AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

1. Rescue and fire fighting services

According to ICAO and EASA, the MNM level of protection provided at an AD for rescue and firefighting depends on the dimensions of aeroplanes using the AD, with the following aerodrome category 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

For the largest aerodromes, AD 2.6 and VFR Manual, AD INFO, § 8 provide information on the AVBL fire protection. The indication includes the aerodrome category always available and, if necessary, the higher categories available under condition.

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

Where no indication of fire protection is given, which is the case for most of the small aerodromes, at the most hand-held and small fire extinguishers are provided at the AD.

Aircraft Removal:
A disabled ACFT hindering or blocking the AD operation can only be removed after release by the Swiss Accident Investigation Board. Since the aircraft operator is responsible for his aircraft, he also has the responsibility for the removal. However, aerodromes may provide a removal service to prevent a runway from being blocked for too long.
For the largest aerodromes, AD 2.6 provides information on the maximal aircraft removal capacity available on site. For complex case and/or for larger aircraft, removal equipment is shared between airports.

2. Snow plan

Certified aerodromes as well as non-certified aerodromes (airfields) with a paved runway and movements of aircraft with a maximum take-off mass (MTOM) of more than 5,700 kg are required to establish a snow plan, which includes snow clearance as well as the assessment and publication of the runway surface conditions by means of SNOWTAM.

2.1 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.

2.2 Surveillance of movement areas

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

2.3 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.

2.4 Actions taken to maintain the usability of movement area

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

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

2.5 System and means of reporting

The runway surface condition is assessed with the help of the Runway Condition Assessment Matrix (RCAM) and recorded via Runway Condition Report (RCR) and transmitted by SNOWTAM, ATIS (if any) and radio communication channels. The main components of the RCR are the coverage, type and depth of contamination as well as the Runway Condition Code (RWYCC). Additional information is also provided as required. This includes for example reduced runway length, reduced runway width, conditions of TWYs or chemically treated RWYs.
Upgrading and Downgrading of the RWYCC is allowed under special circumstances described in the FOCA directive AD I-008.

2.6 Cases of runway closure

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

2.7 Distribution of information about snow conditions

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.

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

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

Item	Information
Aeroplane performance calculation section	
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)
Situational awareness section	
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

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