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| **Date** | 1 June 2024 | **Aircraft Type** | Tecnam P2002-JF | **Registration** | EC-NZS | **Call Sign** | E-ZS |

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| **ATIS – Departure:**  Information 12:00 Z Rwy. 23 320/12 G21 -RA BR B080 F012 24/3 QNH 1003 NSC  **T** |
| Clearance: After departure Rwy. 23, maintain runway heading, at 1000 ft, right turn direct NW. Remain below 1000 ft AGL. Contact PALMA on 130.250 |
| **ATIS – Arrival (Land-away - Stop 1):** |
| Clearance: Right base Rwy. |
| **ATIS – Arrival:** |
| **Frequencies: LESB TWR: PALMA Ops: LOST: 121.5** |

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| **FROM**  **Airport** | **TO**  **Airport** | **Level**  feet | **MSA** | **IAS**  **(Knots)** | **True**  **Track** | **Track**  **Magnetic** | **Wind** | **Heading**  **Magnetic** | **Distance** | **Ground**  **Speed** | **Time** | **ETA** | **ATA** |
| LESB  Son Bonet  Elev: 154 ft | NN |  |  |  |  |  |  |  |  |  |  |  |  |
| NN | VOR:  **POS 116.4** | 1000 |  | 100 | 030° | 030° | 030° / 0 kts | 030° | 30 NM | 85 kts | **0:18** |  |  |
| VOR:  **POS 116.4** | VOR:  **MHN 112.6** | 3000 |  | 100 | 093° | 093° | 360° / 15 kts | 093° | 51 NM | 96 kts | **0:32** |  |  |
|  |  |  |  |  |  |  |  | **Total Distance** | **81 NM** | **Total Time** | **0:50** |  |  |
| VOR:  **MHN 112.6** | VOR:  **CDP 112.9** | 3000 |  | 100 | 254° |  | 254° / 15 kts |  |  |  |  |  |  |
| VOR:  **CDP 112.9** | VOR:  **POS 116.4** | 1500 |  |  |  |  |  |  |  |  |  |  |  |
| VOR:  **POS 116.4** | NH | 1000 |  |  |  |  |  |  |  |  |  |  |  |
| NN | LESB  Son Bonet  Elev: 154 ft | 1000 |  |  |  |  |  |  |  | **Total Time** |  |  |  |

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| **HOBBS Start** |  | **HOBBS End** |  | **Total HOBBS time** | \*a |
| **Brakes OFF time** |  | **Brakes ON time** |  | **Total BLOCK time (log book)** | \*b |
| **TAKE-OFF time** |  | **LANDING time** |  | **Total FLIGHT Time (TACHO)** |  |

Note 1: a + b must match Note 2: Record BLOCK time in your log book

**FUEL**:Safe ENDURANCE Fuel (minutes) = TOTAL Fuel – Fixed RESERVE (45 minutes) – TAXI Fuel / VARIABLE RESERVE 1.1

*For example (Tecnam P2002-JF): 100 litres Total Fuel on board (i.e. Full tanks both sides) – 13 litres Fixed RESERVE Fuel – 5 litres TAXI Fuel / 1.1 Variable Reserve = 74 litres Total Safe Fuel ENDURANCE / 17 litres/hour Fuel Consumption = 4.38 hours = 4 hours 22 minutes (i.e. .38x60 = 22) OR 262 minutes Safe ENDURANCE*

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| **TOTAL FUEL on board** (litres) | **FINAL RESERVE Fuel**  **45** mins  (litres) | **Taxi Fuel**  (litres) | **Variable Reserve** (10%) | **Total Safe ENDURANCE** (litres) | **Fuel Consumption / Hour**  (litres) | **Total Safe ENDURANCE** (number) | **Total Safe ENDURANCE** (minutes) | **Total FLIGHT Time** (minutes) | **Total TRIP Fuel Required**  (litres) | **SURPLUS Fuel**  **(Total Safe ENDURANCE – Total FLIGHT TIME / TRIP Fuel Required)**  (litres / minutes) | |
| 100 | 13 | 5 | 1.1 | 74 | 17 | 4.38 | 262 mins  4:22 hours | 54 mins  0.9 hr. | **16** | 59 litres | 3.27 hr  207 mins |

Note: Fuel Consumption: Tecnam P2002-JF (Engine: ROTAX 912) = **17** litres / hour (**4.5** USG/hr) Fuel tank Capacity: Tecnam P2002-JF: **26** US Gal (**100** litres)

Cessna 150 (Engine: Continental 0-200) = Cessna 150:

Brief

Any threats? Threat & Error Management (TEM). Mitigate any risks.

