

CTIF – 06.09.2016 - Helsinki



Informations

 **142**
destinations

CHF **112 Mio**
d'investissement

15,8 Mio 
de passagers

967 
employés

59 
compagnies
aériennes de ligne

CHF **423,7 Mio** 
de chiffre d'affaires

70'418
tonnes de fret



Informations





Evacuation

on the runway



Dolly 4 to





Dolly 5 to





Dolly 7 to





Dolly 45 to





Cradle





Release runway

Shear bolt mechanism & slings





Mobi Mat

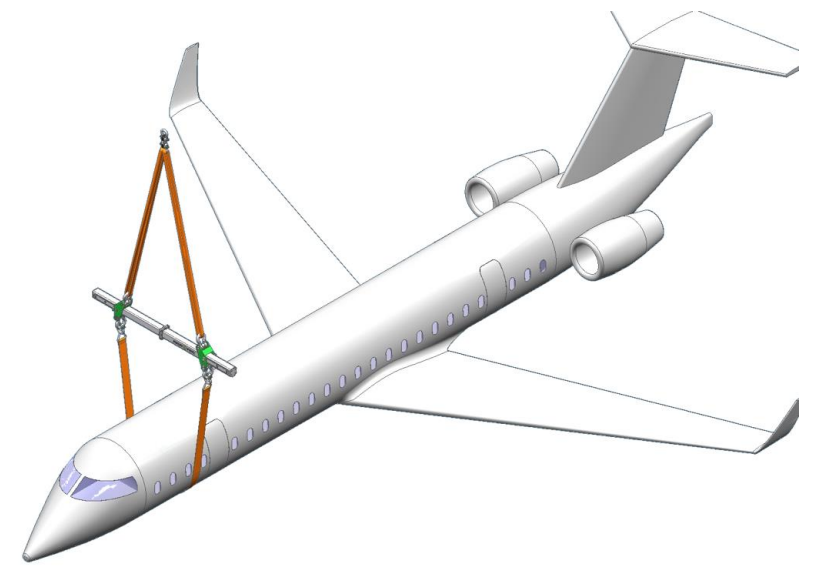
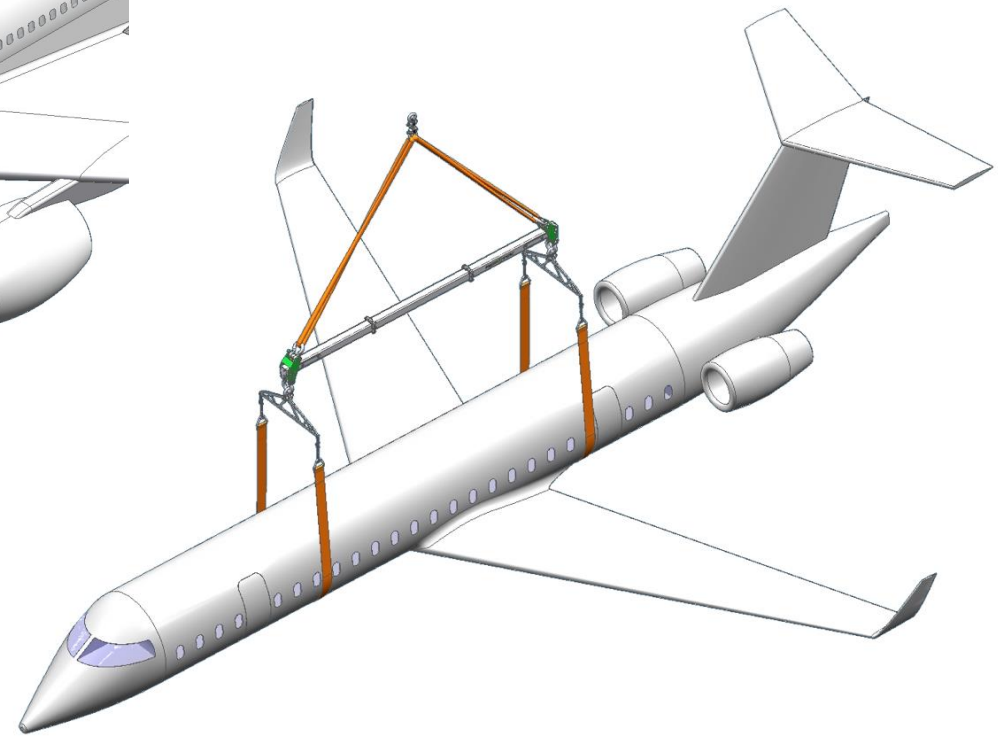
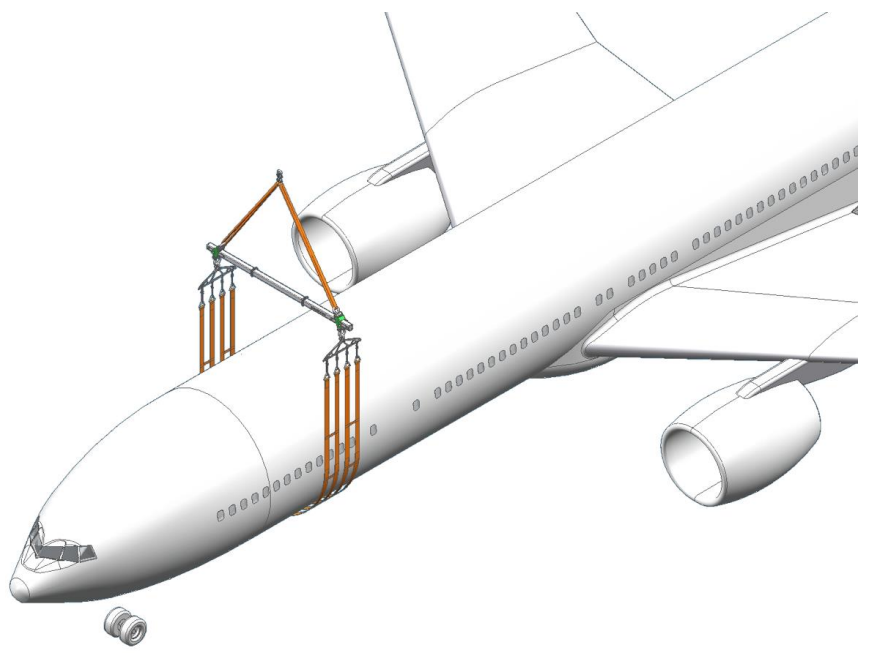




