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AVIACIÓN **C**IVIL

Report
IN-027/2017

Incident involving a Diamond DA-20 aircraft, registration EC-LTE, operated by One Air Aviación, at the aerodrome of La Axarquía, in Vélez-Málaga (Málaga-Spain), on 28 October 2017

GOBIERNO
DE ESPAÑA

MINISTERIO
DE TRANSPORTES, MOVILIDAD
Y AGENDA URBANA

Edita: Centro de Publicaciones
Secretaría General Técnica
Ministerio de Transportes, Movilidad y Agenda Urbana ©

NIPO: 796-20-166-0

Diseño, maquetación e impresión: Centro de Publicaciones

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FOREWORD

This report is a technical document that reflects the point of view of the Civil Aviation Accident and Incident Investigation Commission (CIAIAC) regarding the circumstances of the accident object of the investigation, and its probable causes and consequences.

In accordance with the provisions in Article 5.4.1 of Annex 13 of the International Civil Aviation Convention; and with articles 5.5 of Regulation (UE) nº 996/2010, of the European Parliament and the Council, of 20 October 2010; Article 15 of Law 21/2003 on Air Safety and articles 1., 4. and 21.2 of Regulation 389/1998, this investigation is exclusively of a technical nature, and its objective is the prevention of future civil aviation accidents and incidents by issuing, if necessary, safety recommendations to prevent from their reoccurrence. The investigation is not pointed to establish blame or liability whatsoever, and it's not prejudging the possible decision taken by the judicial authorities. Therefore, and according to above norms and regulations, the investigation was carried out using procedures not necessarily subject to the guarantees and rights usually used for the evidences in a judicial process.
Consequently, any use of this report for purposes other than that of preventing future accidents may lead to erroneous conclusions or interpretations.
This report was originally issued in Spanish. This English translation is provided for information purposes only.

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ABBREVIATIONS

00:00	Hours and minutes (length of time)
00:00:00	Hours, minutes, seconds (moment in time)
00º	Geometric degrees / Magnetic heading
00º00'00"	Degrees, minutes, seconds (geographic coordinates)
00 ºC	Degrees centigrade
AFM	Aircraft Flight Manual
AESA	National Aviation Safety Agency
ARC	Airworthiness review certificate
ATO	Approved training organization
ATPL(A)	Airline transport pilot license (airplane)
CAMO	Continuing airworthiness management organization
CFI	Chief flight instructor
c.g.	Center of gravity
CPL(A)	Commercial pilot license (airplane)
CAVOK	When the following weather conditions exist simultaneously: visibility is 10km or more, no cumulonimbus and no clouds below the reference altitude, and no significant weather phenomena.
CB	Competency-based training
CR	Class rating
CRI	Class rating instructor
dd/mm/yyyy	Day, month, year (date)
DL	Distance learning
FI	Flight instructor
ft	Feet
HL	Local time
HP	Horsepower
hPa	Hectopascals
IR	Instrument rating
IRI	Instrument rating instructor
kg	Kilograms
km	Kilometers
kt	Knots
LAPL(A)	Light aircraft pilot license (airplane)
LDA	Landing distance available
LEAX	Aerodrome of La Axarquía – Leoni Benabú
LEMG	Airport of Málaga – Costa del Sol
m.	Meters
mm	Millimeters
MEP	Multi-engine piston
MHz	Megahertz
NM	Nautical miles
PPL(A)	Private pilot license (airplane)
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
RPA.	Remotely-piloted aircraft

S/N	Serial number
SEP	Single-engine piston
UTC	Coordinated universal time
VFR	Visual flight rules
VFRN	Nighttime visual flight rules
VLA	Very light aircraft

SYNOPSIS

Operator:	Grupo One Air Aviación, S.L.
Aircraft:	Diamond DA-20, registration EC-LTE
Date and time of incident:	28 October 2017 at 10:25[1]
Site of incident:	Aerodrome of La Axarquía (LEAX), Vélez, Málaga (Málaga – Spain)
Persons on board/Injuries:	1 crew / uninjured
Type of flight:	General aviation – Instruction – Solo flight
Flight rules:	Visual (VFR)
Phase of flight:	Landing
Date of approval:	3 June 2020

Summary of incident

A Diamond DA-20 aircraft, registration EC-LTE, took off from the aerodrome of La Axarquía (LEAX), in Vélez, Málaga (Málaga, Spain) at 09:00 to go on a local flight lasting 1:30 hours. On board was a student pilot who was taking the private pilot license course (PPL(A)). The solo student was being supervised by an instructor on the ground.

After making two approaches to runway 12 at the La Axarquía aerodrome, one ending in a touch and go and the other in a missed approach, the pilot landed at the aerodrome, overran the runway and came to a stop at the aerodrome's perimeter fence at 10:25.

The student pilot on board the aircraft was not injured and exited it under his own means. The aircraft sustained minor damage.

The investigation has determined that the incident resulted from the execution of an improper landing maneuver, with the airplane making a high approach and landing on the final third of the runway.

The stress on the pilot, who thought he had not performed two approaches correctly, and the desire to land as his flight period was coming to an end and another student was waiting, contributed to the incident.

No safety recommendations are issued as a result of the investigation into this incident.

[1] All times in this report are local (LT). To obtain UTC, subtract two hours from local time.

1. FACTUAL INFORMATION

1.1. History of the flight

A Diamond DA-20 aircraft, registration EC-LTE, took off from the aerodrome of La Axarquía (LEAX), in Vélez, Málaga (Málaga, Spain) at 09:00 to go on a local flight lasting 1:30 hours. On board was a student pilot who was taking the private pilot license course (PPL(A)). The solo student was being supervised by an instructor on the ground.

Figure 1 Photograph of the aircraft at the location where it stopped after the incident.

After making two approaches to runway 12 at the La Axarquía aerodrome, one ending in a touch and go and the other in a missed approach, the pilot made a third approach to this runway, landing and overshooting the runway before coming to a stop at the aerodrome's perimeter fence at 10:25.

