor climate. This enhances working conditions for employees while also preserving the quality of their untreated steel products by maintaining optimal temperature and humidity levels.

This marks another successful delivery and satisfied returning client for Rubbhall AB.



◆ **Building #2 (2025)**
20m wide x 55m long /
5m x 5m roller shutter door

◆ **Building #1 (2017)**
30m wide x 80m long /
7m x 5m roller shutter door



Engineering a pickleball revolution
Rubb pioneers the future of sports infrastructure
with The Fort

The Association of Pickleball Players (APP) sought more than just a facility for its global headquarters—it needed a revolution in sports infrastructure. Rubb delivered exactly that at The Fort in Fort Lauderdale: a blueprint for sustainable, high-performance athletic venues.



The Fort was designed to be a venue that redefines the sport. It needed to provide a championship atmosphere, control climate and noise, and integrate seamlessly with the surrounding spaces. It also had to be energy-efficient, low-maintenance, and match-ready.

Co-Founder, The Fort
Brad Tuckman



Breaking new ground

With 50 million active U.S. pickleball players and the highest concentration in the Miami-Fort Lauderdale area, ordinary structures would not suffice. The challenge required pushing engineering boundaries to create a facility that could host international tournaments, operate sustainably year-round, withstand Florida’s extreme weather, and maintain perfect playing conditions regardless of the elements.

The Fort features two innovative Rubb BVE structures:

- 36,800 total sq. ft. across twin spans
- Custom-engineered, weather-sealed steel mounting system for a complete solar panel installation covering the entire front roof of each structure.
- Hurricane-resistant design certified for 180 mph winds
- 9.1m ceilings for elite competition play

Senior VP of Sales Coby Morin notes, “This project drove us to innovate beyond standard designs. The engineering team developed a structure that doesn’t just house courts—it advances the entire sport.”

An elite venue for players and community

The Fort’s status as the APP global headquarters testifies to Rubb’s game-changing sports engineering. The venue will host premier tournaments, be the official APP Next Gen U.S. National Team training center, and provide year-round programs for professionals and youth.

Amenities include:

- 14 weather-protected championship courts
- World’s first dedicated pickleball stadium
- 4,000 sq. ft. event center
- Comprehensive player facilities
- Social and community spaces

“The clear-span design gives players the freedom to move while the solar array powers the facility with sustainability in mind,” says Tuckman. “Even the way the structure frames the club entrance was intentional—it sets the tone before you even step inside.”



Integrated solar design

Rubb’s solar panel mounting system supports 1,051 panels while maintaining complete roof integrity and reducing The Fort’s carbon footprint by 40%. The robust setup proved so resilient that installation teams could walk directly on the PVC membrane—a testament to Rubb’s uncompromising engineering standards.

“That’s why we chose Rubb,” Tuckman explains. “No other provider came close to their level of engineering and attention to detail. Their structures transformed our indoor courts into a world-class playing environment—spacious, climate-controlled, and naturally insulated from outside distractions.”

Uncompromising performance standards

To achieve Miami-Dade certification, The Fort passed stringent tests for impact resistance, wind performance, accelerated weathering, and static pressure. The result is a facility that doesn’t just meet standards—it sets them.

Tuckman emphasises, “Working with Rubb sent a clear message: The Fort isn’t just another venue. It was designed by the same company that engineers military-grade aircraft hangars, this facility was made to withstand anything.”

A model for the future

As pickleball surges in popularity, The Fort, a testament to Rubb’s innovative engineering, demonstrates how environmentally sustainable, competition-caliber venues can and will shape the sport’s future.

“The Fort isn’t just a place. It’s a promise—to every player who steps inside, to the future of the sport, and to the legacy we’re building here,” Tuckman affirms. “And thanks to Rubb, it’s a promise that will stand the test of time.”



30m EFASS

First £1.34m NATO/RAF order secured

Rubb has expanded its military hangar capabilities with the development of the new 30m EFASS, a deployable system designed specifically for Remotely Piloted Air Systems (RPAS).

This latest addition to the EFASS range enhances Rubb’s ability to support next-generation unmanned aircraft operations. Its low-profile structure and wide door system is engineered to meet the needs of the Protector RG1, the RAF’s next-generation unmanned aerial system.

