

## 10 The MAP Operation Centres

### 10.1 MAP Operation Centre Innsbruck (MOC)

as of 20 May 1999

#### 10.1.1 Location

The MAP Operation Centre (MOC) in Innsbruck is located at some installations very close to Innsbruck Kranebitten Airport. Administrative offices, offices for the aircraft people and the MOC Forecasting Office are located within the facilities of the Austrian Civil Aviation Authority AustroControl, at the General Aviation tract near the tower at Fürstenweg 180 at the airport. The office of the Science Director and additional administrative offices are found within the same building on the first floor. The scientists room, general assembly/briefing room-cum-display-room for forecast products is found nearby at the WIST Student Hostel at Fürstenweg 174.

Accommodation/private offices for participants to the experiment will be mostly at the Student Hostel (Fig. 10-1 and Fig. 10-2), and partly at the Hotel Penz opposite. Storage and workshop facilities for aircraft operators will be handled by the Tiroler Flughafen Gesellschaft Innsbruck (TFG) by individual arrangements with aircraft operators.

All these are found to west of the town (appr. 3km from the town centre) near the Autobahn A12, exit Innsbruck West for travellers arriving from Brennerpass or Kufstein/Munich or Exit

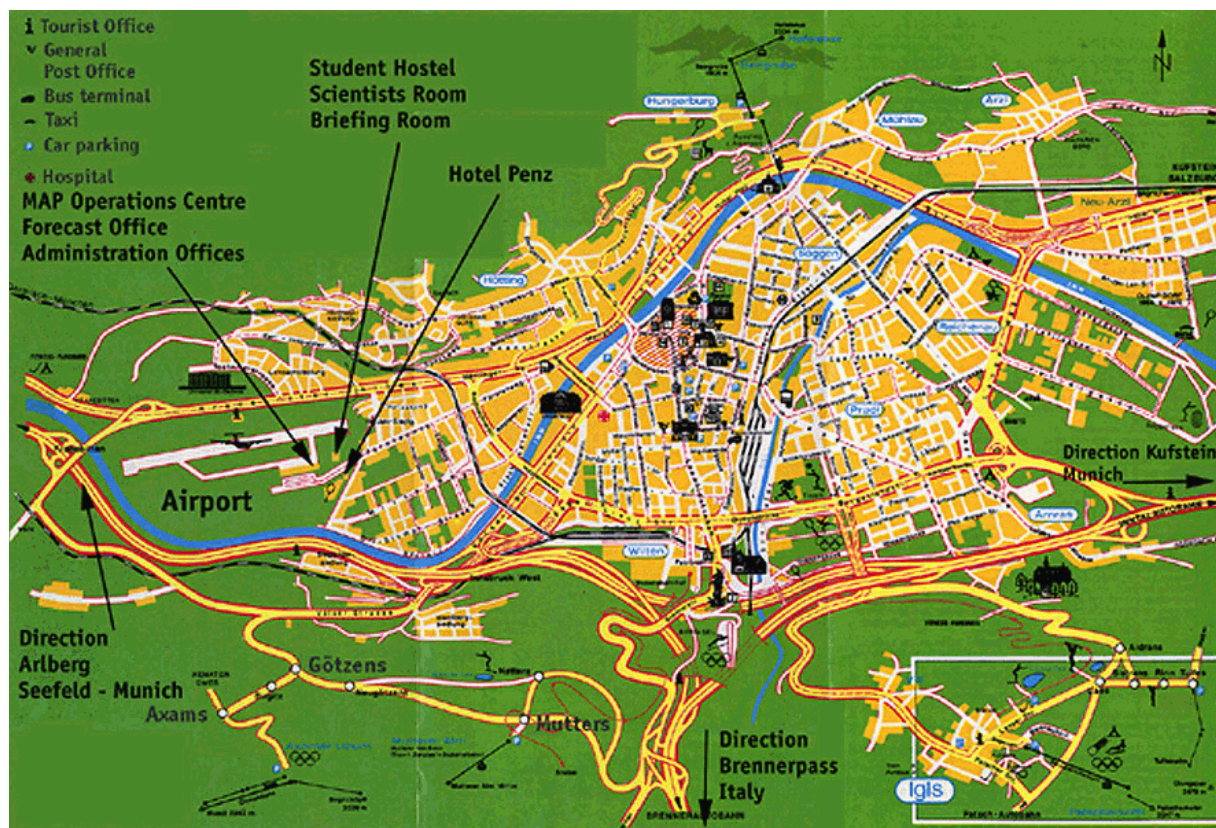


FIGURE 10-1. Map of Innsbruck with MOC facilities highlighted.

as of 20 May 1999



FIGURE 10-2. Student Hostel: Accommodations for participants, private offices.

Kranebitten for those arriving from west (Fig. 10-1). All access routes to the Airport are well signposted. For participants arriving by train, there is a direct bus (line "F" from the railway station at regular intervals (15 min daytime, 20 min evenings).

Airline connections through Zurich (3 flights/day), Amsterdam, Frankfurt, Vienna and Paris are easily found from all destinations.

### 10.1.2 Floor plans for administrative, scientific and operational requirements.

**Administrative Offices:** Operations Director (OD) and Aircraft Operations Support Manager (AOSM) will be housed within the AustroControl (hence called ACG) area of the airport building. It is anticipated to assign the Science Director (SD) a first-floor office, the OD and AOSM will be housed on the same level, but within the Airport Authority office area. Flight support groups from NCAR and NOAA will be located at a large communal office (~70m<sup>2</sup>) on the ground floor within the ACG complex next to the office of the MOC Director (27m<sup>2</sup>), see Fig. 10-5.

**MOC Forecasting Office:** This will be also within the AustroControl-compound at the ground floor, opposite the MOC Director's Office (Fig. 10-5). About 46m<sup>2</sup> large it will focus all the meteorological information both of the MOC Directors'-net and the network of the Austrian NWS's. Access is restricted to the forecasters and the members of the mission selection team. Briefings for the whole MAP community will take place in the big briefing room of the Student Hostel (see Fig. 10-4).

**Scientists room:** The Scientist Room for workgroups at the Student Hostel (Fig. 10-2) is located in a quiet courtyard, sheltered from the hustle of the hostel and airport traffic and has approx. 50m<sup>2</sup>. Workspace for approximately 15 workstations will be provided in this room (Fig. 10-6). A local network will permit access to both the MOC-net and the Internet via the University of Innsbruck computing centre (UICC, see Fig. 7-1). For each workstation (to be brought by research groups), an account will be established through the MNC



FIGURE 10-3. Forecasting office, Innsbruck airport.

management. There will be some user support available for connecting users hardware to the local net, and for trouble shooting throughout the SOP. Power supply in Austria is 230 V 50Hz, Internet connection through RJ45 or BNC sockets. For scientists requiring hardware a limited number of workplaces could be made available upon request at the UICC. For physical access to the scientist room, see Section 10.1.2.

**MOC-net in some rooms of the Student Hostel:** For scientists wishing to access the Internet and the MOC-net from their living quarters at the Student Hostel, a limited number of rooms will be connected directly to the MOC-net. Anyone wishing to take advantage of this possibility is asked to contact MOC secretariat a.s.a.p., giving full details of interface specification.

**The General Assembly/Briefing room:** The General Assembly/Briefing room at the Student Hostel is located on the ground floor and has dimensions of appr. 15x10m<sup>2</sup>. There will be daytime access for all participants, for security reasons a student assistant will be available during daytime (Fig. 10-4 and 10-6) . In this room a space of appr. 10x6m<sup>2</sup> may be separated by a dividing wall, equipped with further 8 working places for scientists which are connected to the MOC-net. In the briefing room and a workstation will provide the forecast products of the Austrian NWS's including data visualisation MAVIS.



FIGURE 10-4. General Assembly/ Briefing Room at the Student Hostel.