The student pilot on board the aircraft was not injured and exited it under his own means. The aircraft sustained minor damage.

1.2. Injuries to persons

Injuries	Crew	Passengers	Total in the aircraft	Other
Fatal				
Serious				
Minor				N/A
None	1		1	N/A
TOTAL	1		1	

1.3. Damage to aircraft

As a result of impacting the aerodrome's perimeter fence, the aircraft sustained damage to its propeller, the leading edges of both wingtips, the base of the right wing and the nose landing gear.

1.4. Other damage

The aircraft impacted and damaged a 15-meter long section of the fence.

1.5. Personnel information

1.5.1.- Pilot in Command

Age:	25
Nationality:	Spanish
License:	Solo flight permit – Private pilot license (PPL(A)) student pilot
Issued on:	28 October 2017
Solo flight permit:	Proposed by the instructor and authorized by the chief flight instructor (CFI) for a solo local flight on 28 October 2017.
Ratings:	N/A
Medical certificate:	Class 2 and LAPL, valid until 3 September 2021
Total flight hours:	30
Hours on the type (DA-20):	30

1.5.2.- Instructor

Age:	28
Nationality:	Spanish
License:	Commercial pilot license (CPL(A))
Issued on:	24 March 2015
Flight aptitude license:	Issued by Spain's National Aviation Safety Agency (AESA) on 30 June 2017
Medical license:	Class 1, valid until 21 November 2017
Ratings:	MEP (land), (multi-engine piston, land), valid until 31 December 2017 SEP (land) (single-engine piston, land), valid until 30 June 2019. IR(A) (instrument rating, airplane), valid until 31 December 2017 FI(A) – RESTRICTED SEP (flight instructor, airplane, restricted to single-engine piston land airplanes), valid until 30 November 2018
Total flight hours:	514
Instructor hours:	76, all on the type (DA-20 and DA-40)

1.6. Aircraft information

1.6.1.- Airframe

Manufacturer:	DIAMOND AIRCRAFT INDUSTRIES INC.
Model:	DIAMOND DA-20-C1
Serial number:	C0319
Year of manufacture:	2005
Registration:	EC-LTE

Operator: Grupo One Air Aviación, S.L.

1.6.2.- Certificate of airworthiness

Issued by Spain's National Aviation Safety Agency (AESA)
Number: 7355
Category: Very Light Airplane – VLA
Issue date: 1 June 2016

The aircraft's continuing airworthiness was managed by Centro Aéreo Iber, S.L., a Continuing Airworthiness Management Organization (CAMO) with certificate of approval ES.MG.130.

Airworthiness review certificate:

Reference:	ES.ARC-LTE-002
Issue date:	31 May 2016
First extension:	30 May 2017
Expiration date:	1 June 2018

1.6.3.- Maintenance history

Total flight hours:	3748:30
Last 1000-hr check:	14 July 2017
Hours at last 1000-hr check:	3485:00
Last 100- and 200-hr check:	6 October 2017
Hours at last 100- and 200-h check:	3687:15
Last 50-hr check:	24 October 2017
Hours at last 50-hr check:	3735:40
Hours remaining:	36:30 hours

1.6.4.- Engine

Manufacturer:	CONTINENTAL
Model:	IO-240-B3B
Serial number:	806978
Maximum power:	125 HP at 2800 r.p.m.
Total hours:	1645:45
Hours remaining:	354:15 hours

1.6.5.- Propeller

Manufacturer:	SENSENICH
Model:	W69EK7-63G
Serial number:	AK7306
Total hours:	807:45
Hours remaining:	On condition

1.6.6.- Weight and balance

Maximum allowed takeoff weight:	800 kg
Basic empty weight:	538 kg
Estimated takeoff weight of incident aircraft:	665 kg
Center of gravity (c.g.) limits [(2)]:	
- Forward: 202 mm	
- Aft: 317 mm	
Estimated position of c.g. in incident aircraft:	278 mm

1.7. Meteorological information

The weather conditions in the area of the aerodrome of La Axarquía were not limiting to visual flight.

At the time of the incident, the weather conditions at the aerodrome of La Axarquía were as follows: CAVOK [(3)], wind calm, temperature of 20º C and QNH of 1024 hPa.

1.8. Aids to navigation

Not applicable. The aircraft was being flown in accordance with visual flight rules (VFR).

1.9. Communications

During the flight, the student pilot was in contact with the instructor on 123.5 MHz, which is used for communications at the aerodrome of La Axarquía.

1.10. Aerodrome information

La Axarquía – Leoni Benabú (LEAX) is a restricted aerodrome, owned by the Real Aeroclub de Málaga and located 4.5 km southeast of the city of Vélez Málaga (Málaga, Spain). Its reference point is at an elevation of 37 m (121 ft). It has one asphalt runway in a 12/30 orientation that is 959 meters long by 12 meters wide. Runway 12 has a displaced threshold, such that the landing distance available (LDA) is 637 meters. The aerodrome's traffic pattern is southwest of the runway.

The appendix to this report includes the information on the aerodrome published by the Real Aeroclub de Málaga.

In addition, due to the presence of mountains to the north of the aerodrome and to the fact that the route most commonly used by aircraft at the airfield is toward the coast, for safety reasons and whenever allowed by the weather conditions, the flying club specifies runway 12 as the preferred runway, since there are no mountains along its extended centerline and the exit from the pattern to the coast is direct.

[2] The position of the center of gravity refers to the plane perpendicular to the airplane's longitudinal axis tangent to the leading edge of the wing ribs where they attach to the fuselage (datum), and is positive toward the rear.

[3] When the following weather conditions exist simultaneously: visibility is 10 km or more, no *cumulonimbus* and no clouds below the reference altitude, and no significant weather phenomena.

1.11. Flight recorders

The aircraft had no flight recorders, nor were they required by the applicable regulation.

