

AD 1.2 RESCUE AND FIREFIGHTING SERVICES AND SNOW PLAN

AD 1.2.1. RESCUE AND FIREFIGHTING SERVICES

Rescue and firefighting vehicles, equipment and personnel have been deployed on all aerodromes usable for international commercial air transport.

In the area of Algerian responsibility (ALGIERS FIR) resulting from international agreements, the search and rescue of aircraft in distress are provided by a Search and Rescue Service (SAR). This service is under the Ministry of National Defense and collaborates with the Ministry of Transport and the Ministry of the Interior. This service is responsible for coordinating intervention plans for the various means related to the search and rescue of aircraft in distress.

In the event of accidents other than air incidents, the Search and Rescue Service assists as far as its main mission permits.

Initiating, stopping SAR operations, and determining the likely area accident belongs to the Command of the Air Defense Forces of the Territory through the Algiers RCC.

The identification of search shall be established from the probable accident area.

The Conduct of SAR operations is carried out the following conditions:

a) In land sectors

The general management of operations and the conduct of air means belong to the RCC, these include:

- Assignment and control of research missions.
- Coordination of air movements in the area (prevention of collisions).
- Rescue of victims, where possible, by air.

The conduct of relief operations by land means belongs, in each Department (Wilaya), to the competent civil protection Services. This includes:

- Contribution to research missions in connection with aerial research.
- Rescue of victims.

b) In the maritime sectors

The conduct of search and rescue operations by maritime means shall be the responsibility of the command of Naval Forces through the Operations Coordination Centre (OCC). This includes:

- Assignment and coordination of research missions in connection with aerial research:
- The choice of means.
- Rescue of the shipwrecked.

AD 1.2.2. SNOW PLAN

There is no snow plan yet. However, Algeria applies the procedures of the global reporting format on runway surface condition.

1.2.2.1 Assessment and reporting of runway surface conditions.

1. Application

For the assessment and reporting of runway surface condition, Algeria applies the procedures of the global reporting format on runway surface condition.

2. Aerodromes concerned by the GRF:

GRF procedures are applied at the following aerodromes:

- Algiers aerodrome - DAAG
- Annaba aerodrome - DABB
- Oran Aerodrome - DAOO
- Batna aerodrome - DABT
- Airfield of Béjaia - DAAE
- Chlef airfield - DAOI
- Constantine airfield - DABC
- El Bayadh airfield - DAOY

- Jijel airfield - DAAV
- Setif airfield - DAAS
- Tébessa airfield - DABS
- Tiaret airfield - DAOB
- Tlemcen airfield - DAON

3. Assessment of runway surface condition.

The air navigation service provider (ANSP), in coordination with the meteorological service and the aerodrome operator, will carry out the assessment of the condition of the runway surface based on visual observation, runway movement and measurement.

At each assessment, a runway condition code (RWYCC) is assigned to each third of the runway using the Runway Condition Assessment Matrix (RCAM) which correlates the runway surface condition description with aircraft braking performance.

Matrice d'évaluation de l'état des pistes (RCAM)			
Critères d'évaluation		Critères d'évaluation pour déclassement	
Code d'état des pistes (RWYCC)	Description de la surface des pistes	Observation sur la décélération de l'avion ou sur la maîtrise en direction	Rapport consultatif du pilote sur l'efficacité du freinage
6	<ul style="list-style-type: none"> SÈCHE 	---	---
5	<ul style="list-style-type: none"> GELÉE MOUILLÉE (la surface de piste est couverte de toute humidité visible ou d'eau d'une épaisseur inférieure à 3 mm) <p>Épaisseur inférieure ou égale à 3 mm</p> <ul style="list-style-type: none"> NEIGE FONDANTE NEIGE SÈCHE NEIGE MOUILLÉE 	La décélération au freinage est normale compte-tenu de l'effort de freinage exercé sur les roues ET la maîtrise en direction est normale.	BON
4	<p>Température extérieure de -15°C et moins :</p> <ul style="list-style-type: none"> NEIGE COMPACTÉE 	La décélération au freinage OU la maîtrise en direction se situe entre bonne et moyenne.	BON A MOYEN
3	<ul style="list-style-type: none"> MOUILLEE GLISSANTE NEIGE SÈCHE ou NEIGE MOUILLÉE (toute épaisseur) SUR NEIGE COMPACTÉE <p>Épaisseur supérieure à 3 mm :</p> <ul style="list-style-type: none"> NEIGE SÈCHE NEIGE MOUILLÉE <p>Température de l'air supérieure à -15°C :</p> <ul style="list-style-type: none"> NEIGE COMPACTÉE 	La décélération au freinage est sensiblement réduite compte-tenu de l'effort de freinage exercé sur les roues OU la maîtrise en direction est sensiblement réduite.	MOYEN
2	<p>Épaisseur de l'eau ou de la neige fondante supérieure à 3 mm :</p> <ul style="list-style-type: none"> EAU STAGNANTE NEIGE FONDANTE 	La décélération au freinage OU la maîtrise en direction se situe entre moyenne et médiocre.	MOYEN A FAIBLE
1	<ul style="list-style-type: none"> GLACE 	La décélération au freinage est nettement réduite compte-tenu de l'effort de freinage exercé sur les roues OU la maîtrise en direction est nettement réduite.	FAIBLE
0	<ul style="list-style-type: none"> GLACE MOUILLÉE EAU SUR NEIGE COMPACTÉE NEIGE SÈCHE ou NEIGE MOUILLÉE SUR GLACE 	La décélération au freinage est minime à inexistante compte-tenu de l'effort de freinage exercé sur les roues OU la maîtrise en direction est incertaine.	INFERIEUR A FAIBLE

Table 1. Runway Condition Assessment Matrix (RCAM).

After each assessment a Runway Condition Report (RCR) is produced.

A re-evaluation of the runway surface condition is carried out whenever there is a significant change in the runway surface condition, or reported by flight crews via the AIREP.

4.Communication of runway surface condition

The information contained in the RCR is broadcast by ATS (Radio Telephony) and/or AIS (SNOWTAM) as follows:

By ATS only to flight crews; if the runway surface condition is a wet runway.

By ATS and AIS; if the runway is contaminated by snow, slush, ice, frost, standing water or water combined with snow, slush, ice or frost.

The SNOWTAM has a maximum validity of 8 hours.

The pilot uses the broadcast information in conjunction with performance data provided by the aircraft manufacturers to determine whether landing or take-off operations can be carried out safely.

Where the braking performance observed by the pilot is less than that reported, pilots produce a braking efficiency report (AIREP) which ATS forwards to the assessing units for possible re-evaluation of the runway surface condition.