LOCAL FLIGHT RULES

Son Bonet Airport (LESB)

Fly EPT Spain

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CONTENT

GLOSSARY of TERMS and ABBREVIATIONS

Standard EASA abbreviations are used throughout this manual and a number of the more frequently used are reproduced for convenience as follows:

AD	Aerodrome
AFIS	Aerodrome Flight Information Service
AFISO	Aerodrome Flight Information Service Officer
AFT	Atlantic Flight Training
AGL	Above Ground Level
AIP	Aeronautical Information Publication
AMSL	Above Mean Sean Level
APP	Approach
ARP	Airport Reference Point
ATC	Air Traffic Control
ATIS	Automatic Terminal Information Service
ATS	Air Traffic Services
CFI	Chief Flying Instructor
CRM	Crew Resource Management
CTA	Control Area
CTR	Control Zone
DA/DH	Decision Altitude/Decision Height
DME	Distance Measure Equipment
ENR	Enroute
FI	Flight Instructor
FIR	Flight Information Region
FIZ	Flight Information Zone
GND	Ground
IF	Instrument Flight
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
IR	Instrument Rating
LFR	Local Flight Rules
LVP	Low Visibility Procedures
MSL	Mean Sea Level
NAV	Navigation
NDB	Non-Directional Beacon
NOTAM	Notice to Airmen
OPS	Operations
PAPI	Precision Approach Path Indicator
PIC	Pilot in Command
RWY	Runway
SPIC	Supervised Pilot in Command
TMA	Terminal Area
TWR	Tower
TWY	Taxiway
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VOR	VHF Omni--directional Radio--range
VRP	VFR Reporting Points

AIRSPACE AROUND SON BONET AIRPORT (LESB)

PALMA AIRSPACE

Son Bonet airport sits immediately underneath the Palma ATZ and TMA and immediately outside the Palma CTR. This airspace is some of the busiest in Europe, particularly during the summer and careful planning is required to avoid infringements.

Palma TMA:

- Class A: from 1,000 AGL to FL195.

Palma ATZ:

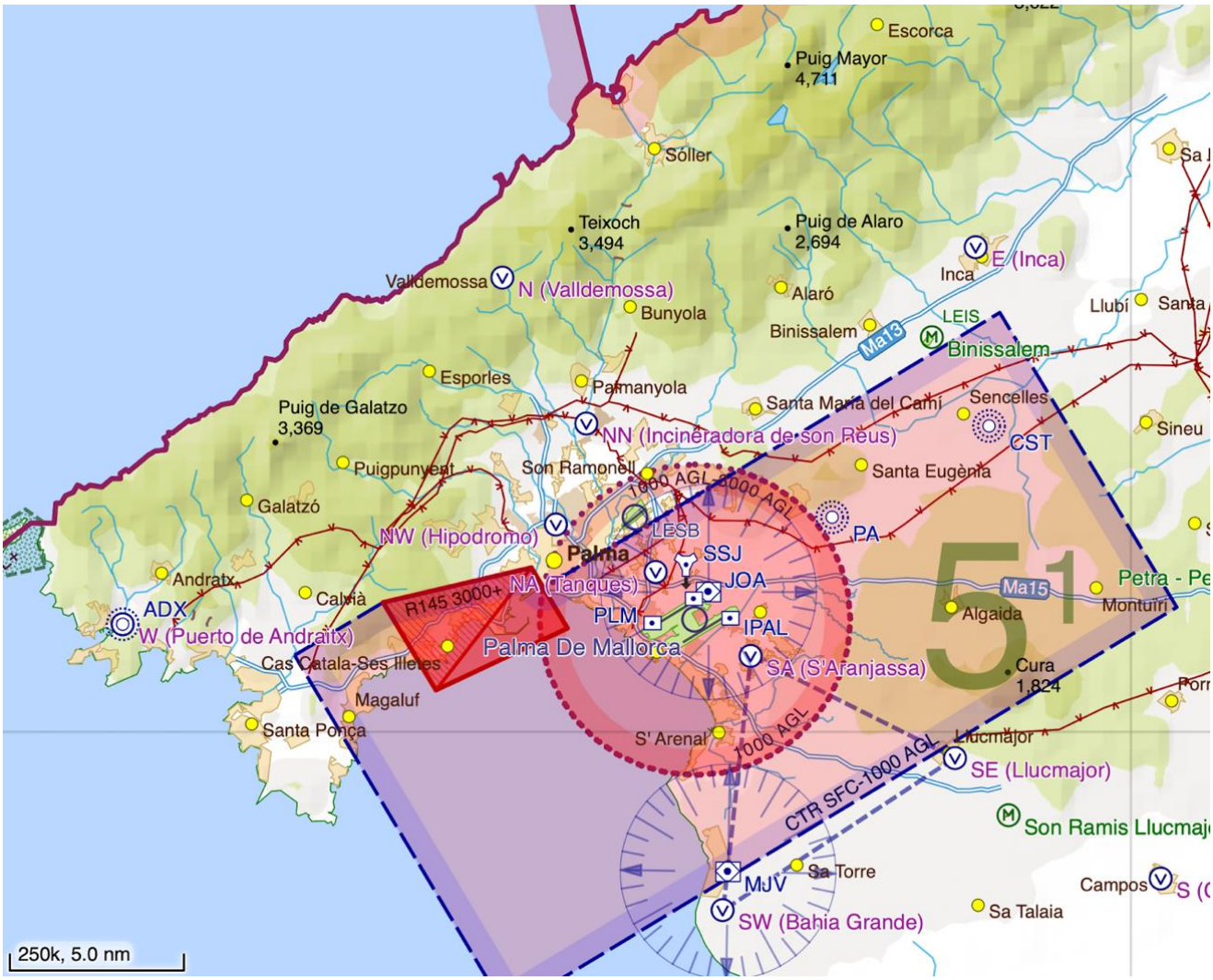
- Class A: from 1,000 AGL to 3,000 AGL.

Palma CTR:

- Class D: from SFC to 1,000 AGL.

Inside Palma TMA, there are two airports:

- **Palma De Mallorca (LEPA)**. It is a major commercial, domestic and international airport, one of the busiest in Europe. See Palma AIP for further information.
- **Palma Son Bonet (LESB)**. Son Bonet is an uncontrolled airport. The airport is only for private and general aviation operations (including flight schools). See Son Bonet AIP for further information.
  Note: further information about LESB in following Local Flight Rules sections



RESTRICTED / PROHIBITED AIRSPACE

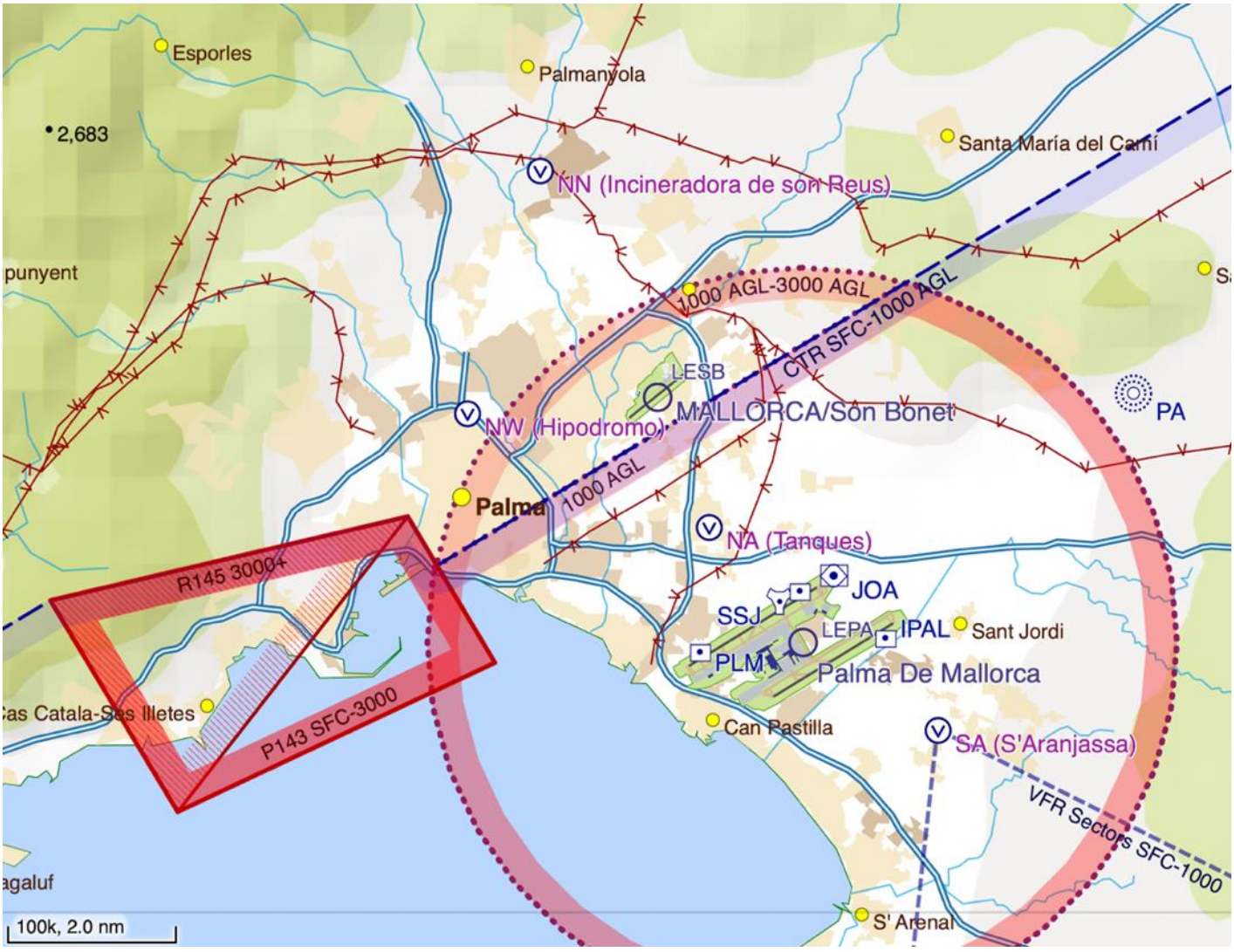
Within the Palma CTR, there are the following restricted and prohibited areas:

- **LEP-143 Cala Mayor** is located 3nm south west of the filed within the Palma CTR, prohibited overflying from SFC – 3000 AMSL
- **LER-145 Cala Mayor** is co-located with LEP-143, 3nm south west of the airfield within the Palma CTR, and is a restricted area for VFR traffic from 3000 AMSL – Unlimited.
- **LER-115 Cabrera** is located off the south east coast of Mallorca, and is restricted from SFC – 6000 AMSL

There are often unmanned aircraft flights and Spanish military exercises taking place within the training area.