1.12. Wreckage and impact information

After making two approaches to runway 12, one finishing in a touch and go and the other in a go-around, the pilot flew a third approach to this runway and landed on the final third of the runway. The aircraft traveled the remaining distance along the runway centerline until, once past the end of the runway, it veered to the right of the centerline, touching the ground with the right wingtip and the aerodrome's perimeter fence with the left wingtip. The airplane then ran into the fence and stopped with the nose facing the left side of the runway.
There was no debris field. As a result of impacting the aerodrome's perimeter fence, the aircraft sustained damage to its propeller, the leading edges of both wingtips, the base of the right wing and the nose landing gear. A 15-meter long section of fence was also damaged.

1.13. Medical and pathological information

The student pilot, who was the aircraft's sole occupant, was not injured.

1.14. Fire

None.

1.15. Survival aspects

The student pilot was uninjured and exited the aircraft under his own means.

1.16. Tests and research

1.16.1.- Statement from the student pilot

The day before, he had flown with the same instructor and practiced landings and takeoffs at the runway in La Axarquía, performing a total of 14 landings.

The incident flight was the first of the day. The goal was to practice takeoffs and landings and it was scheduled to last an hour and a half.

After taking off, he decided to remain in the traffic pattern to practice landings and takeoffs, but the sun bothered him during the approach, so after a couple of landings, he decided to exit the pattern and fly to the coast to practice maneuvers, which he did for about an hour before returning to the traffic pattern to continue practicing landings and takeoffs.

Once in the pattern, he saw that the sun was still bothering him on the approach. He made two approaches, but he was not satisfied with them so he went around. This, combined with the fact that his flight period was nearing its end and he had to leave the airplane for the next student, made him a little nervous.

He flew the incident approach with the flaps set to one and a speed of 70 to 75 kt. Although it was usual to make the approach with full flaps, he wanted to practice approaches using this configuration because it was the one he had used the least.

The airplane touched down on the displaced threshold, bounced and went airborne again. Upon touching down a second time, he decided to stay down, as he deemed it a better option than going around, so he applied full brakes. He thought he was going faster than other times and would not have enough runway to stop. He tried to turn right and continue on the taxiway that leads to the hangars, but he was going too fast in the turn and could not make the full turn. The left wingtip impacted the fence, which made the airplane turn 180º, and the next thing he knew the airplane was stopped against the fence. He reported that he was fine, secured the airplane and exited it under his own means.

He stated that at no point during the landing did he hear the instructor tell him to go around.

After the incident, he took theory classes that, in his opinion, were useful in reinforcing his knowledge. One of the aspects that was emphasized, which he did not know on the day of the incident, was the school's criterion for going around when landing on runway 12 at the La Axarquía aerodrome: it must be started at the wind sock if the airplane has not touched down before then.

1.16.2.- Instructor's statement

The day before, they practiced takeoffs and landings at the runway of La Axarquía during a flight, making 14 landings in different flap configurations, including two go-arounds, on the student's own initiative with no prompting from the instructor.

On the day of the incident, they did the pre-flight check together, then the student went up solo and the instructor stayed on the ground with a handheld radio to communicate with him.

The student initially did two landings and takeoffs. He then left the pattern to fly to the coastline and practice maneuvers. When he came back, he did one touch and go, then a go-around and the incident occurred on the next landing.

The instructor was in the fueling area, watching the student land. On the last landing, he saw that he was coming in high (he was only using flaps one) and that when he passed by the wind sock (which they use as a reference point to go around), he continued the landing. He yelled at him on the radio to go around, but the student continued with the landing.

He saw the aircraft land practically on the final third of the runway. The student attempted to vacate it via the last exit, going on two wheels before touching the ground with the right wingtip and then bouncing off, changing direction and running into the fence.

He immediately drove to the airplane in a car and helped the student exit the aircraft and calmed him down. The student told him he wanted to land because his flight period was almost over, and the sun had blinded him.

He stated that there were other aircraft in the circuit, but no other pilots mentioned the glare or requested to change runways.

In his opinion, the student was very diligent, knew the procedures well and accepted any corrections made by the instructor.

1.16.3.- Marks on the ground

Brake marks were found on the runway, parallel to its centerline, that were left by the main landing gear wheels. Along the aircraft's landing run, approximately 100 m before the end of the runway (runway 30 threshold), the tracks left by the two main landing gear wheels started at about the same point. Toward the end of the runway, the tracks veered to the right of the runway, ending at the aerodrome's perimeter fence.

Figure 2 - Mark left on the ground by the airplane's right tie-down ring.

Moreover, in the area where the runway connects to the perimeter road, past the final exit on the runway, there was a mark on the ground caused by one of the tie-down rings used to secure the airplane to the ground. This ring is located on the lower surface of the right wing, near the wingtip.

1.17. Organizational and management information

Grupo One Air Aviación, S.L., the operator of the aircraft, is based at the Málaga – Costa del Sol Airport (LEMG). It has facilities at that airport and at the restricted-use aerodrome of La Axarquía – Leoni Benabú (LEAX).

It operates a fleet of airplanes manufactured by Diamond Aircraft Industries GmbH (DA-20, DA-40 and DA-42). It has an approved training organization certificate, number E-ATO-190, issued by the National Aviation Safety Agency (AESA) on 1 August 2013.

On the date of the incident, it was approved to teach the following training courses:

1.- Private pilot license (PPL(A)) and distance learning (DL).
2.- Class rating course for single-engine piston land airplanes (CR (A) SEPL) and renewal.
3.- Class rating course for multi-engine piston land airplanes (CR (A) MEPL) and renewal
4.- Modular commercial pilot license (CPL(A)) course.
5.- Instrument rating course for single-engine piston land airplanes (IR (A) SEPL) and renewal.
6.- Instrument rating course for multi-engine piston land airplanes (IR (A) MEPL) and renewal.
7.- Nighttime visual flight rules course for airplanes (VFRN (A)).
8.- Flight instructor (IF (A)) course and renewal.
9.- Class rating instructor course for multi-engine piston land airplanes (CRI (A) MEPL) and renewal.
10.- Instrument rating instructor (IRI (A)) course and renewal.
11.- Light airplane pilot (LAPL (A)) course and distance learning (DL).
12.- Modular airline transport pilot license (ATPL (A)) course.
13.- Competency-based instrument rating (CB IR (A)) course.

