



MÁLAGA/COSTA DEL SOL AERODROME

ARRIVAL PROCEDURES

LECS FIR

Procedures for arrivals to LEMG

1. Introduction

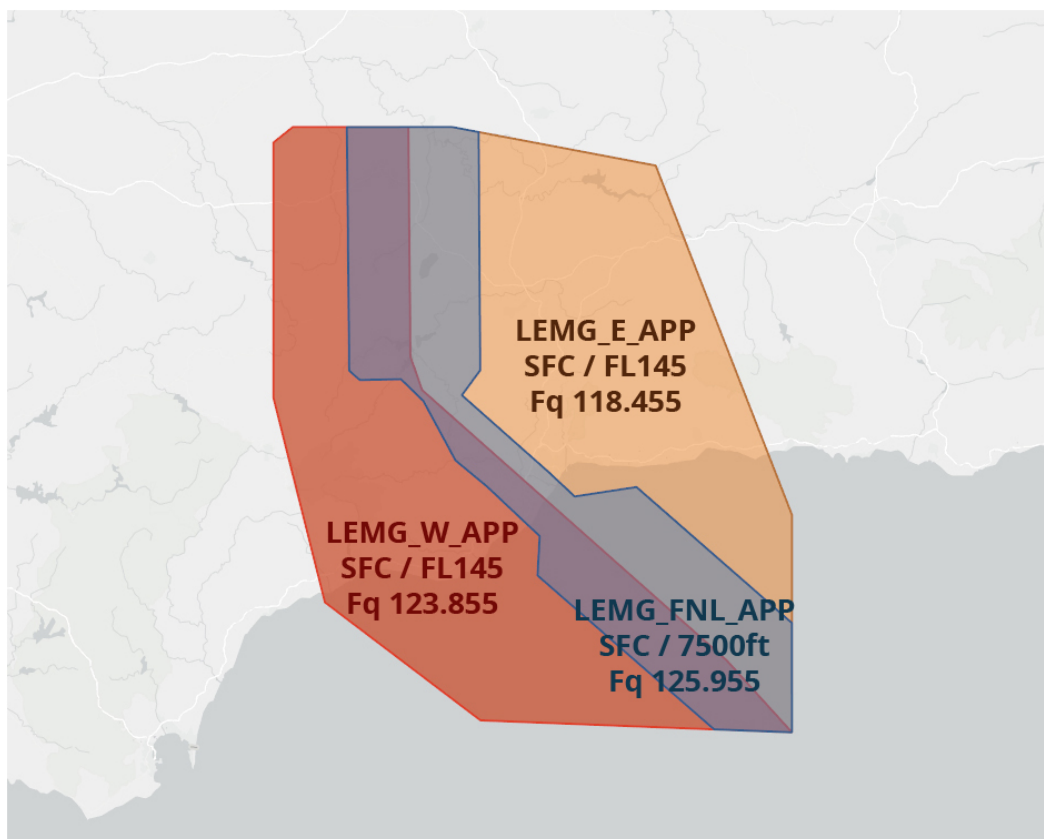
Malaga/Costa del Sol airport is the oldest airport in Spain (1919) and the main point of contact with the so-called Costa del Sol, being the fourth AD in Spain in terms of traffic volume, third in the Iberian Peninsula, and twentieth in the European Union.

This document is intended to serve as a guide to comply with the different local procedures used in Málaga-Costa del Sol.

2. Approach procedures

The area of responsibility of Malaga Approach is the TMA Seville Area 3 and it is divided on three dependencies: East Approach (LEMG_E_APP), West Approach (LEMG_W_APP) and Final Approach (LEMG_FNL_APP).

Depending on the configuration, each of these sectors will mainly handle departures or arrivals. However, regardless of whether they are departures or arrivals, each sector will handle all traffic within its area of responsibility.



Therefore, in the **South configuration (preferred configuration)** arrivals via **BLNIG, JRZ, PIMOS, SVL, VJF and VULPEI** **have to contact LEMG_W_APP** while arrivals via **BLNIA, EPATA, GDA, INKAL, NESDA, ULPEP, UNTOS, VIBAS, VULPEIG and VULPEIX** **have to contact LEMG_E_APP**.

