



## Safety Promotion Feedback

### Foreword:

Addresses are reminded that the following information is circulated amongst Fly EPT Spain for the sole purpose of improving safety awareness.

The primary purpose of promoting safety feedback is to raise pilot awareness of safety-related incidents and, where appropriate, to show the root cause and what corrective action has been taken to prevent re-occurrence. It is NOT to apportion blame or liability. Fly EPT promotes a '[Just Cause](#)' safety policy.

By sharing your experiences and feedback it is hoped that the repetition of hazardous events can be prevented.



The generic rule for reporting:

**"If in doubt – Report it"** (Av-Safe) We are all responsible for aviation safety

**"See it - Hear it - Report it"** (Av-Sec) We are all responsible aviation security

List of examples of occurrences that must be reported immediately [here](#)  
[https://files.cdn-files-a.com/uploads/5989953/normal\\_6775b332150df.pdf](https://files.cdn-files-a.com/uploads/5989953/normal_6775b332150df.pdf)

Fly EPT Spain - Safety Reporting webpage [here](#)  
<https://www.flyeptspain.com/safety-reporting>



Ref	Date	Route	Aircraft
ASR # 24/12/1	2 Dec 2024	LESB	Tecnam P2002-JF EC-NZS
<b>Title:</b>	<b>WRONG OIL PUT IN TECNAM P2002-JF</b>		
<b>Report Details</b>	<p><u>STUDENT</u> I was performing the preflight for my flight to IBIZA and back today and added some oil, when I checked with the dipstick, I felt it was sensible to add half a bottle more and get it up to 6 Quartz. I asked (Instructor name redacted) if he would not mind getting some more from the hangar to which he agreed and returned with a bottle (same colour as the W100 oil bottle). When I poured the oil into the tank, I noticed it was flowing much quicker than the previous pour and the viscosity was different. At which point I checked the bottle and saw a ROTAX logo on the bottle and noticed the name was different (something like SPORT PLUS 4). I realized they were different bottles and oil types and decided to cancel the flight while I consulted the matter, called OLIVIER (different instructor) who told me to check with Guillermo from TURMINA maintenance if there was an issue, he said there was and they would need to drain the oil. I then called HT to explain what had happened.</p> <p><u>INSTRUCTOR</u> We needed to add oil to EC-LOK, but the bottles on the plane were empty. I went to the hangar and grabbed a bottle from the box. The bottles look almost identical — both red — but one says "ROTAX" and the other says something different. While adding the oil, we noticed the viscosity was different. No one had told me before that we use different oil for the plane, so I assumed they were the same.</p>		
<b>Flight Safety Feedback</b>	The PA28 has a LYCOMING O-540-B4B5 engine while the TECNAM P2002-JF has a ROTAX 912 engine, and therefore require different engine OIL		
<b>Root Cause</b>	Student Pilot Under Training; human error. New Instructor; human error. New aircraft added to fleet. The oil bottles do look similar.		
<b>Corrective Action</b>	OIL bottles have been labelled, according to which oil should be used for which aircraft. Featured as a reminder on PRIVATE RADAR home page		
<b>Preventative Action</b>	Operations Manual edited to highlight the correct oil to be used for each aircraft. PA28 PIPER CHEROKEE: (Aeroshell Oil) W100 PLUS TECNAM: (Aeroshell Oil) SPORT PLUS 4		
<b>Mandatory?</b>	Yes	<b>Reported to AESA (date)</b>	Yes
<b>Status</b>	CLOSED	<b>Date Closed:</b>	10 Dec 2024



Ref	Date	Route	Aircraft
ASR # 24/3/1	20 March 2024	LESB – LESB	Tecnam P2002-JF EC-NZS
<b>Title:</b>	<b>NEAR MISS in CIRCUIT PATTERN</b>		
<b>Report Details</b>	<p>Arrived Santa Maria, changed frequency to Son Bonet.            Reported overhead Santa Maria, enroute NN, maintaining 90 kts.            At NN, reported overhead, enroute LESB, any traffic in the circuit, runway 05.            Heard them using runway 05.            Changed heading to the middle of downwind.            Heard traffic on final for touch and go, runway 05.            Called a second time for any traffic just to be sure as I approached downwind, runway 05.            No response.            Declared joining downwind, runway 05, but turned left instead of right.            As soon as I finished my turn “downwind” Flyschool aircraft was climbing below me, maybe 200 feet away.            Initial radio call of frustration from Flyschool.            Apologized and turned around to join correct downwind.            Called base, called final, following the other Flyschool aircraft.            On final Flyschool aircraft had to backtrack to vacate the runway so I did a go around.            Landed.            Apologized to the instructor when I was on the ground.            All seemed OK and friendly.</p>		
<b>Flight Safety Feedback</b>	Pilots must follow the correct circuit pattern direction.		
<b>Root Cause</b>	Student Pilot Under Training, human error. Student followed the wrong circuit pattern direction.		
<b>Corrective Action</b>	Student Pilots Under Training shall include in their pre-departure and arrival brief the direction of circuit pattern i.e. LEFT / RIGHT downwind, as appropriate		
<b>Preventative Action</b>	Operations Manual (OM) updated; Part A, Section 1, Chapter 5 – Requirements to fly Solo Student flying solo shall brief LEFT / RIGHT downwind, as appropriate. Students flying solo under supervision shall be limited to one (1) at a time, and instructor on the ground shall be in direct radio communication with the student flying solo		
<b>Mandatory?</b>	Yes	<b>Reported to AESA (date)</b>	
<b>Status</b>	CLOSED	<b>Date Closed:</b>	15 August 2024



Ref	Date	Route	Aircraft
ASR # 23/12/1	1 Dec 2023	LESB – LESB	Tecnam P2002-JF EC-NZS
<b>Title:</b>	<b>AIRCRAFT LANDED WITH LESS THAN MINIMUM FINAL RESERVE FUEL</b>		
<b>Report Details</b>	Head of Training noticed that the aircraft had landed from its previous flight with minimal fuel in both tanks		
<b>Flight Safety Feedback</b>	Pilots must NOT land with less than a <b>final reserve</b> of <b>45 minutes</b>		
<b>Root Cause</b>	PPL hour building pilot was relying on the fuel gauges for fuel planning		
<b>Corrective Action</b>	The PPL hour building pilot has been briefed accordingly.		
<b>Preventative Action</b>	The aircraft rental agreement has been amended. In future, pilots must sign to acknowledge that the aircraft <u>must</u> land with no less than final reserve i.e. <b>45 minutes</b> of fuel remaining.		
<b>Mandatory?</b>	Yes	<b>Reported to AESA (date)</b>	Yes
<b>Status</b>	CLOSED	<b>Date Closed:</b>	15 Dec 2023

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