PROCEDURES MANUAL FROM MÁLAGA REAL AEROCLUB

SIGNED IN THE SPANISH MANUAL VERSION	
Edition:	EDITION 8 (REV 11/08/2026)

If there is a conflict between the versions of this manual in both languages, the Spanish version will take precedence

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1. RUNWAY IN USE

The aerodrome has two runways, runways 12 and 30. **The preferred track is 12.**

No runway change will be made until the tailwind component is 3 knots or greater on final, at an altitude of 500 feet. In case the windsock is down, the preferred track will be RWY 12.

Note:
The aerodrome is located in SEVILLA TMA AREA 3C. Class G airspace from the surface to 4.500 ft AMSL. The characteristics of the aerodrome are shown in
Annex I.

2. METEOROLOGICAL DATA PROVIDED BY THE WEATHER

Available on the website:
https://www.aemet.es/es/eltiempo/prediccion/municipios/velez-malaga-id29094

3. OPERATIONAL RESTRICTIONS

- The presentation of the Flight Plan is recommended with each flight, regardless of whether we stay in G space and perform a local flight at the aerodrome. (Málaga Operations has notified that we have to put DCT RMA DCT in route, in order to let the system of ATCs recognize our local flights)
- The start of operations will never be before 8am, unless exceptional cases with prior authorization
- On Saturdays, Sundays and public holidays, touch and goes practices are prohibited from 10am to 1pm for schools.
- Touch and goes only from 9am.
- Engine run up should be performed near the threshold of the runway in use.

- Engine warms up at your starting point (parking or taxiway), and when ready, taxi to the runway threshold/holding point.
- It will be prohibited to start and stop airplanes on taxiways pointing towards the hangars, nor to turn with engines running pointing towards hangars; the ends of each taxiway will be used instead.
- Maximum number of planes in runway turn pad is 3. It must be used for the shortest time possible, only for quick tests.
- If the runway in use is 30, it is recommended to go around if the landing is not performed before reaching the windsock as a reference.
- If the preferred runway is runway 12, this visual reference will be the intersection of the runway to hangars.
- The student who performs a SOLO flight must be identified by other traffic. For this reason, student pilots should communicate:

*PILOT: DNC01FT **SOLO** ON DOWNWIND*

- Respect the holding point on runway 30, no one can cross the yellow line that marks the limit.
- All taxiways on the south apron are limited to key letter A aircraft.
- Priority order will be based on the first aircraft that is ready and, therefore, communicates via radio: 'READY'.
- The radio should be used exclusively for its intended purpose, avoiding communications unrelated to flight operations.
- For visiting pilots who are not familiar, please be informed that there is a slot schedule for flight schools regarding takeoffs and landings.

4. MAXIMUM NUMBER OF AIRCRAFT ON THE CIRCUIT

The maximum number of aircraft on the circuit will be **3 aircraft from flight schools.**

5. SET THE DIMENSIONS OF THE CIRCUIT

The altitude on the circuit is 1600 ft AGL.

A) CIRCUIT OF THE RUNWAY 12

- **UPWIND** → we will extend upwind avoiding overflying the town of Vélez. For this reason we will consider the town GRAVEYARD as a reference, in such a way that the turn onto crosswind will be performed keeping the cemetery to the left and the A-356 national road to our right.
- **CROSSWIND** → We will continue on crosswind until we are established at right angles from downwind keeping the town of Benamocarra on the right.
- **TAILWIND** → Once we are established on the downwind having on our right the town of Benamocarra and the farmhouse (white house on top of a hill) on the right.
- **BASE** → turn onto base before reaching the town of Triana, at the latest. For that reason we will take as a visual reference the antenna. We will turn base just past the antenna and before reaching Triana.
- **FINAL**→ The turn to final has to be performed with enough safety margin with the hill ahead, be aware of the displaced threshold, on windy days windshear and turbulence can be expected.

As a reference to the track 12 circuit, please refer to the following map:

B) CIRCUIT OF THE RUNWAY 30

- **UPWIND** → climb until reaching 1000 feet and turn onto crosswind before reaching the town of Triana.
- **CROSSWIND** → With Triana to the right, continue in crosswind until determining that, with the left turn into the downwind, we position ourselves with Benamocarra to the left.
- **DOWNWIND** → Leave Benamocarra to the left, and in the last third of downwind, pass between Cortijo Bravo and the Iznate camping.
- **BASE** → Make the base turn, leaving Cortijo Bravo to the left, calculating to be at the height of the cemetery at the end of the base, without overflying the town center.
- **FINAL** → Enter final, leaving the A-356 national road to the left and the cemetery to the right.

Notes:
We remind you that it is prohibited to fly over urban areas and gatherings of people.

6. RUNWAY CHANGES

When there are 3 knots or more on final, at an altitude of 500 feet, which is our reference to change the runway in use.

Maximum number of traffic in the circuit pattern to change the runway is 3. In case of other traffics waiting to join the circuit, they should orbit until the maneuver is finished. After changing the runway in use and being established on the opposite circuit, as the preferred one, it is important to follow a certain order.

Regardless of the runway in use and the 3 traffics in the circuit pattern, the following instructions will be followed:

- **The last aircraft to take off will be the first to turn.** Always turning toward the field, it will land and exit the circuit until the other two traffics have completed their maneuver.

- The other two circuits will be established, **one in the last third** of downwind and the other in the **first third of downwind**. These two traffics, coordinating on the frequency, will initiate the turn simultaneously and in the same direction to avoid conflicts. **The turn will always be made toward the field, towards the interior.** If the turn is made towards the exterior, we may encounter problems due to the terrain's topography.

- The last airplane to enter the new runway will confirm the runway change by communicating it frequency:

  PILOT: NEW RUNWAY IN USE 12/30 AFTER ENDING THE CONFIGURATION CHANGE MANEUVER.

- Once the change of the runway is done, other traffics (which were orbiting) can join the circuit.

7. LEAVE AXARQUIA AIRSPACE BY PTM

A) RUNWAY IN USE 12

To exit the airspace via PTM, when the active runway is 12, after crosswind we will proceed direct to Torre del Mar (PTM) and use the Vélez River as a reference, keeping the river to the **right** of the pilot. From the circuit, approach PTM at **1000 feet.** From PTM, proceed to Torrox at the same altitude while over the water, keeping the coast to the left, and maintain 1000 ft until Almuñécar to maintain vertical separation with the maneuvering area located between Nerja and Almuñécar, at an altitude of 2500 ft or above. From Almuñécar, there will be no altitude restriction.

The reason for the vertical restriction is to avoid conflicts in case there is any small plane returning to Axarquía. The horizontal separation from returning traffic will be marked by the A-7 highway.

B) RUNWAY IN USE 30

To depart from the airfield via PTM, when the active runway is 30, exit the circuit in the last third of downwind and use the Vélez River as a visual reference. **The pilot will have the Vélez River to the left.** Continue at 1000 feet Above Ground Level (AGL) until reaching Torre del Mar (PTM). To proceed from Torre del Mar to Almuñécar, maintain an altitude of 1000 AGL, keeping the coast always to the left of the pilot.

8. RETURN TO AXARQUIA AIRSPACE BY PTM

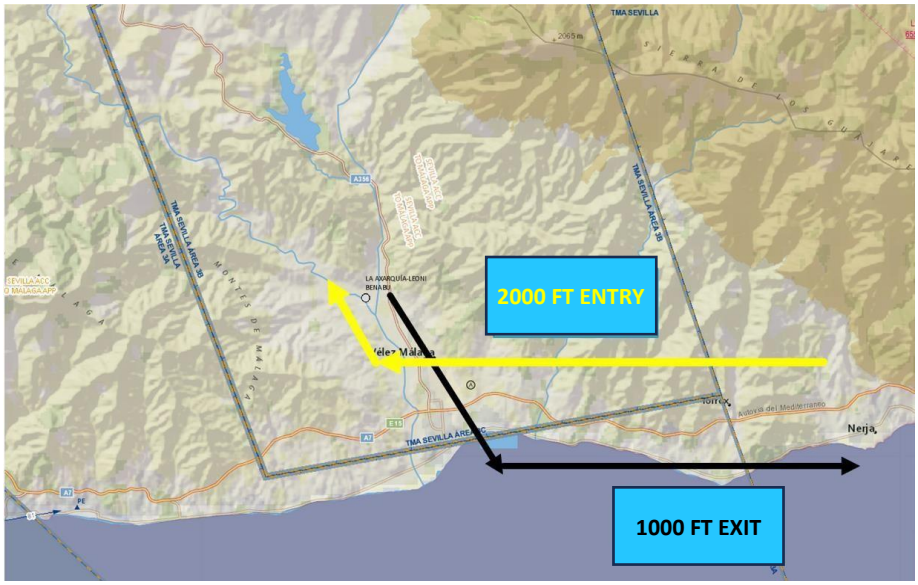
When returning to the airfield from the south via PTM, proceed from the town of Torrox to Torre del Mar (unofficial visual reference point PTM). In Torrox, climb to 2000 feet until reaching PTM, continuing at the same altitude. In Torrox, make the initial communication on the Axarquía frequency. During this communication, the active runway will be communicated. From PTM, use the Vélez River as a visual reference to align with the aircraft trajectory.

Depending on the active runway:

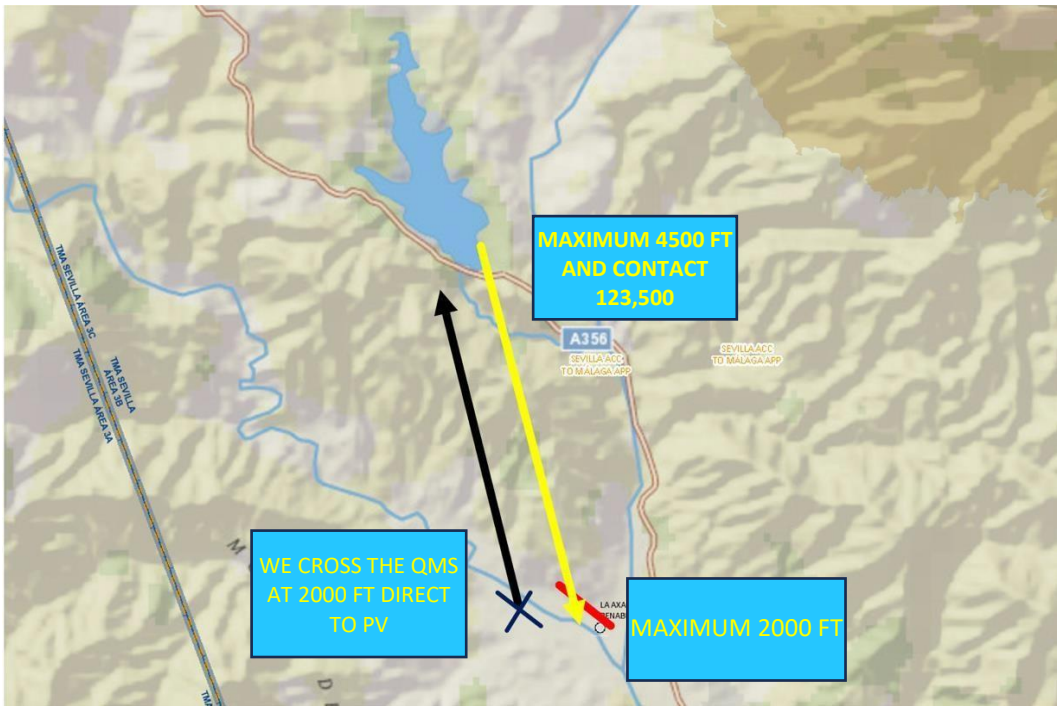
- **For runway 12** → Continue the trajectory with the Vélez River as a reference, **keeping the river to your right**. Join the circuit in the first third of downwind.
- **For runway 30** → Continue the trajectory with the Vélez River as a reference, **keeping the river to your left**. Join the left base directly for runway 30. Initiate a descent from PTM to join the circuit. The downwind will be at 1000 feet Above Ground Level (AGL), and on final, descend to 500 feet AGL.