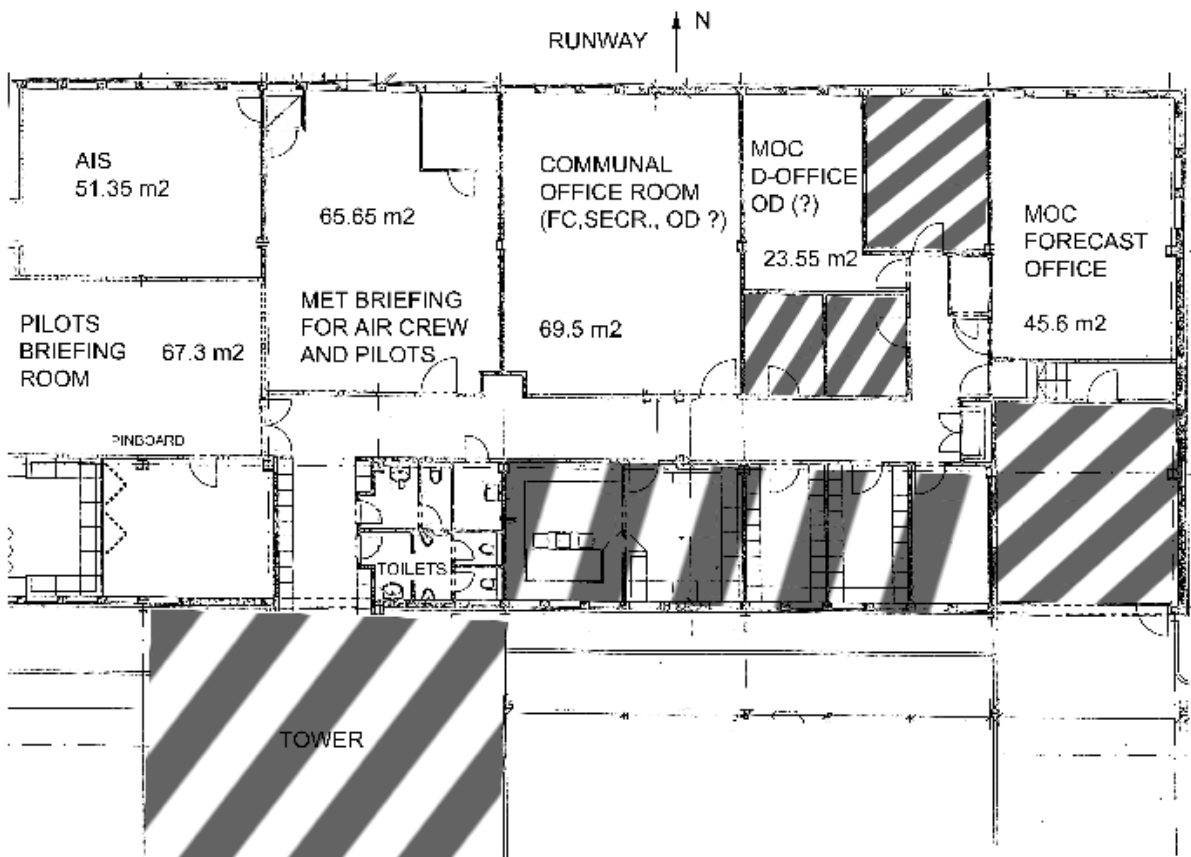


FIGURE 10-5. Floorplan of AustroControl Area. Administrative Offices and MOC Forecasting Office.

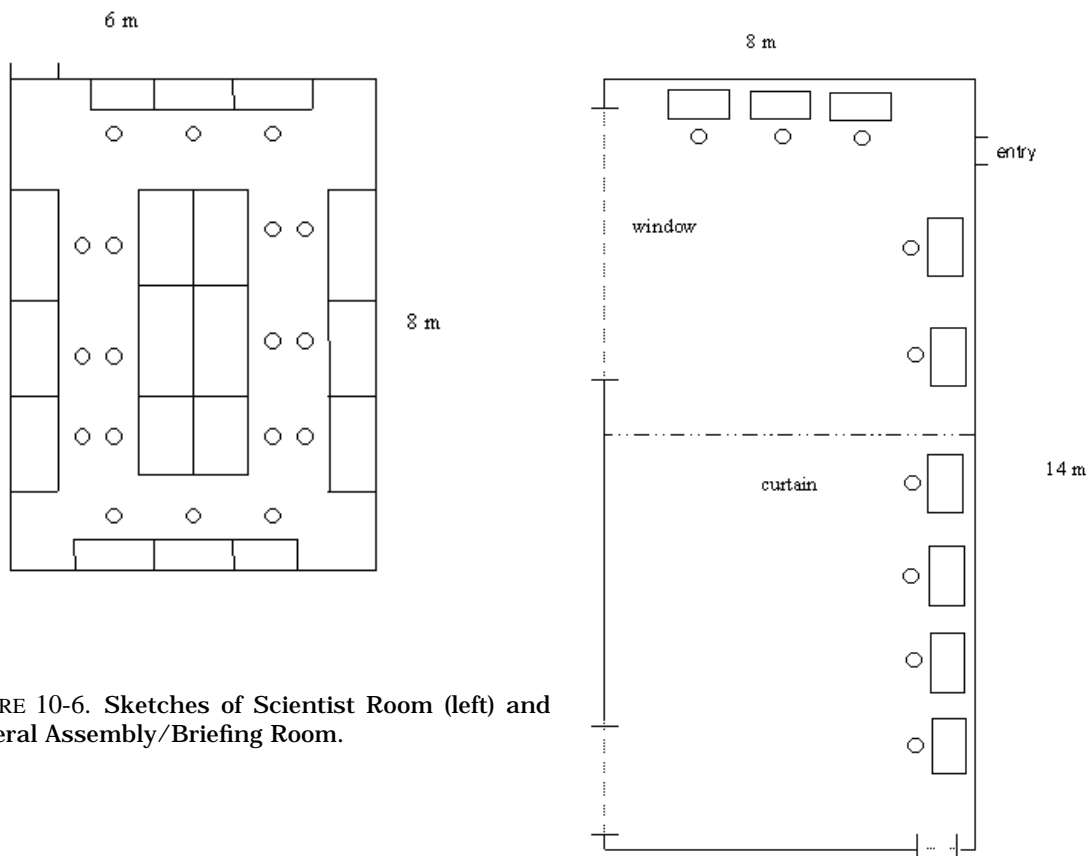


FIGURE 10-6. Sketches of Scientist Room (left) and General Assembly/Briefing Room.

### 10.1.3 Services

#### i) Phones

**Fixed units:** The MOC Forecasting Office will be equipped with an open telephone link. All users of the scientist room will have access to telephones there upon opening an account with the Hostel management. The communal office and the administrative offices phones are available, but the users will be charged for the calling costs. It is advised to use your personal commercial phone accounts (such as AT&T, Bell, Visaphone, Mercury etc) for all international and overseas calls as telephone rates in Austria are still higher than most US and many European companies rates.

**Mobile units:** For OD / SD / AOSM arrangements will be made to have a phone account for their office phones. Key staff will also have access to a limited number of mobile phones for calls to each other and local calls; these will be accessible from any outside phone. Again, there will be budgeted accounts for these units.

All other participants are recommended to acquire austrian-registered GSM-type mobile phones for their calls, if they are likely to take part in field experiments. There is a reasonable arrangement between the MOC and the Austrian cellular phone company "MAX.mobil". The costs are about 200 Euros for the phone, the registration and the fixed monthly rates. The MOC will charge another 200 Euros for bail for calling costs. To bring your own national GSM will incur prohibitive costs as all calls would be routed back to your home network and therefore be charged as international calls.

For short-term users, card-operated mobile phones can be purchased at low cost.

If you require any assistance, please contact MOC Secretariat for quotes and reservations.

*ii) Fax*

The MOC Forecasting Office, the communal office, some of the administrative offices and the briefing room in the Student Hostel will be provided with Fax units. Numbers will be published as soon as lines have been established. Again the fax costs in the administrative offices and in the communal office have to be paid by the users.

*iii) PCs / Work stations*

**Administrative staff - Personal Computers:** For administrative staff (SD/OD/AOSM) units could be made available on a hire basis. We would, however, recommend to bring your own system as this will

- be familiar to operate;
- contain your personal filebase;
- fulfil your requirements in any case.

