
AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AD 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.

Scale of protection has been determined in accordance with the guidance in attachment B to Annex 14.

Scheduled or non-scheduled traffic with aeroplanes carrying passengers is not allowed to use aerodromes without Rescue and Fire Fighting Services.

Rescue and fire fighting service are operated by Civil Defence in coordination with Civil Aviation Authority and Royal Jordanian Air Force.

Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

<i>Rescue and fire fighting services</i>	
<i>Aerodrome category</i>	<i>Amount of water in liters for production of performance level A foam</i>
7	18 200
8	27 300
9	36 400

Category 1, 2, 3, 4, 5 AND 6 are not used in the Hashemite Kingdome of Jordan.

2. Snow Plan

2.1 Measuring methods and measurements taken

2.1.1 For measuring the depth of snow and associated standing water on the movement areas and ordinary measuring rod will be used. On runways, measurement will be made at 300M intervals along the runway.

2.1.2 Breaking action is reported by Pilots of landing aircraft is repeated by ATC to successively landing aircraft.

2.2 Surveillance of movement areas

The aerodrome administration for each aerodrome in coordination with ground operations is responsible for measuring, improving, and reporting pavement conditions.

2.3 Action taken to maintain the usability of movement areas

2.3.1 Snow clearance, etc. will normally be carried out in the following order:

1. Runway in use and access road from the fire station.
2. Taxiway(s) to runway in use.
3. Apron.
4. Run-up area.

2.3.2 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.

In MOTNE transmissions, a special code 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

2.4 Guidance on establishing the design objective for new runway surfaces and maintenance planning and minimum friction levels for runway surfaces in use as shown in the following table :

Test equipment	Test tire		Test speed (km/h)	Test water Depth (mm)	Design objective for new surface	Maintenance planning level	Minimum friction level
	Type	Pressure (kPA)					
(1)		(2)	(3)	(4)	(5)	(6)	(7)
Mu-meter Trailer	A	70	65	1.0	0.72	0.52	0.42
	A	70	95	1.0	0.66	0.38	0.26
Skiddometer Trailer	B	210	65	1.0	0.82	0.60	0.50
	B	210	95	1.0	0.74	0.47	0.34
Surface Friction	B	210	65	1.0	0.82	0.60	0.50
Tester Vehicle	B	210	95	1.0	0.74	0.47	0.34
Runway Friction	B	210	65	1.0	0.82	0.60	0.50
Tester Vehicle	B	210	95	1.0	0.74	0.54	0.41
TATRA Friction	B	210	65	1.0	0.76	0.57	0.48
Tester Vehicle	B	210	95	1.0	0.67	0.52	0.42
GRIPTESTER	C	140	65	1.0	0.74	0.53	0.43
Trailer	C	140	95	1.0	0.64	0.36	0.24

2.5 Means of reporting about snow conditions

2.5.1 Aerodrome operator shall report information on snow conditions 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.

2.6 Distribution of information about snow conditions

2.6.1 Information on snow conditions will be distributed directly from the NOF by means of SNOWTAM.

2.6.2 SNOTAM will be prepared in accordance with Annex 15, Appendix 2.