In the **North configuration**, arrivals via **BLNIB, EPATA, GDA, INKAL, NESDA, ULPEP, UNTOS, VIBAS and VULPEIR** have to contact **LEMG_E_APP** while arrivals via **BLNIR, JRZ, PIMOS, SVL, VJF and VULPEIB** have to contact **LEMG_W_APP**.

Flights arriving at MÁLAGA/Costa del Sol AD under radar control shall adjust their speeds according to the following:

- MAX IAS 250 kt at 12000ft or lower.
- Reduce to IAS 210 kt when crossing the IF.
- IAS 180 kt when crossing 8 NM from the ILS.
- IAS 150 kt when crossing 4 NM from the ILS.

IMPORTANT: in case you arrive at the IAF (LENHI in South configuration; RAZID in North configuration) and do not have clearance, you must enter the published holding pattern.

2.1 Landing procedures

Malaga Approach will transfer the traffic to TWR established in the LOC and approximately 10nm out.

In North configuration, while **runways 30 and 31 are in use**, the **blocked area** is **activated**. Therefore, as long as there is aircraft arriving on runway 31 within this area, no aircraft can be authorised to take off from runway 30.

However, **arrivals on runway 12 do not block departures on runway 13**. In other words, traffic can be departing on runway 13 at the same time as traffic is landing on runway 12. This makes it essential to make good use of the missed approach procedures, as discussed in the following section.

2.2 Missed approach procedure

It is **VERY IMPORTANT** to always **follow the published missed approach**, but even more important when the two runways are in use, otherwise conflicts with other traffic may occur.

The traffic must communicate the GA to TWR and will be transferred, in south configuration with LEMG_E_APP and in north configuration with LEMG_W_APP.

3. Taxi procedures

The taxi procedure in Malaga-Costa del Sol AD is very peculiar, as almost all taxiways, in the same configuration, have to be used in two directions. However, certain rules can be established to minimise this problem:

- It is absolutely essential to have and to understand the GMC charts. You can find them in the [AIP](#).
- You must understand the concept of "hold short of". To "hold short of" is to wait close to the assigned point. Example: "IBE1157, hold short of G10", i.e. taxi to G10 and overrun it.
- Have an ear on the frequency. If the frequency is congested when taxiing, the controller will appreciate quick and short responses. The more attentive you are to the frequency, the better everything will work.
- Malaga-Costa del Sol has 2 configurations: south and north. Depending on the configuration, the way of taxiing will change. See the following sections of this document.

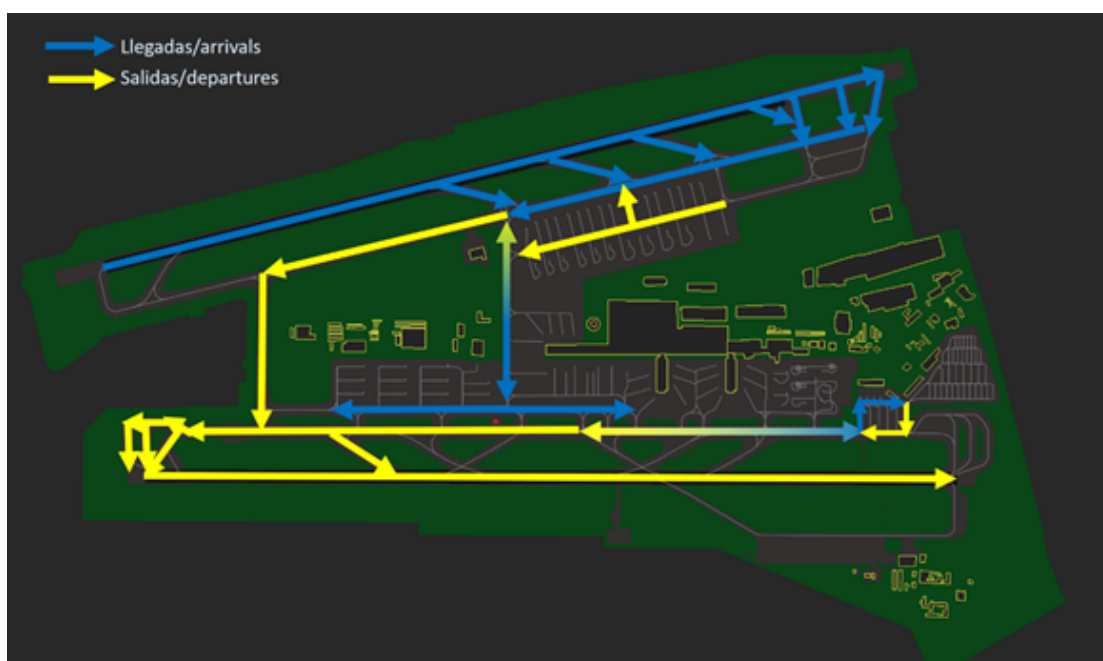
3.1 Taxi procedure on South configuration