The organization also provided training for obtaining the remotely-piloted aircraft (RPA) license.

1.18. Additional information

1.18.1.- Measures adopted by the operator

As a result of the incident, the training organization scheduled a refresher session for the student with the following content:

- Flight area where the incident occurred, physical and meteorological characteristics of the area, as well as the influence of the prevailing winds.
- Go-around maneuver and procedures for selecting runways in the area.
- Procedures for going to the alternate aerodrome if doubts arise as to the possibility of landing at the planned aerodrome.
- If in doubt or if you have a persistent feeling that you forgot something on final, do a go-around and re-start the entire landing procedure.
- Engine failures on takeoff, in cruise and when landing. How to deal with an engine failure and possible oversights that happen after the engine test and before takeoff (such as leaving the mixture set to lean after the engine test).
- Airplane performance with different flap settings, how the aircraft behaves and what to do in the event the flaps fail.
- Review of the airplane course and procedures.

This training was provided by a highly experienced instructor within the ATO, after which the instructor concluded that the student had a positive attitude toward and was interested in learning. The student took a refresher test, which he passed.

1.19. Useful or effective investigation techniques

Not used.

2. ANALYSIS

2.1. Operation of the flight

The pilot was on a solo local flight from the aerodrome of La Axarquía (LEAX), supervised by an instructor on the ground. The purpose of the flight was to practice takeoffs and landings and was scheduled to last one and a half hours.

The instructor and student did the pre-flight checks together, after which the student went up by himself and the instructor stayed on the ground with a handheld radio to communicate with him.

The student initially did two landings and takeoffs. Then, since the sun was bothering him, he left the pattern and flew to the coastline to practice maneuvers for about an hour. He then returned to the pattern to continue practicing landings and takeoffs.

After making two approaches to runway 12 at the aerodrome, which ended in a touch and go and in a go-around, respectively, he made a third approach to the same runway, landed and then overran it, coming to a stop at the perimeter fence that encircles the aerodrome.

As concerns the approach and touchdown, the information provided by the student and instructor differ. According to the information provided by the student, he made the last approach with the flaps set to one and at a speed of 70 to 75 kt. The airplane touched down on the displaced threshold, bounced, went airborne and touched down again at a speed higher than usual. The instructor, however, said that the airplane was coming in high on the approach and touched down on practically the final third of the runway. Considering that the instructor was on the ground, knew the aerodrome and had clear references, combined with his experience observing maneuvers by students from outside the airplanes, it is unlikely that the airplane bounced before landing, and that it was in fact an excessively long landing.

As for the path the aircraft took at the end of the runway, the accounts of the instructor and student are deemed complementary. According to the instructor's account, when the pilot attempted to vacate the runway via the last exit, the airplane went on two wheels and the right wingtip touched the ground and bounced back. The airplane then changed direction and ran into the fence. According to the student's statement, he tried to turn right and continue along the taxiway that leads to the hangars, but he took the turn too fast and could not make the turn. The left wingtip impacted the fence, which made the airplane turn 180º, and the next thing he knew the airplane was stopped against the fence.

In light of the marks left on the ground by the lock-down ring on the underside of the right wingtip in the area where the end of the runway connects to the perimeter road, past the final exit taxiway, the instructor's assessment is deemed to be correct. Moreover, the damage found on the left wingtip and the aircraft's final position are consistent with the student's description.

2.2. Actions of the student pilot

The day before, the student had made a flight with the same instructor who was on the ground during the incident flight. During that flight, they practiced takeoffs and landings on the runway at La Axarquía, making 14 landings in different flap configurations, including, according to information provided by the instructor, two go-arounds on the student's own initiative with no prompting from the instructor.

This indicates that the student was sufficiently familiar with the airfield, had clear approach and landing references, including those needed to make decisions if any problems arose during the operation, and he was able to make and execute said decisions. Had he known the operator's criterion to start a go-around if the airplane is not on the ground by the time it reaches the wind sock when landing on runway 12 at the La Axarquía aerodrome, he would have had one more element to aid in his decision-making, though it would not have been decisive.

The approach that led to the incident was made with flaps one and a proper speed for that configuration. The student was familiar with flying the airplane in that configuration and had practiced it, although the usual procedure was to make the approach with full flaps.

In these circumstances, making the approach at a higher speed than normal, the pilot has to anticipate his actions earlier than usual. If, in addition, the approach is made to a short runway, any delay in making a decision makes the operation that much more critical.

In this case, the instructor's assessment of the two approaches made before the incident is that they resulted in a touch and go and a go-around, while the student stated that both ended in go-arounds. Even if, applying the same criterion as in the previous section, it is more likely that the airplane traveled some distance on the runway before returning to the air after the first approach, the fact that the approaches did not end in a landing indicates that the student did not think he had made the approaches correctly.

Finally, as concerns the potential glare from the sun, even though the student mentioned that the sun bothered him on the approach, he had made two previous approaches and was making a third and had not reported any glare, nor did he propose the option of landing on runway 30. In his statement, he also did not mention the glare as affecting the incident (the instructor did mention that the student had noted the glare when he picked him up after the incident). As a result, the position of the sun is not deemed to have contributed to the incident.

2.3. Actions of the instructor

In general, the instructor is deemed to have acted in keeping with the requirements imposed by the training organization and with the student's level of training at the time. After the flight the day before at the same aerodrome, during which they practiced approach and landing maneuvers in different flap configurations and the instructor checked the student's reactions in various situations, the instructor thought the student was ready to fly solo at the aerodrome of La Axarquía.

