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Il servizio regionale antincendio boschivo.
Aerocooperazione AIB





"Water bomber"

- Costruttore Bombardier Aerospace
- Deriva dal più datato CL-215
- Costruiti 69 esemplari (2009)
- Prima consegna novembre 1994
- Bimotore turboelica Pratt & Whitney
- Lunghezza 9,92m
- Apertura alare 70,5m
- Velocità max 376 km/h
- Autonomia assoluta 2427 km
- Autonomia operativa 3 ore, 9 lanci, rif 10 km
- Capacità 6.137 litri + schiuma
- Scooping 1340 m (pm 1.40m)
- Tempo di carico 12"
- 19 esemplari operativi in Italia (2010)
- 49 velivoli operano nel mediterraneo
- Equipaggio 2 operatori

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- 
- 
- Nessuna operatività AIB nel settore interessato
 - Nessuna interfaccia operativa con squadre AIB
 - L'impiego è richiesto dal CFS al COAU
 - Comunicazioni TBT con CFS



"S64"

- Progetto Sikorsky Aircraft Corporation
- Costruttore Erickson Air-Crane
- Primo volo 9 maggio 1962
- 2 turbine Pratt & Whitney
- Lunghezza 21.41m
- Velocità max 203 km/h
- Autonomia assoluta 370 km
- Autonomia operativa 2.15 h
- Capacità 10.031 litri + 290 litri di Foam
- Tempo di carico 45"
- 4 esemplari del CFS operativi in Italia
- Equipaggio fino a 5 operatori

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"Fire Boss"

- Costruttore Air Tractor
- Motore turboprop Pratt & Whitney
- Lunghezza 11 m
- Apertura alare 18 m
- Velocità max 340 km/h
- Autonomia assoluta 1287 km
- **Autonomia operativa 5h**
- **Capacità 3104 litri + ritardante**
- Tempo di carico 30"
- Equipaggio 1 operatore



"B3"

- Motore Arriel 2B1 monoturbina
- Portata max al gancio 1400kg
- Peso max decollo 2250kg
- Posti 6
- Autonomia 2.45h
- Velocità max 207km/h
- Quota di tangenza 7000mt

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ROTORE PRINCIPALE

GRUPPO TURBINA



GANCIO BARICENTRICO

CESTO DI CARICO

ROTORE DI CODA





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- Massima attenzione nel settore AIB interessato
- Totale interfaccia operativa con squadre AIB
- L'impiego è richiesto anche dal Resp AIB Ente
- Comunicazioni frequenza regionale



Interfaccia operativa

COMUNICAZIONI RADIO

- CFS
- Responsabile AIB Ente
- Caposquadra AIB

OPERATIVITÀ

- Squadre di salvataggio livello
- Squadre AIB elitrasportate

ATTIVITÀ

- Trasporto personale per attacco diretto
- Trasporto personale per attacco indiretto
- Trasporto materiali in quota (rete/gancio)
- Supporto alla vasca (rifornimento idrico)
- Operatività in ambiente ostile

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"Poche cose fatte con testa"



Il team.

- **Pilota.**

E' il leader.

E' il responsabile della sicurezza del team.

Spettano a lui tutte le decisioni operative dal momento del decollo e fino all'atterraggio.





Il team.

• **Specialista.**

- _E' l'interfaccia operativa fra pilota e operatori AIB.
- _E' deputato alla sicurezza operativa del velivolo.
- _Apre e chiude il portellone.
- _Carica/scarica e movimentata il materiale.





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Il team.

• Caposquadra.

- È la figura di collegamento con il pilota e lo specialista.
- È responsabile della sicurezza e dell'operatività della squadra.
- È l'esperto in materia AIB presente sul veicolo.
- Assicura i contatti con il CFS.
- Assume le funzioni di DCS sino all'arrivo del CFS.





Approccio al velivolo.

LIMITI OPERATIVI

Avvicinamento

Area di sicurezza operativa.



Area OFF-LIMIT

ES SICUREZZA

NO PERICOLO

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Approccio al velivolo.

LIMITI OPERATIVI

Imbarco/sbarco.
Sempre a vista con il pilota.



ES SICUREZZA

NO PERICOLO

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Approccio al velivolo.

LIMITI OPERATIVI

Punti di atterraggio/piazzole



PERICOLO



SICUREZZA



Approccio al velivolo.

LIMITI OPERATIVI

Punti di atterraggio/piazzole



PERICOLO



Approccio al velivolo.

LIMITI OPERATIVI

Attenzione ai materiali



PERICOLO



4 Approccio al velivolo.

LIMITI OPERATIVI

Attenzione alla flessione delle pale.



PERICOLO



Approccio al velivolo.

LIMITI OPERATIVI

Cavi a sbalzo, palorci e linee elettriche.



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Approccio al velivolo.

LIMITI OPERATIVI

Piazzole di atterraggio.



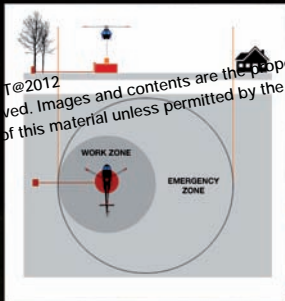
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Approccio al velivolo.

LIMITI OPERATIVI

La vasca.