Research & development

Extensive R&D began in 2023, with several concepts on the drawing board. The team settled on a WW2-inspired design, taking cues from the 1940s’ blister hangars. These were among the world’s first prefabricated, portable military aircraft hangars designed by British architect Graham Dawbarn.

The blister hangar’s arched span was reimagined with the EFASS’ faceted profile, allowing the system to share components with our 25m model. This bolsters manufacturing and stock efficiency, while aligning with RAF 5001 Squadron’s existing installation expertise.

Rubb’s in-house vertical-lifting Heli-Door system also received an upgrade. A new 30.85m-wide by 8.92m-high system with a clear opening width of 30.19m was developed to match the Protector RG1’s low profile and wide span.

In another first for the EFASS range, the 30m-span system utilises compact 3m modules to withstand enhanced wind and snow load standards. Additionally, a bespoke electric kit has been designed to support the Protector RG1’s specific operational requirements.

The first 30m EFASS prototype was trialled at Rubb’s Gateshead HQ in November 2024 and saw the successful erection of two spans and one 30.85m-wide Heli-Door, complete with PVC cladding.



First £1.34m order secured

Following the successful trial, NATO and the RAF have placed a £1,345,000 order for two 30m x 21m EFASS hangars, each featuring 100mm Thermohall® insulation and a 30.85m-wide Heli-Door to each gable allowing uninterrupted runway access. These hangars will support the very first global deployments of the RAF’s Protector RG1.

The contract includes on-site training at RAF Wittering for 5001 Squadron, who are responsible for the rapid construction of Temporary Working Environments (TWE). 5001 Squadron’s cooperation has been instrumental to the development of the EFASS range, providing invaluable ‘boots on the ground’ feedback for over twenty years.

The 30m EFASS has also been developed in close collaboration with 31 Squadron—the RAF Waddington-based unit responsible for operating the Protector RG1—to ensure the hangar system meets their exact requirements.

This contract is the latest milestone in Rubb’s long-standing relationship with the UK Armed Forces, going back to 1979 when the RAF tasked the company to supply military buildings for the world-famous Red Arrows. Today, Rubb holds a £9.7m single-source contract with the MoD, supplying industry leading, deployable aircraft hangars and through-life support.

Buying British

The development of the 30m EFASS has been made possible with the expertise of our British supply chain. Rubb’s commitment to UK manufacturing has never wavered since we were first founded in 1977.

Key suppliers include EDMO, Anixter Fasteners and local suppliers Airowsafe, Birtley Galvanizing, Rotational Engineering, SMW, JK Lifting, and Elite Powder Coatings.

This latest EFASS development is the result of close collaboration with the RAF, ensuring we continue to deliver innovative, high-quality hangar systems built for the future.

Managing Director, Rubb UK
Ian Hindmoor



Lithuanian Air Force
New rapidly deployable aircraft hangars
brings LAF's total to twelve

Rubb UK has supplied six new 20.4m span x 30m long EFASS structures to Lithuanian Air Force's Šiauliai Air Base in strategic partnership with Taiklu UAB.

This brings the total to twelve EFASS hangars lining the air base's runway, which will support NATO's Baltic Air Policing capability.

This mission sees allies such as the UK, USA, France, and Germany take turns deploying to the Lithuanian base on a four-month rotational basis to secure its airspace. It is a collective task and involves the continuous presence— 24 hours a day, 365 days a year—of fighter aircraft and crews, which are ready to react quickly to possible airspace violations.



The French Air Force utilised Rubb's EFASS hangars during their latest deployment to Šiauliai Air Base.



Time and again Rubb's EFASS hangars have been proven as a robust choice for rapid aircraft deployment. These new hangars will serve the air base well for many years to come, and play a significant role in NATO's Baltic Air Policing missions.

Sales Director, Rubb UK
Andrew Knox



Ready for action

Operational readiness is their top priority, so each hangar is fitted with two of Rubb's Trident door systems—one at each gable. Designed for rapid aircraft deployment, these full end-opening aircraft hangar doors greatly speed up aircraft response times when every second counts. When not in action, the facility can be fully closed at the press of a button—measuring 30m nose-to-nose.