As a result, on the day of the incident, he proposed that the student make a local solo flight, which was authorized. They did the pre-flight check together, the student went up by himself and he stayed on the ground, supervising the flight and communicating with the student on a handheld radio.

The student initially made two landings and takeoffs. He then left the traffic pattern and flew to the coastline, where he practiced maneuvers. When he returned, he made two approaches, with the first ending in a touch and go and the second in a go-around. The instructor did not see any signs of incorrect actions during either approach.

On the third and final approach, he saw the airplane was coming in high and that the student was continuing with the landing after going past the wind sock. According to his statement, he yelled at the student on the radio to go around, but the student continued with the landing.

As noted in the previous section, if steps had been taken to ensure that the student knew the operator's criterion about when to start a go-around when landing at runway 12 at the La Axarquía aerodrome, this would have given the student one more element, though not decisive, to aid in his decision-making.

2.4. Measures taken by the operator

In regard to the operator, its procedures are adequate and the means to implement them are sufficient. The measures it took with the student pilot as a result of this incident are also deemed to have been suitable and effective.

Because of this, it is not considered necessary to issue any safety recommendations as a result of this event.

3. CONCLUSIONS

3.1. Findings

a) The aircraft was on a local flight and was being piloted by a solo student pilot under the supervision of a flight instructor on the ground.
b) The student had a valid permit to make the solo local flight.
c) The flight instructor had a valid license.
d) The aircraft had been maintained in accordance with the approved maintenance program and had a valid airworthiness certificate and registration certificate.
e) Runway 12 at the La Axarquía aerodrome has a landing distance available (LDA) of 637 m.
f) The pilot made three approaches, the first finishing in a touch and go, the second in a go-around and the third in the incident.
g) The scheduled flight time was ending and another student was waiting to fly the airplane.
h) On the third approach, the aircraft came in high and made a long landing, touching down on the final third of the runway.
i) The aircraft overran the runway and came to a stop at the aerodrome's perimeter fence.

3.2. Causes

The incident resulted from the improper execution of a landing maneuver when the pilot made a high approach and landed on the final third of the runway.

The stress on the student, who thought he had not made the previous two approaches correctly and who wanted to land because his flight period was coming to an end and another student was waiting, contributed to the incident.

4. SAFETY RECOMMENDATIONS

Since the operator is deemed to have adequate procedures and sufficient means to implement them, and since, in the wake of this incident, it applied suitable and effective preventive measures, it is not considered necessary to issue any safety recommendations as a result of the investigation into this event.

APPENDIX

Information on the aerodrome of La Axarquía published by the Real Aeroclub de Málaga.

1. INDICADOR DE LUGAR – NOMBRE DEL AERÓDROMO
AERODROME LOCATION INDICATOR – NAME

LEAX – LA AXARQUÍA
LEONI BENABU

2. DATOS GEOGRÁFICOS Y DE ADMÓN. DEL AERÓDROMO

ARP: 36485,56N 0040809,53W. Ver LEAX ADC.
Distancia y dirección a la ciudad: 4,5 km SE.
Elevación: 37 m / 121 ft.
Temperatura de referencia: 31ºC (Málaga).
Declinación magnética: 1º 33' W.
Cambio anual: 7,2' E.
Administración AD: Real Aeroclub de Málaga.
Dirección: Aeródromo de la Axarquía – Leoni Benabu.
Bda. El Trapiche. Buzón Nº 20. CP 29719. Vélez Málaga – Málaga.
TEL: 952 507 377 **FAX:** 952 507 234
E-mail:admon@aeroclubmalaga.com/
E-mail:escuela@aeroclubmalaga.com
Tránsito autorizado: VFR, no autorizadas operaciones de Carga Aérea ni Aerotaxi.
Oficina de notificación de los servicios de tránsito aéreo (ARO) asignada: Málaga LEMG
Observaciones: Ninguna.

AERODROME GEOGRAPHICAL DATA AND ADMINISTRATION

ARP: : 36485,56N 0040809,53W. See LEAX ADC
Distance and direction to the city: 4,5 km SE.
Elevation: 37 m / 121 ft.
Reference temperature: 31º C (Málaga).
Magnetic variation: 1º 33' W.
Annual Change: 7,2' E.
AD administration: Real Aeroclub de Málaga.
Address: Aeródromo de la Axarquía – Leoni Benabu.
Bda. El Trapiche. Buzón Nº 20. CP 29719. Vélez Málaga – Málaga.
TEL: 952 507 377 **FAX:** 952 507 234
E-mail:admon@aeroclubmalaga.com
E-mail:escuela@aeroclubmalaga.com
Approved traffic: VFR, unauthorized Cargo or Airtaxi operations.
Assigned air traffic services reporting office (ARO): Málaga LEMG
Remarks: Ninguna.

3. HORARIO DE OPERACIÓN

Aeródromo: V:0700-SS I:0800-SS. 1 Enero y 25 Diciembre cerrado.
Aduanas e Inmigración: No disponibles servicios de Aduanas. No permitidos vuelos a área no Schengen.
Servicios médicos y de sanidad: No.
AIS/ARO: Málaga H24.
Información MET: Málaga H24.
ATS: No.
Abastecimiento de combustible: HR AD. No disponible de lunes a jueves de 1200 a 1400.
Asistencia en tierra: No.
Seguridad: No.
Deshielo: No.
Observaciones: Aeródromo de uso restringido. Todas las aeronaves no basadas en el aeródromo deberán de solicitar autorización de aterrizaje en el aeródromo al propietario, Real Aeroclub de Málaga, a través del teléfono 952507377, Fax 952507234 o por correo electrónico a:
admon@aeroclubmalaga.com
escuela@aeroclubmalaga.com
Una vez en tierra ruede por pista a plataforma norte y preguntar por el encargado del aeródromo para rellenar formulario de entrada quien le facilitará ficha de entrada de aeronaves visitantes.

