

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOWPLAN**AD-1.2.1. Rescue and fire fighting services**

Rescue and fire fighting vehicles, equipment and personnel have been provided at all airports. The scale of protection is in accordance with Annex 14. Each rescue and fire fighting service is responsible to the local airport manager and full service on a 24 hour basis is normally provided at Dublin and Shannon Aerodromes. At Cork and other aerodromes, full service is normally provided when the aerodromes is open to traffic.

AD-1.2.2. Snow Plan

The following Snow Plan is published for Irish aerodromes at which snow conditions normally occur.

AD-1.2.2.1 Responsibility

The Airport Authority is responsible for snow clearance and for measuring, improving and reporting pavement conditions.

AD-1.2.2.2 Measurements of snow and associated standing water

For measuring the depth of snow and associated standing water on the movement areas, an ordinary measuring rod will be used. On runways, measurement will be made at 300m intervals along the runway, at approximately 3m or that distance from the centreline of the runway at which most operations take place, and an average value will be calculated for each third of the runway and reported in millimetres.

AD-1.2.2.3 Reporting of braking action

For the purpose of reporting braking action in SNOWTAM, each runway is divided into three sections of equal length referred to as A, B and C. Section A will always be the first third measured from that end of the runway with the lowest runway designation number. In landing instructions however, these sections will be referred to as the "first", "second" or "third" parts of a runway seen in the direction of landing. If the friction coefficient is below 0.40 and measurement indicates a change of more than 0.03 units, this will be announced by SNOWTAM.

AD-1.2.2.4 Dissemination of conditions

The airport authority is responsible for reporting changes in the state of movement areas to :

- a. The ATS unit at the aerodrome responsible for providing flight information service, and
- b. The AIS unit on the aerodrome designated to receive such information for briefing purposes and for dissemination to all to whom the information is of direct operational significance.

Normally, the SNOWTAM format is used for such dissemination. Appraisal of the situation is made at least once every 24 hours, normally before the commencement of major traffic movements, and a new SNOWTAM is issued. On occasions when the information is subject to such rapid change that information disseminated over the AFTN would not reach aircraft concerned, the information is provided direct by the relevant ATS unit.

Information supplementing the Snow Plan is issued in NOTAM and/or AIP Supplement one month before the normal onset of winter conditions. This NOTAM will contain :

- a. A division of the aerodromes into SNOWTAM distribution lists in order to avoid excessive NOTAM distribution;
- b. An indication, as necessary, of minor changes to the standing snow plan.

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