RUNWAY IN USE 12

ENTERING AND LEAVING BY PTM

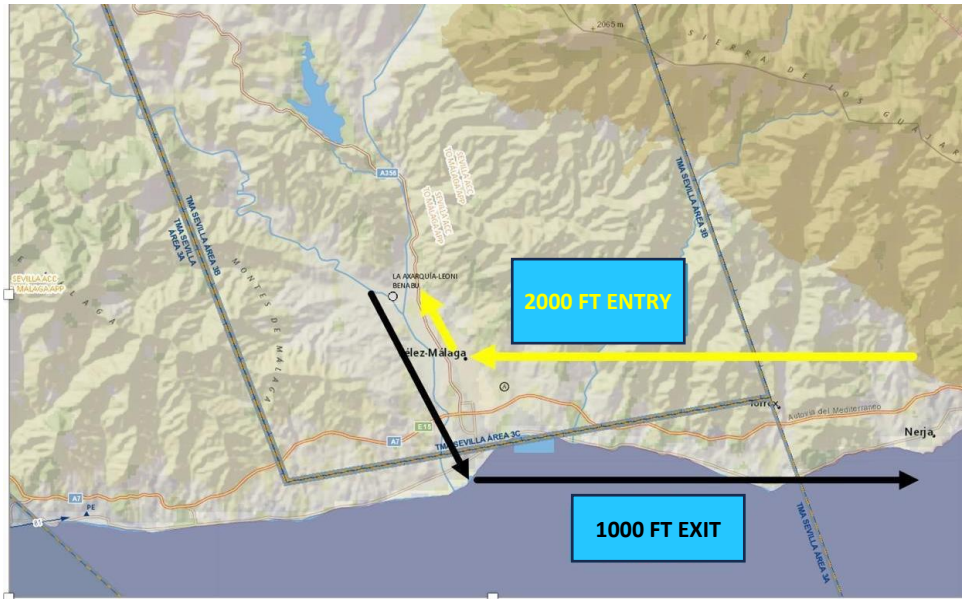


ENTERING AND LEAVING BY PV

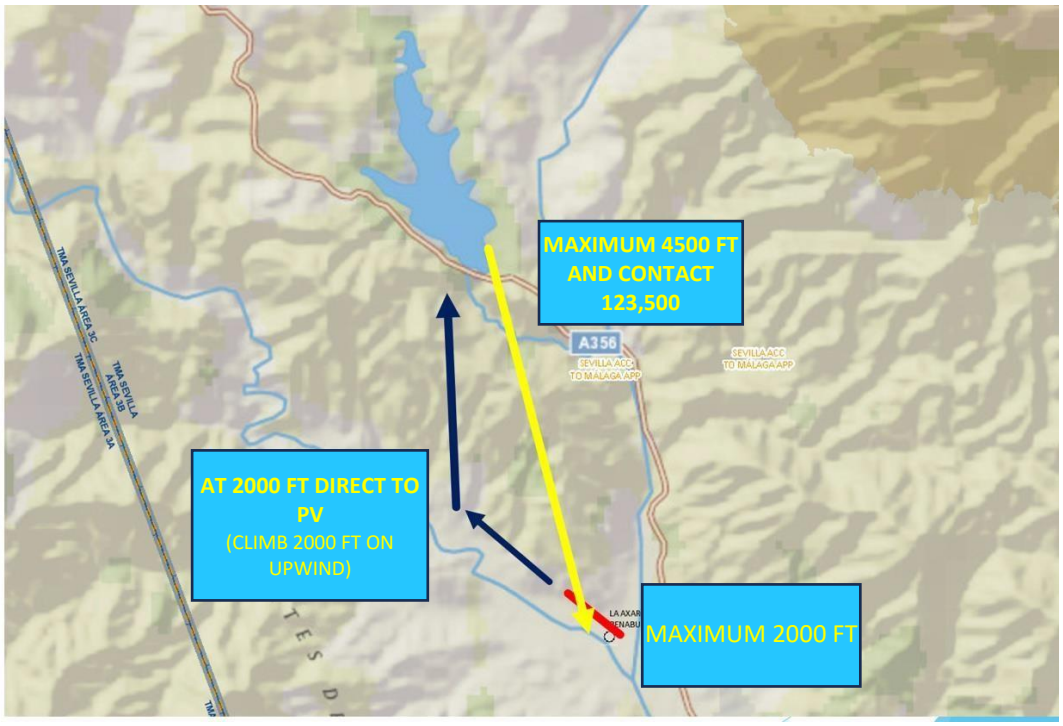


RUNWAY IN USE 30

ENTERING AND LEAVING BY PTM



ENTERING AND LEAVING BY PV



9. OPERATING AREA BETWEEN NERJA AND ALMUÑECAR

In this maneuvering area, the minimum altitude will be 2500 ft. Above 2500 ft, monitor 123.500 and make traffic correlations on the corresponding frequency. In case of leaving class G airspace due to altitude, contact Sevilla for coordination.

10. CROSSING TO ALMERIA

To establish a horizontal separation we will take the coastline as a reference.

- On the crossing from **Malaga to Almeria** , the sea is flown over and **the coastline will be to the left of the pilot**.
- On the crossing from **Almeria to Malaga** you fly over on land and the **coastline is also to the left of the pilot.**

When we cross the manoeuvring area:

- If we are outbound traffic to Almeria, we stay at 1000 feet until we cross that area. From here each can proceed at their discretion.
- If we are arriving traffic from Almeria to PTM we will cross the maneuver area at 2000 feet, keeping at that altitude until PTM.

11. ENTER FOR PV

A) RUNWAY IN USE 12

We notify about the vertical PV, maximum at 4500 ft AMSL and we will join the vertical of the field through the valley minimum 1500 ft AMSL and maximum 2000 ft AMSL to join the circuit adjusting to the traffic. Long finals are prohibited, the procedure must be followed.

B) RUNWAY IN USE 30

We notify about the vertical PV, maximum at 4500 ft AMSL and we will join the vertical of the field through the valley minimum 1500 ft AMSL and maximum 2000 ft AMSL to join the circuit adjusting to the traffic.

12. OUTPUT BY PV

A) RUNWAY IN USE 12

We will extend the wind on the right tail 12 until we reach 2000 ft to cross the QMS towards PV.

B) RUNWAY IN USE 30

We will continue headwind until we reach 2000 ft to make a right turn towards PV.

13. ANTEQUERA TRAINING AREA

We have an additional manoeuvring area in the vicinity of Antequera, intended for aircraft training and manoeuvres. This area allows flight exercises to be conducted while maintaining adequate separation from areas with higher traffic density, thereby contributing to both operational safety and training efficiency.

Antequera Aerodrome is located within the manoeuvring area. For this reason, pilots shall maintain heightened visual vigilance, as they may encounter aircraft operating to or from the aerodrome that may not be maintaining communications with other traffic operating within the area.

The use of the Antequera Aerodrome frequency (129.975 MHz) is established for operations within the new manoeuvring area. All flights shall maintain a continuous listening watch on 129.975 MHz while operating within the area.

The area is pentagon-shaped and is bounded by several towns. As an additional visual reference for the eastern boundary, the mountain formation known as "El Piquito del Indio" shall be used, as it provides a more precise reference for identifying the eastern limit of the manoeuvring area.

Outbound and return routes to/from the manoeuvring area:

- Outbound route: At 4,500 ft AMSL. Using Riogordo as a reference point, keeping it to the north of our position, and continuing towards Casabermeja. Upon reaching Casabermeja, and while maintaining radio contact with any traffic returning from the manoeuvring area, make the appropriate radio call and commence a climb to 5,500 ft AMSL to cross the mountainous area on a direct course to Antequera.
- Return route: At 5,500 ft AMSL. Keeping the mountainous area to the north of our position and completing the route with Riogordo to the south of our position, then proceed towards point PV, as shown on the attached map.

CONCEPT	INFORMATION
Area	Antequera
Designation	Antequera
Frequency	129.975 MHz
Lower Limit	SFC
Upper Limit	5.500 ft AMSL
Visual route (outbound / return)	4.500 ft AMSL/5.500 ft AMSL
Geometry	Pentagon
Eastern boundary reference	"El piquito del indio"
Area to be avoided	Southwest of Archidona (prison)
Primary use	VFR manoeuvres and training

The following chart shows the location of the Antequera sector, including the 4,500 ft AMSL and 5,500 ft AMSL boundaries, the frequency 129.975 MHz, and the visual outbound and return routes represented on the VFR chart.

The following operational considerations shall be taken into account:

- ✓ All flights shall maintain a continuous listening watch on 129.975 MHz while operating within the area.
- ✓ Continuous visual lookout is recommended due to the possibility of multiple aircraft operating within the area simultaneously.
- ✓ Before entering the area, pilots shall check the activity of the adjacent airspace and comply with the published altitude limitations.
- ✓ All manoeuvres shall be conducted within the established boundaries to avoid interference with other controlled airspace.
- ✓ Overflight of the area located southwest of Archidona shall be avoided due to the presence of the prison.

14.AUTOGYRO AND SLOW TRAFFIC

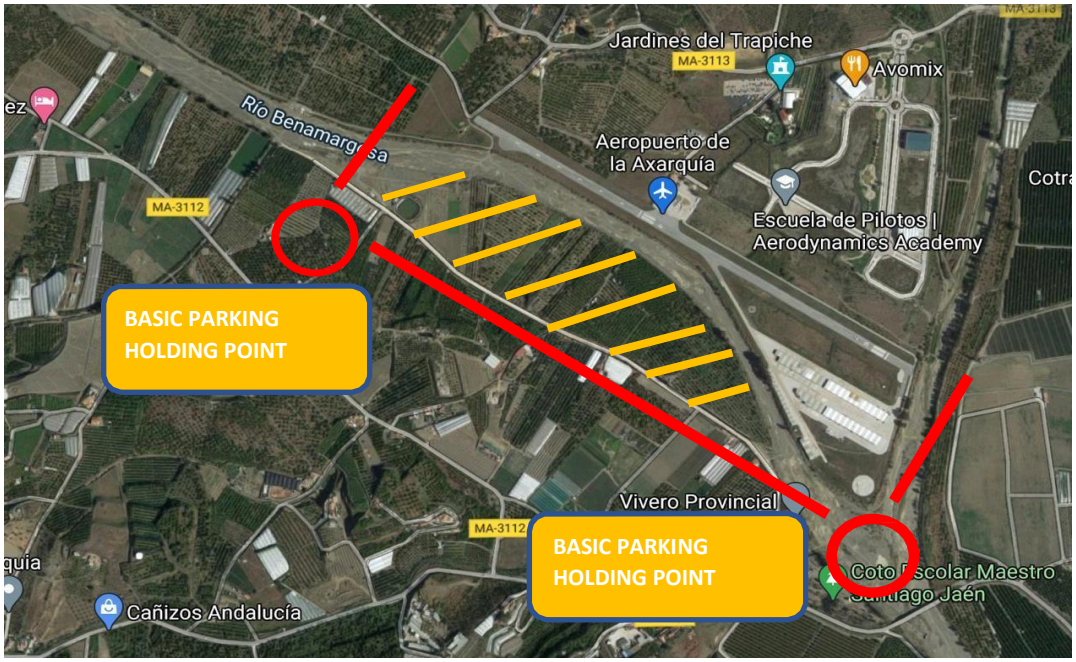
Among the different types of aircraft that we can find at LEAX, are gyroplanes and slow traffic. There is a designated area within the aerodrome where they can practice circuits and different types of manoeuvres, at the same time as the rest of the traffic. Due to their characteristics, the circuits they practice are shorter than those of other traffic and their speed is slower. Below is a picture of this area and the dimensions of the circuit they make. The maximum altitude they reach is 400 ft AGL.

