

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES, RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN**1. RESCUE AND FIRE FIGHTING SERVICES**

Rescue and fire fighting vehicles, equipment and personnel are provided at all certificated and licensed airports during advised operational hours. The scale of protection is in accordance with EU Regulation No. 139/2014 and the Implementing Rules and associated Acceptable Means of Compliance and Guidance Material at certificated aerodromes and in line with the provisions outlined in ICAO's Annex 14 as promulgated through the IAA's national Aerodrome Licensing Memorandum.

2. RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

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

2.1 Organisation of the runway surface condition reporting and the winter service:

The aerodrome operator is responsible for snow clearance and for measuring, improving and reporting pavement conditions.

The operational priority for clearance of the movement area is established by each aerodrome operator in consultation with stakeholders and is detailed in the local adverse weather and winter operations plans. Generally, the active runway and adjoining taxiways will be the priority for clearance of runway contaminants. Aircraft stands and active apron areas are also prioritised, then all other areas.

Friction testing or braking action tests are carried out in accordance with local procedures. Generally this occurs when icing conditions are observed and also post treatment and ice / snow clearance operations.

Friction testing or braking action tests should be made in accordance with the specification of the continuous friction measuring equipment utilised locally. A continuous friction measuring device (e.g. Skiddometer, Surface Friction Tester, Mu-meter, Runway Friction Tester or GripTester), can be used for measuring the friction values for compacted snow- and ice-covered runways. A decelerometer (e.g. Tapley Meter or Brakemeter — Dynamometer) may be used on certain surface conditions, e.g. compacted snow, ice and very thin layers of dry snow. Other friction measuring devices can be used, provided they have been correlated with, at least, one of the types mentioned above. A decelerometer should not be used in loose snow or slush, as it can give misleading friction values.

Generally, these assessments should be made along two lines parallel to the runway, i.e. along a line on each side of the centreline approximately 3m, or that distance from the centreline at which most operations take place. The objective of the assessment is to determine the type, depth and coverage of the contaminants and its effect on estimated surface friction given the prevailing weather conditions for each runway third.

2.2 Surveillance of the movement areas:

This is undertaken by the aerodrome operator in accordance with the global reporting format for runway surface condition reporting.

2.3 Surface condition assessment methods used:

The aerodrome operator assesses the runway surface conditions whenever water, snow, slush, ice or frost are present on the operational runway. The Runway Condition Assessment Matrix as outlined within EU Regulation No. 139/2014 is utilised. From this assessment, a runway condition code (RWYCC) and a description of the runway surface are reported which can be used by the flight crew for aeroplane performance calculations. This format, based on the type, depth and coverage of contaminants, is the best assessment of the runway surface condition by the aerodrome operator; however, all other pertinent information will be taken into consideration and be kept up to date and changes in conditions reported without delay.

Slippery when wet: runways polished by aircraft operations or contaminated by rubber deposits or where texture is affected by rubber deposits after repeated operations can become very slippery. Therefore braking deceleration is noticeably reduced for the wheel braking effort applied or directional control may be noticeably reduced.

Where it is known that a paved runway or portion thereof does not meet the minimum friction criteria (as set out in GM1 ADR.OPS.C.010(b)(3) Pavements, other ground surfaces and drainage or ALM002 - Table 2.3 Friction Limit Values), corrective action maintenance should be undertaken immediately. However, if the runway has received regulatory approval to continue in operational use it is to be considered slippery when wet. The aerodrome operator shall make such information available to the relevant aerodrome users. That shall be done by originating a NOTAM and shall describe the location of the affected portion advising: "Slippery when wet". Friction measurements shall not be reported.

2.4 Actions taken to maintain the usability of movement areas:

AD 2.7 Runway surface condition assessment and reporting and snow plan sets out the equipment available at each aerodrome. Dependent on the equipment available, the aerodrome operator may undertake anti-icing / de-icing treatment only. The State Airports (Dublin, Cork and Shannon) have equipment available to undertake snow clearance.

Surface friction characteristics will generally be improved through the utilisation of anti-icing / de-icing chemicals, e.g. potassium acetate. The chemicals utilised will be promulgated through the SNOWTAM.

Adverse weather and winter operations planning locally at each aerodrome is undertaken to ensure compatibility between efficient snow clearance procedures and to achieve the maximum serviceability of the aerodrome in line with the conditions and the safety priorities at the time.

2.5 System and means of reporting:

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.

2.6 Cases of runway closure:

Each aerodrome operator is required to have local procedures in place to determine the criteria for the suspension of runway operations and for the return to service of the runway and other surfaces subject to appropriate runway surface condition values being achieved.

2.7 Distribution of information about snow conditions:

A runway condition code and other situational remarks shall be provided through the SNOWTAM.

The maximum validity of SNOWTAM is 8 hours. A new SNOWTAM will be issued whenever a new RWYCC and Runway Condition Report are generated. This is generally undertaken post a change in conditions, following pilot reports or post clearance operations.

The aerodrome operator is responsible for reporting changes and providing a RWYCC report regarding the state of movement areas to the ATS unit at the aerodrome. The ATS unit is responsible for dissemination to all to whom the information is of direct operational significance and to the Aeronautical Information Service. The Automatic Terminal Information Service will also be utilised where this service is available.

Detailed winter operations plans specific to each aerodrome operator are available locally at each certificated aerodrome as per [AD-1.5](#): Status of Certification of Aerodromes.