The **South configuration is the preferred one** and, therefore, the most common configuration during events. It should be noted that in this configuration the AD can operate with either a single runway (13 for arrivals and departures) or two runways (12 for arrivals and 13 for departures; RWY 13 can be also used for arrivals).

IMPORTANT: RWY 12 can only be used for arrivals.

Traffic **arriving at LEMG from runway 12** will vacate to their right and taxi via D, L, B to their stand. If they have to go to R3, R2 and R1 aprons, they must use taxiway A with caution, as this is the taxiway that the departing traffic will use to taxi to the holding point of RWY 13.

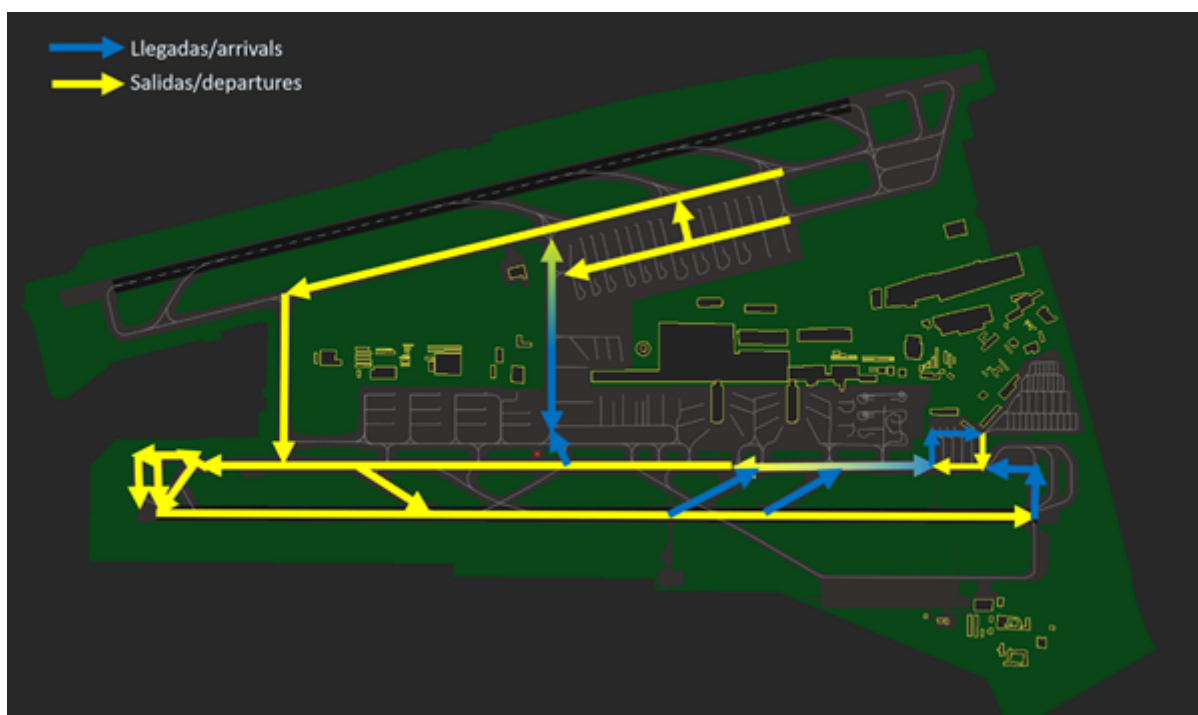
Traffic **arriving on runway 13** will vacate by the left and taxi via A, L to the stand. In this case, both A and L taxiways must be used with extreme caution as they are being used in both directions.