These six new hangars are the latest in Rubb's longstanding relationship with the LAF. Three 20.4m EFASS hangars were originally supplied in 2005, with a further three ordered in 2015. Those original three hangars were then refurbished at Rubb UK's Gateshead HQ.

Rubb's on-site installation supervisor worked with the local labour force to erect one new hangar every 5 days, doubling their aircraft capacity in a matter of weeks. That's why the EFASS is an industry leader.

Op BILOXI

Rising to the challenge of deployable design

Since 2017, the RAF has contributed to NATO’s Southern Air Policing mission, where member states assist the Romanian Air Force’s fast-jet fleet in protecting Black Sea airspace. The RAF have named this Operation BILOXI.

Last July marked the end of the RAF’s fifth four-month detachment in Romania.

In each of these missions, the RAF’s Expeditionary Air Wing’s 150 personnel have arrived in Mihail Kogălniceanu Airbase with 20ft ISO containers in tow. Neatly packed inside is Rubb’s deployable hangar system.

This last detachment saw the RAF’s four Typhoon jets supported by three 20.4m EFASS hangars, one 18m sunshade, and one 9.1m ECASS. All of this must be erected, then dismantled in a four-month window—only to be deployed again the following year.



It was great to work with 5001 Squadron and help them overcome one of the main issues they face when deployed overseas. Working closely with the squadron provides important feedback, that allows us to continuously improve and enhance our deployable hangar solutions.

Sales Director, Rubb UK
Andrew Knox



Drilling down

This presented a problem for 5001 Squadron, the RAF team dedicated to the rapid installation of fast-jet and rotary infrastructure.

Typically, Rubb’s EFASS hangars are globe-trotting assets that follow RAF requirements from country to country. These, however, were being erected on the exact same concrete slabs year after year.

The EFASS anchoring system required new holes to be drilled each time it was deployed. 5001 Sqn’s strict safety standards stated a minimum distance between previously drilled holes and new ones.

After so many deployments, they were running out of space.

What may sound like a showstopper was actually an opportunity for Rubb to rise to the challenge and put our engineering expertise to work. Over the course of a few weeks, Rubb’s design team developed a new reusable chemical resin anchor sleeve system that allows 5001 Sqn to return year after year without issue.

The EFASS is so advanced due to countless situations like this. Since 2002, real-world feedback from military personnel has developed it into the ultimate deployable hangar solution.



The 2024 closing ceremony.

Rinse and repeat

Following the completion of Op BILOXI’s latest detachment, the RAF’s EFASS assets have been dismantled and returned to storage in their 20ft ISO containers. They won’t be there for long, however, as they are due to be returned to Rubb’s Gateshead, UK plant for refurbishment before redeployment.

Once on site, Rubb will refurbish the hangars and return them to A1 (new) condition. This involves carrying out a full inventory of parts, servicing, repairing and repacking items ready for redeployment.

All refurbished hangars are also brought up to modern specifications, ensuring the hangar’s high-quality performance will continue for multiple deployments over many years.





Predators Run

Ship-mounted Rubb solution supports outback exercise

When at sea, space is always at a premium—even on colossal Bay-class landing ships.

That’s why the sixteen-thousand tonne, 180m long RFA Lyme Bay has been fitted with a Rubb building since 2015.

From the Red Sea to the Caribbean, RFA Lyme Bay has sailed the world over with the Rubb structure on its deck. Now it’s travelled down under to facilitate a major Royal Marines exercise in the Australian outback.



Predators Run has presented a fantastic opportunity for us to operate in the Pacific region at a greater scale than we have achieved previously. Working closely with key regional partners and sharing lessons as we learn, it has been impressive to see how quickly we have been able to achieve genuine interoperability between our nations in a short period of time.

Commander of the Land Force of Littoral Response Group (South)
Lieutenant Colonel Oliver Denning RM



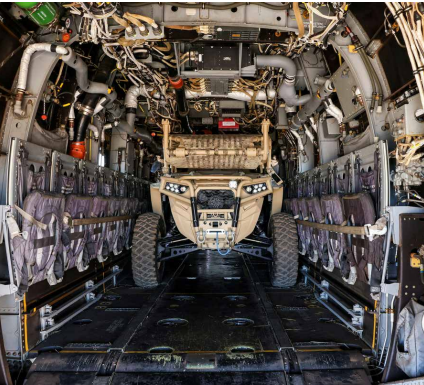
Ship to shore

RFA Lyme Bay arrived in Darwin, Australia ready to engage in Exercise Predators Run. Aiming to enhance joint combat capabilities, the exercise brought together 40 Commando Royal Marines, the Australian Army’s 1 Brigade, the US Marine Corps, and regional partners from the Philippines and Timor.

