



Centre Français de Formation des Pompiers d'Aéroport

S.S.L.I.A. TRAINEES WELCOME HANDBOOK


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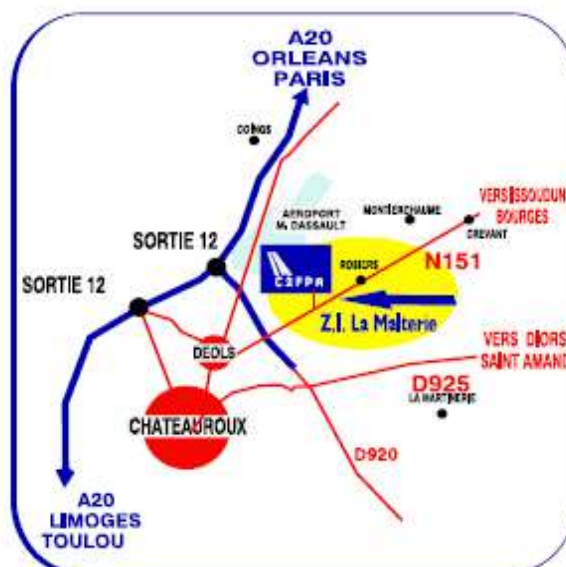
Les entités intervenant dans le domaine de la sécurité doivent répondre à l'article L612-14 du Code de la Sécurité Intérieure : L'autorisation d'exercice ne confère aucune prérogative de puissance publique à l'entreprise ou aux personnes qui en bénéficient.


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2. C2FPA - PRESENTATION OF THE TRAINING ORGANIZATION

As a center for initial and continuing training, C2FPA focuses on aeronautical safety related to crisis management, rescue and fire-fighting, and wildlife risk prevention, offering regulated training courses.

2.1. GEOGRAPHICAL LOCATION



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2.2 TRAINING INFORMATION

Training times are specified on your invitation. They are generally:

Day	Morning schedule	Afternoon schedule
Day 1	9am - 12:30pm	1.45pm - 6.15pm
Day 2	8 a.m. - 12:30 p.m.	1.45pm - 6.15pm
Day 3	8 a.m. - 12:30 p.m.	1.45pm - 6.15pm
Day 4	8 a.m. - 12:30 p.m.	1.45pm - 6.15pm
Day 5	8 a.m. - 12:30 p.m.	Depending on training

Cell phones must not be used during training hours, unless expressly authorized by the trainer.


A drinks dispenser is available for trainees.

Each course is run by a coordinating trainer.

Promotional items are available for sale. If you have any questions, please contact the trainer.

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Course of the stay

Local transport (1) is organized by C2FPA. If you arrive the day before, you can check with the hotel receptionist for the shuttle schedule.

If you come to C2FPA by car, parking spaces are available.

First day of training :

- Welcome by your training coordinator
- Checkroom allocation
- Welcome coffee
- Details of the program of your stay
- Details of transport schedules (1)
- Perceptions of the equipment provided (helmet, fire jacket and pants, depending on training, digital tablet)

Lunch: shuttle bus leaves¹ at 12:30 for the catering area, returning to C2FPA at 13:40.

In the evening, the shuttle leaves at 6.15 p.m. for the respective hotels.²

Dinners are booked either at the hotel or in the immediate vicinity of the hotel. The restaurant will be specified on arrival at C2FPA.

3. C2FPA WEBSITE

3.1 VEHICLE PARKING ON SITE


A parking lot is available close to the C2FPA buildings. Please respect the ground signage, especially the ones reserved for people with reduced mobility.

For safety reasons, it is prohibited to drive your vehicle beyond the administrative buildings.



¹ For trainees benefiting from transport included in their training agreement.

² Idem

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3.2. TRAINING ROOMS

The center has four S.S.L.I.A. training rooms, each accommodating 12 trainees, and one room for S.P.P.A. training, each accommodating 6 trainees. The training rooms are linked to the S.S.L.I.A. building by a covered passageway.

Each classroom is equipped with modern teaching materials:

- Video projector
- Multimedia computer
- Multimedia animation tablet
- Terminal for supervising the technical platforms, enabling the results of the various practical training sessions to be rolled out
- Whiteboard and flipchart
- Each trainee is provided with an ergonomically adapted table and chair



3.3. EDUCATIONAL RESOURCE ROOM

Adjacent to the training room, the educational resource room houses all the teaching materials available to trainers for conducting their courses

3.4. THE COMMON ROOM

The common room is available to trainees during their time at the training center. It is pleasant, modern, and well-lit. The room is equipped with two vending machines for hot and cold beverages, as well as a water dispenser.



Our common room is also equipped with an accessible semi-automatic defibrillator, made available to trainees and staff.

3.5. CHANGING ROOMS AND SHOWERS

C2FPA provides each trainee with a locker throughout the entire course to store the following items:


- Personal Protective Equipment (PPE)
- Personal effects, civilian clothing, etc.

After each series of exercises, trainees have the opportunity to deposit their garments in a drying cupboard. This enables them to return to a perfectly dry outfit the next day.

C2FPA's facilities enable trainees to take a shower after each practical phase.

To this end, it is supplied with;

- Shower gel for body and hair
- Bath towels

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3.6. TECHNICAL FACILITIES

C2FPA has a unique technical platform comprising a number of simulators, all of which are used in the training courses we provide.

Long-haul fire simulator (BOEING 747 / AIRBUS 330)



This simulator is used to train firefighters and fire chiefs from airports with protection levels 8, 9 and 10.

Today, it is the world's largest aircraft fire simulator in a training center, equipped with 5 smoke generators capable of creating a cloud of opaque smoke over the entire surface of the aircraft.