Before commencing any flight, **NOTAMS MUST BE CHECKED** in order to know if any restrictions for commercial/training flights are applied

CHECK NOTAMS BEFORE YOUR FLIGHT




Cala Pi
Sa Rapita
Santanyi
Ses Salines
Ses Salines
Colonia de Sant Jordi
R115 SFC-6000
Caseriu de Cabrera
TMA 2500+

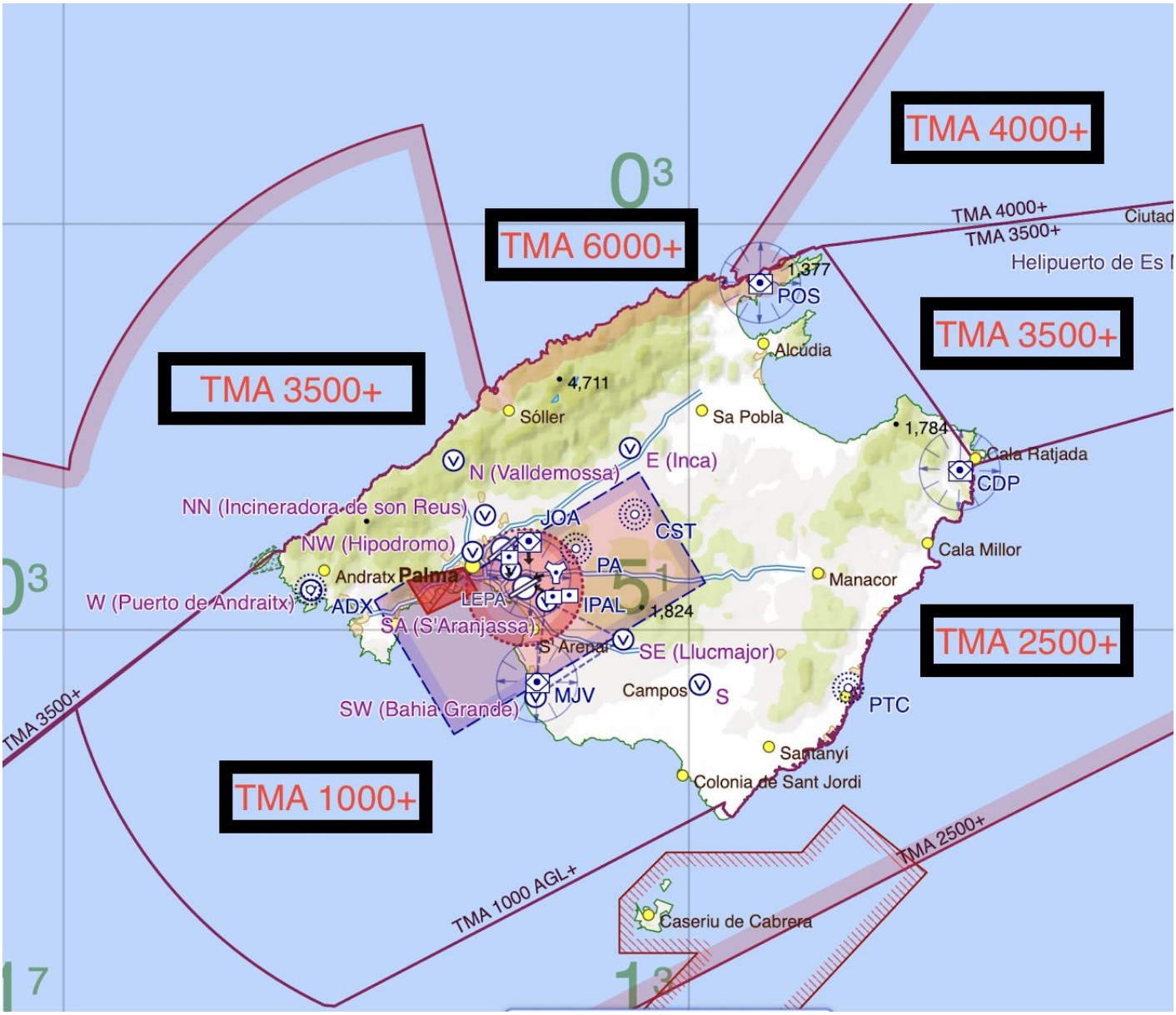
Not to scale

AIRSPACE AROUND SON BONET AND PALMA CTA

- **All of Mallorca over land is class A above 1000' AGL.**
- **Terrain to the north is mountainous (up to 4700').**
- **Below 1000' AGL is class G airspace with the exception of the Palma CTR**
- **Palma CTR is 0.5nm to the south east of the runway centreline, circuits are ALWAYS to the north (23 LH, 05 RH)**
- **Over the sea the airspace is Class G (uncontrolled) up to differing altitudes (see map below)**

This means that we have to keep a good lookout during our flights looking for any other traffic in the vicinity, especially ultralight or helicopters. Binissalem microlight field is 10nm North East of Son Bonet.

For flights landing away from LESB, i.e., Menorca, Ibiza or mainland, coordinate with Palma Approach.



REPORTING POINTS - SON BONET AIRPORT

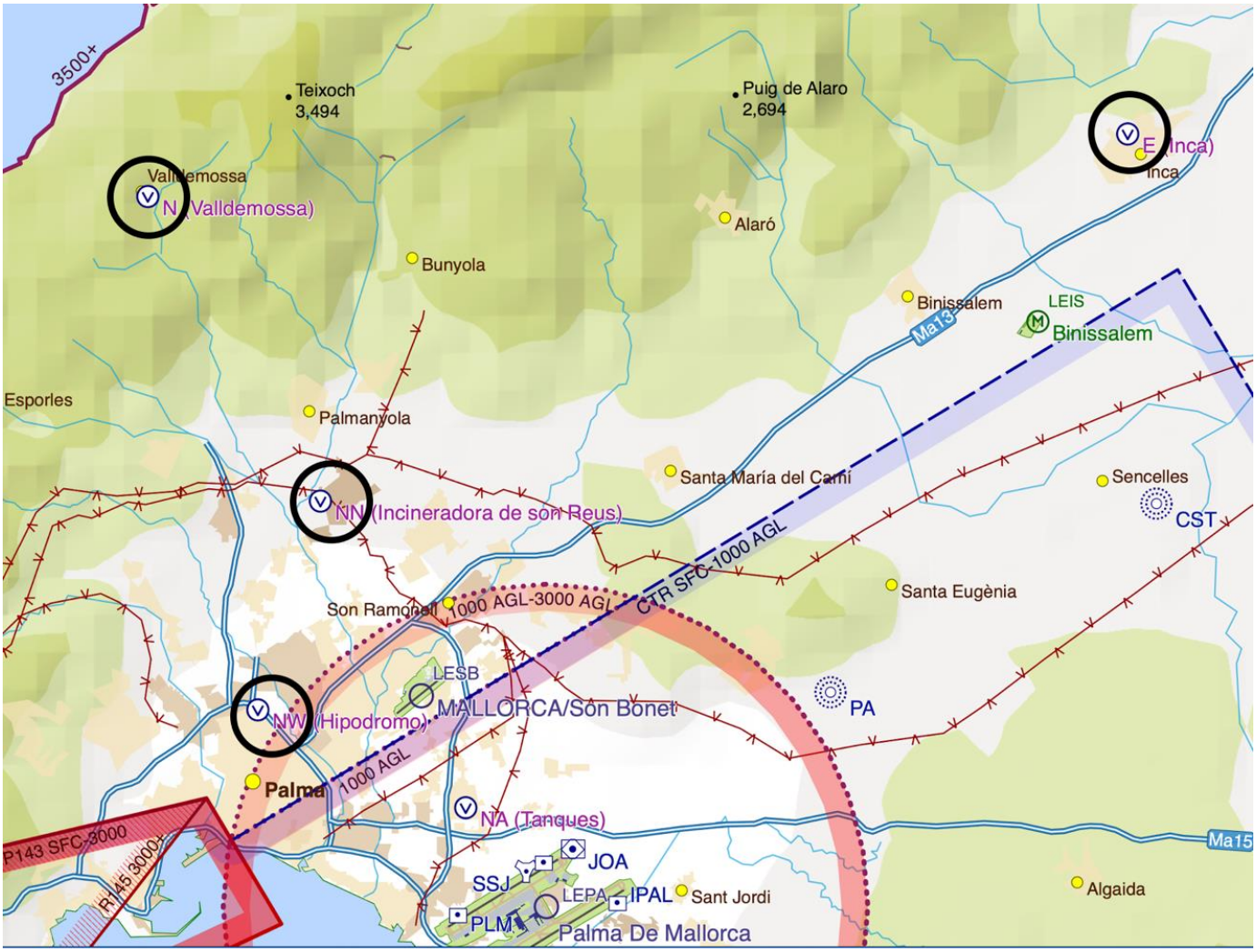
If you are flying outbound or inbound from LESB, there are four VFR Reporting Points (VRP), and they are mandatory reporting points. The VRP are as follows:

- **November (N)** – Valldemossa (village in the mountains) - beware of transiting traffic from NN to coastline. Report altitudes on CTAF
- **November November (NN)** – Incinerator de Son Reus - used for entering / exiting the circuit and holding during radio failure.
- **November Whisky (NW)** – Hippodromo (Oval racecourse next to prison)
- **Echo (E)** – Inca (large town, 10nm NE of LESB)

Within the circuit at Son Bonet, traffic information calls should be made on the Son Bonet Traffic frequency (122.705). When leaving the circuit and conducting general handling outside of the circuit, traffic information calls should be made on Son Bonet Traffic (123.500)

From the AIP:

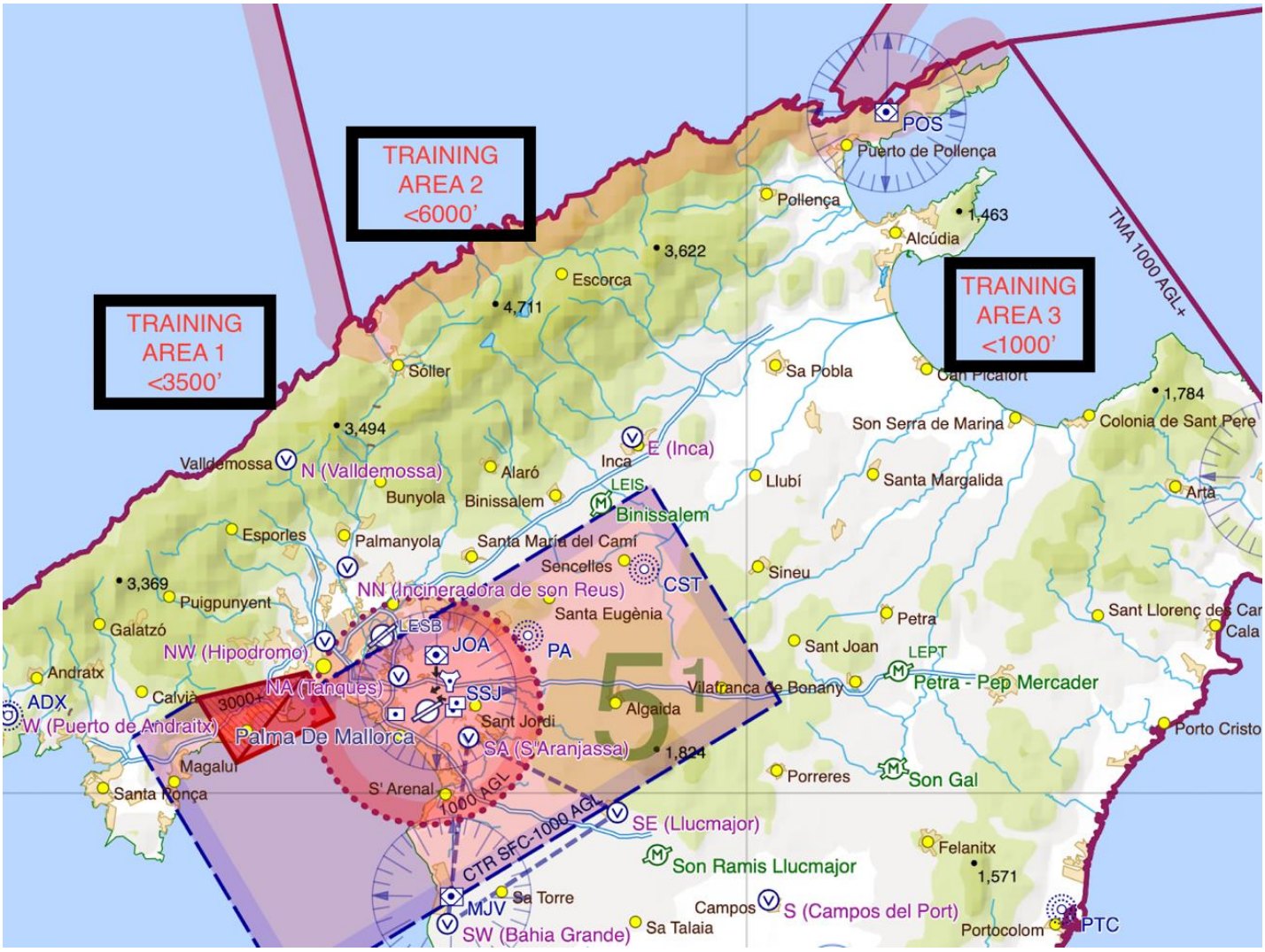
- Under no circumstances shall the CTR of Palma de Mallorca or the final approach areas to the runways of Palma de Mallorca AD be crossed without permission from ATC.
- No flights shall be conducted in the ATZ of Palma de Mallorca without prior authorization from Palma TWR (LEPA TWR).



