AD 1.2 RESCUE AND FIRE FIGHTING SERVICES (RFFS) AND SNOW PLAN

1 RESCUE AND FIRE FIGHTING SERVICES

The level provided at an aerodrome for rescue and fire fighting given in AD 2.6 is equal to the aerodrome category (see Annex 14, Volume I). The aerodrome category is based on the longest aeroplanes normally using the aerodrome and their fuselage width.

Aerodrome category	Aircraft overall length (m)	Maximum fuselage width (m)
1	0 up to but not including 9	2
2	9 up to but not including 12	2
3	12 up to but not including 18	3
4	18 up to but not including 24	4
5	24 up to but not including 28	4
6	28 up to but not including 39	5
7	39 up to but not including 49	5
8	49 up to but not including 61	7
9	61 up to but not including 76	7
10	76 up to but not including 90	8

The level provided at a heliport for rescue and fire fighting given in AD 3.2 is equal to the heliport category (see Annex 14, Volume II). The heliport category is based on the overall length of the longest helicopters normally using the heliport.

Heliport category	Helicopter overall length (m)
H1	0 up to but not including 15
H2	15 up to but not including 24
H3	24 up to but not including 35
Note: Helicopter length includes rotors and tail boom.	

2 SNOW PLAN

2.1 Organisation of the winter service

The snow plan is the responsibility of the aerodrome operator. Services regarding snow and ice clearance may be contracted with a third party.

2.2 Surveillance of movement area

The primary means of surveillance of the movement area is through visual inspection. During the winter, aerodrome personnel will frequently monitor the surface condition of the movement area. Frost detecting sensors may be installed in runways and/or taxiways to alert aerodrome operators to the risk of freezing moisture on the pavement.

2.3 Assessment methods

Assessment of the condition of the movement area is done visually. Depth of contaminant is assessed by visual means. Friction measurements, when carried out, are used for verification only. Friction measurements are not reported.

2.4 Procedure to maintain the usability of movement areas

When winter contaminant is present, snow and ice will be removed mechanically. After removal of contaminant, runways and taxiways are normally treated with de-icing chemicals. Snow is, as far as practicable, removed from the movement area.

2.5 SNOWTAM dissemination

A SNOWTAM will be issued immediately to notify circumstances like snow, slush, ice or water associated with these conditions on the movement area at the following aerodromes:

- AMSTERDAM/Schiphol
- EINDHOVEN/Eindhoven
- GRONINGEN/Eelde
- LELYSTAD/Lelystad
- MAASTRICHT/Maastricht Aachen
- ROTTERDAM/Rotterdam

A new SNOWTAM will be issued when conditions have changed significantly. The primary means of reporting the condition of the movement area is through the issuance of a SNOWTAM. The maximum validity of a SNOWTAM is 8 hours. When, after 8 hours, no new SNOWTAM is issued, it can be concluded that the conditions reported in the SNOWTAM have ceased to exist and no reportable contaminants are present on the movement area. SNOWTAM will be cancelled when contaminants are no longer present.

Besides issuing a SNOWTAM, Runway Condition Reports (RCR) are broadcast via ATIS and/or RTF on ATC frequencies. RCR are issued in accordance with Regulation (EU) 2020/2148.

2.6 Runway closures

When receiving an AIREP indicating a braking action of LESS THAN POOR, a reassessment of the runway surface condition is conducted. Runway operations are suspended when a RWYCC 0 has been assessed. The general policy in the Netherlands is not to allow flight operations on snow- or ice-covered runways, when RWYCC is less than 2.

2.7 Snow condition reports

Reports on the condition of the movement area are reported to:

- AIS in case of a SNOWTAM;
- ATC in case of an RCR.