



Liberté • Égalité • Fraternité

RÉPUBLIQUE FRANÇAISE

BV4X11V1

**CONCOURS EXTERNE ET INTERNE
POUR L'EMPLOI DE CONTRÔLEUR DES DOUANES ET DROITS INDIRECTS**

**BRANCHE DE LA SURVEILLANCE
SPÉCIALITÉ « SURVEILLANCE ET AÉRONAUTIQUE : PILOTE AVION »**

DES 1, 2 ET 3 MARS 2011

ÉPREUVE ÉCRITE D'ADMISSIBILITÉ N°4

(DURÉE : 1 HEURE - COEFFICIENT 2)

LANGUE ÉTRANGÈRE

Traduction d'un texte technique rédigé en anglais

AVERTISSEMENTS IMPORTANTS

Veillez à bien indiquer sur votre copie le nombre d'intercalaires utilisés (la copie double n'est pas décomptée).

L'usage de tout matériel autre que celui d'écriture et tout document autre que le support fourni est interdit. Toute fraude ou tentative de fraude constatée par la commission de surveillance entraînera l'exclusion du concours.

Il vous est interdit de quitter définitivement la salle d'examen avant la fin de l'épreuve.

Traduire en français

SUPPLEMENTARY INFORMATION CONCERNING AIRPLANE FIRES

With the use of modern technical installation and material, the probability of an airplane fire occurring in your airplane is extremely remote. However, in the event a fire is encountered, the following information will be helpful in dealing with the emergency as quickly and safely as possible.

The pre flight checklist is provided to aid the pilot in detecting conditions which could contribute to an airplane fire. As a fire requires both fuel and an ignition source, close pre-flight inspection should be given to the engine compartment and wing leading edge and lower surfaces. Leaks in the fuel system, oil system, or exhaust system can lead to a ground or in flight fire.

If an airplane fire is discovered on the ground or during takeoff, but prior to committed flight, the airplane is to be landed and/or stopped and the passengers and crew evacuated as soon as practical.

Fires originating in flight must be controlled as quickly as possible in an attempt to prevent major structural damage.

The fuel boost pumps, on applicable engine, should be turned off and the emergency cross feed selector to OFF to reduce pressure on the total fuel system. The engine on the wing in which the fire exists should be shut down and the Fire wall shutoff switch activated even though the fire may not have originated in the fuel system.

Descent for landing should be initiated immediately.

Fire or smoke in the cabin should be controlled by identifying and shutting down the faulty system. Normally the bleed air system will remove smoke from the cabin; however, if the smoke is intense, it may be necessary to initiate the bleed air contamination procedure. When the smoke is intense, the pilot may choose to expel the smoke through the foul weather windows. The foul weather windows should be closed immediately if the fire becomes more intense when the windows are opened.