Some of the maneuvers they perform are:

- stabilized basic stationary. On the map you can see the basic stationary waiting points on both runways 12 and 30
- Autorotation Approaches
- Slow flights 10-20 mph - stabilized waits
- orbits on the axis, etc.

To provide a safe distance, gyroplanes will not merge at the end of the stretch at any time if there is traffic reported at the end or turning to the end.

In each communication they will say SHORT CIRCUIT on their call sign.

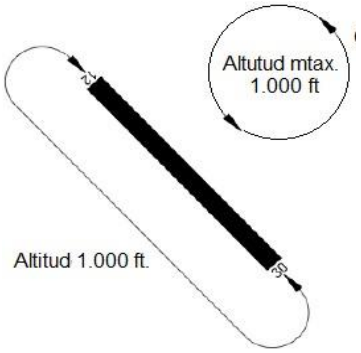


15.COMMUNICATIONS

The official language of radio communications is Spanish. However, the use of the English language is allowed, as long as it can be changed to the official language in case of Spanish-speaking traffic.

In the event that there is a pilot who does not speak Spanish, it will be mandatory to have a person on board the aircraft or on the ground, who can assist in radio communications.

If an aircraft encounters a communications failure, it will take extreme precautions to separate traffic, placing itself north of the aerodrome without crossing the runway or its extensions, making 360º at less than 4 NM and once the runway in use has been determined, it will proceed to integrate into the circuit to land. Maximum altitude 1,000 ft AGL.



RADIO FAILURE CIRCUIT

Likewise, you must communicate your situation by telephone according to the following priority:

1. +34 952 50 73 77 during office hours
2. +34 695 16 94 98

In the event that an aircraft with a communications failure is detected 1000 ft north of the field performing 360, the right-of-way must be given and the situation must be communicated by radio as soon as possible.

CAUTION:
Consult possible NOTAM activated by aerobatic flight and parachute launch.

16.ADDITIONAL INFORMATION

All aircraft not based at the aerodrome must request authorisation to land at the aerodrome from the owner, Real Aeroclub de Málaga, through:

- +34 952 50 73 77
- or by e-mail to: admon@aeroclubmalaga.com

Once on the ground, roll down the runway to the north apron and ask for the aerodrome manager to fill out the entry form, who will provide you with the entry form for visiting aircraft.
Unauthorized Air Taxi or Air Cargo flights.
Customs services are not available.
Flights to non-Schengen areas are not permitted.

FUELS
AvGAs 100LL, JET A1 and Aero Shell W100 plus oil are available.
The general schedule in which the fuel service is available is as shown in the table below.

GENERAL SCHEDULE FUELS REAL AEROCLUB DE MÁLAGA	
M-F	8:30 a.m. to 30 min before sunset
S-S	9:00 AM to 1:00 PM 3:00 PM to 30 min before sunset

Note 1: *The fuel schedule rotates during holiday periods and may change under exceptional or unforeseen circumstances.*

Note 2: *If it is necessary to use the fuel service, it is recommended to first confirm availability to the following phone:*

+34 695 16 94 98

Note 3: *Consult the "SAFE REFUELLING" procedure in this manual.*

17.SMS SYSTEM

Report any type of incident to the email: admon@aeroclubmalaga.com .

18.TRAFFIC AND VEHICLES PARKING

Precaution should be taken with vehicle access, following the airport signage, as the north platform is operational.

The designated area for parking vehicles is as indicated in the image. Ensure that there are no private vehicles in the rest of the airport that obstruct the taxiing of any aircraft.
that there is no private vehicle in the rest of the aerodrome that hinders the taxiing of any aircraft.

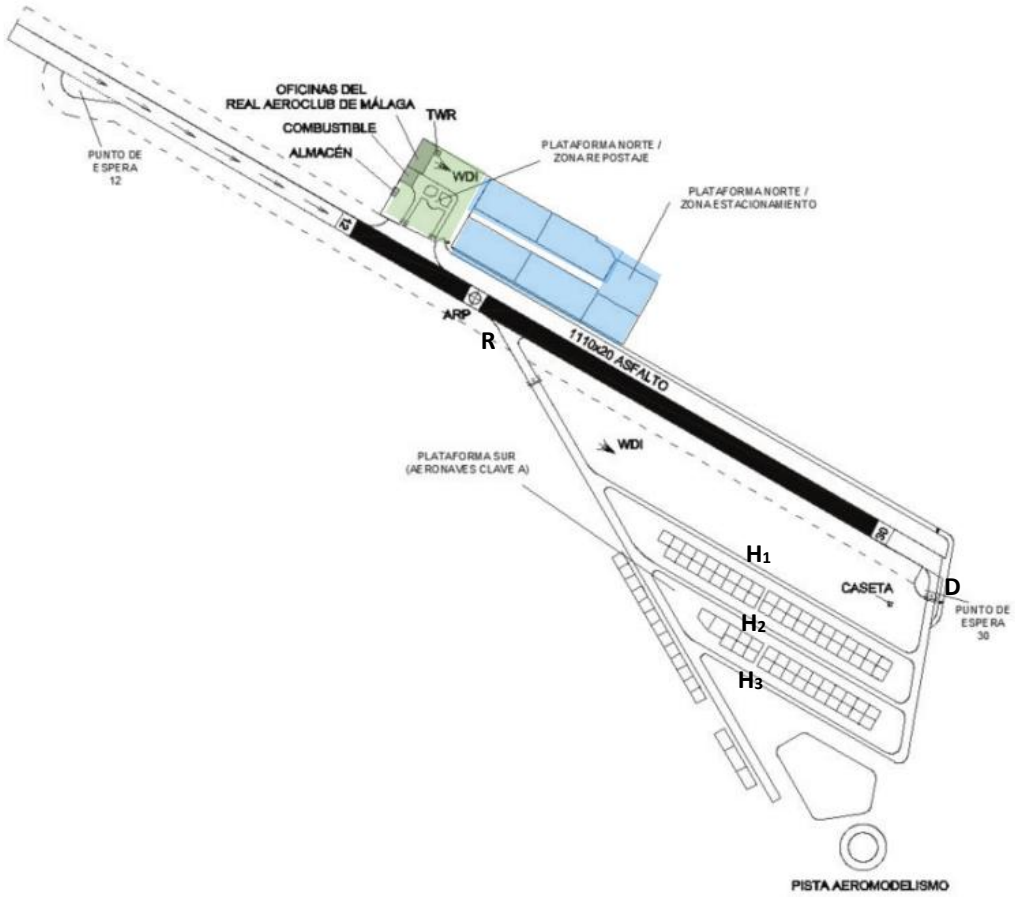
19. PROCEDURE FOR SAFE OPERATION OF AIRCRAFT ON THE GROUND

As it is an uncontrolled aerodrome, pilots will coordinate among themselves on the only available frequency, 123.50.

Aircraft may transit through the refueling platform (green area in the image) to access the runway or the parking area (blue area in the image) of the north platform. Pilots should visually ensure a sufficient distance from other aircraft and exercise caution for potential movements of other aircraft during transit.

Similarly, aircraft can transit from the runway to the south platform (parking area and hangars) or vice versa, following the same instructions. There is a restriction on this platform, limiting taxiing operations to aircraft with an A code.

Traffic in the refueling area must not block access to the north platform, moving if necessary to ensure access and egress.



20.PROCEDURE FOR ACCESSING THE MOVEMENT AREA

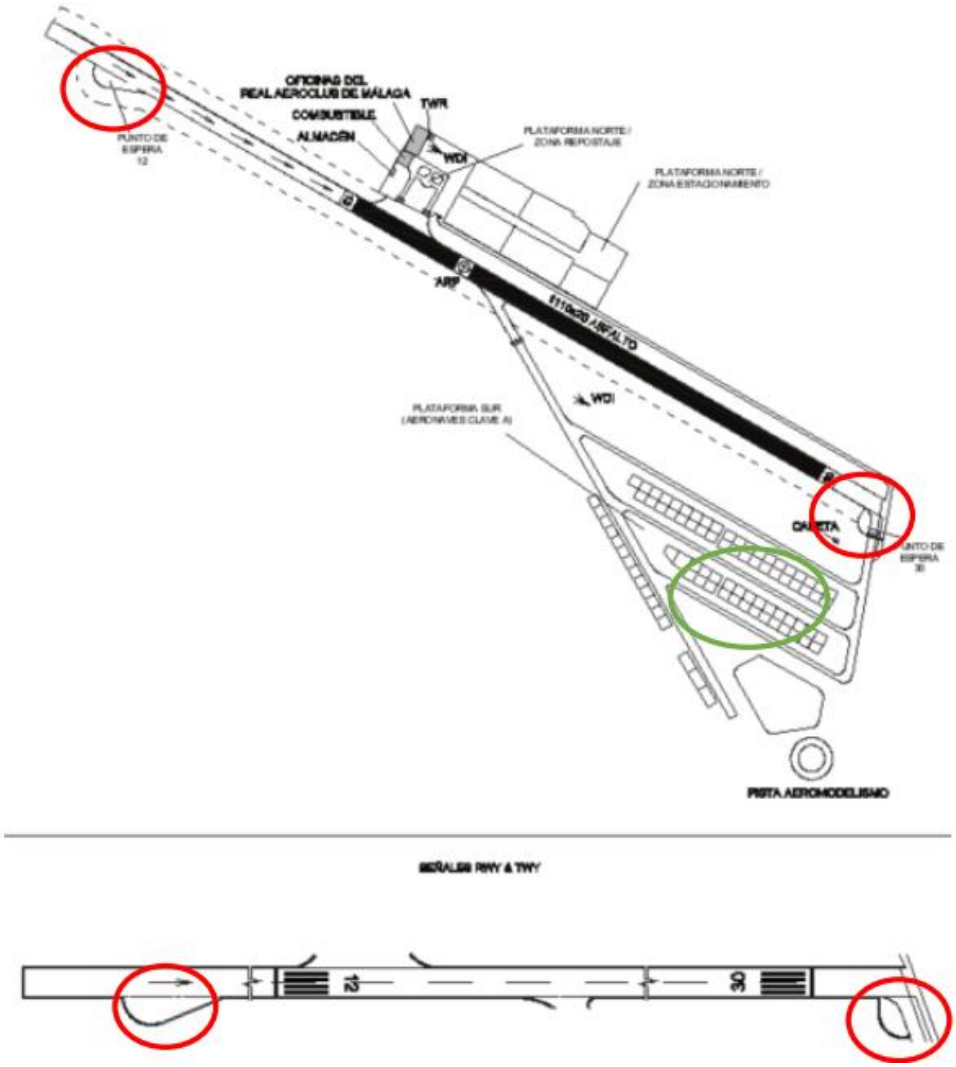
The movement area has three access areas, indicated in the image:

1) Main door: This access is controlled by electronic card. This card is personal and non-transferable, and access is registered in the system. Any access authorisation can be revoked from the control system in the event of permanent staff leave.
2) Access door for emergencies, controlled by a key held by the aeroclub staff.
3) Access door for emergency vehicles, controlled by a key held by the aeroclub staff.

21.PROCEDURE FOR THE SAFE PERFORMANCE OF MAINTENANCE OPERATIONS

Aircraft maintenance organizations will carry out their tasks in the hangars set up for this purpose (marked in green in the image).

