

efai

Civil Aviation School



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**3rd INTERNATIONAL
NETWORK EVENT**

Training and Innovation

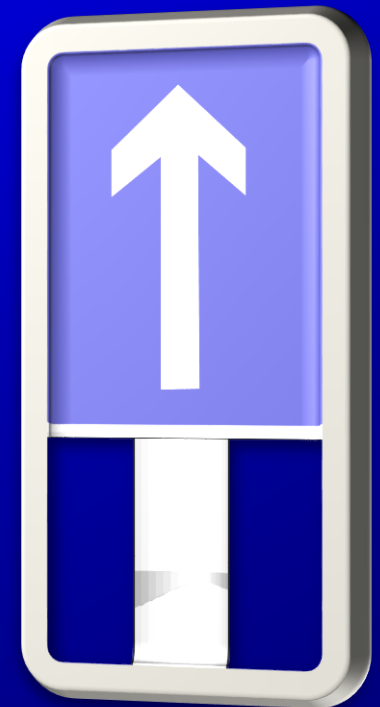
Training the New Brazilian Police Forces

OBJECTIVE:

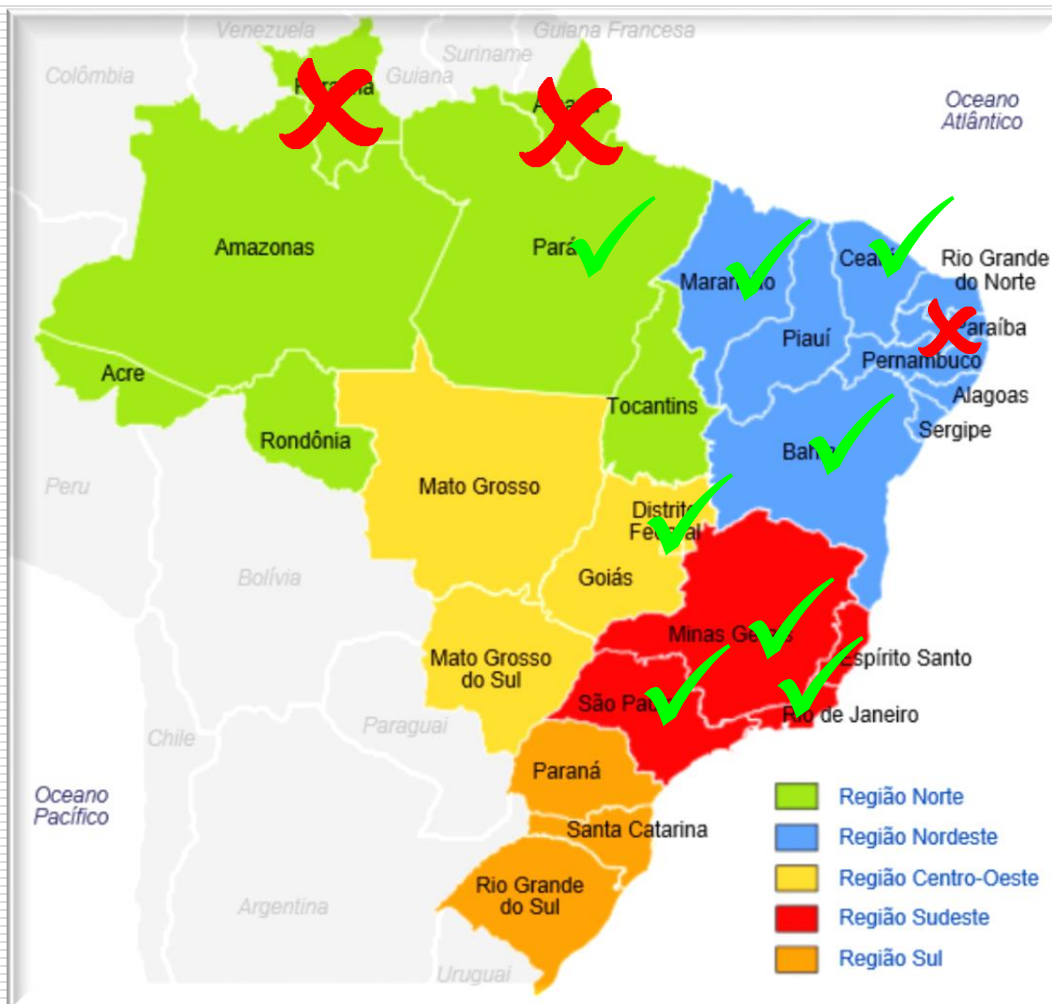
- 1. Identify the key points relating to the operations of the public security aviation in Brazil.**
- 2. Identify the means of training for public security aviation pilots and the new needs for training arising from the employment of new equipment.**

CONTENT:

- 1. Brazil in numbers**
- 2. Mission Spectrum**
- 3. Basic Formation and Operational Training**
- 4. Advanced Training**
- 5. New Needs in Training**



1. Brazil in numbers



- Except Roraima, Amapá and Paraíba, all other states (23) have some kind of public security aviation unit (Military Police, Civil Police, Fire fighters, environmental Police, etc.)
- 163 helicopters (Some states also have fixed wing aircrafts)
- 80% - AS350
- EC135 and EC145 - São Paulo, Minas Gerais, Bahia, Pará, Maranhão and Ceará
- 500 flight hours/year/acft (average)

Source: SENASP

1. Brazil in numbers



- e. 6 pilots per helicopter (average)
- f. Just a few states have their own School (São Paulo, Rio de Janeiro, Rio Grande do Sul and Ceará)
- g. Graduated at Civil Aviation Schools (most of them at EFAI)

Source: SENASP

2. Mission Spectrum

a. LAW ENFORCEMENT

- Patrol
- Policing ostensible support
- Ground forces support
- Environmental police
- Control of riots and civilian disorders
- Escort and transportation of prisoners
- Control of urban traffic and highways
- Intelligence actions

Source: GRPAe-SP



2. Mission Spectrum

b. CIVIL DEFENSE

- Fire fighting
- Rescue
- Aeromedical evacuation
- Transport of organs (for transplants purposes)
- Humanitarian support in natural disasters (flood, landslides, etc.)