MALLORCA TRAINING AREAS

There are three different principal training areas:

- **Training Area 1.** Located off the coast at Port Valldemossa and the main purpose is general handling exercises. (<3500' AMSL)
- **Training Area 2.** Located north of Port Soller and the main purpose is general handling exercises. (<6000' AMSL)
- **Training Area 3.** Located in the Bay of Alcudia, and the main purpose is general handling exercises (low level <1000' AMSL)



SON BONET AIRPORT - - LOCAL REGULATIONS

- ATC is not available at LESB, only ATIS service is provided.
- Airport operational hours are as follows:

  Summer: 06:15 – 16:45 Z
  Winter: 08:15 - 15:45 Z

- Fuel is available at the following times

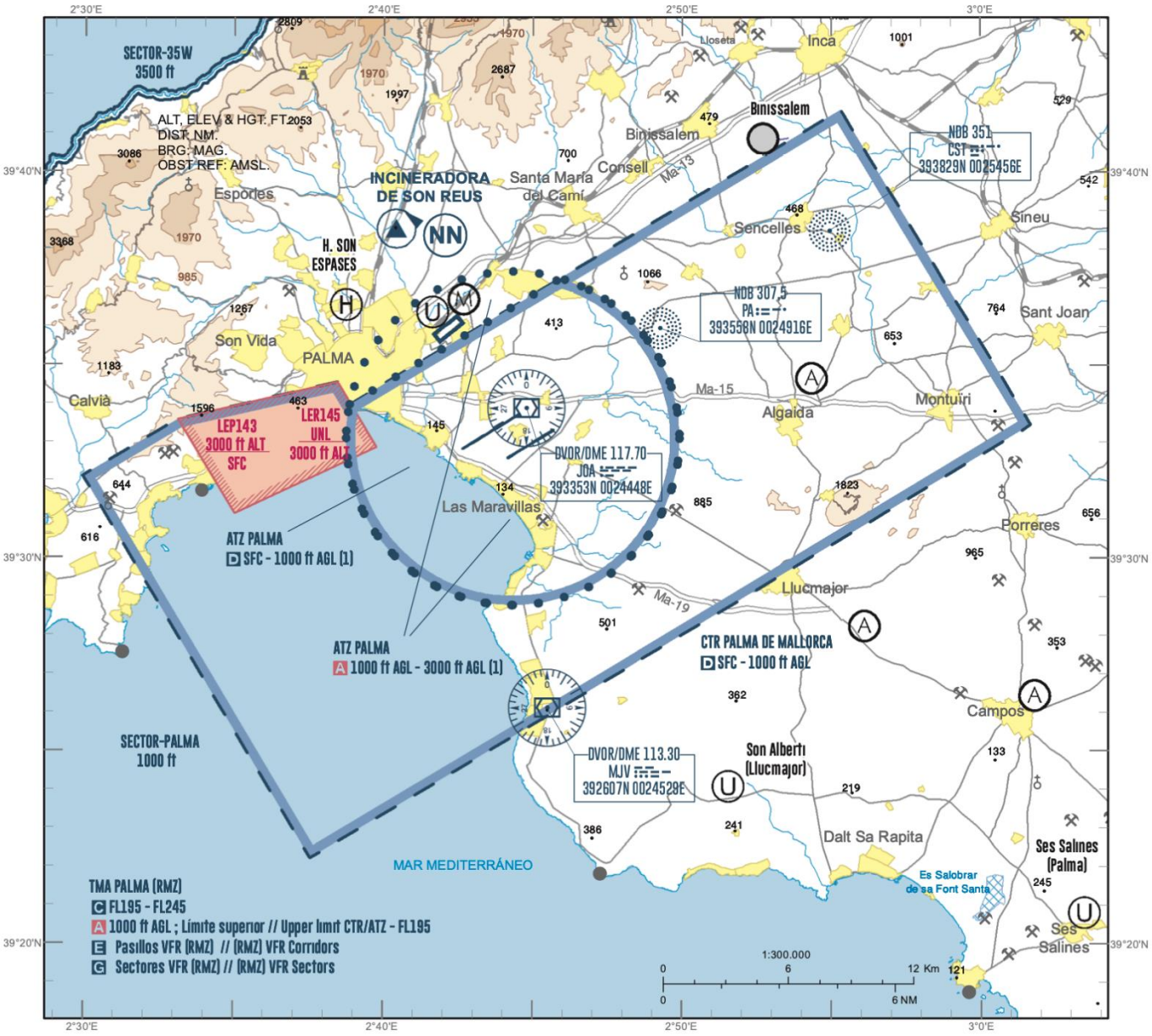
  Summer: 0730-1200 and 1400-1630 Z
  Winter: 0745-1215 Z

  By telephone: +34-639 300 697

- It is mandatory to submit a flight plan and carry radio equipment on board for flights with origin / destination / alternate Son Bonet Airport
- All flights must have flight plan opened by Palma Operations (130.250) before departure.
- All **local** flights must have flight plan closed by Palma Operations after landing at LESB.

Son Bonet VFR Chart from Spain AIP.

See next page.