HOURS OF OPERATION

Arodrome: S:0700-SS W:0800-SS. 1St January and 25Th December closed.
Customs and Inmigrations: Customs services not available. Not allowed flights to non-Schengen area.
Health and Sanitation: No.
AIS/ARO: Málaga H24.
MET briefing: Málaga H24.
ATS: No.
Fuelling: HR AD. Not available Monday to Thursday from 1200 to 1400
Handling: No.
Security: No.
De-icing: No.
Remarks: Remarks: restricted use aerodrome. All aircraft not based at the aerodrome must request authorization landing at the aerodrome owner, Real Aeroclub de Malaga, via phone 952507377, fax 952507234 or email to:
admon@aeroclubmalaga.com
escuela@aeroclubmalaga.com
Once on the ground taxi to north platform and ask for the manager of the aerodrome to fill entry form who provide input tab you visiting aircraft.

4. SERVICIOS E INSTALACIONES DE ASISTENCIA EN TIERRA

Instalaciones para el manejo de carga: No.
Tipos de combustible: 100LL y JET A-1
Tipos de lubricante: Aeroshell W100 Plus.
Capacidad de reabastecimiento: 100LL: 30000L Jet A-1: 15000L
Instalaciones para el deshielo: No.
Espacio disponible en hangar: Llamar para disponibilidad.
Instalaciones para reparaciones: Taller JAR 145 M.A.N.S.L.
Observaciones: Ninguna.

HANDLING SERVICES AND FACILITIES

Cargo facilities: No.
Fuel types: 100LL and JET A-1
Oil types: Aeroshell W100 Plus.
Refuelling capacity: 100LL: 30000L JET A-1: 15000L
De-icing facilities: No.
Hangar space: Call for availability.
Repair facilities: Workshop JAR 145 M.A.N.S.L.
Remarks: None.

5. INSTALACIONES PARA LOS PASAJEROS

Hoteles: No.
Restaurantes: Sí.
Transporte: Taxi bajo previa petición de llamada.
Instalaciones médicas: Primeros auxilios.
Banco / Oficina Postal: No.
Información turística: No.
Observaciones: Ninguna.

PASSENGER FACILITIES

Hotels: No.
Restaurant: Yes.
Transportation: Request taxi previously by call.
Medical facilities: First aid.
Bank / Post Office: No.
Tourist information: No.
Remarks: None.

6. SERVICIO DE SALVAMENTO Y EXTINCIÓN DE INCENDIOS

Categoría de incendios: No disponible.
Equipo de salvamento: No.
Retirada de aeronaves inutilizadas: No.
Observaciones: Ninguna.

RESCUE AND FIRE FIGHTING SERVICE

Fire category: Not available.
Rescue equipment: No.
Removal of disable aircraft: No.
Remarks: None.

7. DISPONIBILIDAD ESTACIONAL/REMOCIÓN DE OBSTÁCULOS

Equipo: No.
Prioridad: No.
Observaciones: Ninguna.

SEASONAL AVAILABILITY/OBSTACLE CLEARING

Equipment: No.
Priority: No.
Remarks: None.

8. DETALLE DEL ÁREA DE MOVIMIENTO

Plataforma: **Superficie:** Asfalto.
Resistencia: No disponible.
Calles de rodadura: **Anchura:** 5 m.
Superficie: Asfalto.
Resistencia: No disponible.

Posiciones de comprobación: No.
Observaciones: Ninguna.

MOVEMENT AREA DETAILS

Apron: **Surface:** Asphalt.
Strenght: Not available.
Taxiways: **Width:** 5 m.
Surface: Asphalt.
Strenght: Not available.

Check location: No.
Remarks: None.

9. SISTEMAS Y SEÑALES DE GUÍA DE RODAJE

Sistema de guía de rodaje: No.
Señalización de RWY: Designadores, umbral, eje, faja lateral y zona de contacto.
Señalización de TWY: Borde y eje.
Observaciones: Ninguna.

TAXIING GUIDANCE SYSTEM AND MARKINGS

Taxiing guidance system: No.
RWY marking: Designators, threshold, centre line, side stripe and touch-down zone.
TWY marking: Edge and centre line.
Remarks: None.

10. OBSTÁCULOS DE AERÓDROMO

En áreas de aproximación y despegue

In approach and take-off areas

En el área de circuito y en el AD

In circling area and at AD

RWY Área	Obstáculo Obstacle	Coordenadas Coordinates	Obstáculo Obstacle	Coordenadas Coordinates
12 APCH	Torre eléctrica / Electric Tower	364813N 0040833W		
12 APCH	Torre eléctrica / Electric Tower	364815N 0040842W		

Observaciones: Ninguna.

Remarks: None.

11. SERVICIO METEOROLÓGICO PRESTADO

Ver AIP-España AD-2 LEMG. “11 SERVICIOS METEOROLOGICOS PRESTADOS”
Observaciones: Ningunas.

METEOROLOGICAL SERVICE PROVIDED

See Ver AIP-España AD-2 LEMG. “11 METEOROLOGICAL SERVICE PROVIDED”
Remarks: None.