Please ensure compatibility to RJ45, Twisted Pair or BNC Net connection.

**Research groups /aircraft operators:** All research groups and aircraft operators are expected to bring their own workstations, hooking up to the local networks / Internet connection will be supported by MOC technician/ user support. Please allow ample time for this work, as things are bound to become hectic prior to the start of the SOP! Details of the scientists room including network structure are found in Section 10.1.2.

*iv) Copiers*

A3 B/W copiers are available at the Student hostel (account, card needed!) and at the ACG offices in immediate vicinity to the administrative offices. A certain number of copies might be sponsored by ACG. Additional copiers could be hired for groups at reasonable expenses, given a timely request to the Secretariat. No colour copiers are foreseen at MOC, but several commercial copy shops within a 3 km-radius are offering colour copy services at reasonable cost.

*v) Rental Cars*

An arrangement has been concluded with the local FIAT - dealership for long term - rental cars on monthly basis. A 5 - seater Punto (small - intermediate) would cost approx. 700 Euros/month, the intermediate 6 - seater Multipla approx. 850 /month and the 8 - seater Minivan Ulysse approx. 1000 Euros/month. These rates include all taxes, unlimited mileage and CDW. These rates are approx. 50% below normal tariffs. Several vehicles have already been requested, further request should be received at the MOC Secretariat not later than June 1st.

*vi) Meal Vouchers*

If sufficient demand is found, it would be possible to provide meal vouchers for a number of nearby restaurants and cafes at a fixed cost. These could then be purchased from the MOC Secretary upon arrival.

#### 10.1.4 Security

All participants requiring access to the non-public areas of the Airport, including the ACG tract of the building, will need an ID card to be worn visibly at all times. Please allow approximately 1 day for the production of these cards by the Airport Security Manager, Mr. H. Wilhelm.

Access to the airfield (Fig. 10-7) is possible for aircraft flight and maintenance crews only at any time, crew and on-board scientists need to pass customs on departure and return from any international flight. (Customs offices may in most instances wave the right to inspect, but they have the right to do so).

Access to administrative offices is strictly limited to persons on MAP business only, as they have to pass through ACG private areas. During daytime, they may contact MET staff for access. MAP officers only (SD/OD/AOSM) will be given magnetic keys to enter the building at any time.

Access to the general assembly room at the Student Hostel will be open during daytime, but wearing a MAP name-tag may be required. Access to the scientist room is strictly limited to members of those groups that have a workstation at the scientist room. These groups will be given access keys to the scientist room and are responsible for any loss or damage to their and /or MOC equipment and installations.

Otherwise, Innsbruck and the Airport can be considered very safe areas, normal precautions for valuables apply as in any other place. A police station is within the same building as the administrative offices, and the officers there are usually very helpful. For aircraft operators maintaining costly equipment at the airport, we suggest direct contact to the Police Station upon your arrival to arrange for special watches/inspections where deemed necessary.

There is no military sector at the airport, and no limitations in terms of free movement, photography etc. are in force in this respect.

#### 10.1.5 Car parking

Unfortunately, the service car park for ACG is severely limited at the moment as the Airport authorities are building a new departure hall and a large section of the car park is cordoned off for the works. Nevertheless, it may be possible to get 2-3 parking places for MOC officers. For aircraft operators, there are normally a limited number of spaces available.

FIGURE 10-7. Tower (left) and Airfield of Innsbruck Kranebitten Airport. View to the west.



All others will need to park at the airports normal car park, if they want to take their cars to the airport. As from Oct 1, further restrictions may apply as the works expand and temporary spaces on unmade surfaces may constitute the only possibility. We therefore urge participants to keep the number of vehicles to a minimum after that date.

Residents at the Student Hostel and at the Hotel Penz will obtain car parking lots there, the number of such places at the hostel, however, is also limited. There is free car parking along the access road to the airport for people prepared to walk for some 100m.

For participants staying at city hotels or other independent accommodation, please make sure to have a car parking facility with your rooms, as the entire city centre of Innsbruck is 90/180 min parking only except residents!

### 10.1.6 Maintenance

Aircraft operators have been put in touch with the Airport authorities relevant personnel and will make their own arrangements directly with the airport authority.

### 10.1.7 Storage

**Aircraft Operators:** See above.

**Research groups:** Storage of equipment other than data processing hardware needs to be arranged with commercial companies. Operating at the airport is: Transport company "Schenker & Co AG", tel. 0043-512-22521-0, fax: 0043-512-282125) the official handling agent for air freight and storage).

### 10.1.8 Insurance and liability

ALL aircraft operators flying in Austrian airspace need 3rd party liability cover through an insurance company registered in Austria. For operators having difficulty meeting this requirement (Government regulations) we suggest to obtain a pro-forma covering letter from an insurance company that has a contract with the respective government authorities. This regulation ensures that anyone suffering damage can obtain compensation through national courts of law rather than having to litigate with a foreign government. In particular, those operators wishing to use dropsondes are strongly advised to arrange for such a pro-forma cover.

For vehicles brought into the EU, please make sure you obtain sufficient cover if your stay exceeds 30 days! (Green card or similar). There are serious problems to get swiss-registered rent cars into EU and therefore Austrian territory without having to pay import duties. Again, Schenker & Co would be an excellent source for detailed information on customs formalities.

Anyone entering the airfield would be strongly advised to take out personal liability insurance with adequate cover (think of an Airbus A300 running off the taxiway because you disregarded instructions!).

For health cover, EU citizens are usually covered under state treaty for any unavoidable treatment cost. Please request the relevant forms (E111) from your employer/insurer.

Non-EU-citizens are strongly recommended to take out sufficient health insurance coverage including transfer costs to your home countries. Daily costs at the (excellent!) University Hospital at Innsbruck are in excess of 300 Euro/day excluding medication and fees for operations. There are 4 -5 ambulance jets stationed at the airport that are capable of repatriating any patient to his home country -at a cost!

## 10.2 Project Operation Centre Radar Milano-Linate (POC)

*as of 20 May 1999*

The Project Operation Centre will be hosted by Centro Meteorologico Regionale (CMR, Italian Meteorological Service) in Milano - Linate (Italian Air Force Base, located in the same area of Linate Civil Airport Forlanini). Address and phone numbers are:

1° Centro Meteorologico Regionale Aeronautica c/o Comando Aeroporto Linate  
Viale Aviazione, 1 I-20138 Milano (Italy)  
Phone: ++39 027010 2389 / 027390 4298, Fax: ++39 027490 821 / 027390 4576  
Director: Giuseppe Frustaci, Phone: ++39-02-7390 4310,  
e-mail: Giuseppe\_Frustaci@rcm.inet.it

For general MAP related questions use above numbers and addresses. For operational activities at POC reserved numbers and e-mail are:

Phone: *to be defined*, Fax: *to be defined*, e-mail: poclin@mi.infn.it

CMR is a 24 hours operational centre of the Italian Meteorological Service - Aeronautica Militare (Italian Air Force), directly subordinate to UGM (Ufficio Generale per la Meteorologia, the national directorate of IMS). Among its duties: meteorological assistance to civil and military flights in the Milano Flight Information Region (FIR), SIGMET and AIRMET for the same area (1999 planned extension to the other two Italian FIRs), forecasts for northern Italian seas and for the alpine regions, four radiosoundings a day (WMO 16080), regional met. Tele-communication hub connected to the national meteorological centre (CNMCA) in Pratica di Mare (Roma).

### 10.2.1 Location

The recent (1990) building dedicated to CMR, about 200m far from the aircraft parking area (Linate is the base where French Merlin IV and Fokker 27 will operate from during SOP), will host a POC office, a scientist room and an operations room, as outlined in the following.