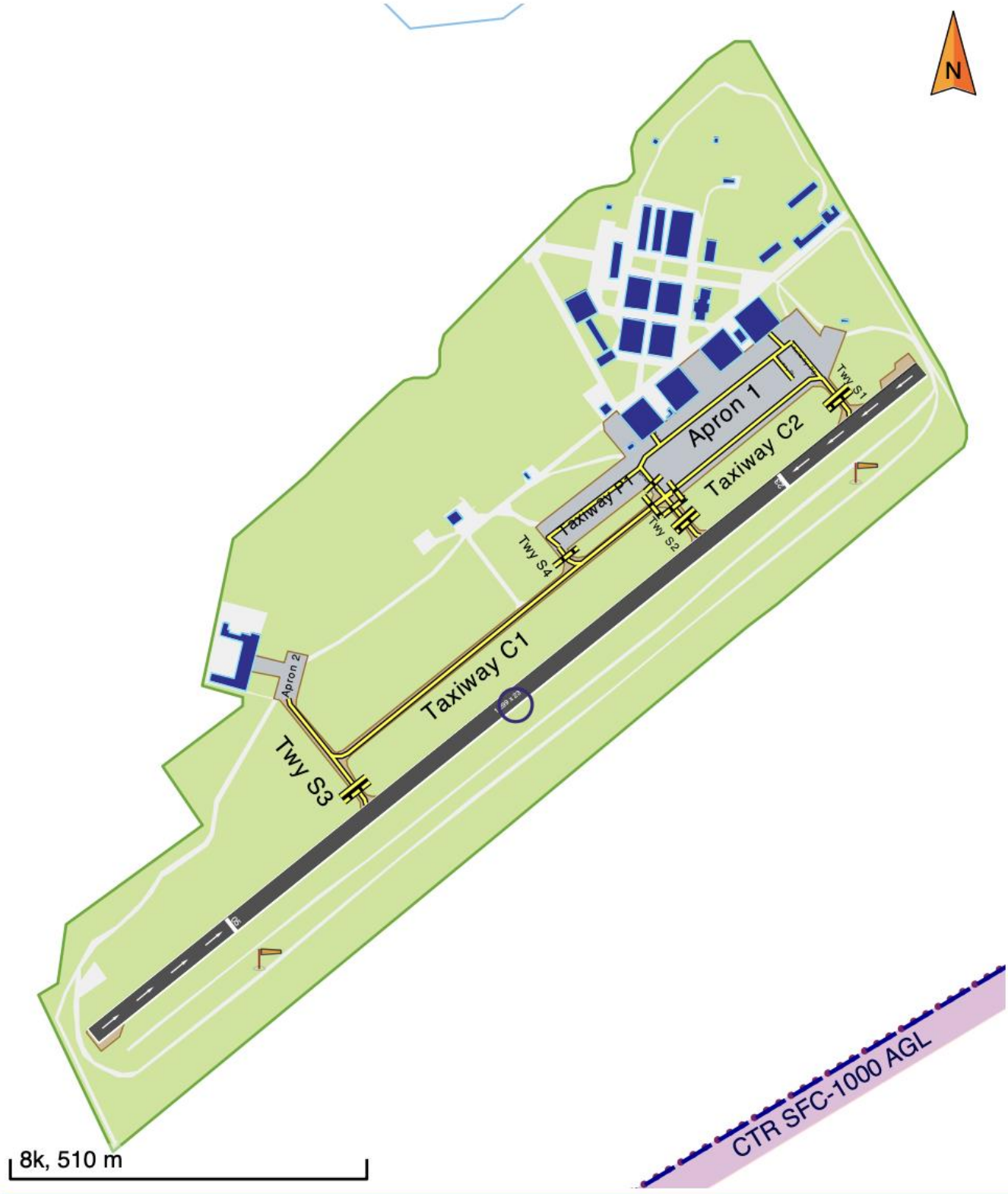


NOTE: *for further information see Spain AIP*

SON BONET AIRPORT DIAGRAMS

GENERAL PLAN VIEW OF LESB

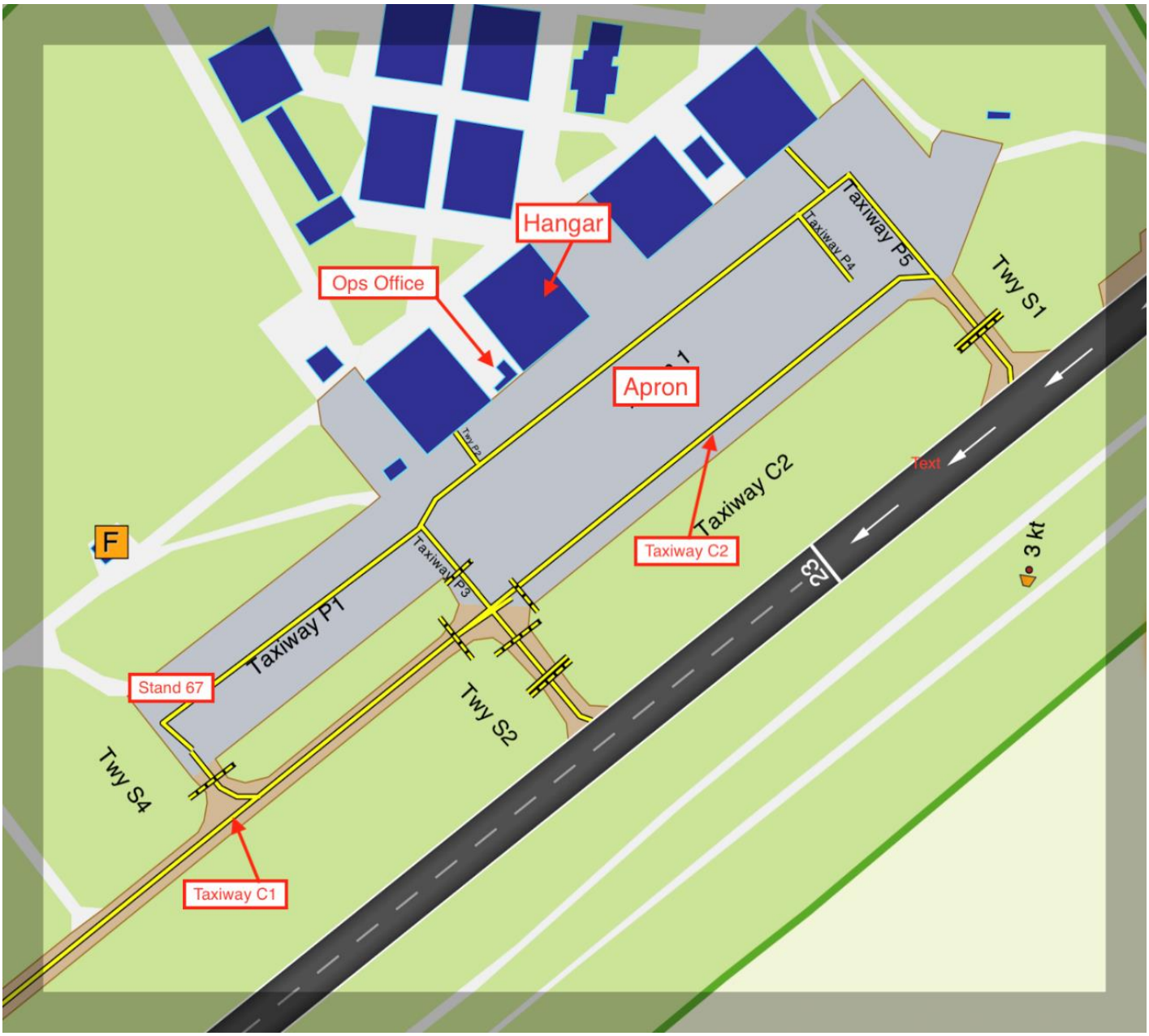
2.5 nm NE Palma
N393556 E0024210 (E1.8°)
153 ft (6 hPa)



DESIGNATED AREAS

Designated areas are:

- Runway 23/05
- Taxiway C1/C2
- Apron
- Power check area (Stand 67)
- Ops Office
- Hangar.



NOTE: For further information see Spain AIP LESB

RADIO PROCEDURES

IMPORTANT:

Before commencing any maneuver on ground, the flight crew will communicate intentions on the appropriate frequency.

NORMAL PROCEDURES AT LESB

Relevant frequencies are:

- ATIS 122.875 (LESB) 119.250 (LEPA)
- Palma Operations: 130.250 – for flight plan opening.
- SB Radio 122.705 (on ground and within circuit)
- SB Radio (CTAF) 123.500 (outside circuit on Mallorca)
- Palma Approach 118.950 (enter CTR / TMA – IFR only; or Radar Service leaving island)
- Palma Tower 118.305 (crossing LEPA ATZ)

YOUR R/T TECHNIQUE HAS TO BE ACCURATE AND PRECISE
THIS IS A MATTER OF SAFETY

COMMUNICATION FAILURE PROCEDURE

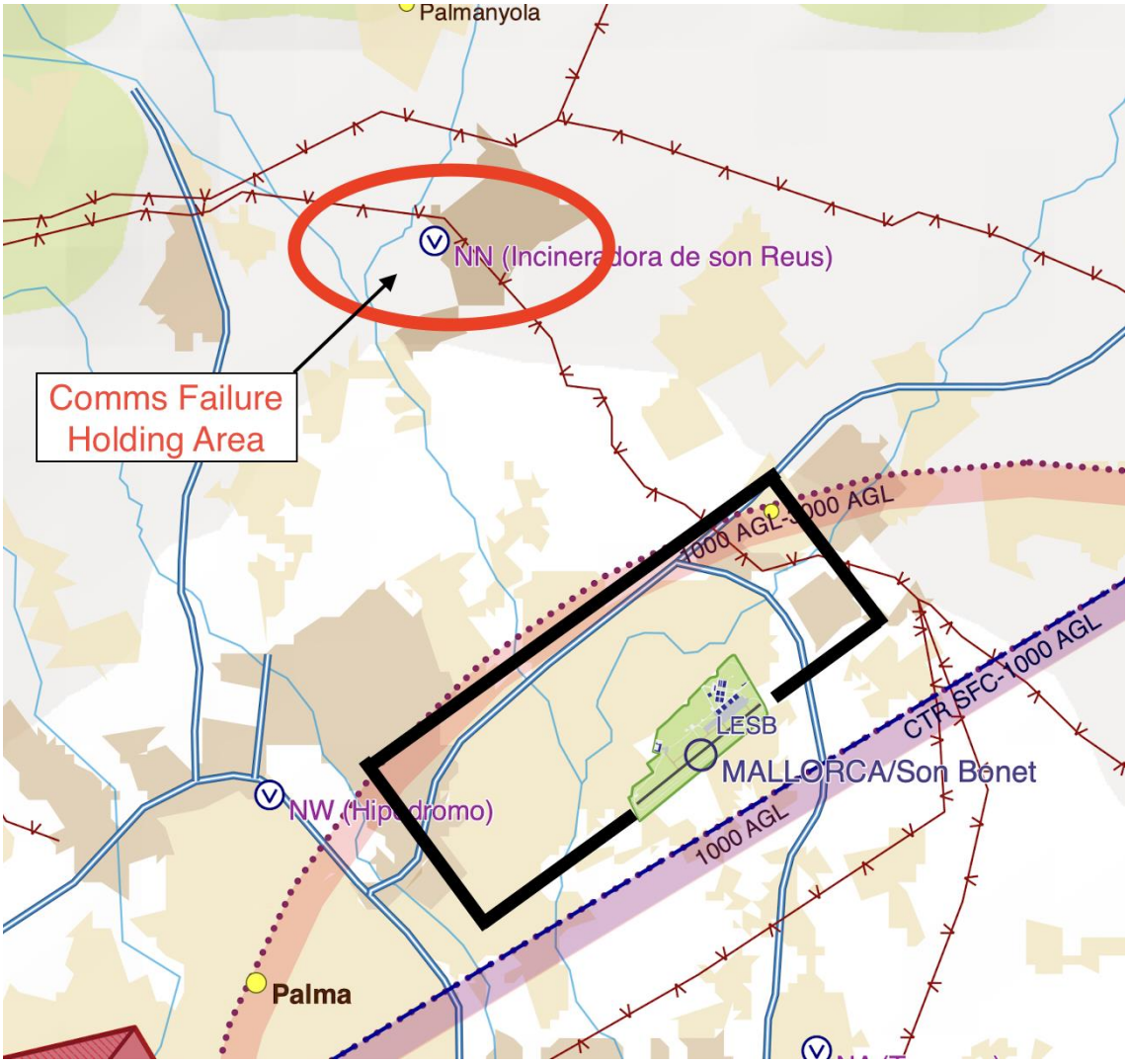
- **IN CASE OF RADIO FAILURE**

  Follow the procedure published by AIP for LESB and it is as follows:

  Aircraft shall proceed to NN (incinerator of Son Reus), maintaining 500 ft AGL, where they shall hold, observing which runway is in service, in accordance with the traffic in sight. Subsequently they shall proceed via the aerodrome traffic circuit to the North of Son Bonet AD.

  Palma Operations +34 971 78 92 96

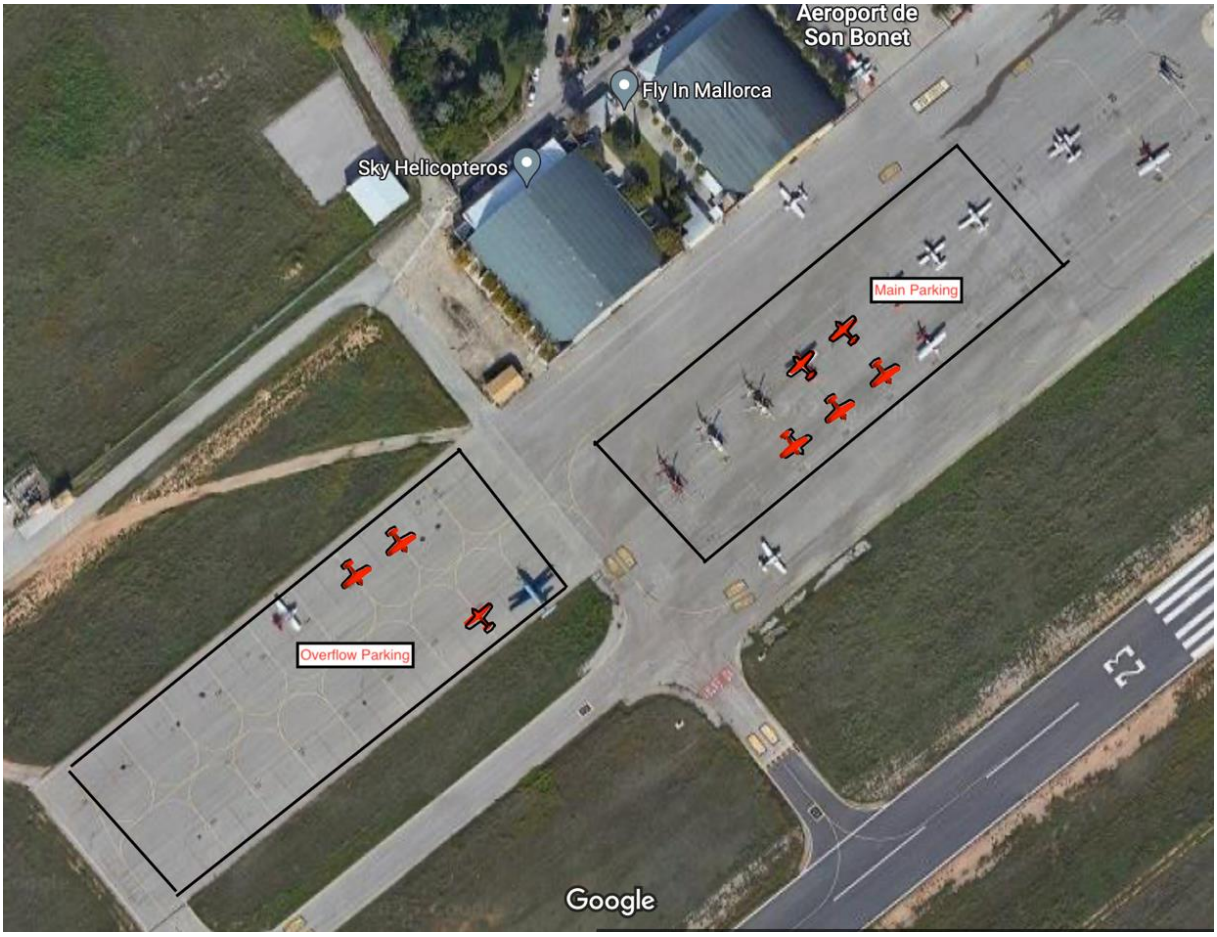
Remember that some aircraft might be practicing the bad weather circuit exercise and the altitude for those aircraft at the circuit pattern will be 700 ft AMSL (500 ft AGL)