The exercise examined how the UK’s Commandos could function ahead of the main allied force—operating far from established supply lines in small raiding teams to create maximum disruption for the enemy.

Carrying out simulated raids ‘deep behind enemy lines,’ the Commandos were covertly deployed by helicopter and raiding craft from RFA Lyme Bay under the cover of darkness.

RFA Lyme Bay served as a launchpad for both amphibious and helicopter assaults, with three Commando Merlin helicopters from the Commando Helicopter Force’s 845 Naval Air Squadron flying marines into action.



Durable asset

The Rubb NV structure—initially fitted to the RFA Lyme Bay in 2015 and refurbished in 2018—boasts a 15m span and extends 18m in length with a sidewall height of 5m. It features:

- Galvanized roof and leg lattice steelwork with a 3m modular construction
- PVC-coated polyester structural fabric cladding on the roof and sidewalls, robust weather resistance
- Main and auxiliary wind bracing cables in the end modules, ensuring stability in challenging conditions
- A manually operated roller shutter door in the front gable, with three fire/access doors
- A steel foundation ring beam, providing a stable and secure base

The structure offers a multifunctional space that can be rapidly reconfigured, whether for vehicle or aircraft maintenance, equipment storage, or operational planning—key factors in supporting the complex logistics of Predators Run.

Op CLOCKWORK
Supporting Royal Navy extreme
cold training

In 2015, Rubb UK & Norway joined forces to design, manufacture, and construct two 30m span x 40m long BVE hangars for the Royal Navy. 10 years later, they're still going strong in the extreme cold of northern Norway.

Based in Bardufoss Air Station, the hangars were specifically designed to house the Commando Helicopter Force's Merlin Mk4 helicopters as they take part in winter training operations across the bitter tundra.

The two structures are used as MRO facilities for the Merlin Mk4s of the 845 Naval Air Squadron, with each featuring a roof-mounted maintenance crane with a Safe Working Load of 6,300kg. Access and egress to both buildings is provided by a pair of vertically-folding 21.5m x 7.8m Rubb Heli-Door systems.

The buildings are complete with 100mm Thermohall® insulation, giving them an insulated U-Value of 0.36 W/m2K—essential for both machinery and personnel when temperatures can reach as low as -30°C.

The hangars joined two existing buildings supplied by Rubb Norway to the Royal Norwegian Air Force's base, bringing the total to four top-spec Rubb buildings on the Arctic Circle site.



Every year, CHF crews fly their Merlins 2,000ft above sea level to replenish the firewood stock of the emergency arctic cabins.



Engineers from 847 Naval Air Squadron conduct routine maintenance on a Wildcat helicopter.



Like clockwork

Since 1969, the Commando Helicopter Force (the wings of the Royal Marines) and their predecessors have conducted Op CLOCKWORK to ensure they are equipped to support the Royal Marines in sub-zero temperatures.

Every winter, 845 NAS deploy to Op CLOCKWORK to train and test their people and equipment against the harsh arctic conditions in a gruelling regimen.

The field aspect of training involves naval personnel spending six days in the ice cold where they practise trekking through deep snow, surviving avalanches, living without rations in tents, and escaping freezing water. All kinds of roles are put through their paces with this intensive survival training as chefs, ground and air crews, helicopter engineers, and logistics experts all enter the wilderness alike.

Aircrew have their own challenges as they work on their Environmental Flying Qualifications. From learning to maintain their aircraft in sub-zero temperatures to landing in a snow cloud, all aspects of winter warfare are covered.

After Op CLOCKWORK wraps up for the winter, the CHF crews fly their Merlins 2,000ft above sea level to replenish the firewood stock of the emergency arctic cabins found in the Øvre Dividal National Park. This has become a longstanding gesture of thanks to the local Norwegians for their yearly support of the Royal Navy's deployment—and may prove to be lifesaving for any hikers trapped in a snowstorm.





