



Safety is our number 1 priority

Safety Promotion Feedback

Foreword:

Addressees 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, select [here](#)

Fly EPT Spain - Safety Reporting webpage
<https://www.flyeptspain.com/safety-reporting>



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Ref	Date	Airport / Route	Aircraft
ASR # 25/5/a	12 May 2025	LESB	Tecnam P2002-JF F-HFGX
Title:	WING TIP COLLISION		
Report Details	<p>While stationary on the ground with crew on board, engine OFF (Parking brake set, no propeller turning), our aircraft was lightly struck on the tail by the tip of the right wing of another aircraft Cessna C172n Skyhawk; EC-IGL belonging to PANAMEDIA flight school. The contact caused very light damage. Photographs were taken and TURMINA maintenance was notified immediately.</p> <p>We are currently in discussions with the flight school operating EC-IGL to determine the best course of action.</p> 		



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Flight Safety Feedback

ICAO's minimum Wing Tip clearance = **7.5** meters
If there is any doubt whatsoever concerning reduced wing tip separation, just STOP.
Follow apron taxi centerlines. Do NOT attempt a wing over.

SKYBRARY: WING TIP COLLISION
<https://skybrary.aero/articles/wing-tip-clearance-hazard>



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Root Cause	<p>Root cause:</p> <ul style="list-style-type: none"> (a) Loss of separation that resulted in a collision (but no damage) on the ground with another aircraft. (b) Human factors; pilot error <p>Pilot operating Cessna C172N Skyhawk registration EC-IGL (serial number 17267794), belonging to PANAMEDIA International flight school, taxied into Fly EPT Spain's TECNAM P2002-JF registration F-HFGX, which was parked and stationary. The taxiing pilot breached the minimum wing tip separation clearance minima. Investigation is currently on-going and awaiting PANAMEDIA's feedback.</p>		
Corrective Action	<ul style="list-style-type: none"> (a) From: PANAMEDIA International flight school - TBD (b) Post inspection from TURMINA maintenance confirm no damage. Aircraft Certificate of Airworthiness (CoA) remains valid 		
Preventative Action	<p>Operations Manual amended:</p> <p>Part B TECHNICAL, SECTION 3 - AIRCRAFT HANDLING, sub-section (6) Taxiing Procedures</p> <p>(i) Minimum wing tip clearance is 7.5 meters. If there is any doubt concerning reduced wing tip separation clearance, STOP the aircraft. Follow apron taxi centreline.</p>		
Mandatory?	YES	Reported to AESA (date)	YES
Status	OPEN	Date Closed:	TBD



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Ref	Date	Route	Aircraft
ASR # 25/4/a	April 2025	LESB - LESB	Tecnam P2002-JF
Title:	FUEL TANKS NOT BALANCED; ENGINE STOPPED IN-FLIGHT		
Report Details	During cruise, at approximately 1,200 ft AGL, while flying VFR cross country Navigation exercise, engine stopped mid-air for a few seconds. The fuel tank selector was switched to the opposite side. Engine restarted immediately. NIL further		
Flight Safety Feedback	Credit to the pilot concerned for reporting this within the 72-hour window. Fly EPT Spain has a non-punitive reporting policy, and the Safety department will NOT disclose the names of persons involved. We believe a lesson was learnt here which we can ALL learn from. Safety department stresses the importance of performing FREDA checks in-flight every 30 minutes, and this includes ensuring that the FUEL TANKS are BALANCED		
Root Cause	Root cause = Human factors; pilot error (Student Pilot Under Training) FREDA checks were NOT appropriately applied every 30 minutes, specifically the fuel selector switch was NOT changed in-flight, leading to a fuel imbalance and fuel starvation in one (1) tank. It was commented by the pilot-under-training (PUT) that some instructor(s) can perform this action themselves of changing the fuel selector switch to the opposite tank while doing the FREDA check in-flight every 30-minutes, meaning the PUT does not form the habit of doing this action himself. Respecting that the student pilot is absorbing a lot of new information during the early stages of flight training, it has been accepted that instructor(s) can reappraise their thinking here, and encourage the student from an early stage, and consistently throughout their training, to specifically action this item of changing the fuel selector switch to the opposite tank, and to discuss the consequences of not doing so.		
Corrective Action	Instructors will encourage the Student Pilot-Under-Training to physically perform and action all items of the FREDA check themselves, particularly the changing of the fuel selector switch every 30 minutes to ensure that the fuel tanks are balanced.		
Preventative Action	Operations Manual amended Part B TECHNICAL, SECTION 3 - AIRCRAFT HANDLING, sub-section (3) Use of Checklists (c) Student Pilot-Under-Training should be encouraged to perform all checklists themselves, including FREDA check in-flight and students should physically perform each action themselves, and this includes the changing of the fuel selector valve switch in-flight.		
Mandatory?	YES	Reported to AESA (date)	YES
Status	CLOSED	Date Closed:	2 May 2025



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Ref	Date	Route	Aircraft
ASR # 24/12/1	2 Dec 2024	LESB	Tecnam P2002-JF EC-NZS
Title:	WRONG OIL PUT IN TECNAM P2002-JF		
Report Details	<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>		
Flight Safety Feedback	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		
Root Cause	<p>Student Pilot Under Training; human error.</p> <p>New Instructor; human error.</p> <p>New aircraft added to fleet.</p> <p>The oil bottles do look similar.</p>		
Corrective Action	<p>OIL bottles have been labelled, according to which oil should be used for which aircraft.</p> <p>Featured as a reminder on PRIVATE RADAR home page</p>		
Preventative Action	<p>Operations Manual edited to highlight the correct oil to be used for each aircraft.</p> <p>PA28 PIPER CHEROKEE: (Aeroshell Oil) W100 PLUS</p> <p>TECNAM: (Aeroshell Oil) SPORT PLUS 4</p>		
Mandatory?	YES	Reported to AESA (date)	YES
Status	CLOSED	Date Closed:	10 Dec 2024



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Ref	Date	Route	Aircraft
ASR # 24/3/1	20 March 2024	LESB – LESB	Tecnam P2002-JF EC-NZS
Title:	NEAR MISS in CIRCUIT PATTERN		
Report Details	<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” Fly School aircraft was climbing below me, maybe 200 feet away. Initial radio call of frustration from Fly School. Apologized and turned around to join correct downwind. Called base, called final, following the other Fly School aircraft. On final Fly School 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>		
Flight Safety Feedback	Pilots must follow the correct circuit pattern direction.		
Root Cause	<p>Student Pilot Under Training, human error. Student followed the wrong circuit pattern direction.</p>		
Corrective Action	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		
Preventative Action	<p>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</p>		
Mandatory?	YES	Reported to AESA (date)	YES
Status	CLOSED	Date Closed:	15 August 2024



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Ref	Date	Route	Aircraft
ASR # 23/12/1	1 Dec 2023	LESB – LESB	Tecnam P2002-JF EC-NZS
Title:	AIRCRAFT LANDED WITH LESS THAN MINIMUM FINAL RESERVE FUEL		
Report Details	Head of Training noticed that the aircraft had landed from its previous flight with minimal fuel in both tanks		
Flight Safety Feedback	Pilots must NOT land with less than a final reserve of 45 minutes		
Root Cause	PPL hour building pilot was relying on the fuel gauges for fuel planning		
Corrective Action	The PPL hour building pilot has been briefed accordingly.		
Preventative Action	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. 45 minutes of fuel remaining.		
Mandatory?	YES	Reported to AESA (date)	YES
Status	CLOSED	Date Closed:	15 Dec 2023