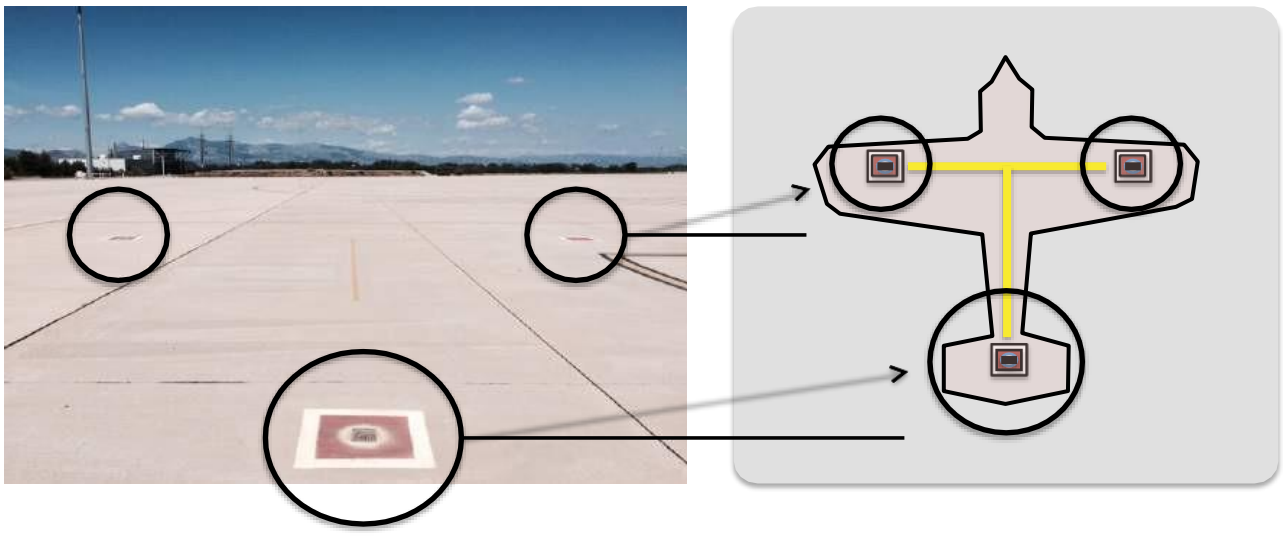
PARKING AREAS AND PROCEDURES AT LESB

There are two main parking areas for Fly EPT aircraft.

- **MAIN APRON PARKING AREA.**
  Aircraft on odd numbered stands should face the hangars
  Aircraft on even numbered stands should face the runway.
- **OVERFLOW PARKING AREA.**
  All aircraft should face the taxiway centreline



At the end of the flying day, or when strong winds are forecast, **aircraft must be secured at 3 points using the tie downs** in the cabin. Aircraft must be covered if a cover is available
Important: **If in doubt, tie it down**.



TAXI PROCEDURES AT LESB

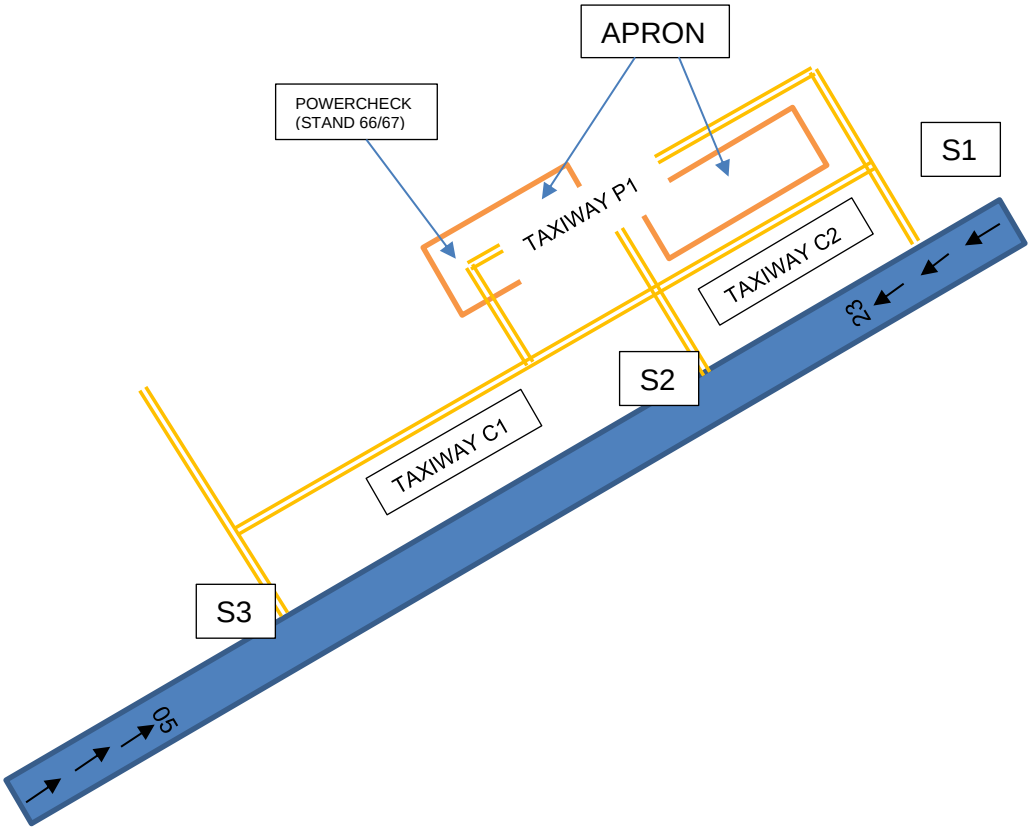
IMPORTANT: Before commencing any manoeuvre on ground the flight crew will communicate intentions on the appropriate frequency

If Fire-fighting aircraft or rescue helicopters declare an emergency take off, all Fly EPT aircraft will hold positions and provide maximum support.

All Fly EPT crews will taxi aircraft at a safe speed (brisk walking pace) due to the busy apron. Due to lack of ATC a good lookout will always be required minimizing any possible risk of accident/incident.

TAXYING FROM MAIN APRON TO POWER CHECK AREA (STAND 66/67)

- Before maneuvering crews will request a radio check from other aircraft on frequency. From main apron, proceed via taxiway P1 and/or C2 to Stand 66/67 for power checks.
- After power checks, taxi via C1/C2 to holding point S1 (runway 23 active) or holding point S3 (runway 05 active).

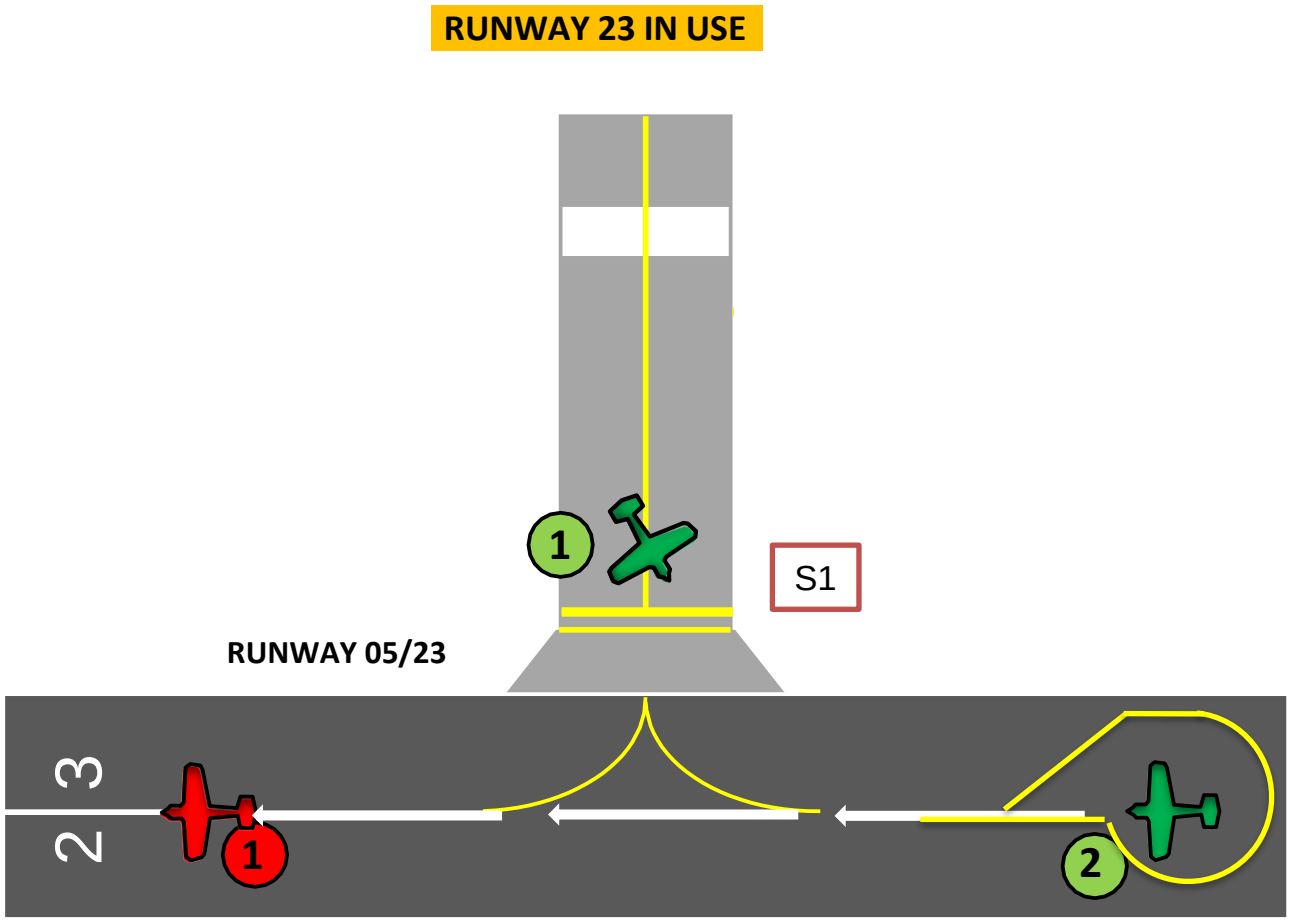


ENTERING / EXITING THE RUNWAY

- **Runway 23 in use**

Aircraft to depart (1) will hold at S1, and radio to check if any aircraft are on base or final. If other aircraft are in the circuit, continue holding until aircraft (1) have landed, before entering and backtracking to the end of the displaced threshold (2).

