

AD 1.2 救援、消防服务和除雪计划**AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN****1. 援救和消防服务**

本航行资料汇编中所包含的机场，其消防保障设备和消防人员的配置基本符合国际民用航空公约附件 14 中第一卷 9.2 的有关规定，少数消防车辆及人员不足的机场均按照标准采取与机场所在城市消防单位签定支援协议的方式予以解决。

2. 残损航空器的搬移

本航行资料汇编所包含的机场中，大部分国际机场配置了包括平板拖车组、顶升气囊、活动道面等残损航空器搬移的全套设备；部分机场也数量不等的配备了诸如钢板、铁路枕木、顶升设备等物资；全部机场均按照国际民航组织“机场服务手册—第五部分《残损航空器的搬移》”制订了相应的预案及程序。

3. 除雪计划**3.1 负责机构**

机场当局负责清除冰雪，测量积雪，改善并报告道面条件。

提供扫雪服务的机场，每年大约从 11 月 1 日至次年 4 月 1 日的冬季期间，负责：

- 对跑道、滑行道和客机坪进行监视，观察是否存在冰、雪或雪水；
- 当冰、雪和 / 或雪浆的覆盖面积超过报告跑道总面积的 10% 时，对摩擦系数进行测量或对刹车效应进行估计，同时尽可能对滑行道和停机坪进行测量和估计；
- 采取措施保持跑道处于可用状态；
- 报告上述 a 至 c 项所述的情况。

大部分国际机场提供冬季扫雪服务。

3.2 活动区的监视

机场运行服务机构在公布的机场服务时间范围内监视跑道、滑行道和客机坪的状况。

1. Rescue and fire fighting services

The fire fighting facilities and firemen of the aerodromes published in this AIP comply with the requirements specified in 9.2, Volume I, ICAO Annex 14. Some aerodromes with inadequate fire fighting facilities and firemen will have the backing of fire fighting departments of local city through the signing of support agreement.

2. The removal of disabled aircraft

Most of aerodromes published in the AIP have been equipped with a full set of pallet dollies, air cushions, and mobile towing surface for removing disabled aircraft.

The other aerodromes are also equipped with different inventories of steel plates, railway sleepers, jacks and other devices. All of the aerodromes in this AIP have established aircraft recovery programs and procedures according to the ICAO Aerodrome Service Manual, Part 5.

3. Snow plan**3.1 Responsible services**

The aerodrome authority is responsible for ice and snow clearance, measuring the depth of standing snow and improving and reporting surface conditions.

During the winter period from approximately 1 November to 1 April, the next year, the aerodromes providing snow clearance service are responsible for:

- Surveillance of runways, taxiways and aprons with a view to watch the presence of ice, snow or slush;
- Measurement of the friction coefficients or estimate of the braking action when the presence of ice, snow and/or slush on the reported total area of the runway in question accounts for more than 10%, and the same measurement or estimate about taxiways and aprons as far as possible;
- Implementation of measures to maintain the usability of runways, etc;
- Reporting of the conditions mentioned in item a to item c above.

Most of aerodromes provide snow clearance service during wintertime.

3.2 Surveillance of movement areas

The aerodrome operational services monitor the conditions of runways, taxiways and aprons within the published aerodrome hours of service.

3.3 测量方法和测量计算

有冰雪的机场跑道、滑行道和客机坪，采用的摩擦系数测量方式及控制数据详见 AD1.1 第 5 款。

3.3 Measuring methods and calculations

For friction coefficients measuring procedures and data control of runways, taxiways and aprons, please refer to AD 1.1 item 5 for full detail.