The BOEING 747 / AIRBUS 330 fire simulator has a **unit length of 65 meters** and a **fuselage diameter of:**

- Double-deck section (front): **8.5 meters** ;
- Single-deck section (center and aft): **7 meters**.

Medium-haul fire simulator (AIRBUS 320/BOEING 737/ATR72)

This workshop is used to train firefighters and fire chiefs in exterior and interior scenarios involving this type of aircraft.


The fuselage is 29 meters long and 3.6 meters in diameter. It simulates an AIRBUS 320. The external equipment includes a wing fitted with an A320 engine and, on the other side of the fuselage, an ATR 42/72 or similar engine and landing gear.



A 9 m slick fire² is associated with the engine. The mock-up simulates an A.P.U. (Auxiliary Power Unit) fire, as well as a fuselage flashover.

The model features areas reserved for search and rescue exercises, including penetration from the outside wearing self-contained breathing apparatus.

- The fuselage has doors that match those of the Airbus 320. They are designed to be operated from the inside. **The opening system is identical to the real one;**
- Passenger doors: one in front, one in the middle and a cargo door at the end of the fuselage;
- An emergency door above the starboard wing;
- The interior features a door with bulkhead to separate the cockpit from the passenger area, and a bulkhead to separate the passenger area from the cargo section.

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BOEING 747-200



The BOEING 747 - 200 adds a strong potential contribution to the **improvement of air safety and security** at French airports thanks to the realism of the new scenarios that can be reproduced:

- Investigation techniques with extension ladders and door openings.
- Interior inspection with Self-Contained Breathing Apparatus and thermal imaging camera.
- Search for passengers in the smoke-filled airframe, cockpit and crew sleeping areas.
- High-power smoke generators.
- Video recording for debriefing.


Crash area: BOEING 737-400 and MCDONNELL DOUGLAS MD-11

C2FPA has responded to airport requests by setting up a crash area on its technical platform, using a Boeing 737-400 and a MCDONNELL DOUGLAS MD80.

The workshop is used to train airport firefighters and maneuver leaders to **progress through a debris-filled area and into the interior of a dislocated Boeing 737-400 aircraft, with dummies set up on the ground and in the fuselage to simulate victims.**

- Operational management and aeronautical command.
- Progress through a debris-filled area and inside the broken aircraft. Victim triage (dummies on the ground and in the fuselage).
- Emergency Preparedness.
- High-power smoke generator.



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Additional equipment

Weapon aircraft / MIRAGE 2000 B and MK 10 ejection seat

To broaden the skills of airport firefighters, C2FPA has acquired a refurbished Mirage 2000 to enable them to be trained in the rules of emergency intervention on this very special type of aircraft:

- Emergency and safety measures
- Canopy opening
- Ejector seat override



Light aviation / CESSNA 172

Training on this aircraft is designed to enable airport firefighters and maneuver leaders to :



1. Know how to work on light equipment using highly flammable fuel;
2. Pilot rescue procedures:
 - Safety
 - Piston engine shutdown
 - Onboard access and pilot extraction


Helicopter

Helicopters are now an integral part of the aeronautical landscape. In addition to helipads, helipads, hospital clinics, etc., airports can also accommodate this type of aircraft. In some cases, helicopters even account for a significant share of traffic. These aircraft are becoming increasingly sophisticated, with the latest technology and special safety features that firefighters need to know all about to guarantee their safety.



To enable facility managers to fully comply with training requirements for their response teams, and to enhance its overall offering, C2FPA has acquired a full-scale mobile helicopter fire simulator, which can be used for specific courses.



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3.7. S.S.L.I.A. INTERVENTION VEHICLES

The C2FPA is equipped with four operational vehicles that meet the regulatory technical specifications for S.S.L.I.A. vehicles.



EURO 4" and "EURO 5" engines comply with the latest European anti-pollution standards.

In addition to these vehicles, a light 4X4 vehicle equipped with a 100 kg dry powder extinguishing system and propelled by flushing gas will ensure compliance with :

- The chain of command for fire chiefs ;
- Level 2 firefighter training.


All these vehicles are equipped with radio.














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4. SAFETY RULES

- Wear all Personal Protective Equipment (PPE) for all operational simulations on the various simulators;
- Using VIM:
 -  Only trainees with a valid HGV driver's license are authorized to drive C2FPA VIMs.
 -  The instructions given during the handover must be followed.
 -  VIMs will only be used on C2FPA premises.
 -  Reverse maneuvers will be guided from the front by another person.
 -  VIMs must be filled with water only from the lower part of the vehicle when the engine is stationary.
 -  It is forbidden to climb onto the platform when the vehicle is in motion.
 -  Foam Intervention Vehicles may only be used on concrete areas used for B747 and A320 fire simulators.
 -  Vehicles must not be driven or parked on the concrete areas of the fire simulators.
- Vehicles may only be driven on road surfaces.
- It is forbidden to take up a position in front of the shed to start an exercise (significant risk of damage to the slab).
- Use of the fuel station is reserved for C2FPA maintenance personnel.
- If foam is used, the rinsing process must be carried out systematically.
- Investigative work inside an aircraft must not be accompanied by dismantling or even damage.
- No water in the Boeing 747-200.
- The use of vehicles other than those allocated is prohibited.
- Helmets must not be placed on the ground.
- When returning from the field, boot washers must be used.
- Return of outfits after training:
 -  Jackets and pants must be presented returned.
 -  Equipment must be deposited in the designated area
 -  Each person must individually present his or her equipment to C2FPA staff for return.
- Any incident or accident (material or physical) must be reported immediately to C2FPA staff.