After landing, aircraft will likely exit at S3, or exceptionally S2, but should not leave the runway until speed is under control. Taxi back to Apron via C1 & C2.

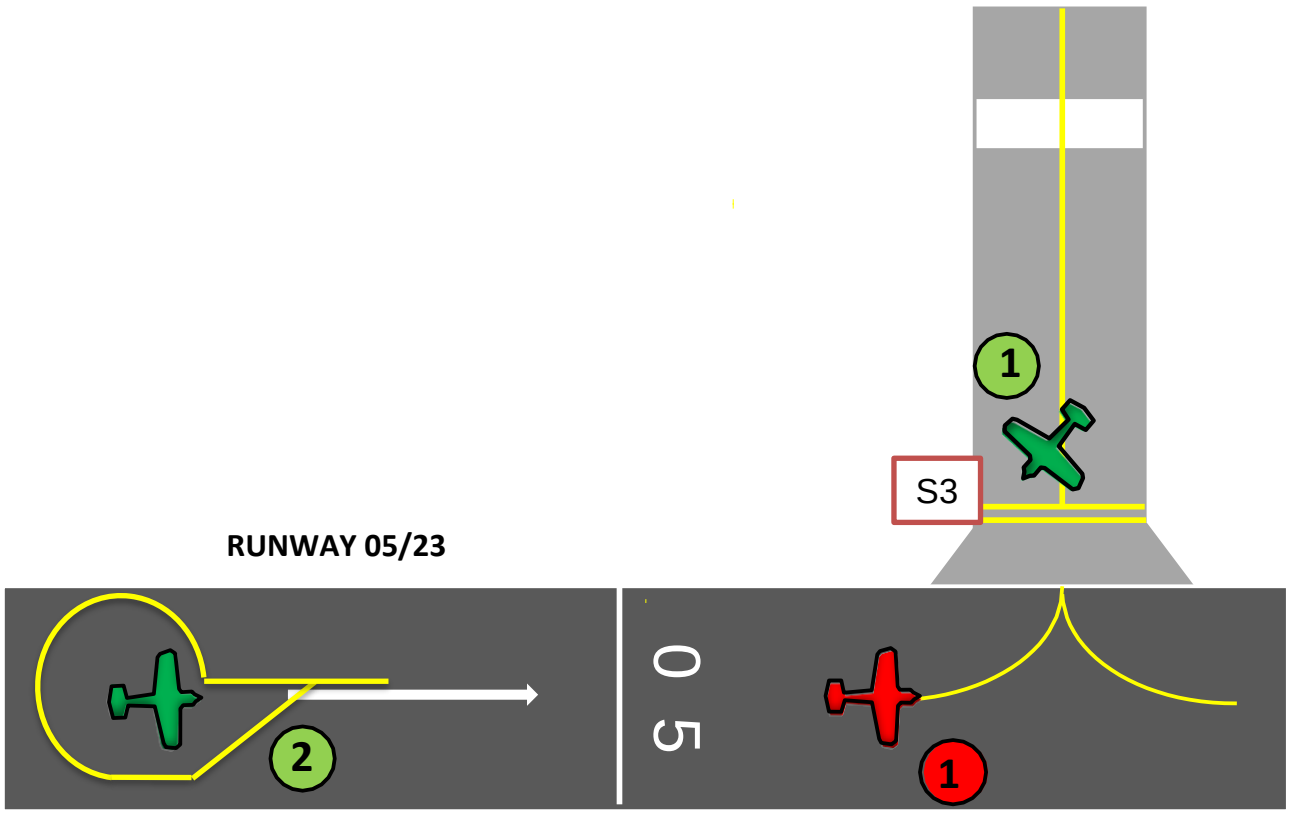


- **Runway 05 in use**

Aircraft to depart (1) will hold at S3, and radio to check if any aircraft are on base or final. If other aircraft are in the circuit, continue holding until aircraft (1) have landed, before entering and backtracking to the end of the displaced threshold (2).

After landing, aircraft will likely exit at S2, or exceptionally S1/S3, but should not leave the runway until speed is under control. Taxi back to Apron via C1 & C2.

RUNWAY 05 IN USE



ALL AIRCRAFT ON FINAL WILL COMPLETE THE FINAL SAFETY CHECKS BEFORE LANDING

ALL THE AIRCRAFT ENTERING IN THE RUNWAY WILL CONFIRM THAT FINAL IS CLEAR OF AIRCRAFT

REFUELLING PROCEDURES

IMPORTANT:

- **Aircraft will be refueled by EXOLUM on the Apron (AVGAS) or by Fly EPT Staff (MOGAS)**
- **AVGAS is available at Son Bonet (LESB).**
- **Contact CLH on +34 639 30 06 97**
- **It is the pilot's responsibility to ensure the correct fuel is used.**

- **AIRCRAFT FUEL REQUIREMENTS**

Tecnam P2002	EC-NZS	AVGAS or MOGAS
Cessna C172	EC-ETC	AVGAS only

POWER CHECKS AREAS

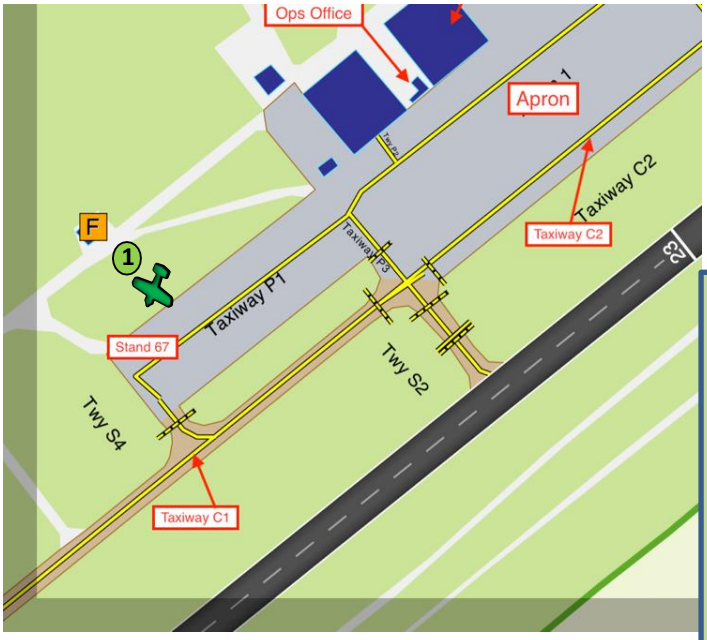
Fly EPT flight crew will complete power checks at the designated areas. In case of two aircraft or more, all aircraft will coordinate and report their intentions.

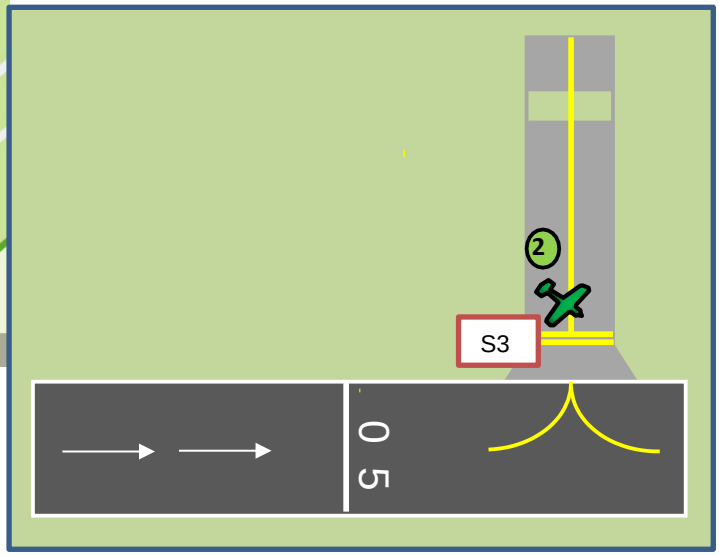
These two areas are located at:

1. Stand 66 / 67
2. Holding Point S3 before entering runway 05

Aircraft should be facing into the wind, if possible.

See pictures below.





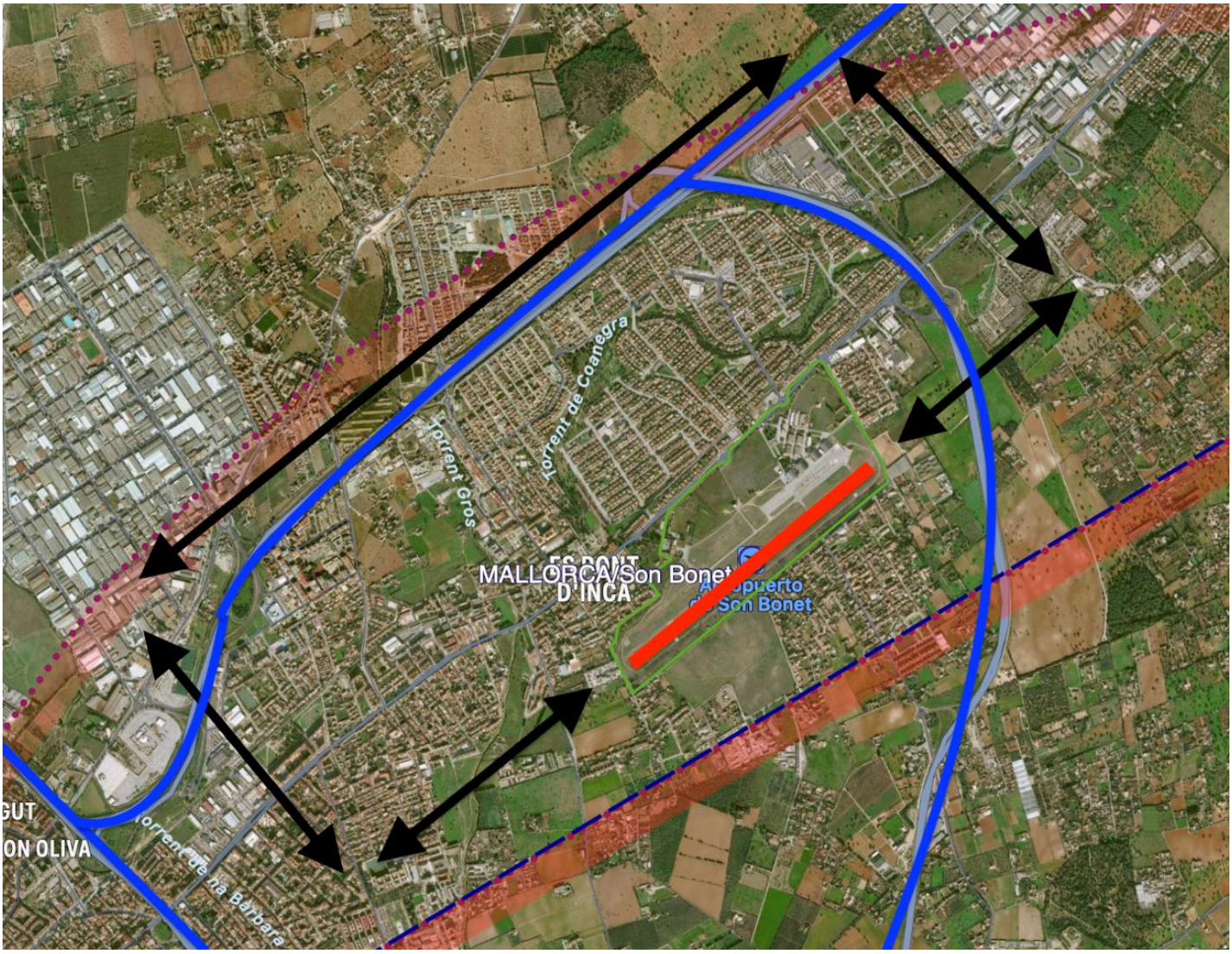
CIRCUITS

IMPORTANT:

- **In the circuit, the flight crew will communicate position and intentions on the appropriate frequency.**
- **TAKE OFF IN SEQUENCE IS PROHIBITED. The next departing aircraft will wait at the holding point runway 05/23 until the runway is clear of aircraft before entering the active runway.**
- **DEAD SIDE CIRCUIT IS PROHIBITED.**
- **Traffic altitude 1,000ft AMSL**

- Due to the proximity of Palma CTR / ATZ, all circuits are to the north of the airfield i.e., Runway 23 right hand, Runway 05 left hand.