RNAS Yeovilton

Rubb UK wins tender for second helicopter hangar

i Rubb achieved a perfect 100/100 score on the technical submission.

Rubb UK is proud to announce that we have been awarded a tender to deliver a new, state-of-the-art hangar at RNAS Yeovilton.

This follows our successful delivery of a top-spec 25m EFASS hangar in 2023, which continues to serve as a critical asset for aviation operations at the site.

The new structure, a 25m x 55m PDM model from Rubb UK's new pre-designed building range, has been specifically configured to support helicopter maintenance activities at RNAS Yeovilton.

Set to be installed in 2025, the maintenance hangar will be complete with:

- Thermohall® insulation to ensure optimal thermal efficiency and environmental control
- A Rubb 21.5m Heli-Door system for seamless helicopter access, along with four additional access doors for personnel
- A 3.2-tonne gantry crane to facilitate heavy maintenance work

As part of the tender process, Rubb achieved a perfect 100/100 score on the technical submission, reflecting the precision, quality, and expertise of our designs. The building will be delivered and installed to meet the high standards required for military aviation facilities.

This project is another milestone in our ongoing relationship with the UK's Ministry of Defence and highlights the advantages of Rubb's pre-designed building range. Engineered for efficiency and reliability, this range offers a faster route to high-performance, durable structures tailored to meet specific client needs.

Stay tuned for updates.

Top Guns: Inside the RAF

Rubb EFASS hangars take centre stage

The second series of Top Guns: Inside the RAF has wrapped up on Channel 4, offering a unique behind-the-scenes look at the Royal Air Force's frontline operations.

This series revisits RAF Akrotiri, Cyprus, and for the first time, takes viewers inside Mihail Kogălniceanu Airbase, Romania—both key locations where Rubb's EFASS deployable hangars play a crucial role in supporting RAF missions.

RAF Akrotiri

At RAF Akrotiri, home to a deployment of the RAF's Eurofighter Typhoons, Rubb's 20.4m-span EFASS fighter jet hangars provide essential protection for the aircraft, ensuring rapid deployment capabilities. The base also houses a 25m-span EFASS and multiple Rubb sunshades, which safeguard MQ-9A Reaper drones and Watchkeeper RPAS, key assets in modern aerial surveillance and strike operations.

This season features RAF Akrotiri's pilots in action, including high-intensity deployments against Yemen's Houthis and the crucial role of the RAF's MQ-9A Reaper team, filmed up close for the first time in a documentary setting.



Wing Commander Mark Robertson, Commanding Officer of XI (F) Sqn.



Operation BILOXI

In Mihail Kogălniceanu Airbase (MK Airbase), Romania, the RAF plays a vital role in NATO's Southern Air Policing mission—Op BILOXI. Supporting this mission, the RAF forward deployed three Typhoon jets, housed within Rubb's 20.4m EFASS hangars. Additionally, an 18m sunshade and a 9.1m ECASS structure provided crucial protection for aircraft and personnel.

This marks the first time Top Guns: Inside the RAF has captured the RAF's NATO air policing missions in Eastern Europe, showcasing how British pilots train alongside and against allied air forces to maintain regional security.

Unprecedented access

With unprecedented access to fighter jets, drones, and service personnel, Series Two of Top Guns: Inside the RAF takes viewers right to the heart of military aviation. Cameras inside the cockpit offer a pilot's-eye view of high-stakes missions, featuring operations over Syria, intercepting Iranian drones over Israel, and precision strikes in Yemen (pictured above).

All all six episodes of Series Two are available on Channel 4 catch-up.





Fredrik Holmedal New CEO of Rubbhall AS

Rubbhall AS is pleased to announce the appointment of Fredrik Holmedal as CEO, effective 1 August 2024. He succeeds Erik Storhaug, who has successfully led the company since 2019 and now fully steps into his role as O.B.Wiik AS CEO.

Fredrik has been an integral part of Rubbhall AS, Norway, for four years, holding key roles including Project Manager and COO. His appointment reflects the company's commitment to developing leadership internally and strengthening its foundation for future success.

"At Rubbhall, internal recruitment is a priority. By promoting talent from within, we not only show confidence in our people but also build a strong platform for continued growth," says former Rubbhall CEO Erik Storhaug, who now holds multiple leadership positions within the group.