Comando Aeroporto Linate, on the west part of the Linate Airport Forlanini (Fig. 10-8), is easy to reach in less than half an hour from downtown Milano (Piazza Duomo, Corso Vittorio Emanuele, Piazza San Babila):

- by car, driving straight away from Corso di Porta Vittoria and Corso XXII Marzo, then turning to the right immediately after the railway over-bridge to Via Repetti, via Marco Bruto and through Piazza Ovidio to via Mecenate. At the traffic lights halfway in via Mecenate, follow CAMM indicators on the left (via Fantoli), pass under the highway (Tangenziale Est) and at the end (in front of ATA gate, airport area) finally turn on the left in Viale Aviazione (no way out!).
- by tram No. 12 (same way), starting in Via Larga (Duomo) or Corso Porta Vittoria: change at the street light halfway in Via Mecenate to bus No. 39 (bus stop at the beginning of Via Fantoli, infrequent outside rush hours).
- by bus No. 73, starting from Viale Europa (50m from the corner to Piazza San Babila) (same way up to railway bridge): bus stop "Parco Forlanini", in Viale Forlanini, under the violet pedestrians bridge (500m after the highway and about 1 km before the Airport bus stop).

From outside Milano (Fig. 10-9), follow the Highway Tangenziale Est (indications to Aeroporto Forlanini) and drive out at CAMM (immediately after or before the Airport way out, coming

*as of 20 May 1999*

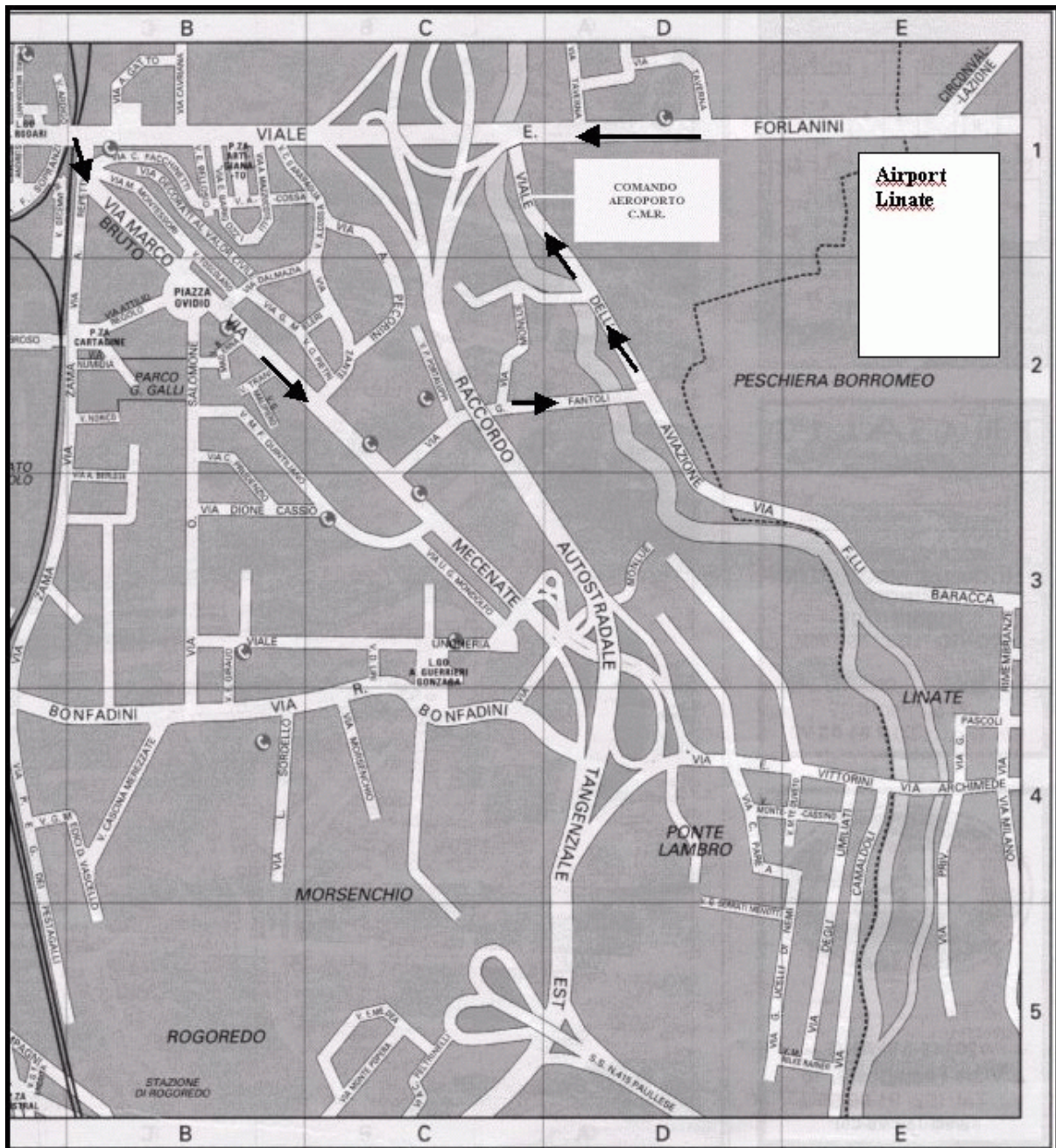


FIGURE 10-8. City plan of Milano (East), showing the way to reach Linate and POC by car and bus from downtown.

from the North - direction: Bologna - or from the South - direction: Venezia). From the Main Railway Station (Stazione Centrale), take bus Nr. 60 and change to bus Nr. 73 in Via Bronzetti, corner to Viale XXII Marzo. From Linate Airport Forlanini, take bus Nr. 73 towards S. Babila. From Malpensa there is a shuttle to Linate (Forlanini) 20 minutes after every hour; the same from Linate to Malpensa (at half the hour): travel time is about an hour.

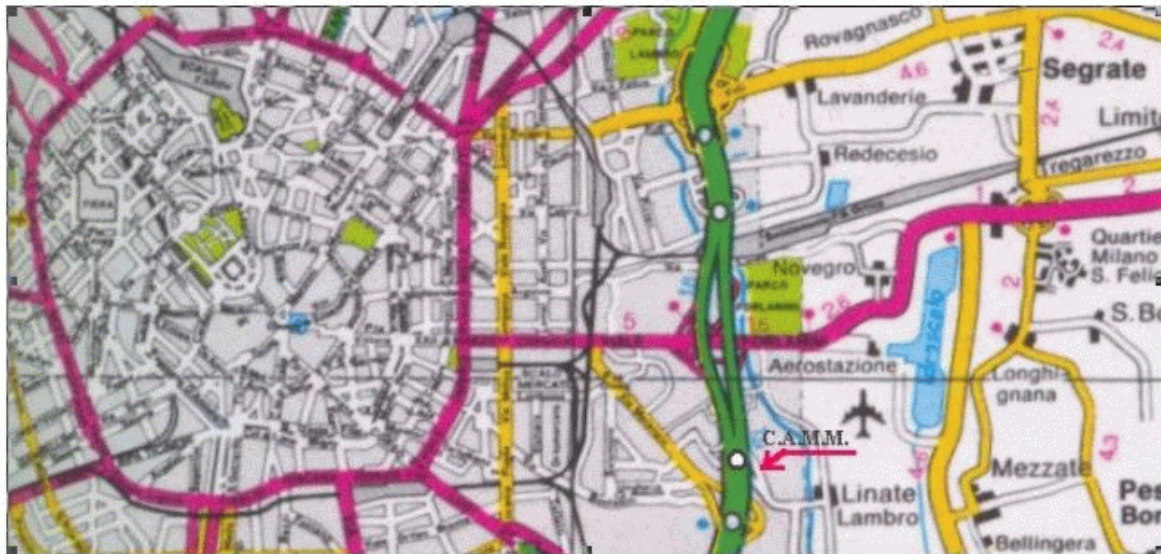


FIGURE 10-9. Highways around Milano, showing the way to reach Linate and POC by car from outside.

### 10.2.2 Floor plans for administrative, scientific and operational requirements.

During SOP, part of the CMR building will be reserved and dedicated to POC, but leaving undisturbed the CMR normal operations is an essential requirement. Therefore, offices at first floor, as well as communication and forecasting rooms at ground floor will be normally off limits for POC personnel.