Aircraft Recovery



Multislinging



Lifting Bags





Lifting Bags



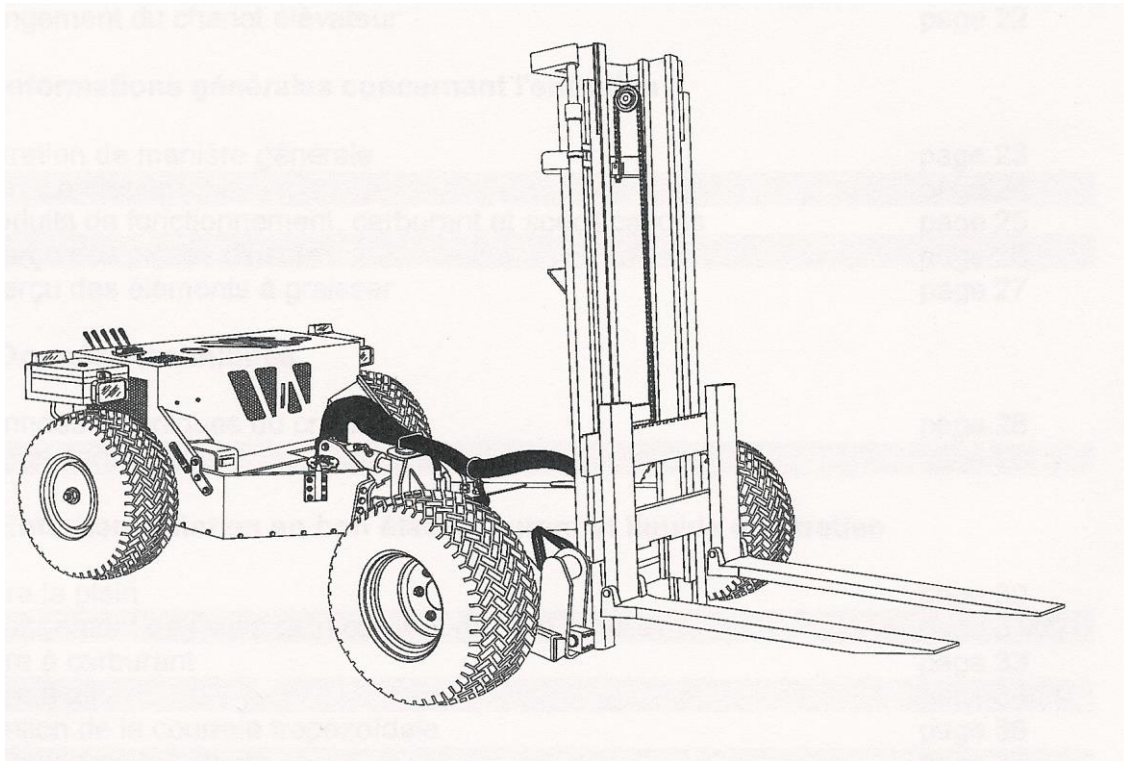


Lifting Bags





Forklift





wedging's container





Recovery's Process

Recovery's informations

poids des avions et force applicable sur les trains principaux

MARQUE	TYPE	OACI	Goldhofer				Dolly				Poids max décollage (tonnes)	Poids max train proue (tonnes)	Poids a vide sans carbu. (tonnes)	traction max train principale (kN)
			Réglage des goupilles				1t	3t	4t	7t				
			1	2	3	4			F	R				
AIRBUS	A300	8	●	●	●	●					165	16.5	90	243
	A310	8	●	●	●	●					157	15.7		231
	A318 A319	6	●	●	●	●				●	64-68	6.4-6.8	41	96-102
	A320	6	●	●	●	●				●	68	6.8	42	100
	A321	7	●	●	●	●					83	8.3	49	122
	A330	8 - 9	●	●	●	●					212	21.2	120	312
	A340	8 - 9	●	●	●	●					257	25.7	130	378
ANTONOV	AN12		●	●	●	●				●	61	6.1		98.1
	AN 124-100		●	●	●	●					405	40.5		596
	AN24	4	●	●	●	●				●	22	2.2		37.2
	AN26		●	●	●	●					24	2.4		43.1
	AN30		●	●	●	●					22.1	2.2		32.5
	AN70		●	●	●	●					123	12.3		181
ATR	ATR42	4	●	●	●	●				●	17	1.7	11	30.4
	ATR72	5	●	●	●	●				●	22	2	13	33
BOEING	B707	7	●	●	●	●					151	15.1		223
	B737 - 200	6	●	●	●	●					53	5.3		79
	B737 - 400	6	●	●	●	●				●	68.2	6.8		102
	B737 - 500	6	●	●	●	●					60.5	6		90
	B737 - 600	6	●	●	●	●					65	6.5	37	97
	B737 - 700	6	●	●	●	●				●	69.4	6.9	38	104
	B737 - 800	7	●	●	●	●					78.2	7.8	41	117
	B737 - 900	7	●	●	●	●					79	7.9	43	117
	B747-200	9	●	●	●	●					377.8	37.7		556
	B747-400	9	●	●	●	●					394.6	39.4	180	581
	B757	7 - 8	●	●	●	●					113.4	11.3		170
	B757-200	7	●	●	●	●					108.8	10.8		160
	B767	8 - 9	●	●	●	●					175.5	17.5	84	258
	B777	9	●	●	●	●					230	23	140	338
	DC 8		●	●	●	●					142.9	14.3		214
DC 9	6 - 7	●	●	●	●				●	35	3.5		39.2	
DC 10	8	●	●	●	●					259.4	25.9		381	
BRITISH AEROSPACE	BAE 111	6	●	●	●	●				●	47.4	4.7		68.7
	BAE 146	6	●	●	●	●				●	42	4.2		63
FALCON	FALCON 2000	4	●	●	●	●				●	16	1.6	9.5	24
	FALCON 50		●	●	●	●				●	19	1.9	9.6	29.4
	FALCON 90		●	●	●	●				●	22	2.2	11	33
DE HAVILLAND	DASH 7		●	●	●	●				●	20	2		33.4



Agreement

AGREEMENT

concerning the recovery resp. salvage of an aircraft