- Downwind leg is always outside the motorway (blue).
- Crosswind 23 / Base 05 is outside the city ring road.

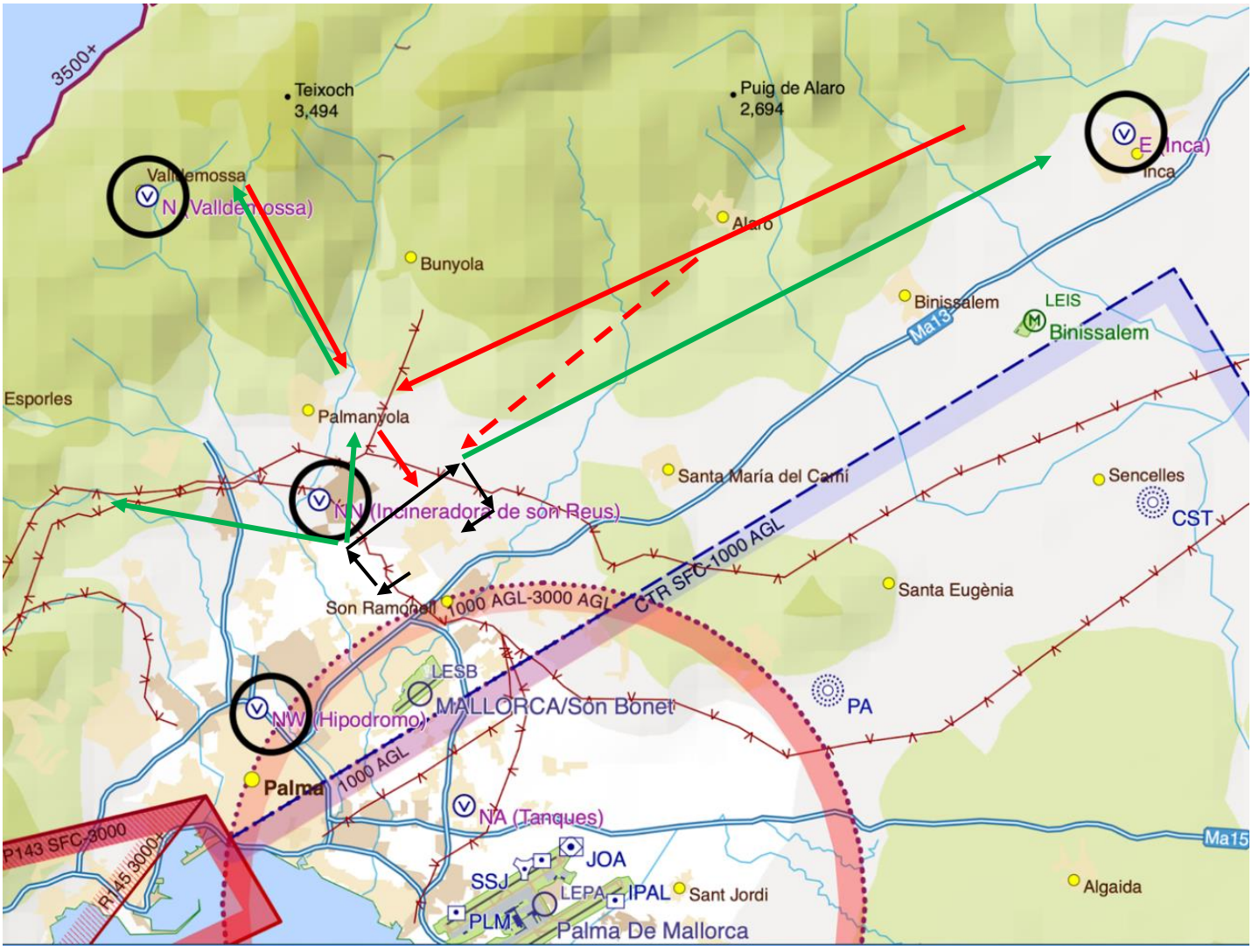


NOTE: *for further information see Son Bonet AIP (Visual Approach Chart – Remarks)*

LEAVING AND JOINING THE CIRCUIT

- **RUNWAY 23**
    - For departure to N / training areas:
        - from end of crosswind, proceed towards NN at 1200’
        - climbing to 2500’ by N
        - be aware of traffic transiting in opposite direction.
    - For departure to E:
        - from end of downwind leg, proceed to abeam of E at 1200’
        - maintain right of motorway before Binissalem village
        - be aware of traffic around Binissalem microlight site.
    - For arrivals from N / training areas:
        - from N, descend to 1200’ before NN
        - be aware of traffic transiting in opposite direction
        - from NN proceed to mid-downwind turning left before motorway.
    - For arrivals from E:
        - from E, proceed to NN maintaining right of the motorway
        - be aware of traffic transiting in opposite direction
        - from NN proceed to mid-downwind turning left before motorway
        - with no conflicting traffic in circuit, base/long final join is permitted.

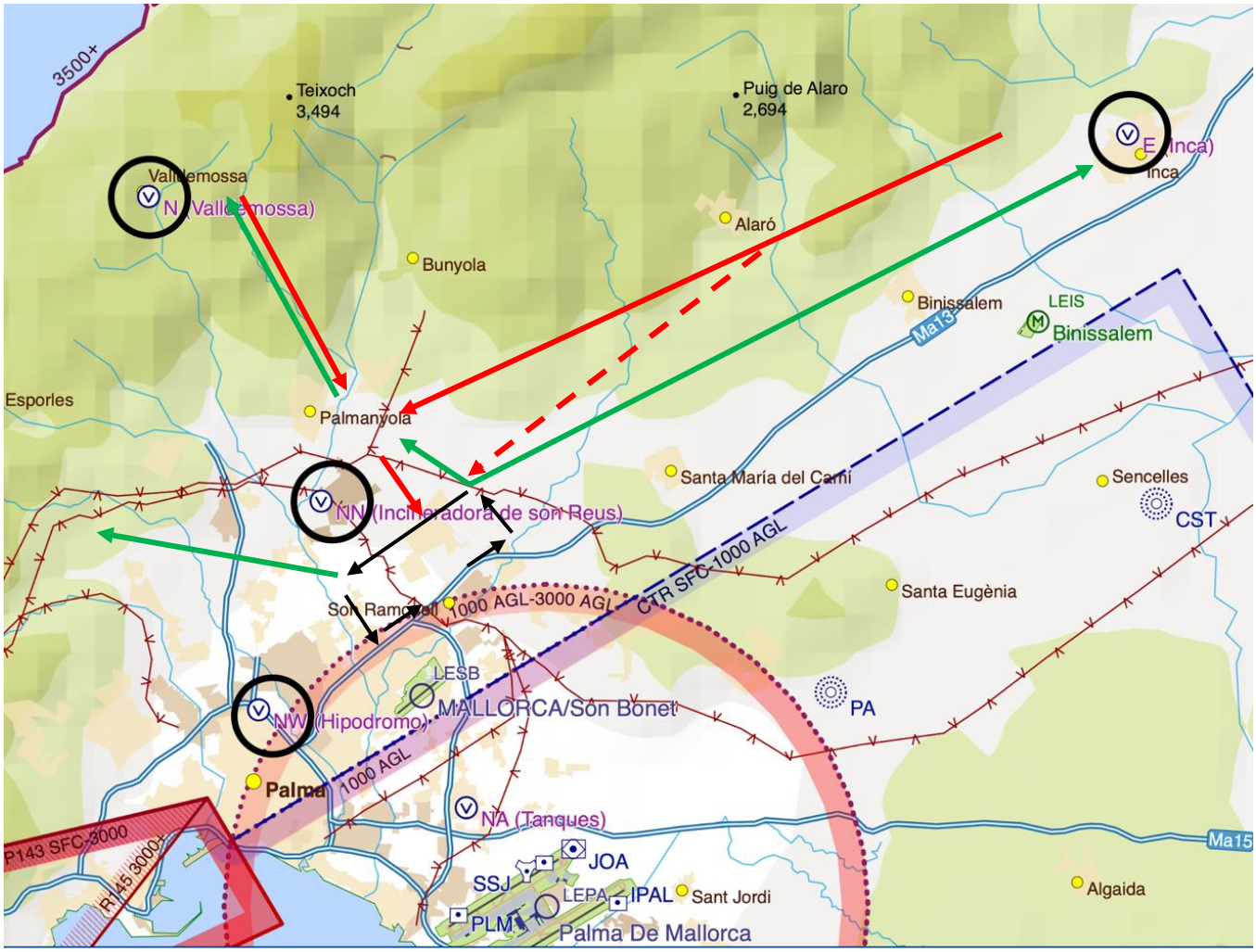
    - Circuit traffic has right of way over joining traffic, hold at NN if necessary.



LEAVING AND JOINING THE CIRCUIT

- **RUNWAY 05**
    - For departure to N / training areas:
        - from end of crosswind, proceed towards NN at 1200’
        - climbing to 2500’ by N
        - be aware of traffic transiting in opposite direction.
    - For departure to E:
        - from end of crosswind, turn right and proceed to abeam of E at 1200’
        - maintain right of motorway before Binissalem village
        - be aware of traffic around Binissalem microlight site.
    - For arrivals from N / training areas
        - from N, descend to 1200’ before NN
        - be aware of traffic transiting in opposite direction
        - from NN proceed to mid-downwind turning right before motorway
    - For arrivals from E
        - from E, proceed to NN maintaining right of the motorway
        - be aware of traffic transiting in opposite direction
        - from NN proceed to mid-downwind turning right before motorway
        - with no conflicting traffic in circuit, downwind join is permitted

    - Circuit traffic has right of way over joining traffic, hold at NN if necessary.



