AD 1.2 Rescue and fire fighting services and snow plan

1 Rescue and fire fighting services

At aerodromes approved for scheduled and/or non-scheduled traffic with aeroplanes carrying passengers, Rescue and Fire Fighting Services and, in some cases, also Sea Rescue Services are established in accordance with the regulations for civil aviation.

Information about whether there is service and what the extent of that service is, given on the relevant page for each aerodrome.

Scheduled or non-scheduled traffic with aeroplanes carrying passengers is 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.

Rescue and fire fighting services	
Aerodrome category	**Amount of water in litres for production of performance level A foam**
3	1800
4	3600
5	8100
6	11800
7	18200
8	27300
9	36400
(Category 1 and 2 are not used in Armenia).	

2 Snow plan

2.1 Organization of winter service

During the winter period from approximately *1 November* to approximately *1 April*, the Aerodrome Operational Service at the aerodromes listed below will conduct the following duties:

a. Surveillance of the manoeuvring area and apron with a view to noting the presence of ice, snow or slush.
b. Measurement of the friction coefficient or estimate of the braking action when ice, snow and/or slush are present on more than 10% of the total area of the runway in question, and as far as possible at taxiways and aprons.
c. Implementation of measures to maintain the usability of the runway, etc.
d. Reporting of the conditions mentioned in a) to c) above.

Winter service is established at the following aerodromes:

Yerevan/Zvartnots

Gyumri/Shirak

Yerevan/Erebuni

2.2 Surveillance of movement areas

The Aerodrome Operational Service monitors the condition of the manoeuvring area and the apron within the published aerodrome hours of service.

2.3 Measuring methods and measurements taken

2.3.1 The depth of a layer of snow or slush is measured by an ordinary measuring rod. Measurements will be taken at a large number of places and a representative mean value calculated. On a runway, the mean value will be calculated for each part of the runway.

2.3.2 Friction coefficients

See AD 1.1 point 5 and AD 1.2 point 2.5.2.

2.4 Actions taken to maintain the usability of movement areas

2.4.1 Snow, ice or slush removal and means for braking action improvement are carried out and repeated periodically as movement area conditions hinder the safety and regularity of the air traffic.

2.4.2 Movement area parts snow removal referred to 1st necessity (see section AD 1.2 above) is performed by the patrol method from the beginning of the snowfall and should be completed at the latest 1 hour after its stopping.

The main means for aerodrome pavement snow removal is considered to be plough brush and rotary snow-sweeper, wind and heat engine.

2.4.3 Ice coating removal from aerodrome pavement is performed by the chemical means using AHC reagent and carbamide as well as by wind and heat engine, which move along the pavement longitudinal axis by figured or shuttle chart. Vehicle movement chart is picked out depending on wind direction, pavement width and declivity and should provide best water export.
Chemical means is applied immediately before ice-covered ground formation by reagent distribution in the form of aqueous solution or grinded powdery reagent.

2.5 System and means of reporting

2.5.1 The Aerodrome Operational Service will pass information to the Aerodrome Reporting Office and Air Traffic Service unit for further dissemination by using NOTAM or SNOWTAM.

2.5.2 Information on braking action will be given in terms of friction numbers (friction coefficients indicated with two digits, 0 and decimal symbol being omitted) when based on measurements. In addition, the kind of measuring device used will be reported. When braking action is estimated, plain language will be used.

Measured friction coefficient	Estimated braking action	Code
0.40 and above	good	5
0.39-0.36	good to medium	4
0.35-0.30	medium	3
0.29-0.26	medium to poor	2
0.25 or below	poor	1
9 – unreliable	unreliable	9

2.6 Cases of runway closure

In cases where a postponement of clearance operations would involve a definite risk of the situation developing into a crisis, e.g. when a fall in temperature causes water or slush to become solid ice, the snow clearance service is authorized to demand that sections of the movement areas be closed to traffic.

2.7 Dissemination of information about snow conditions

Information on snow conditions at Yerevan and Gyumri Aerodromes is disseminated directly from the Yerevan aerodrome in a separate series of NOTAM (SNOWTAM). SNOWTAM is prepared in accordance with See ICAO PANS AIM (Doc 10066) Appendix 4. Information on snow conditions at aerodromes other than those mentioned above can be obtained at the aerodrome concerned or will be available at the Briefing Office at Zvartnots Aerodrome.