

# FSA Traffic Pattern Tecnam P2008 JC

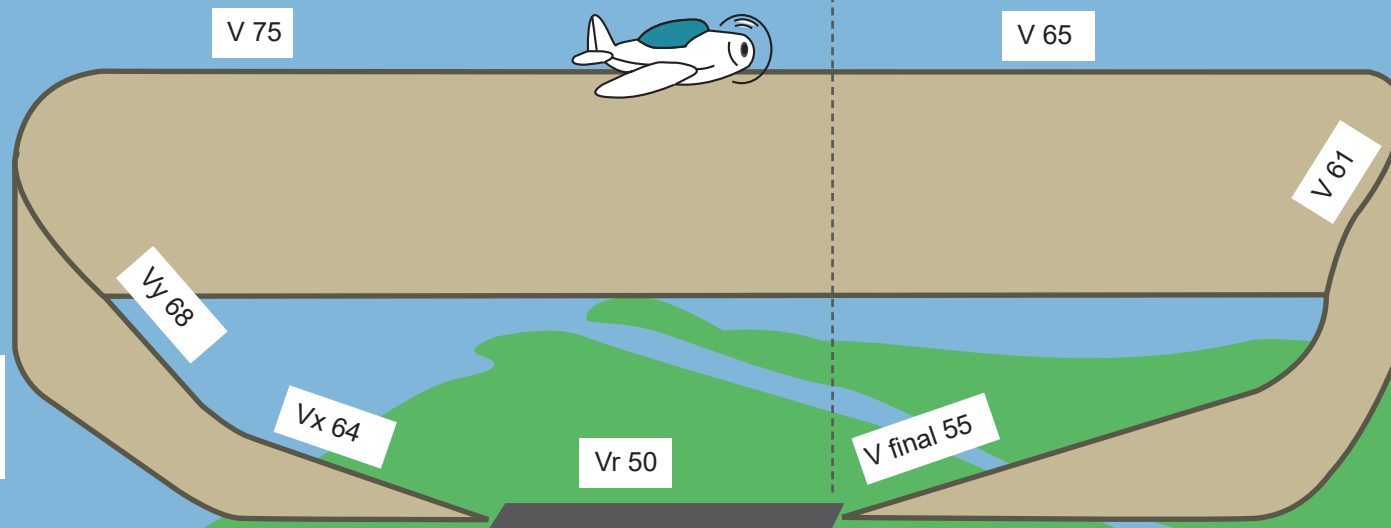
Aircraft Type: Tecnam P2008 JC HB-KMR

• Check for Approach	
1. ATIS / QNH	RECIEVED & SET
2. COM / NAV / FMS	SET
3. Approach Briefing	COMPLETED
4. Cabin	SECURED
5. Seat belts	FASTENED
6. Engine & Electric	CHECKED
7. Fuel	FULLER TANK
8. Carburator Heat	as required

• Abeam Threshold	
1. Speed	WHITE ARC
2. Flaps	T/O

• Level Off	
1. Traffic Pattern	MAINTAIN
2. Speed	ca. 85 KIAS

• Climb Check	
1. Fuel Pump	OFF & FP CHECKED
2. Climb Power	SET / GREEN ARC
3. Flaps	UP
4. Landing Light	OFF



• Base	
1. Flaps	LDG
2. Speed	65 KIAS
3. Fuel Pump	ON
4. Landing Light (if clearance received)	ON

• Initial Climb	
1. Climb	Vx (64 KIAS)

• 400 ft AGL	
1. Speed and Altitude	CHECKED
2. Flaps	UP
3. Climb	Vy (68 KIAS)

• Go Around	
1. Power	MAX
2. Vertical Speed	positive rate
3. Flaps	T/O
4. Speed	Vx
5. Flaps	UP (clear of obstacles)

• Line-UP	
1. APP Sector, RWY	FREE
2. Landing Lights	ON
3. Pitot Heat	as required

• Before Take Off	
1. RWY	IDENTIFIED
2. XPDR	ALT
3. Wind	CHECKED
4. Time	MEMORIZED
5. T/O Power	SET
6. Engine Instruments	CHECKED
7. Brakes	RELEASE
8. Airspeed	CHECK RISING
9. Rotate	at 50 KIAS

• Landing Check	
1. Flaps	LDG
2. Brakes	RELEASED
3. Carburator Heat	OFF

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

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