For POC activities two large rooms, the first one for operations and the second one for analysis and evaluations, are reserved at the ground floor together with the large briefing room (Fig. 10-10). Upstairs another large room is available as POC office and a small meeting room (next door to the Director room) will be made available as needed (Fig. 10-11).

The POC Operation Room is reserved for general 24h monitoring, communications with MOC, IOP and pre-IOP activities. Access is in principle reserved to relevant persons, especially during IOPs. Its main equipment is based on:

- POC phone/fax (for communications to MOC/MDC/field groups);
- VHF communication link to aircraft (set up by IAF);
- MountainZebra workstation for integrated visualisation of images (University of Washington);
- PC-workstation for display of general meteorological information (IMS, reserved for POC forecasters);
- PC-workstation for displays of operational products as maps and radar/ satellite imagery (IMS, reserved for POC forecasters);
- Ronsard and S-Pol radar display (CETP and NCAR);
- A3/A4 B/W Laser printer, Jet Ink colour printer, plotter.

The general layout is depicted in Fig. 10-12.

The POC Science Room (Fig. 10-13) is mainly devoted to evaluation of observations, planning and general scientific work. It is reserved for scientific teams or persons not directly involved

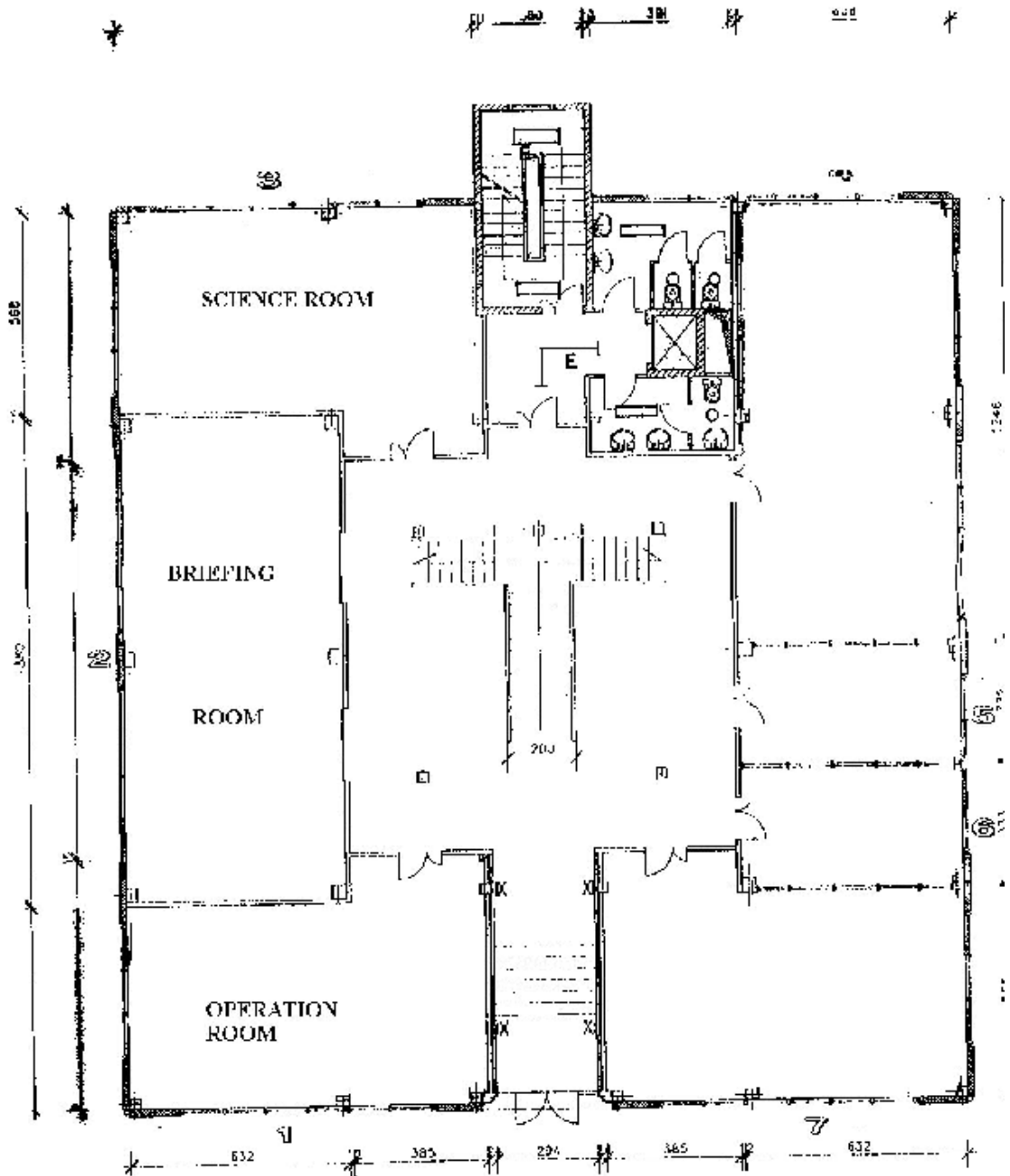


FIGURE 10-10. CMR operational floor and POC reserved rooms (ground floor).

in operational decisions and guidance of the experiment, but working at POC and linked to field instruments. Equipment will be:

- PCs and workstations of scientific teams;
- POC phone/fax
- Printers
- Special equipment for field instruments.

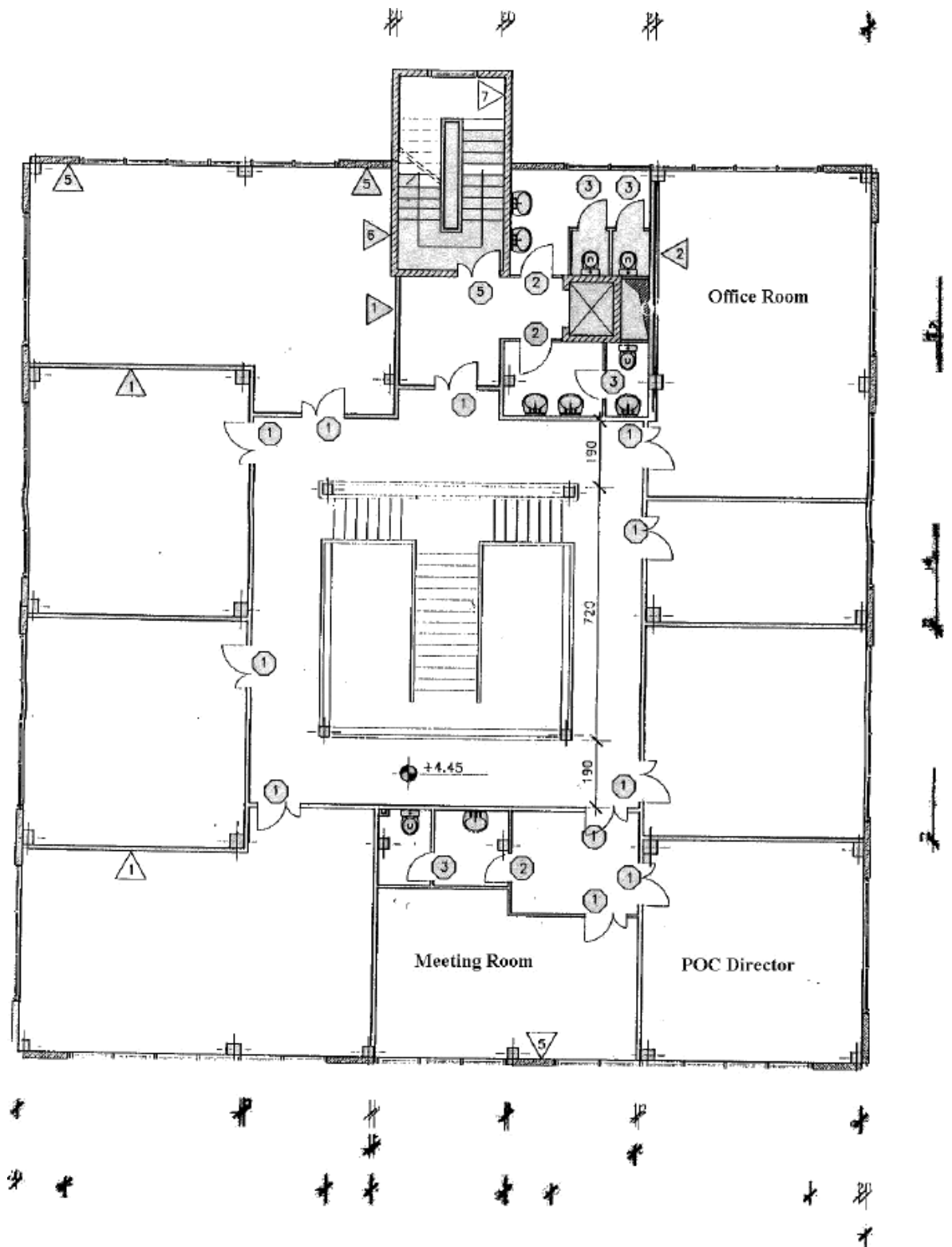


FIGURE 10-11. CMR office floor and POC reserved rooms (first floor)