For those tasks that, due to their condition, are not feasible within the hangar facilities, such as engine start tests or compass calibration, the area enabled for these tasks will be waiting points 12 and 30 (marked in red in the image). In these cases, it will be mandatory for maintenance technicians to be always in radio communication.



22. PROCEDURE FOR SAFE REFUELING OPERATION

Fuel options include AvGas 100LL, JET A1, and Aero Shell W100 Plus oil.

Fuel availability must be confirmed by calling +34 695 16 94 98.

The general operating hours for the fuel service are as shown in the table below.

GENERAL SCHEDULE FUELS REAL AEROCLUB DE MÁLAGA	
M-F	8:30 a.m. to 30 min before sunset
S-S	9:00 AM to 1:00 PM 3:00 PM to 30 min before sunset

The fuel schedule rotates during holiday periods and may change under exceptional or unforeseen circumstances.

Fuel will always be serviced by aerodrome staff who have the necessary training for the tasks; no user is allowed to manipulate the fuel installation.

Once refueling is requested, the aircraft approaches the refueling area on the north platform using the taxiway, stopping at a designated spot marked on the ground and vertically. Upon reaching this point, the engine is shut off, and the aircraft is towed alongside the fuel tanks, awaiting the arrival of aerodrome personnel.

Once in position, aerodrome personnel will perform the refueling tasks in the pilot's presence: grounding the aircraft, double-checking the product to be refueled, and finally, the refueling process.

After refueling, the aircraft is towed to a safe location on the platform. Once positioned there, the pilot can start the engines.

The use of mobile phones is prohibited within 10 meters of fuel tanks and/or the fuel nozzle.

23.OBSTACLE SURVEILLANCE PROCEDURE

Currently, there are obstacle cards containing information on detected obstacles, available to all aerodrome users (attached to this operation manual).

All users who observe a potential new obstacle during approach, takeoff, or taxiing must report it to the aerodrome management via email: admon@aeroclubmalaga.com.

Additionally, once a week, a member of the aeroclub staff will inspect the runway thresholds, emphasizing existing obstacles in case of any modifications and also checking for potential new obstacles.

Once a month, possible new obstacles and variations in the existing ones will be reviewed, and measures will be studied: updating aerodrome documentation, obstacle signage, removal, or other actions.

Any newly detected obstacle and the adopted measures must be communicated to AESA within the established regulatory timeframe.

ANNEX I

Nombre del aeródromo:	AERÓDROMO DE LA AXARQUÍA - LEONI BENABÚ (MÁLAGA)		
Municipio:	Vélez-Málaga	**Provincia:**	Málaga
Gestor:	Aeroclub de Málaga		
Contacto:	Jesús Guerrero Segovia (Presidente) e-mail: jesegue@gmail.com admon@aeroclubmalaga.com	Telf.: 952 50 73 77; 952 50 72 34 (fax) 629 561 765	
Medios de comunicación	Radio 123,500 MHz		

LOCALIZACIÓN	COORDENADAS UTM ETRS 89			COORDENADAS GEOGRÁFICAS WGS 84	
	X	Y	Z	LATITUD	LONGITUD
PUNTO DE REFERENCIA	398.669,04	4.073.452,08 Huso 30	37	36º 48' 5,33" N	004º 08' 9,20" W
CABECERA 30	399.081,86	4.073.192,93 Huso 30	38	36º 47' 57,08" N	004º 07' 52,42" W
CABECERA 12	398.338,75	4.073.662,28 Huso 30	39,6	36º 48' 12,02" N	004º 08' 263" W

Clave de referencia: 1-B

Pista de vuelo

Denominación:	12-30
Longitud:	959 m
Anchura:	20 m
Umbrales desplazados:	Sí umbral 12 (desplazado 78,2 m)
Pendiente longitudinal.:	0,457 %
Pendiente transversal:	< 2 %
Pavimento:	Asfalto

Franja de pista

Longitud	1.019 m
Anchura	60 m
Pendiente longitudinal	< 2 %
Pendiente transversal	< 3 %
Pavimento	Terreno natural

Calle de rodaje

A plataforma norte

Emplazamiento	Altura umbral 12 y ortogonal pista
Pavimento	Asfalto

A ampliación plataforma

Emplazamiento	Entre plataforma norte y ampliación plataforma norte
Longitud	150 m
Anchura	10,5 m

Distancias declaradas:

	TORA	TODA	ASDA	LDA
12	959	959	959	880,8
30	880,8	880,8	959	959

Plataforma de estacionamiento:

Norte

Dimensiones	60 x 60 m
Pavimento	Asfalto

Ampliación norte 2023

Dimensiones	40 x 50 m
Pavimento	Asfalto

Ampliación norte completa

Dimensiones	200 x 72 m
Pavimento	Asfalto / Hormigón

Sur

Dimensiones	42.000 m²
Pavimento	Asfalto
Restricciones	Aeronaves letra clave A

Ayudas visuales:

- Manga de viento
- Señales
  - Señal designadora de pista
  - Señal de umbral
  - Señal de faja transversal de umbral

Pavimento	Asfalto / Hormigón
A plataforma Sur	
Nº	5 calles con 83 líneas de entrada a puesto
Dimensiones	Longitudes varias / ancho 7,5 m
Pavimento	Asfalto

Tipo de aeródromo, actividades autorizadas y procedimientos

Tipo de aeródromo	Especializado
Actividades autorizadas	Mantenimiento en base / Escuela de vuelo / Aviación general que da servicio a todos los usuarios
Salvamento y extinción de incendios	Correspondiente a restringido especializado

Restricciones y observaciones

- Calles de rodaje de plataforma sur, limitadas aeronaves letra de clave A
  - Existe Estudio Aeronáutico Seguridad por Obstáculos
    - Señal de punto de espera a pista
    - Señal eje de pista
    - Señal borde de pista
    - Señal eje de calle de rodaje
    - Señal umbral desplazado

Obstáculos:

- Umbral Cabecera 12:
  - Arbolado
  - Poste vallado
- Transición:
  - Arbolado
  - Vallado (señalizado)
  - Edificio lado sur

ANNEX II

REAL AEROCLUB DE MÁLAGA
ESPAÑA

AD-LEAX ADC
10-MAY-25

PLANO DE AERÓDROMO

36°48'08"N
004°08'13"W

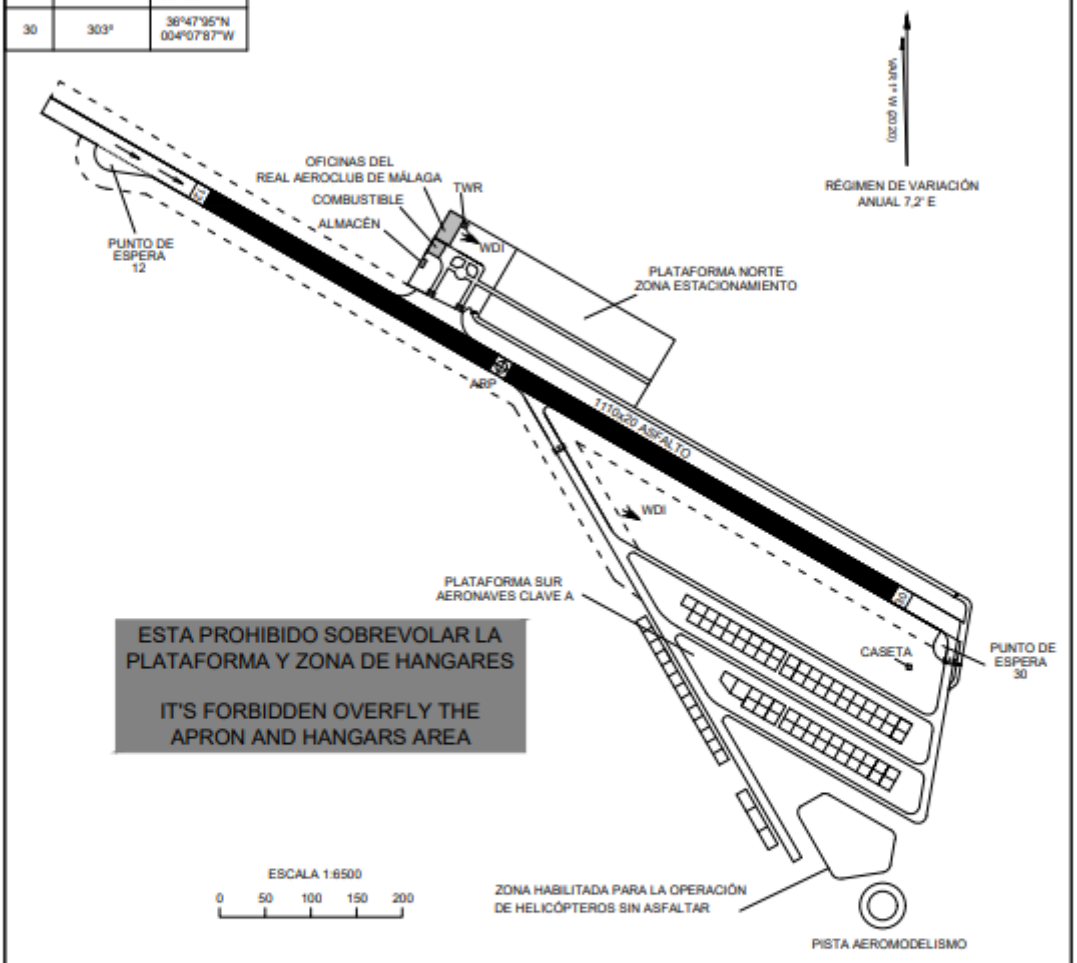
ELEV 37 m

FREQ A/A 123.500

LA AXARQUÍA
LEAX

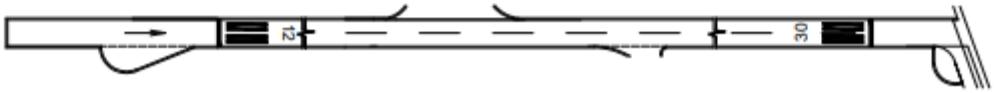
RWY	DIRECCIÓN	THR
12	123°	36°48'16"N 004°08'24"W
30	303°	36°47'95"N 004°07'87"W

ELEVACIONES Y DIMENSIONES EN METROS
LAS MARCACIONES SON MAGNÉTICAS



CAMBIOS: DESPLAZAMIENTO UMBRAL PISTA 12. ACTUALIZACIÓN RÉGIMEN DE VARIACIÓN

SEÑALES RWY & TWY



REAL AEROCLUB DE MÁLAGA - ESPAÑA

AMDT 001/25

ESTO NO ES UNA PUBLICACIÓN DEL AIP, ES UNA INFORMACIÓN DEL REAL AEROCLUB DE MÁLAGA
THIS IS NOT AN AIP PUBLICATION. THIS IS INFORMATION PROVIDED BY REAL AEROCLUB DE MÁLAGA