3.4 为保持活动区域的可用性所采取的措施

3.4 Actions taken to maintain the usability of movement areas

3.4.1 冰雪的清除

3.4.1 Ice and snow clearance

下雪时，机场服务部门将使用推雪机、高温喷气吹雪机，及时清除冰雪。由于高温、强风喷吹，使道面上没有积雪、积水 and 结冰情况。

During snowfall the aerodrome service units use snow pushers and high temperature jet snow blowers for timely snow clearance. Generally, after such snow clearance runway surfaces are free of standing snow, standing water and icing as a result of high temperature and strong wind blowing.

3.4.2 制动作用的改善

3.4.2 Improvement of braking action

及时用高温喷气机将跑道上的雪、水吹净吹干，以防结冰，改善制动作用。

To prevent icing conditions on runway surfaces and to improve braking action, high temperature jet blowers will be duly used to keep the runways dry by blowing off snow and water on runways.

3.4.3 除雪先后顺序

3.4.3 Snow clearance priorities

清扫活动区按如下顺序进行：

Clearance of snow on movement areas will be carried out in the following order:

- 使用的跑道，包括边缘两侧各 10 米处及其灯光；
- 主要滑行道及客机坪；
- 次要滑行道及客机坪；
- 备用跑道。

- runway in use, including the area 10 meters beyond either edge of runway and its lighting;
- main taxiway and terminal apron;
- secondary taxiway and terminal apron;
- off-duty runway

3.4.4 清除方式

3.4.4 Cleaning methods

除冰雪的主要作业方法为机械、喷洒化学制剂、人工清扫等。

The methods used to deice and clear snow include machinery, spraying chemical liquid and manual clearing.

3.5 报告方法和手段

3.5 System and means of reporting

3.5.1 制动作用的评定

3.5.1 Assessment of braking action

跑道表面的制动作用是根据摩擦系数测定器测定的摩擦系数来评定的。北京 / 首都、上海 / 虹桥、上海 / 浦东、乌鲁木齐 / 地窝铺机场配备有测定器。在没有测定器的其它机场，制动作用以驾驶员的报告为依据。

The braking action on a runway surface is measured by means of a skiddometer and assessed by the friction coefficient obtained therefrom. A skiddometer is provided at BEIJING/Capital, SHANGHAI/Hongqiao, SHANGHAI/Pudong, URUMQI/Diwopu aerodromes. Where skiddometer is not provided the reporting of the braking action will be based on pilot's reports.

3.5.2 制动作用的报告

3.5.2 Reporting of braking action

在雪情通告中报告跑道每段（三分之一长度）的制动作用，以代号表示，其内容如下：

In SNOWTAM the braking action on each third of a runway is reported using the codes as described in the following table:

摩擦系数 Friction coefficients	估计的制动作用 Estimated braking action		代号 Codes
0.40 或以上 (and above)	好	good	5
0.39—0.36	好 / 中	good/medium	4
0.35—0.30	中	medium	3
0.29—0.26	中 / 差	medium/poor	2
0.25 或以下 (and below)	差	poor	1
9	不可靠	unreliable	9

3.6 跑道关闭

3.6 Cases of runway closure

当运行许可被推迟时，可能意味着在此条件下的险情会发展成一种危机。如：当温度下降而导致水或雪浆变成固态的冰时，批准的扫雪行动将要求活动区的相应部分对运行活动关闭。

3.7 雪情资料的发布

雪情资料以国际民用航空公约附件 15 附录 2 的雪情通告格式，由所在机场航行情报部门分发给各有关航行情报部门和中国民用航空局国际航行通告室，该室将随即转发至有关国家和地区的国际航行通告室。

上述未涉及的机场雪情信息可以从相关的机场得到。

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.

3.7 Dissemination of information on snow conditions

The SNOWTAM pro forma contained in Appendix 2 of ICAO Annex 15 will be used for dissemination of information on snow conditions. Such information is transmitted by the AIS unit at the aerodrome to the relevant aerodrome AIS units and NOF of the Civil Aviation Administration of China. The latter shall subsequently relay it to relevant NOFs abroad.

SNOWTAM information at aerodromes not listed above is available from relevant aerodromes.