3. Basic Formation and Operational Training

POLICE AVIATION SCHOOL

CIVIL AVIATION SCHOOL

✓ **SP / CE / RJ / RS**

- *From ab-initio to CPL*
- *Operational training (day / night patrol, sling load, hoist rescue, basket rescue, fire fighting, etc.)*
- *Cabin Crew (doctors and nurses) familiarization*
- *Cabin Crew (system operators) specialization*

3. Basic Formation and Operational Training

POLICE AVIATION SCHOOL

CIVIL AVIATION SCHOOL

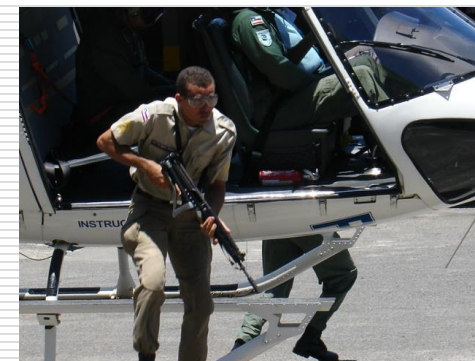
- ✓ ***BASIC FORMATION***
 - *From ab-initial to CPL*
 - *FIR*
 - *IR*

3. Basic Formation and Operational Training

c. EFAI

- From ab-initio to CPL
- FIR / IR
- Transition to turbine /
Transition to type (AS350)
- TTP - Police Tactical
Training (day / night
patrol, sling load, fire
fighting, hoist rescue,
basket rescue and rappel)
- Transition to multi-
engine^(*)

(*) Capable to do, but so far any
state asked to.



4. Advanced Training

EFAI / ADAC

OTHER TRAINING CENTERS

- ✓ *EC135 and EC145 Training (IR refreshment, normal and emergency procedures, confined areas, elevated helipad, operation in remote accident sites, etc.)*



4. Advanced Training

EFAI / ADAC

OTHER TRAINING CENTERS

- ✓ **FLIGHT SAFETY (FFS)**
 - *EC135 (TR Proficiency check, IR refreshment, normal and emergency procedures)*
- ✓ **AMERICAN EUROCOPTER (FTD)**
 - *EC145 (IR refreshment, normal and emergency procedures)*
- ✓ **CAE (FTD)**
 - *AS350 (mission training, normal and emergency procedures)*

4. Advanced Training

EMERGENCY PROCEDURES

a. EFAI

- Hydraulic failure (Straight-and-level flight, approach, running landing, hovering IGE, hovering turns, sideward/rearward flight and vertical landing);
- FCU failure (flight, go around and running landing)



4. Advanced Training

EMERGENCY PROCEDURES

a. EFAI

- T/R flight control failure (go around and running landing)
- T/R power drive failure (autorotation)
- Engine failure (straight autorotation, 90°, 180°, and 360°, HIGE, HOGE, taxi, approach and during takeoff from 0 to 60 kt at each 10 Kt)



5. New Needs in Training

MULTICREW

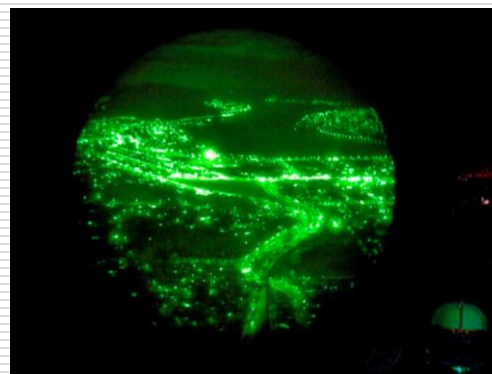
- a. IR
- b. CRM



5. New Needs in Training

NVIS

- a. FLIR
- b. NVG



5. New Needs in Training

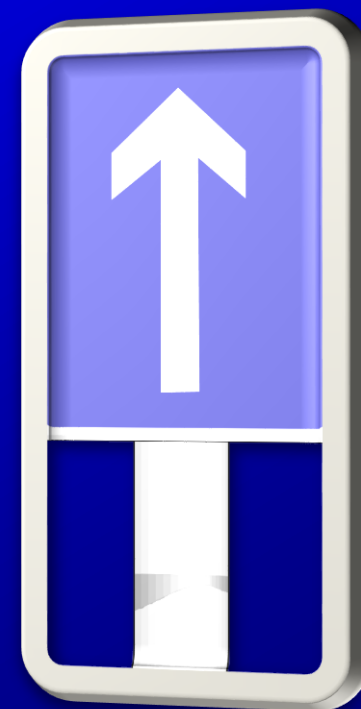
SPECIAL SCENARIOS

- a. Emphasis in brownout and flat light environment scenarios



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Danke!!



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