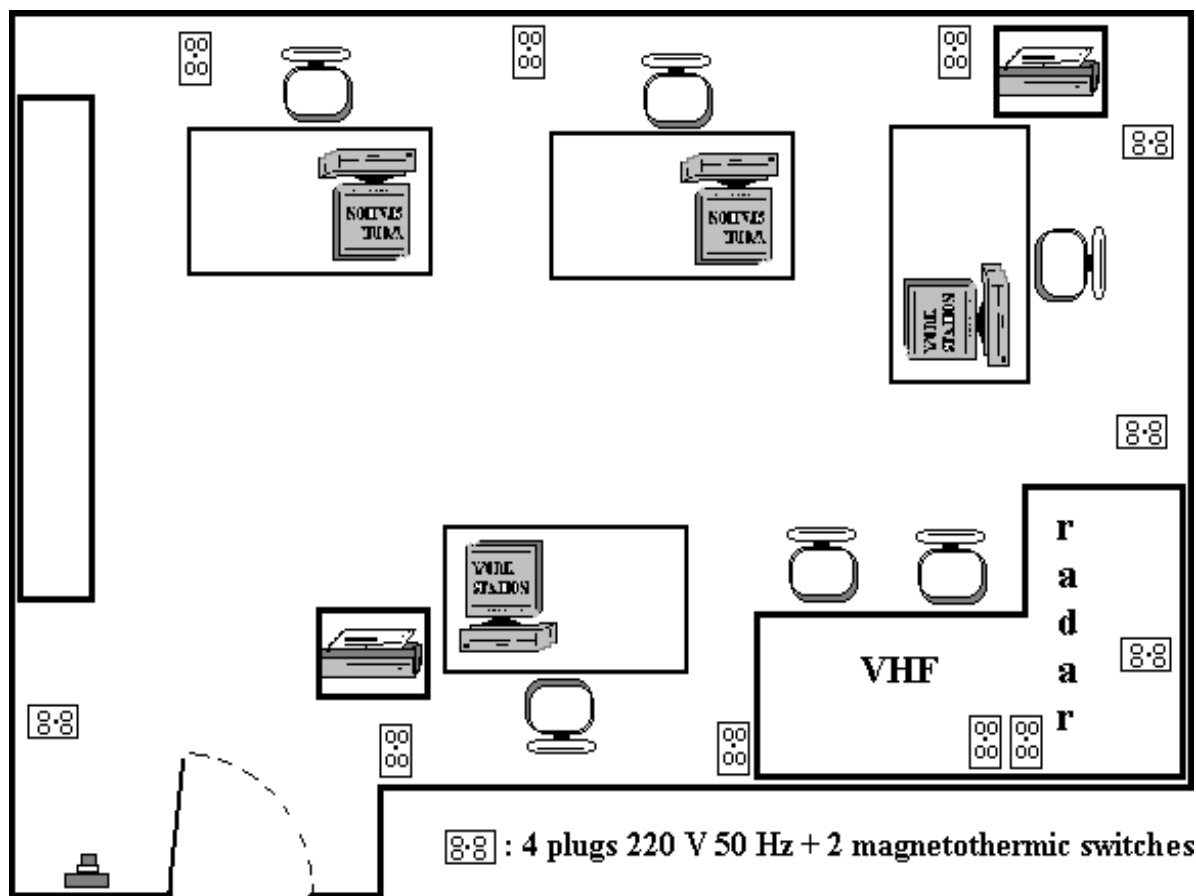


FIGURE 10-12. General layout of POC Operations Room

The POC Office Room (Fig. 10-11), at first floor, is devoted to persons with responsibility in operations and scientific work (POC Science Coordinator, POC Operations Co-ordinator, etc.) and for restricted discussion. Only phone/fax, PCs, workstations and printers are expected to be installed in this room.

### 10.2.3 Facilities

All the rooms will be furnished with office or operational desks and bookcases.

**Power:** (50Hz-220V, 10 and 15A by ENEL, the national electric company) is everywhere available: the 15A power line is connected to a 1000KVA UPS and an electric generator, reserved to CMR and some other operational radio installation in the same building. Connectors are Italian 3-poles and Shuko on towers near every desk.

**Telephone:** lines reserved for POC are available (also with fax) in the selected rooms. Numbers will be provided as soon as lines have been established.

**Modem/fax:** can be also accessed through the POC local network (see: POCLAN). It is important to remember that phone calls and fax, as well as Internet access, will be individually charged.

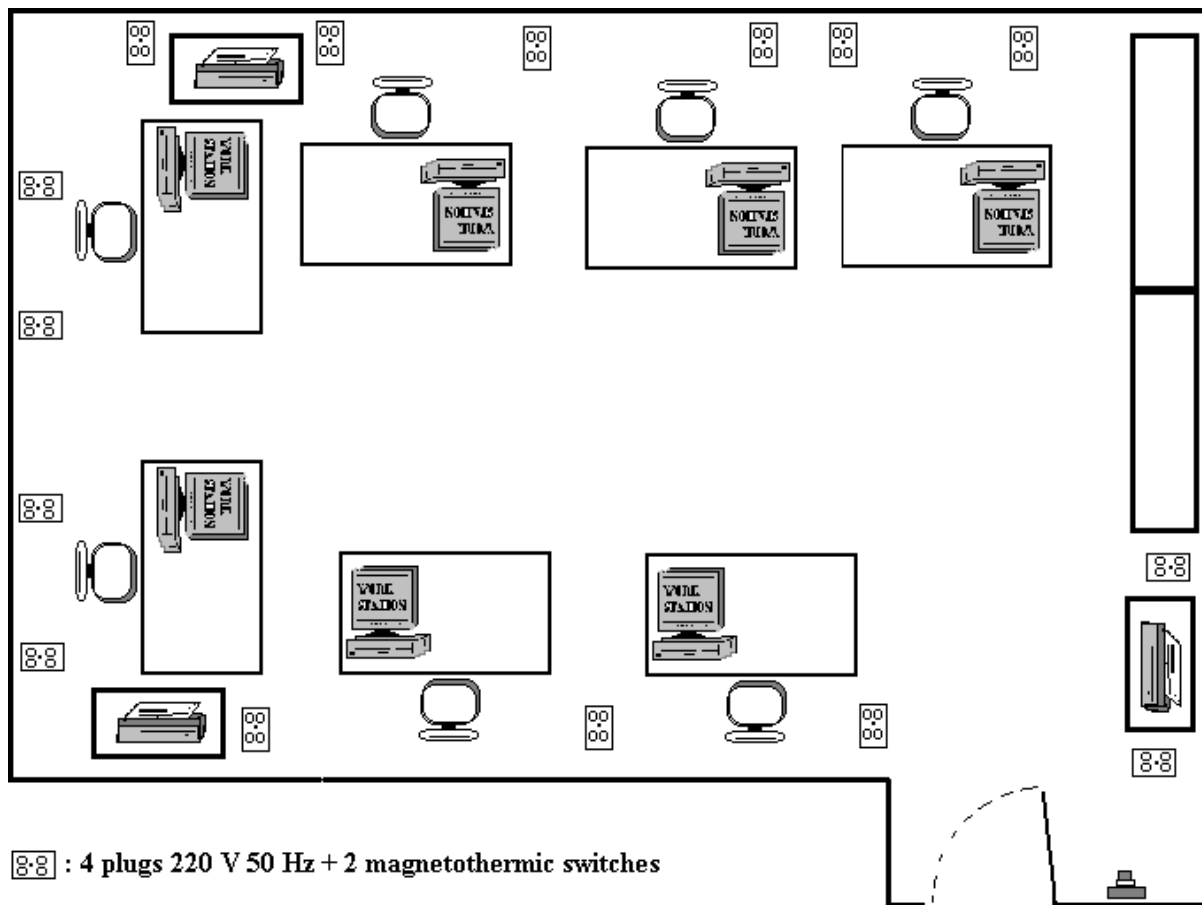


FIGURE 10-13. General layout of POC Science Room

**PC/workstations:** Necessary information for installation and set up of individual PC/workstations will be provided in advance (a questionnaire/directions list will be available at the POC web site, cf. also Section 9.3).