ANNEX III

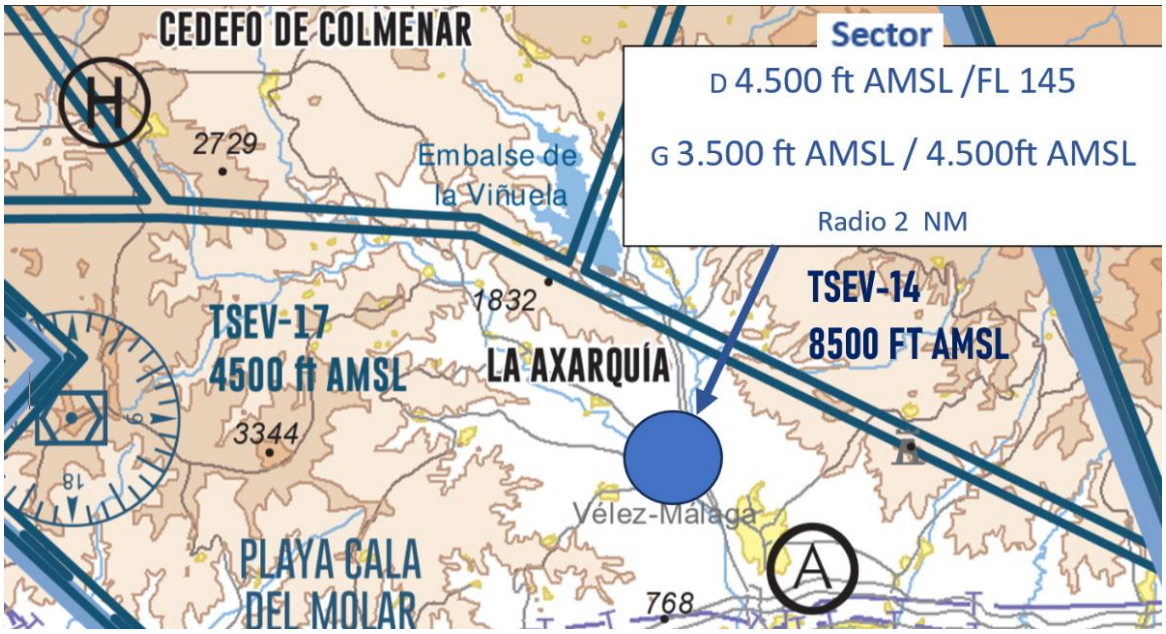
ACROBATIC BOX

For the acrobatic activities, the following must be taken into account:

Geographical coordinates	36º 48' 34'' N 004º 08' 32'' W
Area radius	2 NM
Maximum height to reach / Level	4.500 ft. AMSL

Aerobatic manoeuvres can be carried out between 3,500 and 4,500 feet AMSL without the need for notification to APP Malaga control but if at the aerodrome frequency (LEAX). If you wish to fly above 4,500 feet AMSL, you will need to publish a NOTAM and notify AESA and you are not allowed to operate below 3,500 feet AMSL, it is considered controlled airspace and, therefore, ATC clearance is required and operations must always take place outside the restriction hours published in AIP ENR 2.1.

As it is an area located in class G airspace, it is not mandatory to notify AESA as long as the activities remain below the limit of 4,500 feet AMSL.



ANNEX IV

ATS OPERATIONAL LETTER NO. 3 BETWEEN THE ATS UNIT OF MÁLAGA AIRPORT (LEMG) AND THE ROYAL AEROCLUB OF MÁLAGA AS THE OPERATOR OF LA AXARQUÍA AERODROME (LEAX)

SUBJECT: ***Procedures related to the coordination and routing of inbound and/or outbound air traffic at the uncontrolled aerodrome of la Axarquía.***

1. INTRODUCTION

1.1. Effective Date: December 12, 2024

1.2. Purpose

The purpose of this ATS Operational Letter is to define the control and coordination procedures to be applied between VFR traffic operating at the uncontrolled aerodrome of La Axarquía (LEAX) and the unit providing approach control service at Málaga (LEMG APP), in order to ensure the compatibility of aeronautical activities.

1.3. Scope of application

These procedures are supplementary to those specified by ICAO, the applicable European and national regulations, as well as those published in the AIP-Spain.

1.4. Responsible body

The authority responsible for airspace management and the provision of ATS services at Málaga/Costa del Sol Airport (LEMG) is ENAIRE.
The operator of La Axarquía Aerodrome (LEAX) is the Royal Aeroclub of Málaga.

1.5. Areas of responsibility

1.5.1. LEAX

La Axarquía Aerodrome, located in the municipality of Vélez-Málaga, has the following geographic coordinates for its ARP: 364806N – 0040808W.

This aerodrome lies within uncontrolled Class G airspace, beneath SEVILLA TMA AREA 3 (controlled Class D airspace), whose lateral and vertical limits are specified in AIP-Spain ENR 2.1.
The provision of air traffic services in this area is delegated to LEMG APP by LECS (see AIP-Spain ENR 2.2).
More information about LEAX can be found at:

https://guiavfr.enaire.es/guiaVFR/AD/LEAX.pdf

1.5.2. LEMG

LECS delegates to LEMG APP the provision of air traffic services within the airspace corresponding to SEVILLA TMA AREA 3 (see AIP-Spain, ENR 2.2).

Additionally, LEMG APP is also responsible for the provision of air traffic services within the MÁLAGA CTR (see AIP-Spain AD2-LEMG Item 17).

2. OPERATING SCENARIO

In SEVILLA TMA AREA 3 (Class D controlled airspace) and the underlying Class G airspace, various types of aircraft with differing operational characteristics may converge (e.g., ultralights, general aviation, military training, operational flights, aerial work, state aircraft, etc.). Therefore, strict compliance with the procedures described herein is required for all aircraft operating at LEAX.

Only VFR aircraft equipped with continuous two-way radio communication are permitted to operate at LEAX. The air-to-air frequency for LEAX is 123.500 MHz. Additionally, aircraft intending to operate within SEVILLA TMA AREA 3 (Class D airspace) must be equipped with a transponder (SSR).

To access LEAX, the following mandatory reporting points on frequency 123.500 MHz are available:

PTM: River mouth

N 36° 43' 36.2”
W 004° 06' 21.7”
11 ft

PV: North of Viñuela reservoir

N 36° 54' 05.0”
W 004° 10' 50.0”
719 ft

3. PROCEDURES

3.1. General

Except in cases of extreme necessity that justify otherwise, traffic inbound to or outbound from LEAX must remain outside the controlled airspace under the responsibility of LEMG (i.e., SEVILLA TMA AREA 3, MÁLAGA CTR, and ATZ). For this reason, flights must use Class G airspace.

As specified in Appendix 4 referenced in SERA.6001.a.7, and published in AIP Spain ENR 1.4, LEAX VFR flights in Class G airspace are not controlled flights, and therefore LEMG will not provide air traffic control services, but may supply Flight Information Service (FIS) if requested.

In all cases, the operating hours for controlled airspace published in AIP-Spain shall be respected.

Pilots in command must be aware that, if safety requires, the corresponding control unit may suspend operations conducted under visual flight rules in accordance with RCA 4.5.13.

If a VFR aircraft requires traffic information and alerting services, it may contact LEMG APP on the appropriate frequency (see ANNEX 3). To do so, the aircraft must have filed a flight plan and respond to the SSR code assigned by the FMP office by phone before starting the flight. (FMP Office* phone numbers: +34 954 409 289 or +34 954 555 499).

It is important that the pilot monitors the frequency before the first call and chooses the best moment to communicate, avoiding interference with ongoing IFR traffic communications. On first contact with ATC, the aircraft identification, position, and altitude must be reported concisely to avoid saturating the frequency, remaining silent and listening carefully until ATC provides the QNH and requests the flight intentions.

During non-restricted hours published in the AIP, aircraft wishing to enter SEVILLA TMA AREA 3 (Class D airspace) shall remain in uncontrolled airspace until explicit ATC clearance is received to enter controlled airspace.

3.2. Flight Plans

Whenever intending to operate in SEVILLA TMA AREA 3 (Class D airspace) and/or request traffic information in uncontrolled Class G airspace, a flight plan must be filed, except when operating under an exemption letter relieving this obligation.

The flight plan shall include the planned route and estimated times. Aircraft should adhere as closely as possible to the filed plan.

Flight plans can be submitted through one of the following methods:

1. The ICARO website (https://notampib.enaire.es) or the ICARO app for mobile devices.

2. The Centralized ARO Office for Geographic Zone 13 (see information in AIP-ENR 1.10).

3. If the above is not possible, the flight plan can be submitted during the first contact with the LEMG air traffic services unit.

The flight operations manager of La Axarquía aerodrome (LEAX) or the pilot who filed the flight plan must inform the ARO Office (Geographic Zone 13) of both the departure and arrival of flights with a filed flight plan to conclude their monitoring and alerting service through the means indicated above.

3.3. Transponder Code Assignment

3.3.1. Except for exemptions granted by the Directorate General of Civil Aviation, the use of the SSR transponder is mandatory for all aircraft flying within Sevilla TMA (Class D airspace).

3.3.2. Pilots shall operate their SSR transponders and select modes and codes in accordance with ATC instructions, particularly enabling automatic pressure altitude reporting in Mode C if equipped, and shall keep them on unless otherwise instructed.

3.3.3. 30 minutes before takeoff, pilots of LEAX VFR flights who have filed a flight plan and intend to operate within SEVILLA TMA AREA 3 (Class D airspace) and/or request traffic information in uncontrolled Class G airspace must request a transponder code by calling the FMP Office at +34 954 409 289 or +34 954 555 499.

3.4. Aircraft Arriving at LEAX

3.4.1. General

Except as specified below, traffic inbound to LEAX will approach PV or PTM via uncontrolled Class G airspace and remain outside the controlled airspace under the responsibility of LEMG (SEVILLA TMA Area 3) at all times.

Contact should be established directly on frequency 123.500 MHz when near LEAX aerodrome. Annex D specifies the communication zone with LEAX on 123.500 MHz.

Once the operation is completed, a “landing secured” notification must be sent to the ARO Office (Geographic Zone 13) (see AIP SPAIN ENR 1.10) to conclude flight monitoring and alerting service.

A. Arrivals from the NORTHEAST:

Traffic inbound to LEAX from the northeast through LEGR airspace will proceed via LEGR’s Point S through uncontrolled airspace at all times.

They will be handed over by LEGR at Point S to LEAX aerodrome frequency 123.500 MHz.

B. Arrivals from the SOUTH/SOUTHWEST:

Traffic inbound to LEAX from the southwest will:

- If intending to cross MÁLAGA CTR during the permitted hours published in AIP-Spain, aircraft shall contact LEMG APP on frequency 123.855 MHz at point PW-2 at 3500 ft, and follow ATC instructions until exiting the CTR via point PE-2, proceeding toward PTM through Class G airspace or at the

- altitude assigned by ATC. After passing PE-2, they shall contact frequency 123.500 MHz for traffic information relevant to the vicinity of the aerodrome.

- If unable to cross MÁLAGA CTR, aircraft must proceed through uncontrolled Class G airspace, circumventing the CTR and avoiding entry into controlled airspace at all times, while contacting 123.500 MHz near LEAX.
- Traffic inbound to LEAX originating from LEMG will be instructed by LEMG to proceed to PE-2 at a maximum altitude of 2000 ft. After passing PE-2, they shall continue through uncontrolled Class G airspace and contact frequency 123.500 MHz for information on traffic in the vicinity of the aerodrome.

3.5. Aircraft Departing from LEAX

3.5.1. General

All departing traffic from LEAX shall proceed through uncontrolled Class G airspace, avoiding entry into SEVILLA TMA AREA 3 (Class D controlled airspace) without ATC clearance.

If traffic information is required in the airspace immediately to the east of the LEMG APP area of responsibility, it must be requested on the corresponding LECS frequency: 132.600 MHz.

Takeoff time must be reported to the ARO Office (Geographic Zone 13) (see AIP SPAIN ENR 1.10) to initiate flight monitoring and alerting service.

A. Departures to the NORTHEAST:

Departures from LEAX heading northeast will proceed through Class G airspace, avoiding entry into controlled airspace until reaching Point S of LEGR.

They shall maintain communication on frequency 123.500 MHz until they can establish contact with LEGR on frequency 118.850 MHz.

B. Departures to the SOUTH/SOUTHWEST:

Traffic departing LEAX to the southwest will:

- If intending to cross MÁLAGA CTR during the permitted hours published in AIP-Spain, they must contact LEMG APP on frequency 118.455 MHz at point PE-2 at 3500 ft, and follow ATC instructions until exiting the CTR via point PW-2 of LEMG, heading west through Class G airspace.