Taxiing in South configuration with RWY 12 and 13 in use

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If **only RWY 13 is in use**, taxiing would be the same as above for arrivals on 13 (A, L) but, in this case, only A would be two-way (in this configuration L is used in the direction of aprons R8 and R9).



Taxiing in South configuration with only RWY 13 in use

3.2 Taxi procedure on North configuration

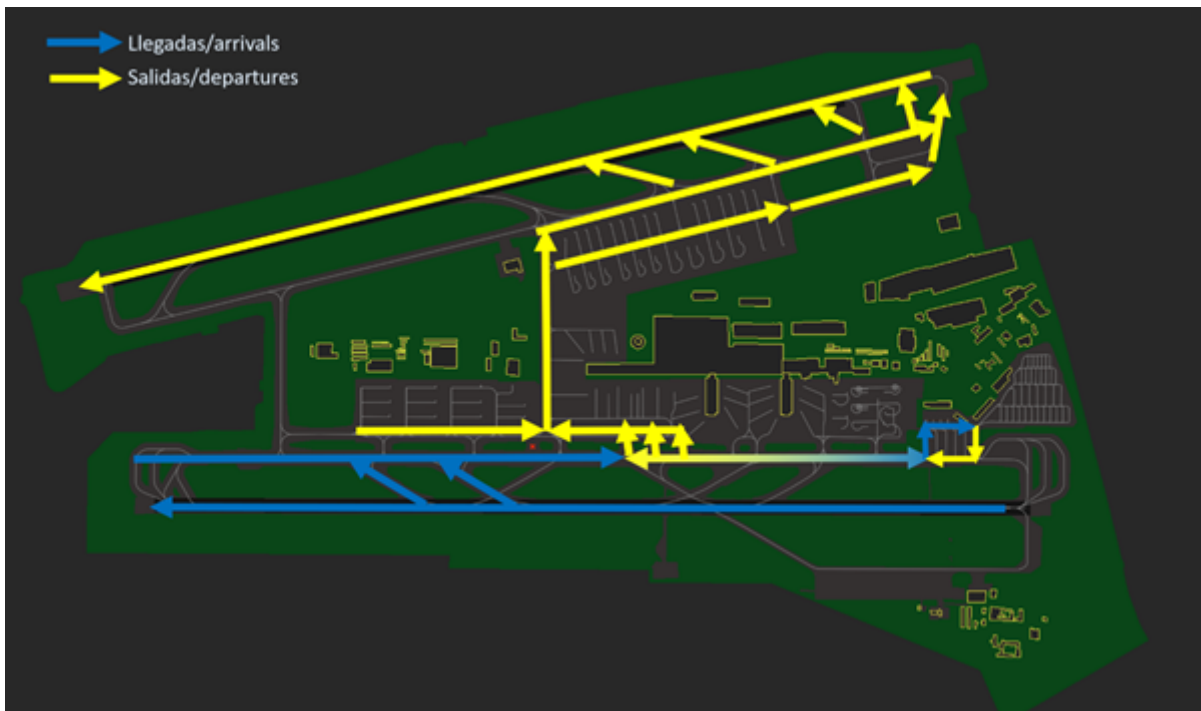
The **north configuration** will only be used if the tailwind component on runway 12/13 is greater than 10kt. In this configuration it should be noted that it is possible to operate with a single runway (31) or two runways (30 and 31).