#### 10.2.4 Services

**Rooms/apartments:** will not be available for POC Personnel at the Airport: a selection of Hotels in the airport area and Residences in Milano, with the best possible public connections, is available at the POC site (prices are only indicative), but they have to be addressed individually.

**Meals:** can be provided by military airport mess at very low prices: note that there are severe timing restrictions. The same is valid for the Officer and Petty Officer clubs, where drinking and small refreshments are normally available at opening hours (normally 7-8 and 10-22).

**Public phones:** are available at CMR (one!) and at mess and clubs (only Italian Telecom cards and coins).

**Storage:** apart from desks and bookcases, there will be practically no storage room at POC. Therefore, only what is strictly necessary can be accepted (PCs, printers, handbooks and documentation). Detailed lists of instrumentation and documentation have to be provided in time to the POC Director; anyway, there will be no place for personal belongings and a very limited place for equipment.

**Radio links and installation of antennas:** a VHF radio link for communication between POC and aircraft is planned (Section 8.2.2). Apart from that it will be almost impossible to install other antennas or make use of Rx/Tx radios: if really needed, special permission and arrangements have to be looked for, but cannot be taken for granted.

**Insurance and liability:** for every group working at POC a special agreement has to be signed and no charge can be made to Aeronautica Militare for any incident or damage to persons and equipment. Special insurance and declarations are therefore requested.

**Status:** special forms and instructions will be prepared and made available at the POC web site.

### 10.2.5 Security

CMR is located inside a military installation in the airport area: therefore, some rules have to be strictly respected. Detailed instructions will be given to POC personnel at arrival and in the following only the most important items are underlined:

- a pass is needed for everyone and for every car;
- photos and cameras are not allowed without special permission outside/inside the CMR building, but can be used freely in the POC rooms;
- in the Officer Club special dressing rules are normally to be respected;
- .... (more to be defined by Airbase Command).

All personnel joining POC even for a part of SOP have to send in advance information to the POC Director for personal badge and car parking permissions: forms will be available at POC site.

### 10.2.6 Car parking

Parking is generally possible outside (just in front of the main gate) and inside the military airport on open areas. Limitations could arise in case of excessive requests or for special events. Therefore, it is necessary to specify well in advance the parking needs and it will not be possible to leave the car parked for several days without notifying and giving the keys to the POC Director, if the owner should be absent (see Fig. 10-14).

### 10.2.7 Maintenance

No special maintenance will be assured for extra equipment at POC. In Milano there is anyway a lot of technical shops for any needs: help in finding the best solution will be anyway furnished by CMR and Airport personnel. Insurance for equipment is strongly recommended (see: insurance and liability).

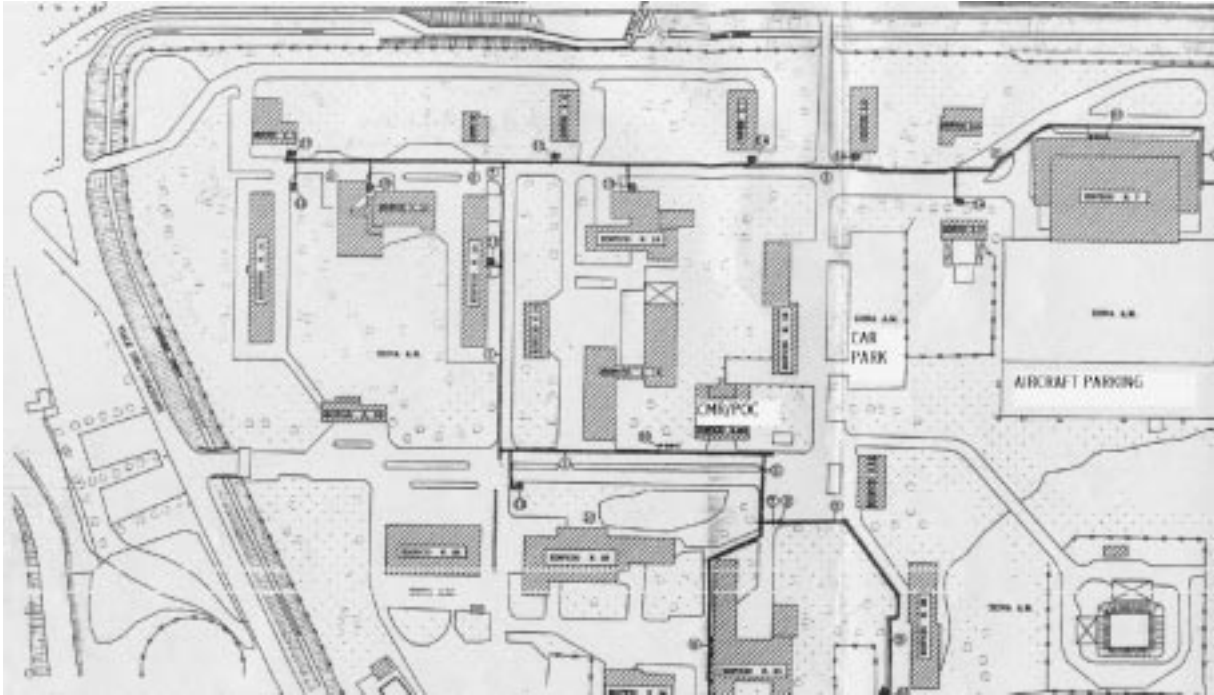


FIGURE 10-14. Car and Aircraft Parking areas at Linate Airbase.

### 10.3 Coordination Operation Centre Rhine Valley Bad Ragaz (COC)

*as of 15 July 1999*

Several research institutes, supported by national weather services pool their resources for their activities within FORM. In addition, FORM scientists profit from support by military units which contribute a range of special observations dedicated to the objectives of FORM, in particular upper air measurements.

In order to coordinate the activities in the rather complex observing network, and to ensure optimal mutual benefits for the research groups from the data pool, a special centre, the Coordination Centre Rhine Valley (COC) has been set up. Its structure is shown Fig. 10-15.

The COC is located in Bad Ragaz, in the centre of the Target Area Rhine Valley. Bad Ragaz, a well known health resort, is a small town just south of Sargans; it can be easily reached by rail or road. The location of the building in which the COC is located can be seen from the skeleton map(### insert road map).

The floorplans in Fig. 10-16 give a rough overview of the organization of the centre.

