

FSA Traffic Pattern Tecnam P2008 JC

Aircraft Type: Tecnam P2008 JC



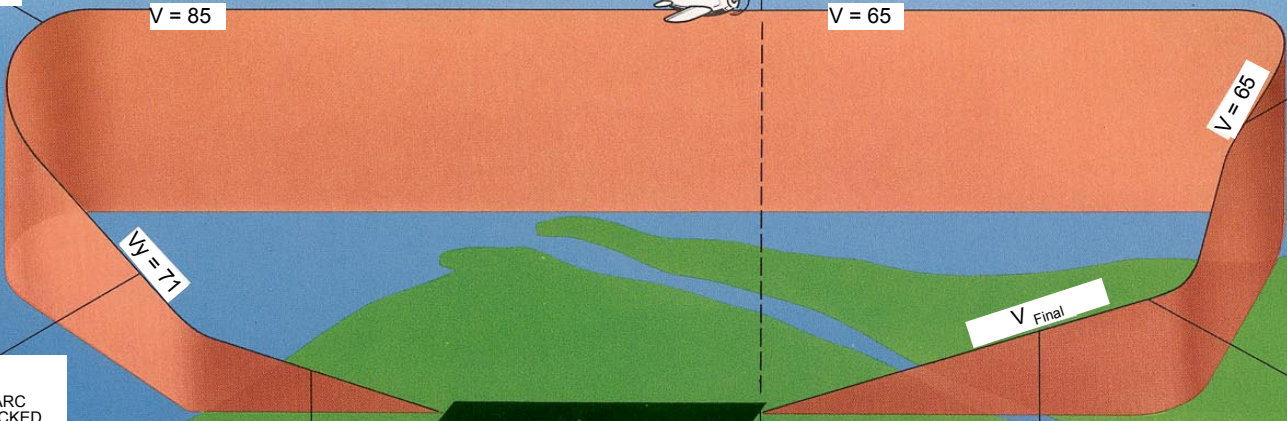
Check for Approach
 1. ATIS / QNH
 2. COM / NAV / FMS
 3. Approach Briefing
 4. Cabin
 5. Seat Belts
 6. Engine & Electrics
 7. Fuel
 8. Fuel Pump
 9. Carburetor Heat

RECEIVED & SET
 SET
 COMPLETED
 SECURED
 FASTENED
 CHECKED
 FULLER TANK
 ON
 as required

Abeam Threshold
 1. Power 1200 RPM
 2. Speed WHITE ARC
 3. Flaps T/O

Level Off
 1. Traffic Pattern
 2. Power
 3. Speed

MAINTAIN
 2000 RPM
 ca. 85 KIAS



Base
 1. Flaps
 2. Speed
 3. Fuel Pump

LDG
 65 KIAS
 ON

Climb Check
 1. Flaps
 2. Climb Power
 3. Fuel Pump
 4. Taxi Light

UP
 SET / GREEN ARC
 OFF & FP CHECKED
 OFF

Go Around
 1. Power
 2. Vertical Speed
 3. Flaps
 4. Speed
 5. Flaps

MAX
 positive rate
 T/O
 V_y
 UP (clear of obstacles)

Initial Climb
 1. Climb V_x (min 58 KIAS)

Clear of Obstacles / 400 ft AGL
 1. Speed and Altitude CHECKED
 2. Flaps UP
 3. Climb V_y

Line-Up
 1. APP Sector, RWY
 2. Landing Lights
 3. Pitot Heat

FREE
 ON
 as required

Before Take Off
 1. RWY and Gyros
 2. XPDR
 3. Wind
 4. Time
 5. T/O Power
 6. Engine Instruments
 7. Breakes
 8. Airspeed
 9. Rotate

IDENTIFIED & CHECKED
 ALT
 CHECKED
 MEMORIZED
 SET (min. 2000 RPM)
 CHECKED
 RELEASE
 CHECK RISING
 at 48 KIAS

Landing Check
 1. Flaps
 2. Breakes
 3. Carburetor Heat

LDG
 RELEASED
 OFF

$V_{final} = V_{ref} + \frac{1}{2} HW$ or Gust Factor

Es sind in jedem Fall die im AFM angegebenen Verfahren massgebend!