IVAO

MÁLAGA/COSTA DEL SOL AERODROME

DEPARTURE PROCEDURES

LECS FIR

Procedures for departures from 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. Delivery

Málaga Delivery (LEMG_DEL) is responsible not only for providing the IFR clearance, but also for approving the start-up. However, this does not mean that it has to be done immediately, it is normal for the start-up to be done when the push-back is initiated.

LEMG_DEL approves the start-up, but the start-up cannot be started until the push-back is initiated.

3. Taxi procedure

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: only RWY 13 can be used for departures.

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Therefore, in this configuration **ALL traffic will depart from runway 13**. Depending on the number of RWY in use and the departing apron, the following taxiways will be expected:

- **RWY 12 and 13 in use**:
    - Apron R9: R9C, L, D, Q, A (with low density of traffic could be used R9C, L, B, A)
    - Apron R8: L, B, A
    - Rest of aprons: A

Caution when taxiing on TXY A between G9 and G2 as it is used for two-way traffic to and from platforms R5, R4, R3, R2 and R1.
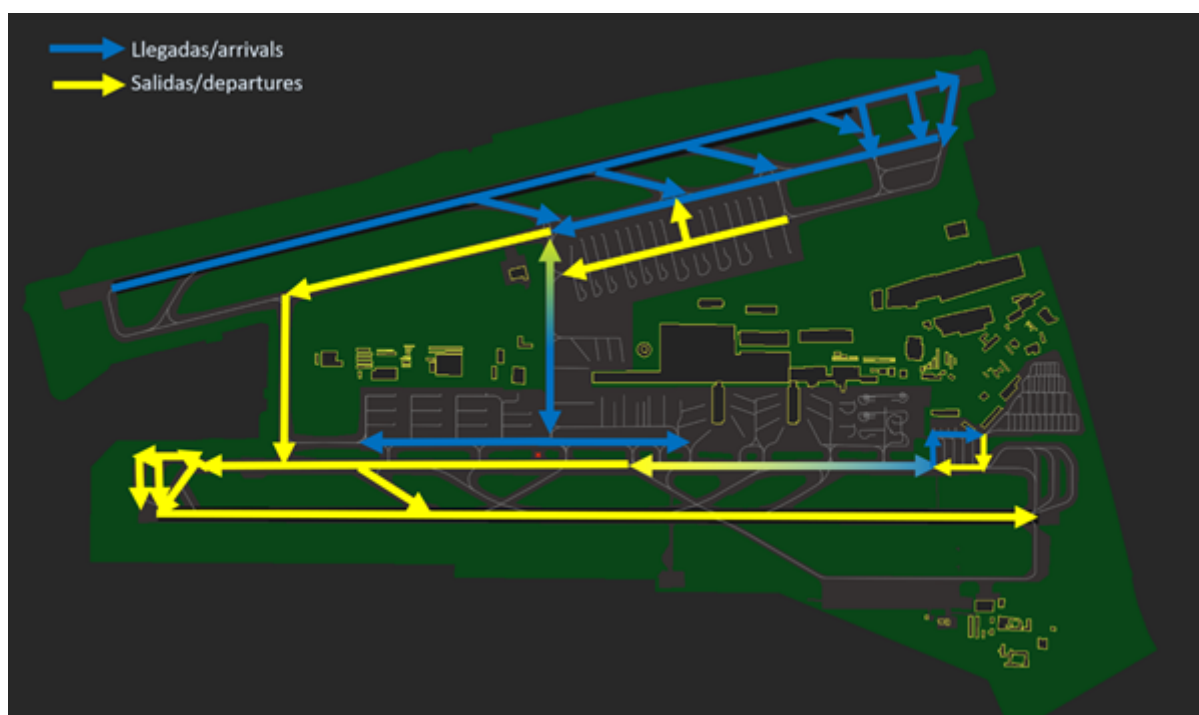
Taxiing in South configuration with RWY 12 and 13 in use

- **Only RWY 13 in use**:
    - Apron R9: R9C, L, D, Q, A (with low density of traffic could be used R9C, L, B, A)
    - Apron R8: L, D, Q, A
    - Rest of aprons: A

Caution when taxiing on TWY A between G6 and G2 as it is used for two-way traffic to and from platforms R5, R4, R3, R2 and R1.

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.

