AD 1.2 Rescue and fire fighting services and snow plan

1 Rescue and fire fighting services

Adequate rescue and fire fighting vehicles, equipment and personnel are available at all aerodromes open to international commercial air transport.

The level of protection available is determined by the aerodrome category. Each rescue and fire fighting service is under the supervision and full service on a 24 hour basis is normally provided.

Note.– For heliports, special rules will apply.

Information about whether there is service or not and also the extent of the service is given on the relevant page for each aerodrome. Scheduled or non-scheduled traffic with aircraft carrying passengers are not allowed to use aerodromes without Rescue and Fire Fighting Services.

Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

Aerodrome category	Foam meeting performance level A		Foam meeting performance level B		Foam meeting performance level C		Complementary agent	
	Water (L)	Discharge rate foam solution/ minute (L)	Water (L)	Discharge rate foam solution/ minute (L)	Water (L)	Discharge rate foam solution/ minute (L)	Dry chemical powders (kg)	Discharge Rate (kg/ second)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	350	350	230	230	160	160	45	2.25
2	1000	800	670	550	460	360	90	2.25
3	1800	1300	1200	900	820	630	135	2.25
4	3600	2600	2400	1800	1700	1100	135	2.25
5	8100	4500	5400	3000	3900	2200	180	2.25
6	11800	6000	7900	4000	5800	2900	225	2.25
7	18200	7900	12100	5300	8800	3800	225	2.25
8	27300	10800	18200	7200	12800	5100	450	4.5
9	36400	13500	24300	9000	17100	6300	450	4.5
10	48200	16600	32300	11200	22800	7900	450	4.5

2 Snow plan

2.1 Responsibility

The airport authority is the organization responsible for the operational maintenance of aerodrome pavement areas (evaluating the serviceability of the aerodrome elements and any change of their status) and for reporting the relevant information.

2.2 Measurement of contaminate depth

A metallic measuring rod will be used for measuring the depth of a layer of contaminate. The depth of standing water will be measured by the optical measuring rod OL-1 or a metallic measuring rod.

2.3 Measurement of braking action

The friction coefficient on runways will be measured with the SARSYS - STFT and ASFT. If aerodrome authority will use other braking action devices, those devices will be correlated to SARSYS - STFT and ASFT values. Based on these values the friction coefficient will be calculated as an average value for each third of the runway. Runway friction coefficient can be used by aerodrome operator for upgrading or downgrading of runway condition code (RWYCC).

2.4 Removal of snow (slush, ice and water)

Snow and slush are removed by sweepers, rotary ploughs, motor grades, bulldozers and blowers. Ice is removed by thermal equipment and chemicals (or a combination of both methods). Standing water is removed by blowers and sweepers.

For additional information see AD 2.7.

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2.5 Snow removal priorities

Priority 1:

The following priorities are used for snow clearance and treatment:

1. Runway in use;
2. Access roads for the fire fighting vehicles for runway in use;
3. Taxiways in use;
4. Aircraft stands in use;
5. Other areas essential for operation of the aerodrome, e.g. navigation and communication sites, visual aids and meteorological equipment.

Priority 2:

1. Other runways and taxiways than those cleared as priority 1;
2. Other aprons/parking places;
3. Other areas such as roads and carparks.

2.6 Coordination of snow removal

For keeping the movement areas operational, the aerodrome service cooperates with the ATC service.

2.7 Distribution of information on snow conditions

The information about the conditions of the movement areas is issued by SNOWTAM. The AIS, after receiving information about the runway conditions at the aerodromes included in this AIP, publishes a SNOWTAM for these aerodromes and sends it to the appropriate authorities, including those of foreign states. Information about the runway conditions shall be issued to departing and to arriving crews by TWR.

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