AD 1.2 CRASH, RESCUE, FIREFIGHTING and SNOW PLAN

1. Acft crash, rescue and fire fighting services

The table indicates class of aircraft and the minimum requirement for military airfields.
The table also indicates water capacity correspondent to Military Airfield Index.

A	B[a]	C[a]	D
Airport Category	Length of Fuselage (m)	Fuel Capacity (Litre)	Litres of Water
1	9[b]	400	250
2	12[b]	1000	650
3	18[b]	2500	2300
4	24[b]	6250	4500
5	28[b]	15500	10200
6	39[b]	40000	13000
7	49[b]	100000	17200
8	61[b]	200000	22900
9	61[+]	400000	34000

Notes: a. The level of rescue and fire-fighting required for a given aircraft is determined by applying the provisions of columns B or C, whichever is the more demanding.

b. Up to but not including.

Military Airfield Index	
Airstation Aalborg (EKYT)	SEE EKYT AD 2.1-2 item 6
Airstation Karup (EKKA)	SEE EKKA AD 2.1-2 item 6
Airstation Skrydstrup (EKSP)	SEE EKSP AD 2.1-2 item 6

Note: () INDEX number in bracket indicates available capacity provided prior arrangements being made 24 hrs in advance.

TACDEN REG. 152.2, Chapter 14, section IV "Military fire and rescue service" contains RDAF requirements for alert and capacity for fire and rescue at military airfields.

2. SNOW PLAN

INTRODUCTION

During the winter season clearance of snow, and the measurement and reporting of conditions in the movement area, will be carried out at the following air bases: Karup, Skrydstrup, and Aalborg.

SNOW CLEARANCE

As far as possible the movement area will be kept free of snow, ice and slush. For light falls of snow, and to maintain the clearance, sweepers will be used. For heavier falls snowploughs and blowers will be used.

CLEARANCE PRIORITY

First priority for snow clearance will be "runway in use" and the primary taxiways. Further priorities will be contained in local regulations.

MEASURING THE DEPTH OF SNOW, ICE AND SLUSH

The depth of snow, ice or slush on runways will be measured using an ordinary measuring rod. The measurement (in cm or mm) will be made at several points in various parts of the runway, and an average calculated for each part.

MEASURING THE COEFFICIENT OF FRICTION

The coefficient of friction of runway surface will be measured with a "MU-meter" or a “Skidometer”. Measurements will be made continuously approx. 10 m either side of the centreline and an average coefficient of friction will be calculated for each third of the runway. In wet snow or slush, using present equipment, the measurements are likely to be misleading.

ASSESSING BREAKING ACTION

Breaking action will be assessed using the following table:

Coefficient of Friction	**Braking Action**
0.40 and above	GOOD
0.36 - 0.39	MEDIUM to GOOD
0.30 - 0.35	MEDIUM
0.26 - 0.29	MEDIUM to POOR
0.25 and below	POOR
9. - unreliable	UNRELIABLE

The breaking action will be given in plain language in the landing instructions: the coefficient of friction will be given on request. Braking action in wet snow or slush will not be assessed.

IMPROVEMENT TO BRAKING ACTION

When necessary, attempts to improve the braking action will be made by sweeping, scraping, or the use of chemicals. Sand will not be used.

REPORTING SNOW AND ICE CONDITIONS

Snow and ice conditions affecting the runway will be included in the air bases half-hourly observations on "METRING 1" using the 6-figure SNOWTAM code. Supplementary information on snow and ice conditions will be available direct from the air bases ATC.
With present equipment the coefficient of friction cannot be accurately measured in conditions of wet snow or slush, and breaking action cannot be assessed; therefore the figure for breaking action in the SNOWTAM will be shown as figure "9".