between

(regional aerodrome resp. its operator)

hereafter called "....."

and

(aircraft owner resp. operator)

hereafter called "....."

1. *(aircraft owner resp. operator)* has requested to recover resp. salvage the aircraft located at to the extent of and in accordance with the conditions hereinafter.
2. agrees to furnish its specialized equipment and personnel in order to handle the above-mentioned recovery resp. salvage operation.
3. The whole operation shall be conducted under the supervision of Mr. *(officer in charge - Fire brigade*).
4. authorizes to call upon third parties and subcontractors for recovery resp. salvage services.

External partenaires



transport spécial national et international
levage - manutention - entreposage

FRIDERICI
SPECIAL

Route du Molliau 30
CH-1131 Tolocheuz
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Convention pour la mise à disposition de personnel et matériel de dépannage

Entre
Friderici Spécial SA (FSPE)
Route du Molliau 30
1131 Tolocheuz

Et
Aéroport International de Genève (AIG)
Route de l'Aéroport 21
1218 Le Grand-Saconnex



Distribution of tasks

Arrimage	T-1		
Arrimage	T-2		
Arrimage	T-3		
Arrimage	T-4		
Arrimage	T-5		
Arrimage	T-6		

	Nom	Tension		
		Base	Alarme	Stop
T-1				
T-2				
T-3				
T-4				
T-5				
T-6				





Distribution of tasks



ATTRIBUTION DES MISSIONS

Date :	Heure :
Lieu :	
Responsable	
Remplaçant	

ALB	Fonction	Nom	Remarque
ALB	C-1		
	C-1		
	C-1		
ALB ...	C-2		
	C-2		
	C-2		
ALB ...	C-3		
	C-3		
	C-3		
ALB ...	C-4		
	C-4		
	C-4		
ALB ...	C-5		
	C-5		
	C-5		
ALB ...	C-6		
	C-6		
	C-6		



Lifting protocol



	C-1		C-2		C-3		C-4		C-5		C-6	
	Etat	Heure	Etat	Heure	Etat	Heure	Etat	Heure	Etat	Heure	Etat	Heure
1												
2												
.....												
.....												
.....												
.....												
.....												
.....												
.....												
.....												
A												
B												
C												
D												
Pression de contact												

↙
Gonflage
↘
Dégonflage
Terminé: HH/MM
O : Pas de chambre



GENÈVE
AÉROPORT