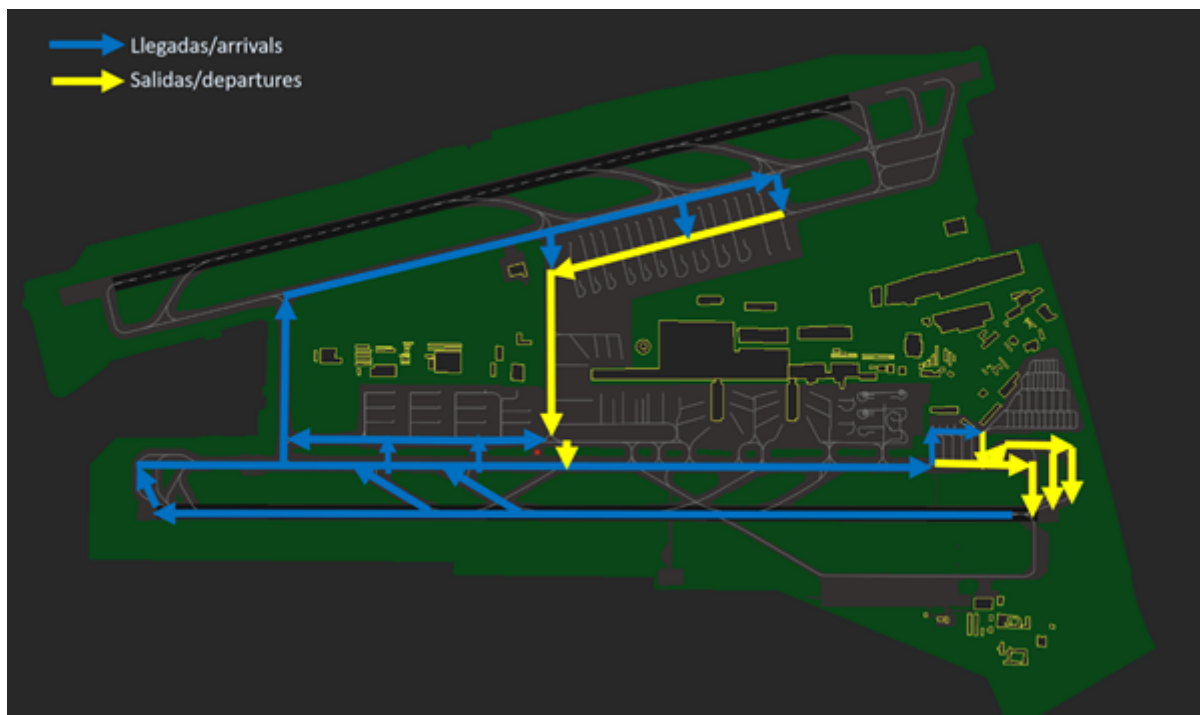Traffic **departing from LEMG from runway 30** will expect the following taxiways:
- Apron R9: R9C, C
- Apron R8: L, D
- Aprons R7 and R6: B, L, D
- Rest of aprons: A, L, D
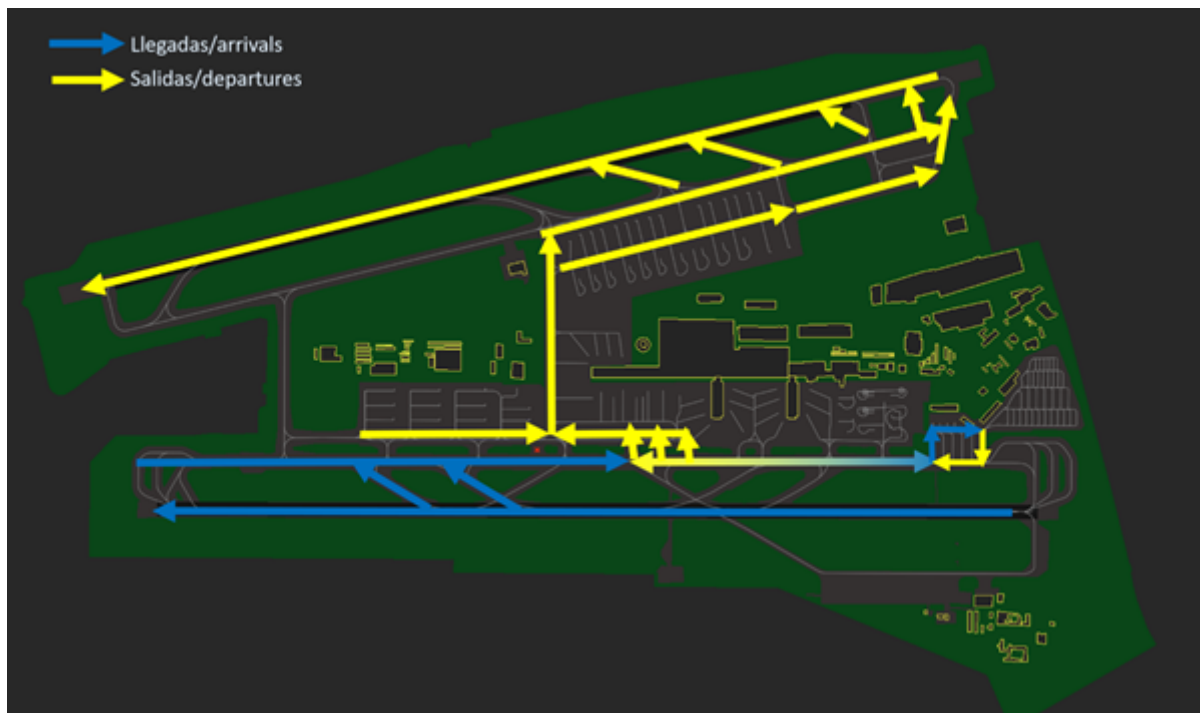
Taxiing in North configuration with RWY 30 and 31 in use

Traffic **departing from LEMG from runway 31** will expect the following taxiways:

- Apron R9: R9C, L, A
- Apron R8: L, A
- Apron R7: B, L, A
- Rest of aprons: A

Taxiing in North configuration with only RWY 31 in use

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3. Take-off

The AUTOSWITCH TWR-APP is used in LEMG, therefore IFR traffic, unless otherwise indicated by TWR, after take off and when reaching 2000 ft, will contact the corresponding frequency of the MÁLAGA APP. If traffic cannot contact the MÁLAGA APP must contact again with MÁLAGA TWR.

The unit to be contacted according to the departing RWY and SID is shown below:

- **All Runways (13, 31, 30):**
    - **118.455** (LEMG_E_APP): Departures via BLN, GDA, EPATA, INKAL, NESDA, RIXUR, ULPEP, VIBAS.
    - **123.855** (LEMG_W_APP): Departures via JRZ, PIMOS, SVL

After the take-off clearance, at 1000ft, the ATC shall TRANSFER the traffic to the next dependency, reminding pilots to contact Approach.

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

5. 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