NWSE = NOTAMS, Weather, Aircraft technical status (airworthiness), Elevation

NOTAMS checked. Runway closure at: 18:45 local time in summer

Weather: VFR minima DAY: Ceiling NOT less than **1500** ft; ground visibility NOT less than **5** km. *Reference:* [*SERA 5005*](https://www.easa.europa.eu/en/document-library/easy-access-rules/online-publications/easy-access-rules-standardised-european?page=2&kw=Visual%20flight%20rules)

VMC Minima Airspace category **A**/**B**/**C**/**D/E/F**: below 10,000 ft Visibility: **5** km; Clear of clouds. **1500** m laterally, **1000** ft vertically

*Reference:* [*SERA.5001*](https://www.easa.europa.eu/en/document-library/easy-access-rules/online-publications/easy-access-rules-standardised-european?page=12#_DxCrossRefBm1143766902) **F**/**G** below 3,000 ft Visibility: **5** km; **Clear of cloud** + **surface in sight**

Wind limits: Max cross wind: **15** knots (under training) **22** knots (PPL holders)

Aircraft technical status is: Normal. No recent defects / outstanding defects recorded in the aircraft technical logbook

Elevation: at Son Bonet Airport is: **154** ft. QNH is set and cross-checked: (a) +/-**50** ft. of airfield elevation; (b) +/-**75** ft. between primary & standby altimeters

Briefing:

This is a VFR flight performing: Circuits, touch and goes here in SON BONET / training in the general aviation area

Runway in use is: **05 / 23**

The wind is: 320 at 12 knots – so a slight crosswind from the RIGHT

My max cross wind limitation while under training is: **15** knots (**22** knots when I get my PPL) so its within limits

Flaps-**1** for take-off Rotate at **42** knots Climb out at VX speed **56** knots. Power reduction at **300** ft. Above 500 ft, climb VY speed **66** knots

Emergency Brief

In case of any malfunction before V1 (liftoff), I will call “STOP”

I will close the throttle, apply brakes, and bring the aircraft to a complete stop on the runway.

I will inform Tower, “E-ZS REJECTED TAKE OFF”

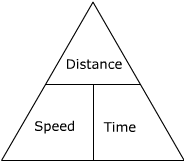
In case of engine failure

* Below 500 feet, pitch DOWN, FULL flap, maintain minimum **51** knots and land straight ahead, turning only to avoid obstacles.
* Above 500 feet, pitch DOWN, **66** knots and turn back towards the field and land on the opposite runway, Flap-FULL, **51** knots

LEFT hand turn into wind OR a continual turn if a Right-hand turn (to minimise tail wind landing speed)

Communicate with ATC, and if time permits:

* Fuel shut OFF
* Mixture CUTOFF
* Magnetos OFF
* Master Sw. OFF



Distance = 90 kts/hr **X** 0.333 hour (i.e., 20 minutes) = 30 NM

Speed = 30 NM **/** 0.333 hour = 90 kts / hour

Time = 30 NM **/** 90 kts/hour = 0.333 (i.e. 0.333 x 60 = 20 mins) 0.25-hour x 60 = 15 minutes 30 minutes / 60 = 0.5 hours

Pilot priorities: **Aviate – Navigate - Communicate** and then manage the problem. The priority is always to fly the plane!

4 T’s of navigation for VFR flying: **Time – Turn – Talk - Task**

**HAAT** checks **– Heading – Airspeed – Altitude - Time**

**Heading** Confirm the correct heading from the map and confirm that the aircraft is flying in the correct direction by reference to a “lead-out feature.”  
**Airspeed** Confirm on speed. **Altitude** Confirm at the planned altitude.

**Time** Check that the stop watch is running and note the time of the next event.

**FIRE** checks **– Fuel – Instruments – Radio - Engine**

**Fuel** As expected, sufficient, balanced **Instruments** DI/Compass, Altimeter **Radio** Correct frequency. Next frequency? **Engine** Ts & Ps = green

Fuel calculation tip: Conservatively round up / down fuel, accordingly

VOR tuning

**SID** **Select**: VOR frequency: 116.4 **Identify** morse code: POS **Display** the radial TO the VOR

Do NOT use VOR outside its Designated Operational Coverage (DOC)

Check NO warning flags showing

Always back up / cross check any radio aid position

Distress + Lost procedure

Transmit on VHF: **121.5**. (ATC will immediately see your exact position on radar) Transit “**UNSURE OF MY POSITION. REQUEST VECTORS TO \_\_\_\_\_\_\_\_\_\_**”