## FORM Foehn Research in MAP

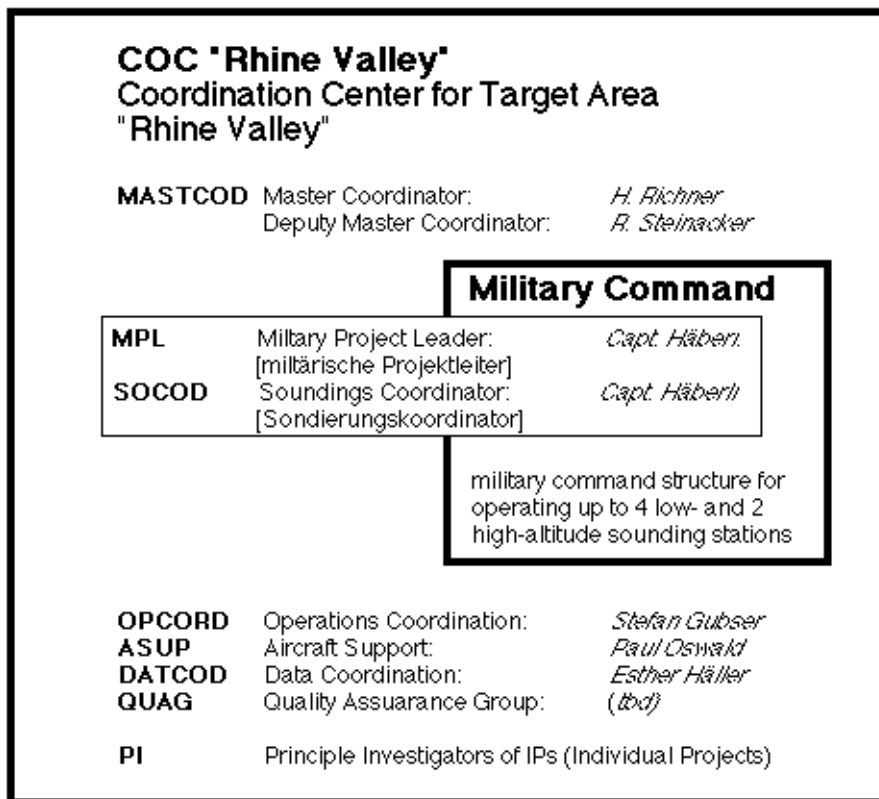


FIGURE 10-15. Organizational Structure of the COC

*as of 15 July 1999*

### MAP Coordination Centre Bad Ragaz

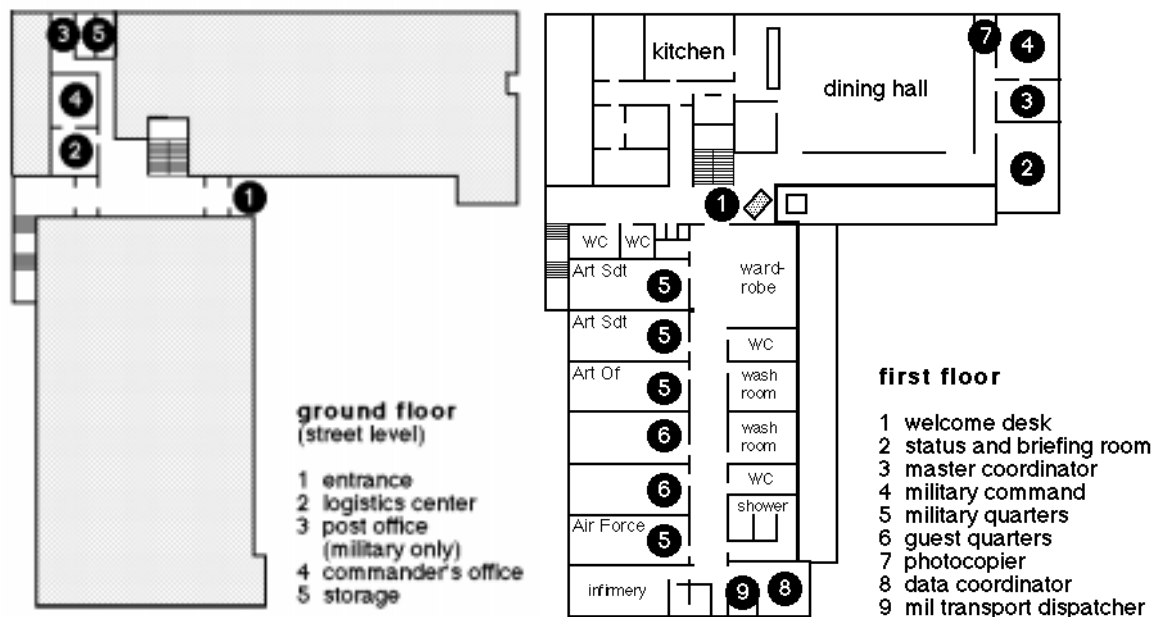


FIGURE 10-16. Floor plans of the MAP Coordination Centre Rhine Valley in Bad Ragaz (COC).

#### 10.3.1 How to reach the COC

##### A. Telecommunication

See Table A-4 in Appendix A.

##### B. In person

For security reasons, all persons must register at the welcome desk (operated by the military) located on the first floor of the COC.

##### C. By train

The COC is located close to the train station Bad Ragaz. There are fast trains from Zurich, Buchs (border station to Austria), St. Margrethen (border station to Germany, via Austria), and Chur.

The following time table shows the basic time grid, there are additional trains in between and outside the times given here. For details please consult [http://www.sbb.ch/pv/index\\_e.htm](http://www.sbb.ch/pv/index_e.htm)

<b>Zurich</b>	dep.	0610	xx10	2310
Bad Ragaz	arr.	0725	yy25	0027
<b>Buchs</b>	dep.	0801	xx01	2101
Bad Ragaz	arr.	0819	xx19	2119
<b>St. Margrethen</b>	dep.	0730	xx30	2030
Bad Ragaz	arr.	0819	yy19	2119
<b>Chur</b>	dep.	0616	xx16	2316
Bad Ragaz	arr.	0633	xx33	1330

#### D. By car

Bad Ragaz is situated on the superhighway A3 Zurich - Sargans - Chur. When approaching Bad Ragaz from the North (i.e. from Sargans), take the exit labelled "Bad Ragaz", stay on the highway to the centre of the town, turn left in the centre following the sign "Bahnhof".

When approaching from the South (i.e. from Chur), take the exit labelled "Maienfeld", follow the signs "Bad Ragaz" to the centre of the town, turn right in the centre following the sign "Bahnhof".

There are signs directing you to the COC from either one of the superhighway exits. The signs are black on yellow and say "FORM".

There will be limited parking space for visitors of the COC.

**IMPORTANT:** Do not violate the no-parking areas in front of the COC! This multi-purpose building houses also the fire engines and firefighters' equipment that, of course, must be freely accessible at any time.

#### E. By air

Bad Ragaz has a small airfield, however, there is no customs service. Anybody planing to fly in from abroad must get customs clearance elsewhere (normally Altenrhein).

### 10.3.2 Want to stay at the COC?

There is the possibility to stay at the COC. With this offer we intend to serve those who want to stay just for a few days (e.g. during an IOP).

**Office space:** There is a room with a few desks that you can use for your work. We do not offer any computing facilities, however, Web access is available.

**Accommodation:** There is a big room with 20 bunk beds. Showers and toilets are on the same floor. We cannot offer any private rooms and there are no additional services available. If you want to stay overnight at the COC, we recommend that you bring your sleeping bag along.

**Prices:** We do not charge you for using the office space, however, there is a small fee for accommodation of CHF 15.00 per person and night.

Of course, you can also stay in one of the hotels in Bad Ragaz, however, please be aware that Bad Ragaz is a health resort and that accommodation prices are somewhat above average.

**Food:** Meals are offered in restaurant just opposite the COC at reasonable prices; there are many additional restaurants in town.

### **10.3.3 The legal status of the COC**

The purpose of the COC is to coordinate all activities within the MAP Target Area Rhine Valley. This includes the coordination of military activities with civilian activities.

While it does its best to provide all research groups with optimal information and logistic support within its terms of reference, the COC declines any responsibility for negative consequences resulting from improper forecasts or recommendations in any form.

All support given by the personnel of the COC is on a voluntary basis. No individual or research group can claim any right for support. This is also applicable to the access to telecommunication means.

Limited amounts of material can be stored in a locked room at the COC. However, the COC cannot be made liable for theft, or damage and destruction by fire, water, etc.

The premises of the COC are open to anybody taking part in MAP-related activities. However, anybody entering the premises must -- upon request -- reveal her or his identity and give the purpose of the presence on the premises of the COC. Part of the premises are controlled by military forces.