- If unable to cross MÁLAGA CTR, they must proceed through Class G airspace, circumventing the CTR and avoiding entry into controlled airspace at all times.

- Traffic inbound to LEMG shall proceed through uncontrolled airspace until reaching point PE-2 at a maximum altitude of 2000 ft, and shall establish contact on frequency 118.780 MHz.

3.5.2. Radio Communication Practice

Training aircraft wishing to carry out radio communication practice with ATC as part of their instruction, even while operating in uncontrolled airspace, must coordinate in advance with the LEMG APP Supervisor (+34 952 048 628), file the corresponding flight plan prior to departure, and squawk the assigned SSR code.

4. ANNEXES TO THIS LETTER

Annex A: Operational Scenario
Annex B: AIP Visual Chart
Annex C: Frequency usage zones for 123.855 MHz and 118.455 MHz for communication with LEMG APP
Annex D: Communication Zone for frequency 123.500 MHz (LEAX)

5. AMENDMENTS / REVISIONS

This ATS Operational Letter shall be reviewed and/or amended whenever deemed necessary at the request of either party.
Both parties agree to inform the other of any proposed changes at least one month prior to the intended effective date. A new ATS Operational Letter incorporating such modifications shall be established, subject to the mutual agreement of both parties.

6. CANCELLATION

Either party may cancel this agreement with **one month's notice** prior to the intended cancellation date.

7. DISSEMINATION

This ATS Operational Letter and any subsequent modifications shall be disseminated thirty (30) days prior to their effective date.

8. VALIDITY

This ATS Operational Letter No. 3 shall be applicable as of December 12, 2024.

Presidente del Real Aeroclub de Málaga

D. Jesús Guerrero Segovia

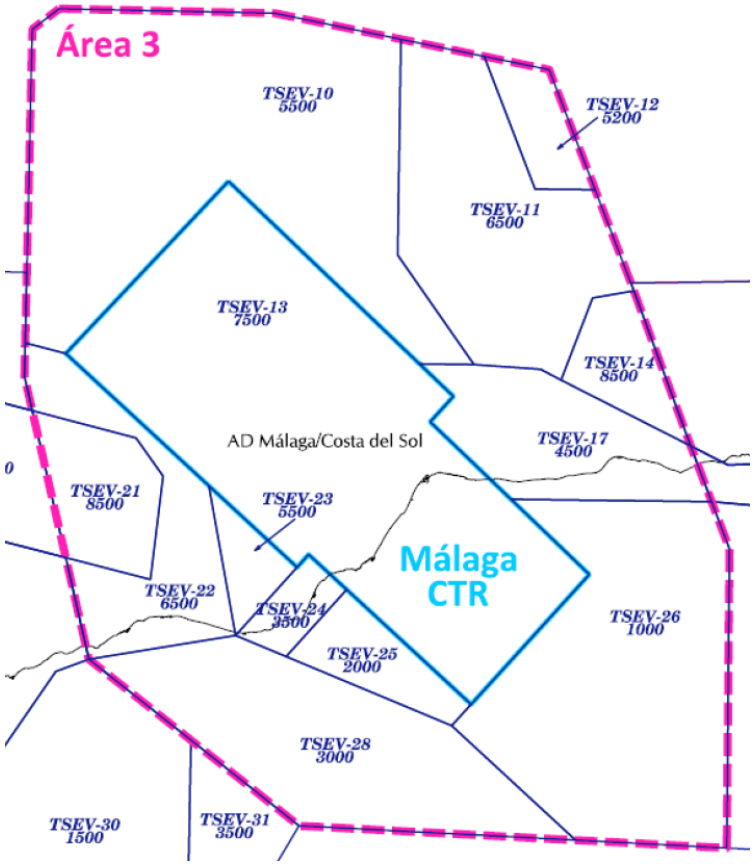
Jefe de la División Regional ATS

D. Javier Álvaro Fuentes

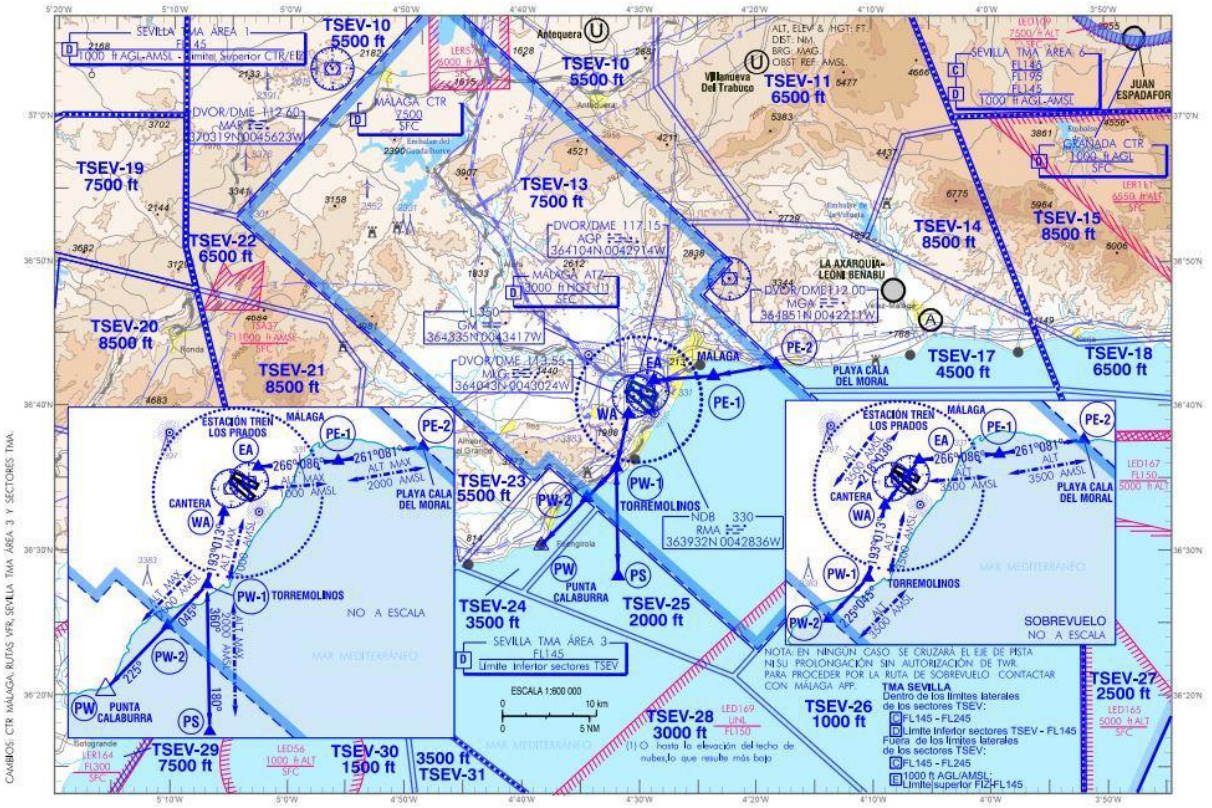
Jefe de Torre de LEMG

Raúl Delgado Gámiz

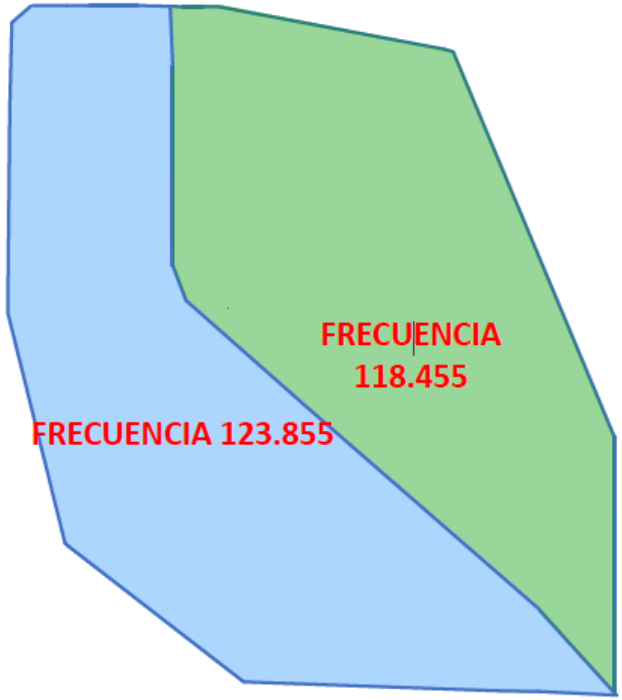
ANNEX A. OPERATIONAL SCENARIO



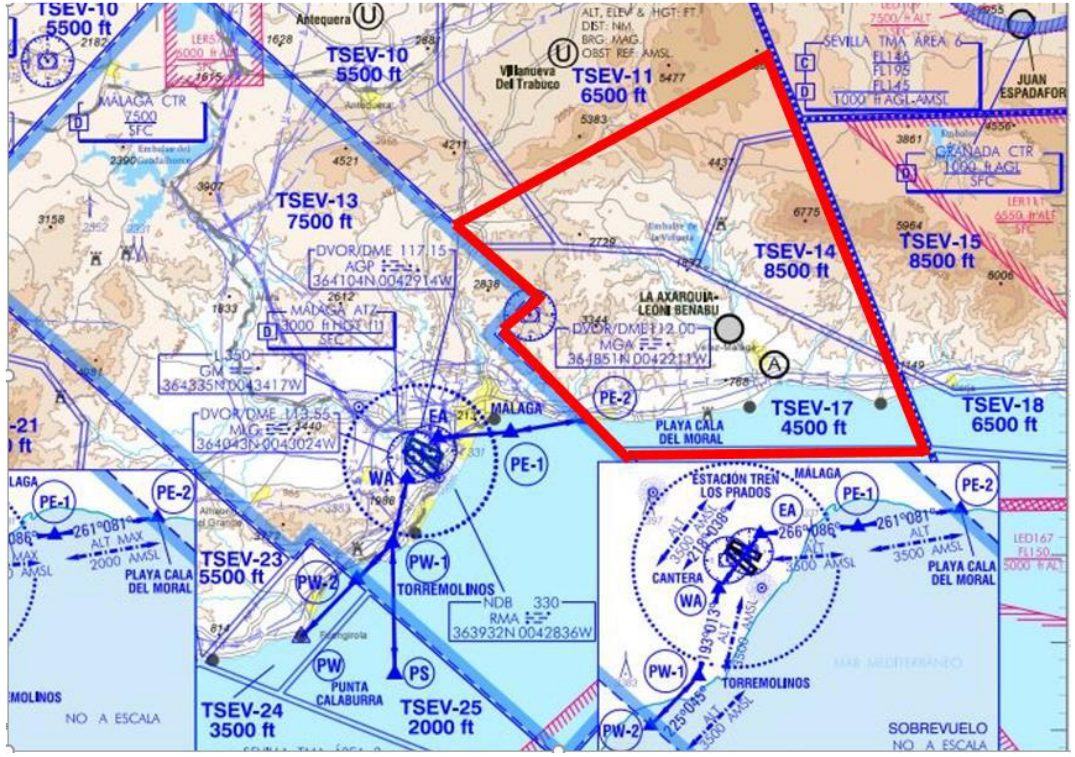
ANNEX B. VISUAL AIP CHART



ANNEX C. AREAS OF FREQUENCY USE 123.855 MHZ AND 118.455 MHZ FOR COMMUNICATION WITH LEMG APP



ANNEX D. COMMUNICATION AREA – LEAX FREQUENCY 123.50



ANNEX V

ATS OPERATIONAL CHARTER NO. 1 BETWEEN SEVILLE ACC (LECS) AND FLIGHT SCHOOLS BASED AT THE AXARQUIA AERODROME – LEONI BENABU (LEAX)

SUBJECT: ***Coordination and provision of ATS services from Seville ACC to VFR Air Traffic of flight schools based at the aerodrome of La Axarquía – Leoni Benabu.***

1. INTRODUCTION

1.1. Effective Date: February 1, 2021

1.2. Purpose

The purpose of this ATS Operational Charter is to define the coordination to be followed by the VFR flights of the flight schools based at the aerodrome of La Axarquía – Leoni Benabu (hereinafter "LEAX VFR flights"), as well as the ATS services to be provided by Sevilla ACC (hereinafter "LECS").

