

**AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN****1. Rescue and fire fighting services****1.1 Rescue and fire fighting facilities**

1.1.1 According to ICAO, the MNM fire protection required depends on the dimensions of aeroplanes using the AD, with the following categorisation being applicable:

Category	Aeroplane overall length (m)	MAX fuselage width (m)
1	- 9	2
2	9-12	2
3	12-18	3
4	18-24	4
5	24-28	4
6	28-39	5
7	39-49	5
8	49-61	7
9	61-76	7
10	76-90	8

1.1.2 **AD 2.6 and VFR Manual, AD INFO, § 8** provide information on the AVBL fire protection at an AD. The indication includes the category corresponding to the AVBL fire protection and the aeroplane overall LEN.

1.1.3 At some AD fire protection is AVBL O/R only with sufficient prior notice, due to personnel reasons.

1.1.4 When no indication is given, at the most hand-held and small fire extinguishers are provided at the AD.

**2. Types of service****2.1 Aircraft Removal Service**

A disabled ACFT hindering or blocking the AP operation must be removed immediately after release by the **Swiss Accident Investigation Board**. Removal is the responsibility of the operator of the disabled ACFT.

At **Zurich, Genève** and **Bâle-Mulhouse** AP, a removal service, capable of removing up to B-747-sized ACFT, is AVBL to any ACFT operator.

The competent services are:

**2.1.1 Central aircraft removal service:**

The central ACFT removal service is a service for the removal of disabled ACFT, created by Stadt Zurich, Schutz und Rettung (AP fire brigade), in collaboration with the two APs (Zurich and Geneva). It comprises the necessary specialist equipment and trained personnel. The management of this service is performed by Stadt Zurich, Schutz und Rettung (AP fire brigade). It will be mobilised by the AP to remove any ACFT.

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Flughafen Feuerwehr  
CH-8058 Zurich-Airport

**TEL:** +41 (0) 43 816 21 21

**2.1.2 Airport co-ordinator:**

REF [AD-2.2](#) LSGG, [AD-2.2](#) LSZH.

The regional APs can call upon the central ACFT removal service with the necessary specialist equipment and trained personnel.

### 3. Snow plan

Certified aerodromes as well as non-certified aerodromes (airfields) with paved runway and movements of aircraft with a maximum take-off mass (MTOM) of more than 5700 kg are required to establish a snow plan, which includes snow clearance as well as the assessment and reporting of runway surface conditions by means of SNOWTAM.

#### 3.1 Organization of winter service

Aerodrome operators shall, in cooperation with the local air traffic control service provider (if any) and other relevant partners, define procedures for winter operations in a snow plan. The snow plan shall describe how snow, slush, ice, frost, standing water and other contaminants shall be removed as quickly and completely as possible from the surface of a paved runway or FATO and how the condition of contaminated movement areas is assessed and reported.

#### 3.2 Surveillance of movement areas

The snow plan specifies the tasks and competences of the organisational decision-makers (snow-committee).

#### 3.3 Measuring methods and measurements taken

The assessment of the runway surface condition is primarily carried out by means of a visual assessment of the coverage, type and depth of contamination. A measurement with an authorised, calibrated friction measuring device serves as an additional source of information only.

##### 3.3.1 Assessment of estimated surface friction (ESF)

The following friction measuring devices are used to support the assessment of runway surface friction:

LSGG	Surface Friction Tester
LSGK	Decelerometer
LSGS	Skiddometer
LSZA	Skiddometer
LSZB	Mu-Meter
LSZH	Skiddometer
LSZR	Skiddometer
LSZS	Decelerometer
Other aerodromes	NIL

##### 3.3.2 Assessment of the Runway Surface Condition

The runway surface condition is assessed with the Runway Condition Assessment Matrix (RCAM), recorded via Runway Condition Report (RCR) and transmitted by SNOWTAM, ATIS and radio. The main components of the RCR are the coverage, type and depth of contamination as well as the Runway Condition Code (RWYCC). Additional information as reduced runway length, reduced runway width, conditions of TWYs or chemically treated RWYs are also included in the RCR.

Upgrading and Downgrading of the RWYCC is only possible under special circumstances described in the FOCA directive AD I-008. The upgrading process includes mandatory friction measurements with an authorised measuring device and the corresponding results.

#### 3.4 Action taken to maintain the usability of movement areas

The following airports use chemical products for the removal of ice, which do not have any deleterious effect on aircraft, in order to improve surface friction: LSGG, LSGK, LSGS, LSZA, LSZB, LSZH, LSZR and LSZS. Sanding and the application of grit is not performed.

#### 3.5 System and means of reporting

Information on Runway Surface Condition, TWYs and aprons are disseminated as follows:

Aerodrome	Publication channel
LSGC, LSGE, LSGG, LSGK, LSGL, LSGS, LSZM, LSMP, LSTS, LSZA, LSZB, LSZC, LSZF, LSZG, LSZL, LSZQ, LSZR, LSZS, LSZH	SNOWTAM (when appropriate)
LSGG, LSGS, LSZA, LSZB, LSZG, LSZL, LSZR, LSZS, LSZH	ATIS
LSGC, LSGG, LSGS, LSMP, LSZA, LSZB, LSZC, LSZG, LSZL, LSZR, LSZS, LSZH	ATC/AFIS - During operations on contaminated RWYs ATC/AFIS may transmit information on runway surface condition, including information from pilot reports.

All other aerodromes provide information on the runway surface condition either via telephone, answering machine or via the aerodrome's website. Corresponding information regarding the information channel is contained in the VFRM, AD INFO of the particular aerodrome. These publications do not comply with the Global Reporting Format for Runway Surface Conditions (GRF).

At aerodromes without ATC/AFIS and/or without ATIS, pilots may request information on runway surface conditions via radio on the frequency of the particular aerodrome.

### 3.5.1 Correlation table for estimated surface friction

Estimated Surface Friction	Code
Good	5
Good to Medium	4
Medium	3
Medium to Poor	2
Poor	1

### 3.5.2 SNOWTAM

The following items are components of the SNOWTAM. In Switzerland, the SNOWTAM format prescribed by the EU is applied:

Item	Information
<b>Aeroplane performance calculation section</b>	
A	Aerodrome location indicator (four-letter location indicator).
B	Date and time of assessment
C	Lower runway designation number
D	Runway Condition Code (RWYCC) on each runway third
E	Per cent coverage contaminant for each runway third
F	Depth of loose contaminant for each runway third (in mm)
G	Condition description (contaminant type) for each runway third
H	Width of runway to which the RWYCCs apply if less than published width (in meter)
<b>Situational awareness section</b>	
I	Reduced runway length if less than published length
J	Drifting snow on the runway
K	Loose sand on the runway
L	Chemical treatment on the runway
M	Snowbanks on the runway
N	Snowbanks on taxiway
O	Snowbanks adjacent to the runway
P	Taxiway conditions
R	Apron conditions
S	State-approved and published use of measured friction coefficient
T	Plain language remarks using only allowable characteristics in capital letters

### 3.6 Cases of runway closure

Temporary closures of the movement area due to contamination or snow clearance will be communicated via ATC/AFIS or via radio. Closures of the movement area for longer periods of time will be published via NOTAM.

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