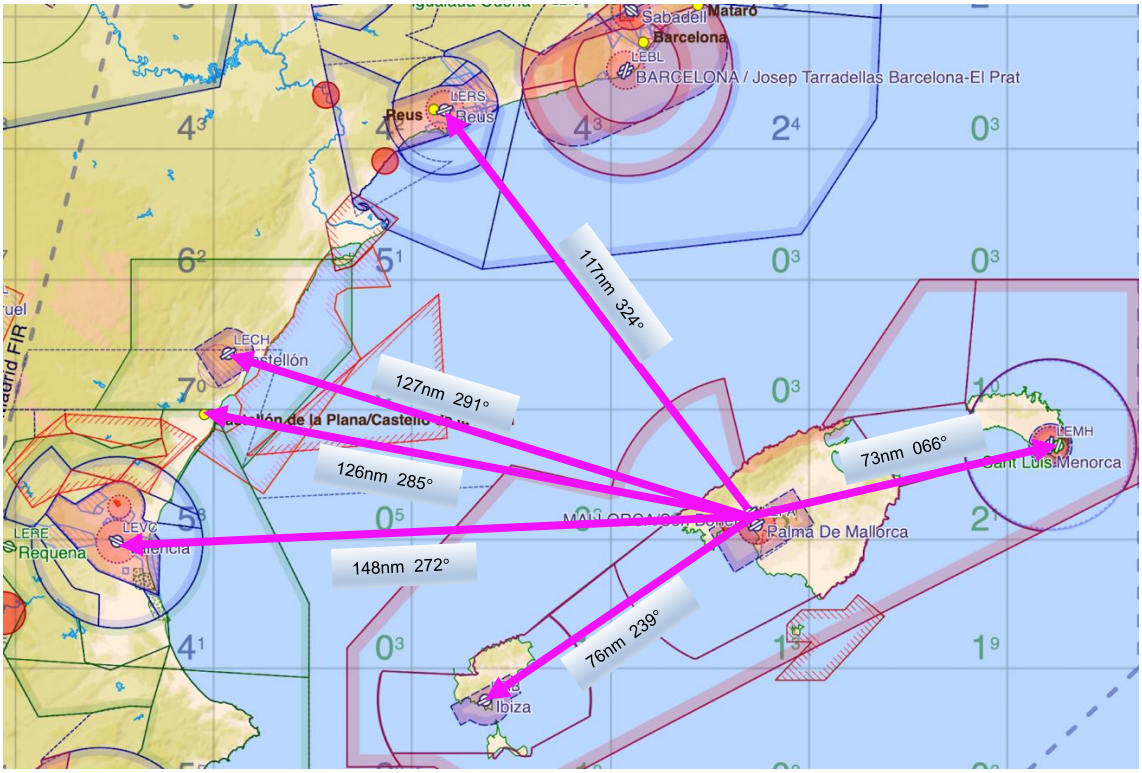
VFR NAVIGATION

LAND AWAY

Two main airports are available for landing away exercises close to LESB:

1) Menorca San Luis (LESL)
2) Ibiza (LEIB)

Other airports used on the mainland include Castellon La Plana (LECN), Castellon Costa Azahar (LECH), Valencia (LEVC), Reus (LERS).



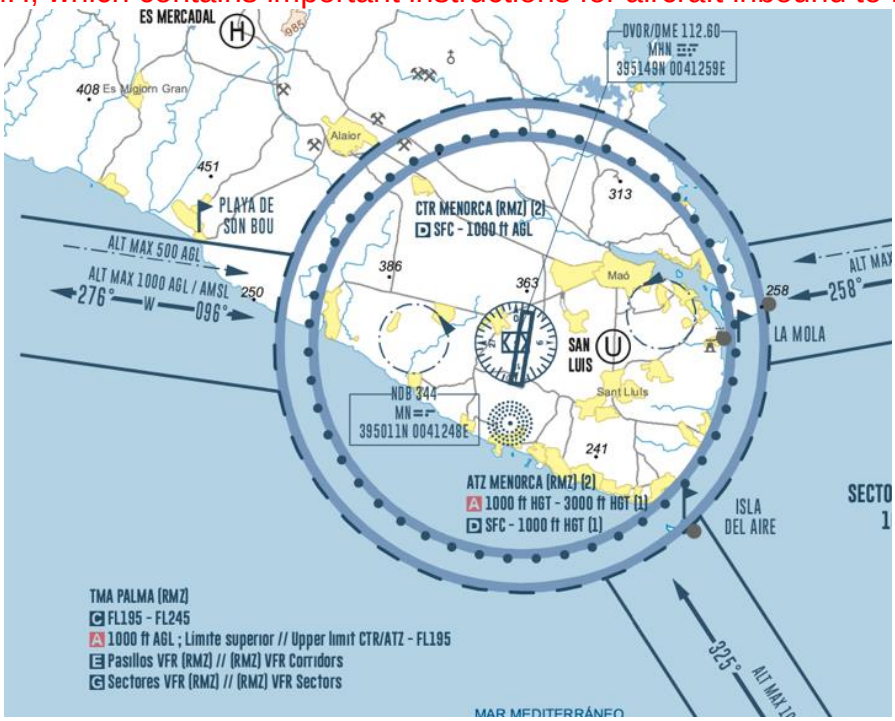
Prior to every land away, the flight crew will check Spain AIP and revise airport information and data, especially airports with AFIS, for specific VFR arrival or departure procedures, etc.

Remember that every airport/aerodrome have different VRPs for VFR arrival or departures; for this document, we only consider the most common VRPs for Fly EPT VFR navigation exercises. If the aircrew is going to use a different VRP than the one that we are considering, they must check the Visual Approach Chart for the desired airport/aerodrome in order to get the information related to altitude, specific procedures, etc...

IF YOU PLAN TO LAND AWAY, CHECK NOTAMS, AIRPORT AIP, AVAILABILITY OF FUEL, PARKING AREAS…

MENORCA SAN LUIS (LESL)

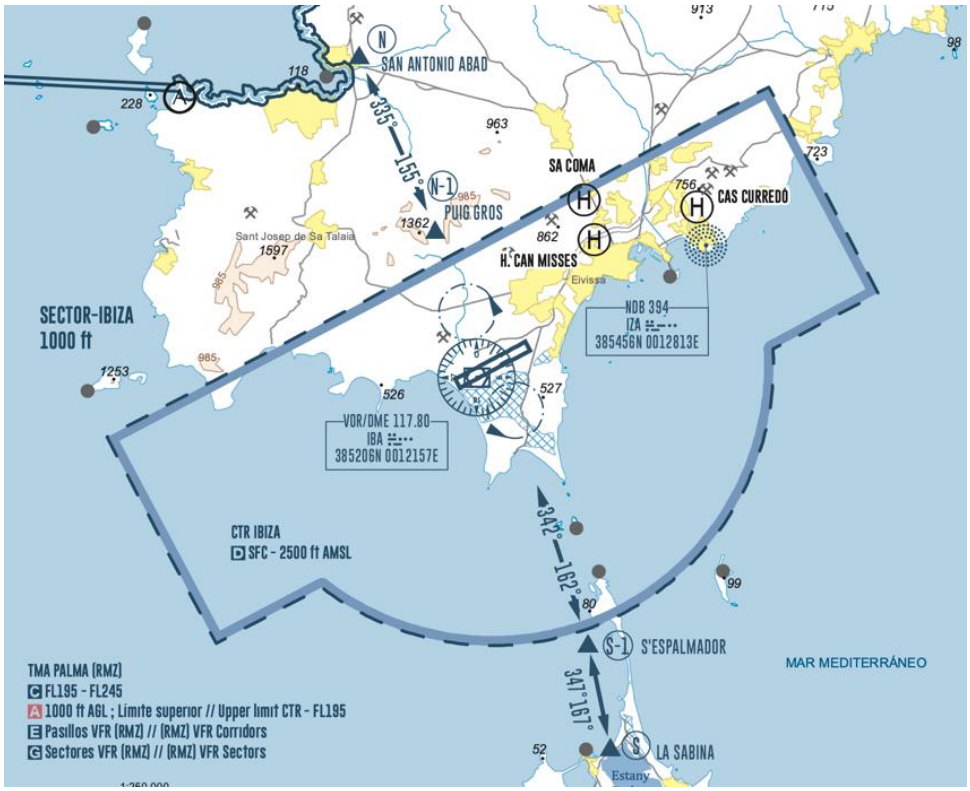
See AIP for LEMH, which contains important instructions for aircraft inbound to LESL



- From Mallorca, proceed via the VFR corridor towards Playa de San Bou VRP not above 1000’
- Contact LEMH tower at least 5nm before CTR boundary and cross CTR according to ATC
- Circuits at LESL are **ALWAYS** east of the field to avoid conflict with LEMH traffic.
- In the event of communications failure enter CTR via E corridor, land & advise ATS by phone
- Before departure, contact LEMH tower whilst on ground at LESL
- Remain east of airfield until crossing clearance received.

IBIZA (LEIB)

See AIP for LEIB, which contains important instructions for aircraft.



- From Mallorca, proceed towards the LEIB CTR not above 1000'
- Contact LEIB tower at least 5nm before CTR boundary, enter per ATC instructions.
- Aircraft may be required to hold at N (San Antonio) or S (Formentera) if traffic requires
- In the event of communications failure enter CTR via N-1 or S-1 and orbit in sight of the tower without crossing the QMS.
- Upon departure contact TWR when ready to taxi with PRKG and CTR exit point.

APPENDIX

APPENDIX 1 – CLASS OF AIRSPACE

CLASS	TYPE OF FLIGHT	SEPARATION PROVIDED	SERVICE PROVIDED	SPEED LIMITATION	RADIO COMMS REQUIRED	SUBJECT TO AN ATC CLEARANCE
A	IFR ONLY	All Aircraft	Air Traffic Control Service	N/A	Continuous Two-Way	Yes
B	IFR	All Aircraft	Air Traffic Control Service	N/A	Continuous Two-Way	Yes
	VFR	All Aircraft	Air Traffic Control Service	N/A	Continuous Two-Way	Yes
C	IFR	IFR from IFR IFR from VFR	Air Traffic Control Service	N/A	Continuous Two-Way	Yes
	VFR	IFR from VFR	1) Air Traffic Control Service separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	250 KIAS below 3,050m (10,000ft) AMSL	Continuous Two-Way	Yes
D	IFR	IFR from IFR	Air Traffic Control Service, traffic information about VFR (and traffic avoidance advice on request)	250 KIAS below 3,050m (10,000ft) AMSL	Continuous Two-Way	Yes
	VFR	Nil	IFR/IFR and VFR/VFR traffic information (and traffic avoidance advice on request)	250 KIAS below 3,050m (10,000ft) AMSL	Continuous Two Way	Yes
E	IFR	IFR from IFR	Air Traffic Control Service and, as far as practical, traffic information about VFR flights	250 KIAS below 3,050m (10,000ft) AMSL	Continuous Two Way	Yes
	VFR	Nil	Traffic information as far as practical	250 KIAS below 3,050m (10,000ft) AMSL	No	No
F	IFR	IFR from IFR as far as practical	Air Traffic Advisory Service; Flight Information Service	250 KIAS below 3,050m (10,000ft) AMSL	Continuous Two Way	No
	VFR	Nil	Flight Information Service	250 KIAS below 3,050m (10,000ft) AMSL	No	No
G	IFR	Nil	Flight Information Service	250 KIAS below 3,050m (10,000ft) AMSL	Continuous Two Way	No
	VFR	Nil	Flight Information Service	250 KIAS below 3,050m (10,000ft) AMSL	No	No