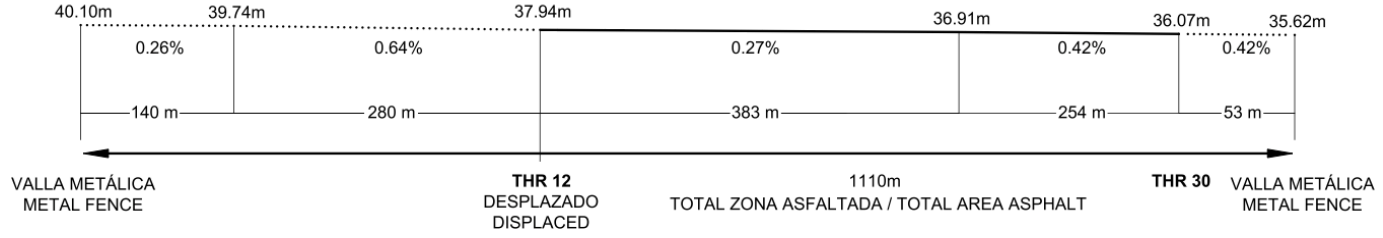
12. CARACTERÍSTICAS FÍSICAS DE LA PISTA

RUNWAY PHISICAL CHARACTERISTICS

RWY	Orientación Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Franja (m) Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
12	122.18º GEO 123º MAG	959 x 20	364816N 0040824W	THR: 35m / 115 ft TDZ : No	No	No	-	No	No	ASFALTO ASPHALT
30	302.18º GEO 303º MAG	959 x 20	364795N 0040787W	THR: 40m / 131 ft TDZ : No	No	No	-	No	No	ASFALTO ASPHALT

Observaciones: Ninguna.
Perfil:

Remarks: None.
Profile:



13. DISTANCIAS DECLARADAS

DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA(m)
12	959	959	959	637
30	637	637	959	959

14. ILUMINACIÓN DE APROXIMACIÓN Y DE PISTA / APPROACH AND RUNWAY LIGHTING

No. / No.

15. OTRA ILUMINACIÓN, FUENTE SECUNDARIA DE ENERGÍA / OTHER LIGHTING, SECUNDARY POWER SUPPLY

No. / No.

16. ZONA DE ATERRIZAJE PARA HELICÓPTEROS / HELICOPTER LANDING AREA

Sí. No señalizado, Solicitar estacionamiento. / Yes. Nonsignaled, Request parking.

17. ESPACIO AÉREO ATS / ATS AIRSPACE

Denominación y límites laterales Designation and lateral limits	Límites verticales Vertical limits	Clase de espacio aéreo Airspace Class	Unidad responsable Idioma Unit Language	Altitud de transición Transition altitude
SEVILLA TMA AREA 3C				
370056N 0040349W, 364546N 0035723W 364348N 0041109W, 365504N 0041626W 370056N 0040349W	3500 ft SFC	G	Axarquia AD Español / Spanish	1850m / 6000 ft

Observaciones: Ninguna / **Remarks:** None

18. INSTALACIONES DE COMUNICACIÓN ATS / ATS COMMUNICATION FACILITIES

Servicio Service	Distintivo de llamada Call sign	FREQ (MHz)	HR	Observaciones Remarks
No	Aeródromo Axarquía	123.500	HR AD	Solo comunicaciones aire / aire. Only air / air comunications.

19. RADIOAYUDAS PARA LA NAVEGACIÓN Y EL ATERRIZAJE / RADIO NAVIGATION & LANDING FACILITIES

Ver AIP-España AD-2 LEMG. "19 RADIOAYUDAS PARA NAVEGACION Y ATERRIZAJE"
Para navegación DVOR MGA 112,00 Mhz.
Para aterrizaje no disponible.
Observaciones: Ninguna.

See AIP-España AD-2 LEMG. "19 RADIO NAVIGATION & LANDING FACILITIES."
For navigation DVOR MGA 112,00 Mhz.
For landing no available.
Remarks: None.

20. REGLAMENTACIÓN LOCAL / LOCAL REGULATIONS

AD cerrado para aeronaves sin radiocomunicaciones en ambos sentidos. Las aeronaves que utilicen este AD están obligadas a disponer y mantener escucha de la frecuencia 123.500 MHz A/A.
Dentro de SEVILLA TMA AREA 3A, 3B y 3C es obligado el uso de transponder en clave A7000 o C7000.

AD closed to aircraft without two-ways radio communications. Availability and monitoring of 123.500 MHz A/A frequency is mandatory to aircraft using this AD.
Into SEVILLA TMA AREA 3A. 3B and 3C it´s mandatory use of transponder code A7000 or C7000.

21. PROCEDIMIENTOS DE ATENUACIÓN DE RUIDOS / NOISE ABATEMENT PROCEDURES

No. / No.

22. PROCEDIMIENTOS DE APROXIMACION Y SALIDA / ATS COMMUNICATION FACILITIES

1. PROCEDIMIENTOS.
Ver ficha AD 2-LEAX publicada en www.aeroclubmalaga.com

1.1 PROCEDIMIENTO DE SALIDA Y APROXIMACION DE LEAX

Cuando una aeronave salga de la Axarquia, se tenga previsto entrar en espacio aéreo clase D y requiera plan de vuelo lo enviará a la ARO del Aeropuerto de Málaga a través del ordenador del club vía fax al número:

Fax. 952 048 971.

Para cerrar plan de vuelo llamar a la ARO de Málaga al número

Telf. 952 08 88 86.

Desde la oficina de ARO de Málaga, se suministran servicios de información de vuelo y alerta al activar el plan de vuelo.
Planes de vuelo de llegada desde aeródromo origen.

Al despegar , las aeronaves procedentes de la LEAX contactarán sobre los puntos locales PV o PTM antes de entrar en el espacio aereo clase D con Málaga APP en 118,450 Mhz. (LEMG DEP) Inicialmente responderán A7000 o modo C si dispone de el.

1. CONTROL PROCEDURES
See AD 2-LEAX published in www.aeroclubmalaga.com

1.1 DEPARTURE PROCEDURE FROM LEAX

When an aircraft leaves the Axarquia, which are not intended to enter Class D airspace and flight plan required send it to the ARO Malaga Airport via computer club via fax to:

Fax. 952,048,971.

To close the flight plan to call the number ARO Malaga:

Tel. 952 86 Aug. 88.

From the office of Málaga ARO, flight information services and alert to activate the flight plan is provided.
Arrival flight plans from airfield origin.

At takeoff, the aircraft from LEAX, will contact on local points PV or PTM before entering is airspace class D with Malaga Approach frequency 118,450 MHz (LEMG DEP) and initially respond A7000, and C mode if they had it.