1.3. Field of application

The contents of this Operational Charter are supplementary to those specified by ICAO, to the applicable Community and national regulations, as well as to those published in the AIP Spain.

1.4. Responsible body

The body responsible for the provision of ATS services to LEAX VFR flights within its area of responsibility is LECS.

The body responsible for the operation of the LEAX VFR flight is the commander of the aircraft.

1.5. Areas of Responsibility

The lateral and vertical limits of the LECS area of responsibility are those corresponding to the area delegated from LECM, LECB and LPPC to LECS as published in AIP Spain ENR 2.2, as well as the Melilla corridor published in AIP ENR 2.1.

2. ATS SERVICES

2.1. Provision of ATS Services

2.1.1. LECS shall provide LEAX VFR flights with ATS Services in the manner corresponding to the classification of the airspace in which they are located.

2.1.2. LEAX VFR flights operating in Class E airspace

2.1.2.12.1.2.1. As specified in Appendix 4 referred to in SERA.6001.a.5 and published in AIP Spain ENR1.4, LEAX VFR flights operating in class E airspace are not subject to ATC authorization, nor are they required to have two-way air-ground voice communication, or even communication capability. Therefore, they are not controlled flights and therefore LECS will not provide them with air traffic control services, but will only provide them with transit information as far as possible.

2.1.2.2. In relation to traffic information, information related to collision hazards includes only known activities that constitute risks to the aircraft in question, however LECS cannot assume responsibility for its emission at all times or for its accuracy since:

a) The availability of such information can sometimes be incomplete due to various reasons such as: limitations in radio or radar coverage, the fact that radio contact is optional by pilots, or limitations in the accuracy of the information reported by pilots, among others.

b) Traffic information must be provided by a CTA (Air Traffic Controller) who provides area control services in a large sector. This circumstance does not allow the CTA to adjust its radar presentation so that it can observe the progression of LEAX VFR flights in sufficient detail.

2.1.3. LEAX VFR flights operating in Class G airspace

2.1.3.1. As specified in Appendix 4 referred to in SERA.6001.a.7 and published in AIP Spain ENR1.4, LEAX VFR flights in class G airspace are not controlled flights and therefore LECS will not provide them with air traffic control services, but will only provide them with Flight Information Service if requested.

2.2. Collision Avoidance

2.2.1. Pursuant to paragraphs 2.1.2.2 and 2.1.3.1 of this Operational Charter and taking into account paragraph 6.1.9 of the RCA, it is the commander of the aircraft who is solely responsible for avoiding collisions with obstacles and other aircraft for which he shall apply the general principle of "see and avoid", i.e. he shall maintain vigilance in such a way as to see and avoid other aircraft.

3. COORDINATION

3.1. General.

3.1.1. The coordination described below is aimed at minimizing the number of communications between the CTA and the pilot of the LEAX VFR flight.

3.2. Submission of Flight Plans

3.2.1. Whenever a LEAX VFR flight intends to request ATS services, it must submit a Flight Plan prior to departure.

3.2.2. The Flight Plan must include the route to be flown by the aircraft as well as the scheduled schedule. The aircraft will provide the greatest adherence to what is contained in it.

3.2.3. In the case of local VFR LEAX-LEAX flights that are going to leave the airspace delegated to LEMG from the East (see Annex A) and that are going to be carried out outside the designated ATS routes, they must include the ULPEP significant point in the Route box of their Flight Plan (e.g. DCT, ULPEP DCT).

3.3. Transponder Code Assignment

3.3.1. With the exceptions that the Directorate General of Civil Aviation may grant, the use of the SSR transponder is mandatory for all aircraft in flight within the Seville TMA.

3.3.2. Pilots shall operate their SSR transponders and select the modes and keys in accordance with the ATC instructions, and in particular the automatic pressure altitude transmission device in Mode C if available, and shall maintain them until otherwise instructed.

3.3.3. 30 minutes before take-off, pilots of LEAX VFR flights presenting a Flight Plan and operating in LECS airspace shall request the transponder code on the telephones specified in Annex C.

3.4. Communications

3.4.1. Upon entry into LECS class E or G airspace, LEAX VFR flights shall not make an initial call, but shall monitor the frequency of LECS and remain listening until they are called by LECS.

3.4.2. In LECS class E or G airspace, LEAX VFR flights shall not make calls to LECS unless it is necessary to request flight information or for flight safety issues.

3.4.3. Before making a call to LECS, the LEAX VFR flight shall monitor the frequency so as not to interfere with ongoing communications.

3.4.4. Communications should be concise so as not to saturate the frequency, providing only the callsign/responder and position.

4. ANNEXES TO THIS LETTER

Annex A: Area of Common Interest and Airspace Classification
Annex B: LECS Frequencies
Appendix C: Telephone numbers

5. MODIFICATIONS/REVISIONS:

This ATS Operational Charter will be revised and/or amended when deemed necessary at the request of either party.

Either party undertakes to inform the other of the possible proposals for changes that it intends to introduce, at least one month before the intended entry into force of the same, being necessary the establishment of a new ATS Operational Charter that includes the modifications with the prior agreement of the other party.

6. CANCELLATION

Either party may cancel this agreement upon one month's notice of the intended date of termination.

7. DISCLOSURE

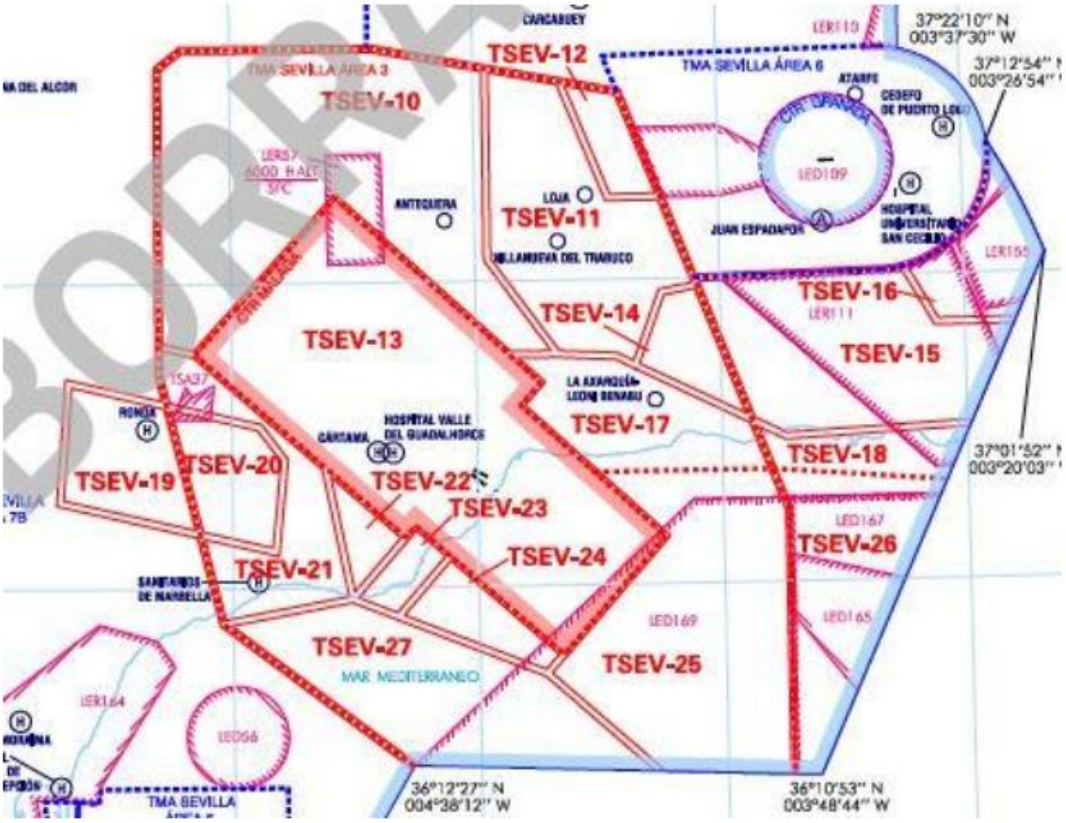
Prior to its effective date, the undersigned undertake to disclose this ATS Operational Charter and any subsequent modifications to all personnel on LEAX VFR flights and LECS CTAs.

8. VALIDITY

This ATS Operational Charter No. 1 shall apply from 1 February 2021.

Head of the ATS Division Enaire's Southern Region	
Head of Operations at LECS	
Head of the Aerodis School	
Head of the Aerodynamics Malaga school	
Head of the One Air School	
Head of the school Real Aeroclub de Málaga	
Head of the World Aviation School	

