

## Safety Bulletin – Communications at Son Bonet aerodrome circuit

### Objective:

- This safety bulletin has been made with the purpose to improve and standardize aeronautical communications between the aircrafts that operate Son Bonet aerodrome circuit.
- Its content is intended to serve as practical assistance for pilots and operators with the aim of improving situational awareness and encouraging a free-flowing efficient coordination between the different operators only for safety purposes.
- Communications are written here in the two languages that **are allowed: Spanish and English**, as it is specified at the AIP.

### Content:

- Detailed representation of the **circuit depending on whether runway 05 or runway 23 is active**, including the recommended messages and the approximate location to speak.
- **Circuit in the reduced and the extended version**, depending on the type of traffic flying at any given time. Usually, the reduced version of the circuit is the one that fly the helicopters if there is no fixed-wing aircraft operating at the same time.

### Communication places:

- The places where the aircrafts communicate are indicated **for guidance only**.
- These are not exact locations, but rather useful references over the map to facilitate communications between aircrafts.



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## Comunicaciones en Circuito “Extendido” – Pista 23 activa / “Extended” Circuit Communications – Runway 23 active

### Estandarización de puntos de notificación / Standardization of notification points



## Safety Bulletin – Communication Best Practices – Runway 05 Active

### “LAST LEG DOWNWIND RUNWAY 05” NOTIFICATION

#### Objective:

- This bulletin aims to promote best practices in radio communications when runway 05 is active, as the backtrack maneuver to threshold 05 is slower and may lead to potential conflicts with aircraft in the traffic pattern (final, base, downwind).
- This recommendation introduces an additional notification message to indicate the presence of an aircraft in the last leg of downwind, which can be a practical aid for pilots holding at point S3, helping them better understand the relative position of other aircraft intending to use runway 05.
- The purpose of this content is to enhance situational awareness and encourage smoother and more efficient coordination, ultimately contributing to improved operational safety.
- All communications are provided in both permitted languages: Spanish and English, in accordance with the Airport's AIP.

#### Content:

- This bulletin includes a detailed depiction of the circuit when runway 05 is in use, along with the recommended radio calls for each leg and the approximate location where each message should be transmitted. **An additional message is incorporated: “Last leg downwind Runway 05”.**
- **Circuit in the reduced and the extended version**, depending on the type of traffic flying at any given time. Usually, the reduced version of the circuit is the one that fly the helicopters if there is no fixed-wing aircraft operating at the same time.

#### Communication places:

- The places where the aircrafts communicate are indicated **for guidance only**.
- These are not exact locations, but rather useful references over the map to facilitate communications between aircrafts.



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## Comunicaciones en Circuito “Extendido” – Pista 05 activa / “Extended” Circuit Communications – Runway 05 active

### Estandarización de puntos de notificación / Standardization of notification points

NUEVA RECOMENDACIÓN / NEW RECOMMENDATION

NOTIFICACIÓN EN ÚTIMO TERCIO DE VIENDO EN COLA / LAST LEG DOWNWING NOTIFICATION

Esp: “BASE + indicador orden de cola “

Ej. “BASE NÚMERO 2”

Eng: BASE + sequence number  
Ex. “BASE NUMBER 2”

Esp: “ÚLTIMO TERCIO  
VIENTO EN COLA PISTA 05”  
Eng: “LAST LEG DOWNWIND  
RUNWAY 05”

Esp: “VIENTO EN  
COLA”\*  
Eng: “DOWNWIND”\*

Esp: “VIENTO CRUZADO”  
Eng: “CROSSWIND”

Esp: “FINAL + indicador orden de cola “  
Ej. “FINAL NÚMERO 2”  
Eng: FINAL + sequence number  
Ex. “FINAL NUMBER 2”

Esp: “VIENTO EN CARA”  
Eng: “UPWIND”

Pista 05 en activo  
Runway 05 active



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