Fredrik brings extensive technical and leadership experience to his new role. Before joining Rubbhall AS, he worked in the automotive industry, holding a Bachelor's degree in Mechatronics, Robotics, and Automation Engineering from the University of Agder (UiA).

The leadership team at Zurhaar Group, parent to Rubb Industries AS, is confident in Fredrik's ability to take the company forward.

"We are very pleased that Fredrik has accepted this responsibility. I look forward to working closely with him in the years ahead, and he will be a valuable part of the Zurhaar AS CEO group," says Rune Birkeland, CEO of Zurhaar Group.

We congratulate Fredrik on his new role and look forward to an exciting new chapter for Rubbhall AS.



I am incredibly proud and grateful for the opportunity to lead Rubbhall AS into the future. We have a dedicated team and a strong foundation, and I look forward to driving further growth and innovation.

CEO, Rubbhall AS
Fredrik Holmedal

Left: Fredrik Holmedal, CEO, Rubbhall AS
Right: Erik Storhaug, CEO, O.B.Wiik AS



Leaders from across Rubb Industries, O.B.Wiik, and Zurhaar were awarded diplomas after completing the Zurhaar Academy courses.

Zurhaar Academy

First diplomas awarded to graduates

In 2023 Zurhaar Group announced the establishment of Zurhaar Academy, and in 2024 we have followed this up with action.



Several leaders in the many Zurhaar Group operating companies have had an extensive management course, with many also attending our finance and accountancy programme.

Zurhaar Group's CEO, Rune Birkeland (pictured centre), is very proud to have been able to personally hand out the diplomas for both Zurhaar Academy courses in late November 2024.

The goal of Zurhaar Academy is to develop our valuable employees to be even better equipped to carry out their work. This this also increases their personal development in the process and helps them reach career milestones.

Zurhaar Academy's programmes use a mixture of external coaches and skilled financial and accounting personnel that we have within the Group.

Together this will make all our employees, the operating companies, and ultimately the Zurhaar Group well-equipped to tackle a very competitive market.

We'd like to offer our congratulations to Zurhaar Academy's 2024 cohort and look forward to welcoming more students throughout 2025.

Up next: Rubb UK and USA meet in Oslo, Norway for leadership training.



Rubb Middle East Africa

Expanding to meet regional demand

Rubb has expanded its presence in the Middle East and Africa, establishing a strong regional foothold with headquarters in Dubai, UAE, and Johannesburg, South Africa.



Right, top: Dylan McNamara, Partner / CEO
Right, bottom: Quentin McNamara, Partner / COO

This growth is spearheaded by Dylan McNamara and Quentin McNamara, who bring extensive expertise in industrial infrastructure, market expansion, and strategic project execution.

The establishment of an on-the-ground presence supports Rubb's global expansion into new markets, allowing Rubb MEA to navigate local regulatory challenges and align with key regional partnerships. With a team experienced in delivering large-scale projects across aviation, logistics, cold storage, and industrial sectors, we are well positioned to execute and support infrastructure development across the region.

Rubb's insulated and climate-resilient building solutions are ideally suited to the Middle East and Africa's extreme climatic conditions. Combined with our prefabricated construction methodology, we offer highly flexible, rapidly deployable solutions that are ideal for both urban expansion and remote, hard-to-access locations.

MRO Middle East 2025

Rubb's participation at MRO Middle East 2025 was a key milestone in establishing our presence in the aviation sector, with a highly successful week of customer engagements and stakeholder discussions. As MRO providers seek scalable, cost-effective, and climate-adapted infrastructure, Rubb's clear-span, relocatable hangars offer an efficient alternative to traditional buildings.

Featuring our Thermohall® insulation, Rubb hangars provide energy-efficient climate control, ensuring optimal operational conditions in the region's high-temperature and high-humidity environments. Our quick-deploy modular structures allow for faster project delivery, helping MRO facilities expand capacity and optimise costs in a rapidly evolving aviation landscape.

As we continue to expand across the Middle East and Africa, Rubb MEA remains committed to delivering innovative, resilient, and future-ready infrastructure solutions tailored to the region's unique challenges.



excellence in engineering