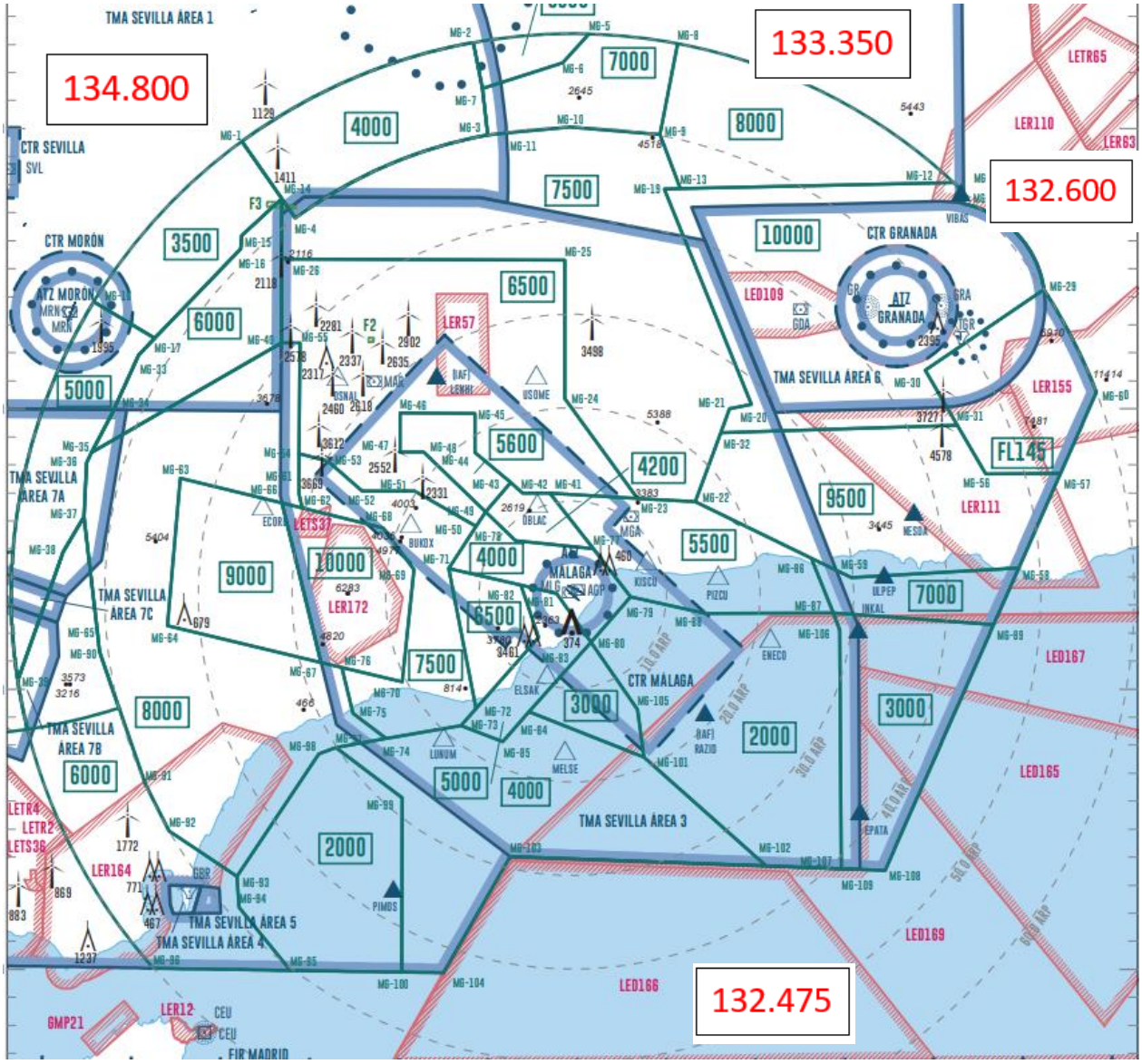
ANNEX A – AREA OF COMMON INTEREST



AIRSPACE CLASSIFICATION

SEVILLA TMA		
TSEV-10 C: FL 245 / FL 145 A: FL 145 / 5500 ft AMSL	**TSEV-11** C: FL 245 / FL 145 A: FL 145 / 6500 ft AMSL	**TSEV-12** C: FL 245 / FL 145 A: FL 145 / 5200 ft AMSL
TSEV-13 C: FL 245 / FL 145 A: FL 145 / 7500 ft AMSL	**TSEV-14** C: FL 245 / FL 145 A: FL 145 / 8500 ft AMSL	**TSEV-15** C: FL 245 / FL 145 D: FL 145 / 8500 ft AMSL
TSEV-16 C: FL 245 / FL 145 D: FL 145 / 12500 ft AMSL	**TSEV-17** C: FL 245 / FL 145 A: FL 145 / 4500 ft AMSL	**TSEV-18** C: FL 245 / FL 145 D: FL 145 / 6500 ft AMSL
TSEV-19 C: FL 245 / FL 145 D: FL 145 / 7500 ft AMSL	**TSEV-20** C: FL 245 / FL 145 A: FL 145 / 8500 ft AMSL	**TSEV-21** C: FL 245 / FL 145 A: FL 145 / 6500 ft AMSL
TSEV-22 C: FL 245 / FL 145 A: FL 145 / 5500 ft AMSL	**TSEV-23** C: FL 245 / FL 145 A: FL 145 / 3500 ft AMSL	**TSEV-24** C: FL 245 / FL 145 A: FL 145 / 2000 ft AMSL
TSEV-25 C: FL 245 / FL 145 A: FL 145 / 1000 ft AMSL	**TSEV-26** C: FL 245 / FL 145 D: FL 145 / 2500 ft AMSL	**TSEV-27** C: FL 245 / FL 145 A: FL 145 / 3000 ft AMSL

APPENDIX B – LECS FREQUENCIES



APPENDIX C – TELEPHONE NUMBERS

LECS Phone Numbers

Supervisor	+34 954 555 416
Head of Room	+34 954 555 415

To request responder code, in order of priority:

FMP Office*	+34 954 409 289 +34 954 555 499

*(If no response is received from the FMP Office, call the Supervisor)

LEAX School Phone Numbers

School	Designator	Telephone
Aerodis	DIS	+34 609 617 951
Aerodynamics Academy	DNC	+34 610 073 051 +34 610 073 103
One Air	OAR	+34 607 996 599 +34 674 307 590
Real Aeroclub of Málaga	RAO	+34 952 507 377
World Aviation	QB6	+34 649 401 099

ANNEX VI

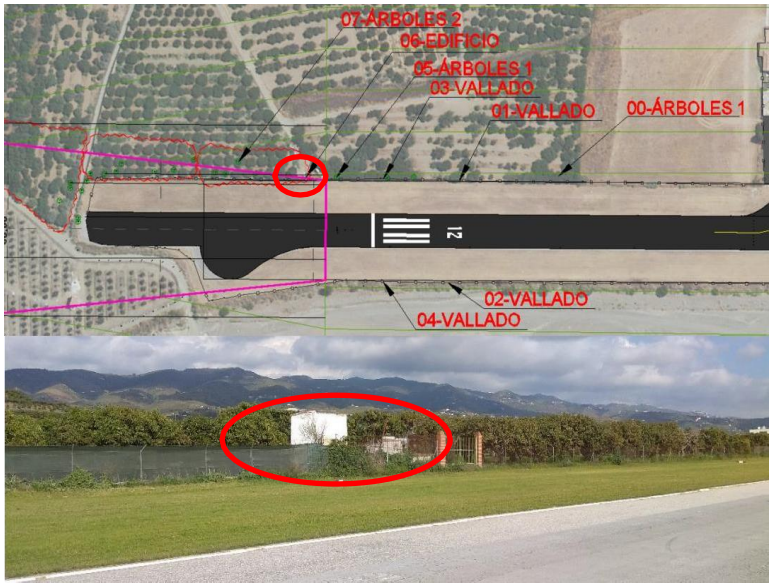
NÚMERO	1	COORDINATES
Designation (Obstacle Plan)	Id 7b	ETRS 89
Description	Poles in a field	X: 398270,588
Obstacle height (Header)	5,97 m	Y: 4.073.746,08
Violated Surface	Approach 12/Takeoff 30	Z: 43,48
Violation	0,36 m	
Measurement Method	Total Station	
Date of measurement	July 2021	Spindle: 30

NUMBER	2	COORDINATES
Designation (Obstacle Plan)	Id 9	ETRS 89
Description	Trees	
Obstacle height (Header)	3.98 m	X: 398219,109
Violated Surface	Approach 12/Takeoff 30	Y: 4.073.708,05
Violation	1.19 m	Z: 45,57
Measurement Method	Total Station	
Date of measurement	July 2021	Spindle: 30

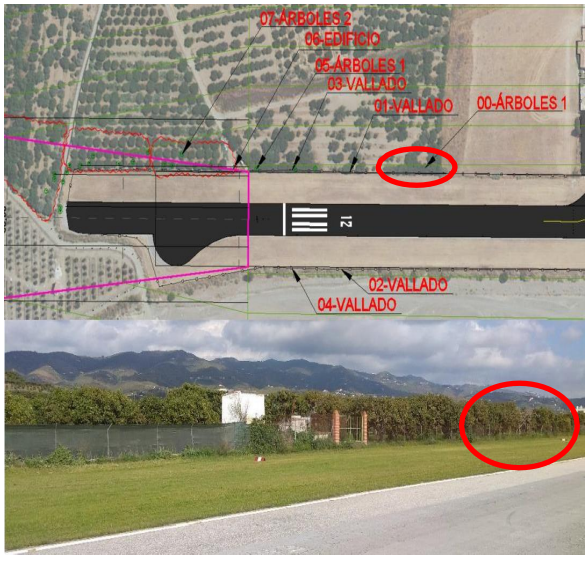
NUMBER	3
Designation (Obstacle Plan)	Id 1, 2, 3 y 4
Description	Aerodrome fencing
Violated Surface	Transition
Violation	1.07 to 2.19 m
Measurement Method	Total Station
Date of measurement	July 2021
Designation (Obstacle Plan)	Id 1, 2, 3 y 4

COORDINATES				
ETRS 89				
X:	398.403,54	393.864,54	398.362,05	398329,0472
Y:	4.073.657,35	4.073.609,18	4.073.684,50	4.073.632,39
Z:	41,34	40,33	41,52	40,89
Spindle: 30				

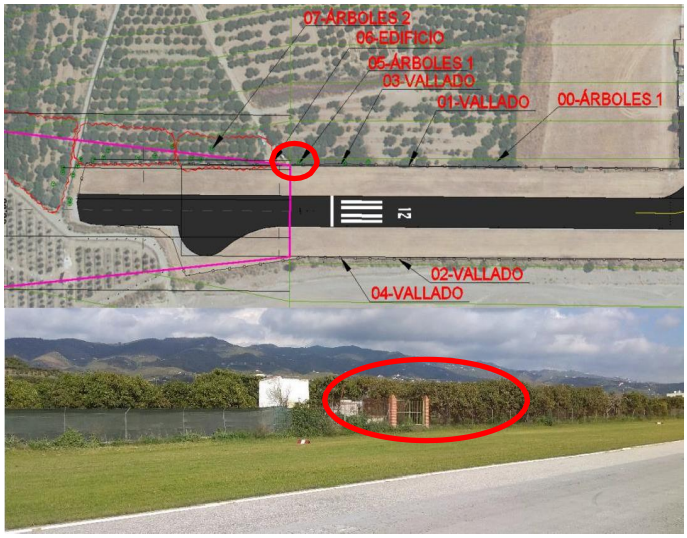
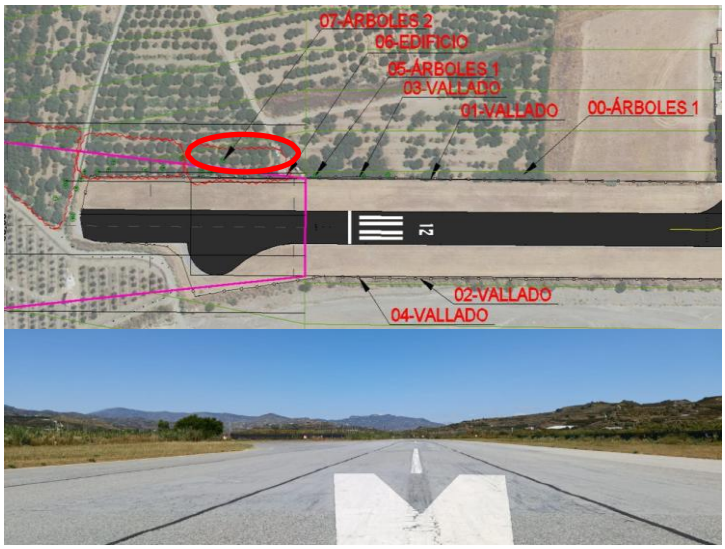
NUMBER	4	COORDINATES
Designation (Obstacle Plan)	ID 6	ETRS 89
Description	Building	
Violated Surface	Transition	X: 383.819,41
Violation	4.17 m	Y: 4.073.712,18
Measurement Method	Total Station	Z: 43,70
Date of measurement	July 2021	Spindle: 30



NUMBER	5	COORDINATES
Designation (Obstacle Plan)	Id	ETRS 89
Description	Trees	
Violated Surface	Transition	X: 398.459,69
Violation	3.83 m	Y: 4.073.625,34
Measurement Method	Total Station	Z: 39,67
Date of measurement	July 2021	Spindle: 30



NUMBER	6	COORDINATES
Designation (Obstacle Plan)	id 5	ETRS 89
Description	Trees	
Violated Surface	Transition	X: 398.336,39
Violation	3.95 m	Y: 4.073.701,64
Measurement Method	Total Station	Z: 43,49
Date of measurement	July 2021	Spindle: 30



NUMBER	7	COORDINATES
Designation (Obstacle Plan)	Id 7	ETRS 89
Description	Trees	
Violated Surface	Transition	X: 398.286,85
Violation	2.24 m	Y: 4.073.743,42
Measurement Method	Total Station	Z: 43,62
Date of measurement	July 2021	Spindle: 30