In this configuration the AD can operate with either a single runway (31 for arrivals and departures) or two runways (30 for departures and 31 for arrivals; RWY 31 can be also used for departures).

IMPORTANT: RWY 30 can only be used for departures.

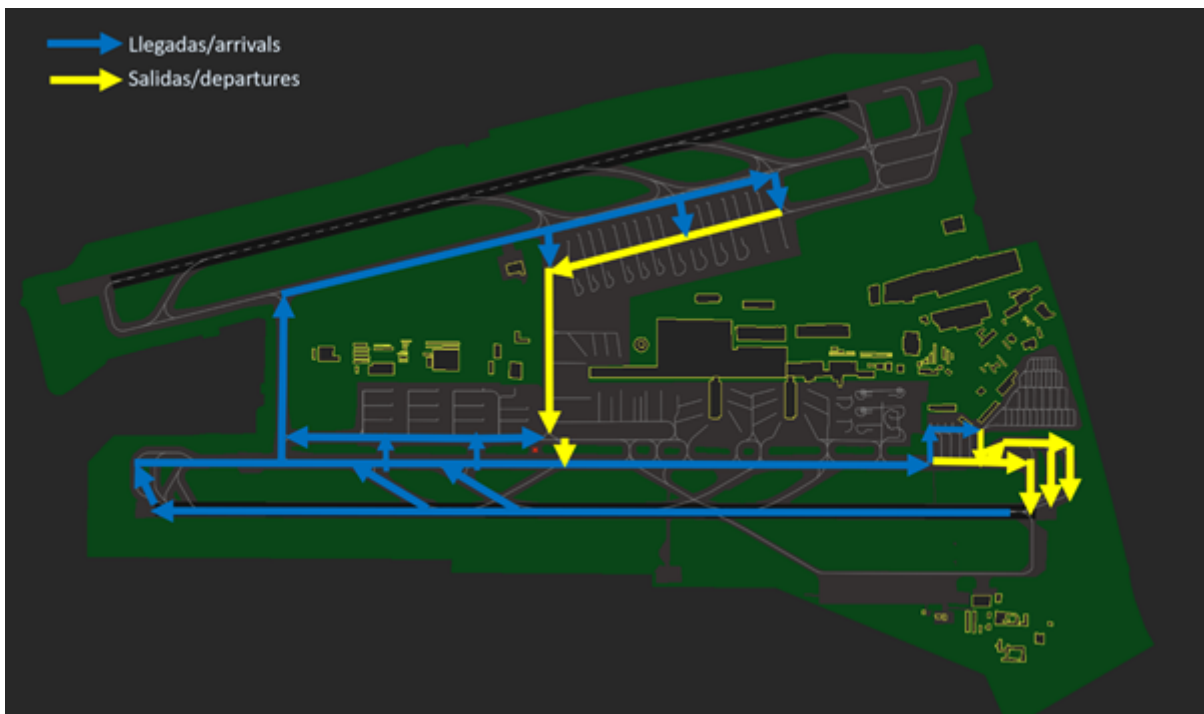
Therefore, in this configuration **ALL traffic will arrive on runway 31**. Thus, the runway will be vacated to the right and, depending on the number of RWY in use and destination apron, the following taxiways will be expected:

- **RWY 30 and 31 in use:**
 - Apron R9: A, B, L, R9C
 - Apron R8: A, B, L
 - Rest of aprons: A



Taxiing in North configuration with RWY 30 and 31 in use

- **Only RWY 31 in use:**
 - Apron R9: A, Q, D, R9C
 - Apron R8: A, Q, D, L
 - Rest of aprons: A



Taxiing in North configuration with only RWY 31 in use

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4. Authors

| | | |
|----------|--------|------|
| LECS-CH | 579199 | V1.0 |
| LECS-ST2 | 568816 | V1.0 |
| LECS-ST3 | 231516 | V1.0 |
| ES-FOC | 176909 | V1.0 |
| ES-AOA1 | 448233 | V1.0 |
| LECS-CH | 626590 | V1.1 |