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Imbarco e sbarco. Postura e DPI

CASCO INDOSSATO
E ALLACCIATO

GUARDARE
IL PILOTA
O LO SPECIALISTA

CINTURONE
ALLACCIATO
SENZA
PROTEGILI

TUTA BEN ALLACCIATA E
TASCHE CHIUSI

GUANTI INDOSSATI
E SERRATI

MANO A TERRA

GINOCCHIO A TERRA



Imbarco e sbarco.

DIREZIONE DEL VENTO



DIREZIONE ELICOTTERO



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Imbarco e sbarco



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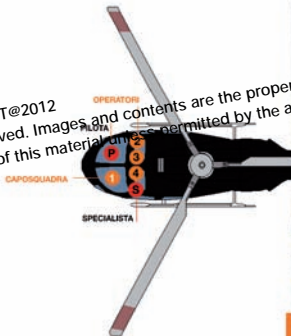


Imbarco e sbarco

A BORDO

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Comunicazioni.

Le comunicazioni radio con il pilota sono possibili esclusivamente attraverso il sistema radio regionale.



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Comunicazioni.

L'alfabeto fonetico internazionale.

- A ALPHA
- B BRAVO
- C CHARLIE
- D DELTA
- E ECO
- F FOX TROT
- G GOLF
- H HOTEL
- K KILLO
- J INDIA
- L LIMA
- M MIKE
- N NOVEMBER
- O OSCAR
- P PAPA
- Q QUEBEC
- R ROMEO
- S SIERRA
- T TANGO
- U UNIFORM
- V VICTOR
- W WHISKY
- X X-RAY
- Y YANKEE
- Z ZULU

Imbarco e sbarco

OVERING

- Lo sbarco in "overing" non è consentito.



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Comunicazioni.
IL CODICE DELL'OROLOGIO.

“ Siamo a tue ore 12 ”



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Comunicazioni.
IL CODICE DELL'OROLOGIO.

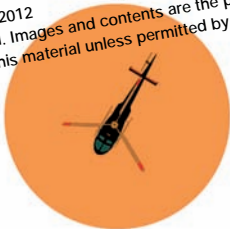
“ Siamo a tue ore ”



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Comunicazioni.
IL CODICE DELL'OROLOGIO.

“ Siamo a tue ore ”



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Comunicazioni.
SEGNALAZIONI VISIVE

POSIZIONE DELLA SQUADRA
DIREZIONE DEL VENTO
RICHIESTA DI SOCCORSO

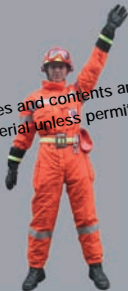


BRACCIA IN ALTO D'IVARICATE, FERME.

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Comunicazioni.
SEGNALAZIONI VISIVE

NESSUNA RICHIESTA DI AIUTO



UN SOLO BRACCIO IN ALTO, FERMO.

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Comunicazioni.
SEGNALAZIONI VISIVE

ABBASSATI

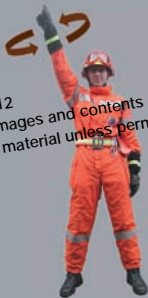


MOVIMENTO DELLE BRACCIA RIPETUTO

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Comunicazioni.
SEGNALAZIONI VISIVE

RECUPERA



BRACCIO IN ALTO E MOVIMENTO CIRCOLARE

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Comunicazioni.
SEGNALAZIONI VISIVE

FERMA LA DISCESA



BRACCIA IN AVANTI INCROCIATE

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Comunicazioni.
SEGNALAZIONI VISIVE

ATTENZIONE AI CAVI



**BRACCIA IN ALTO CHE TENGONO TESO
UN INDUMENTO BEN VISIBILE**

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Comunicazioni.
SEGNALAZIONI VISIVE

STOP / SPEGNI



**BRACCIO SOTTO IL MENTO
CON MOVIMENTO ORIZZONTALE**

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Comunicazioni.
SEGNALAZIONI VISIVE

A DESTRA / A SINISTRA



UN SOLO BRACCIO NELLA DIREZIONE RICHIESTA

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Comunicazioni.
SEGNALAZIONI VISIVE

MANTIENI HOVERING



BRACCIA ORIZZONTALI FERME

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Comunicazioni.
SEGNALAZIONI VISIVE

ATTERRA



BRACCIA INCROCIATE VERSO IL BASSO, FERME.

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"Aumenta il rischio per l'operatore AIB"



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Operatività al gancio e alla rete.
Semplice e ad alto rischio.



Il gancio.

- è un oggetto contundente in attività dinamica
- il suo peso/impatto è potenzialmente aumentato dal moto
- mai perderlo di vista
- meglio un solo operatore



La rete.

- è un oggetto contundente in attività dinamica
- il suo peso/impatto è potenzialmente aumentato dal moto e dai materiali contenuti
- mai perderla di vista
- fino a due operatori
(preparazione 4 operatori)



La rete.

- **contenere in modo baricentrico**
- **conoscere il peso totale delle attrezzature da trasportare**



La benna.

- aggancia/sgancia lo specialista

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270
365
410
455
545
680
795
910
1000
1275





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GLI ALBERI
SONO IL TETTO DEL MONDO.
QUANDO NON CI SARANNO PIU'
IL CIELO CADRA' SOPRA DI NOI.

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thanks

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