1.2 TRAFICO LOCAL EN LA AXARQUÍA

Cuando el tráfico se vaya a mantener en circuito sobre La Axarquía o dentro de SEVILLA TMA AREA 3C, es decir, a altitudes inferiores a 3500 ft será responsabilidad de los propios pilotos proveer su propia separación respecto de otras aeronaves operando en dicho circuito.

1.3 OPERACIONES DENTRO DEL CTR DE MÁLAGA (LEMG)

En caso de solicitud de maniobras de prácticas entre los puntos visuales PW-y PE, éstas estarán sujetas a autorización de control por Málaga Aproximación.

Ver. AD 2-LEMG VAC del AIP España.

1.4 ENTRADAS Y SALIDAS A o DESDE SEVILLA TMA AREA 6 de Granada.

Vuelos de Axarquia a SEVILLA TMA AREA 6 de Granada

El tráfico saliendo de La Axarquía con destino a Granada, procederá después del despegue al punto local PV y desde allí procederá al punto S de Granada, contactar con Granada APP en frecuencia 118,850 MHz. (Ver AD-2 LEGR VAC).

Vuelos de SEVILLA TMA AREA 6 de Granada a la Axarquia

Desde el punto S de Granada CTR – procederán al punto local de la Axarquia PV y esperarán información por parte de otros tráficos para arribada a La Axarquía. (Ver AD 2-LEAX publicada en www.aeroclubmalaga.com)

2. SEPARACIÓN

2.1 VERTICAL

No se aplica.

2.2 LONGITUDINAL

No se aplica.

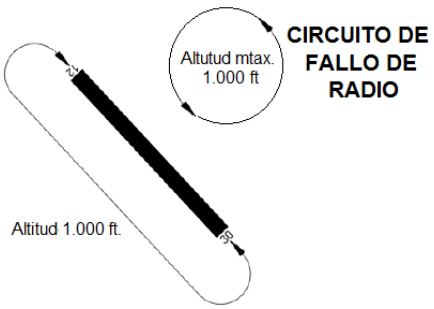
2.3 PUNTOS DE TRANSFERENCIA DE CONTRO

No se aplica.

3. FALLO DE COMUNICACIONES

Si una aeronave se encuentra con fallo de comunicaciones, esta extremará las precauciones de separación de tráficos, situándose al norte del aeródromo sin cruzar la pista ni sus prolongaciones a menos de 4 NM y una vez determinada la pista en uso procederá a integrarse en circuito para aterrizar. Altitud máxima 1.000 ft. Podría intentar comunicar por teléfono en el Nº 952507377.

CIRCUITO DE TRANSITO DE AD.



1.2 LOCAL TRAFFIC AT LA AXARQUÍA

When traffic is to keep in Axarquía circuit trafic Pattern o into the TMA SEVILLA AREA 3C, at altitudes below 3500 ft will be the responsibility of the pilots provide their own separation from other aircraft operating in the circuit.

1.3 OPERATION WITHIN MÁLAGA CTR (LEMG)

Should training maneuvers be requested between PW and P-E visual reporting points, they will subjected to Malaga Approach clearance.

See AD 2-LEMG VAC on AIP Spain.

1.4 ARRIVAL and DEPARTING to or from SEVILLA TMA AREA 6 of Granada.

Flight from Axarquía to SEVILLA TMA AREA 6 Granada.

The trafic departuring from La Axarquía destination to Granada, will be proceed to PV and then to proceed to point S of Granada, Will be contact with Granada APP on frequency 118,850 Mhz. (See AD-2 LEGR VAC).

Flights from SEVILLA TMA AREA 6 of Granada to Axarquia

From the point S of Granada CTR - proceed to the local point of the Axarquia PV and await information from other traffic to arribada La Axarquía. (See AD 2-LEAX published in www.aeroclubmalaga.com)

2. SEPARATION

2.1 VERTICAL

Not applicable.

2.2 LONGITUDINAL

Not applicable.

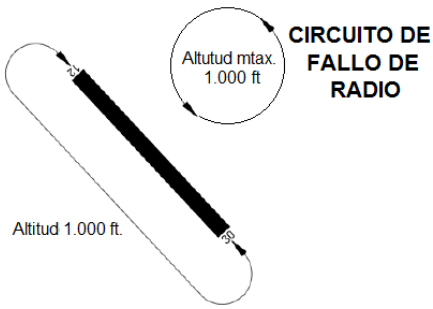
2.3 TRANSFER OF CONTROL POINTS

Not applicable

.3. COMMUNICATION FAILURES

If an aircraft encounters communications failure, this take extreme cautions separation of traffic, being located north of the airfield without crossing centre line runway and QMS´s its extensions within 4 NM out and once determined the runway in use shall be integrated into the circuit pattern to land . Maximun altitude 1.000 ft.You could try to communicate by phone at number 952507377

AD TRAFFIC PATTERN.



INFORMACIÓN SUPLEMENTARIA	**ADITIONAL INFORMATION**
Toda aeronave visitante Una vez en tierra ruede por pista a plataforma norte y preguntar por el encargado del aeródromo para rellenar el formulario de entrada quien le facilitará la ficha de entrada de aeronaves visitantes.	Once on the ground taxi on runway to the north aprom and ask for the manager of the aerodrome to fill entry form who provide input tab you visiting aircraft.
Está prohibido sobrevolar la plataforma y zona de hangares.	It's forbidden overfly the apron and hangars area.
Esta prohibido el vuelo acrobático por debajo de 2000 ft AGL	Aerobatic flights are prohibited below 2000 ft AGL
Consultar NOTAM en Información Previa al Vuelo de zona restringida temporal activada para ejercicios de paracaidismo y vuelo acrobático.	Check NOTAM in pre-flight information temporary restricted area activated for parachute jumping exercises and aerobatic flying.

PLANO DE AERÓDROMO

36º 48´5,56" N
004º 08´9,53" W

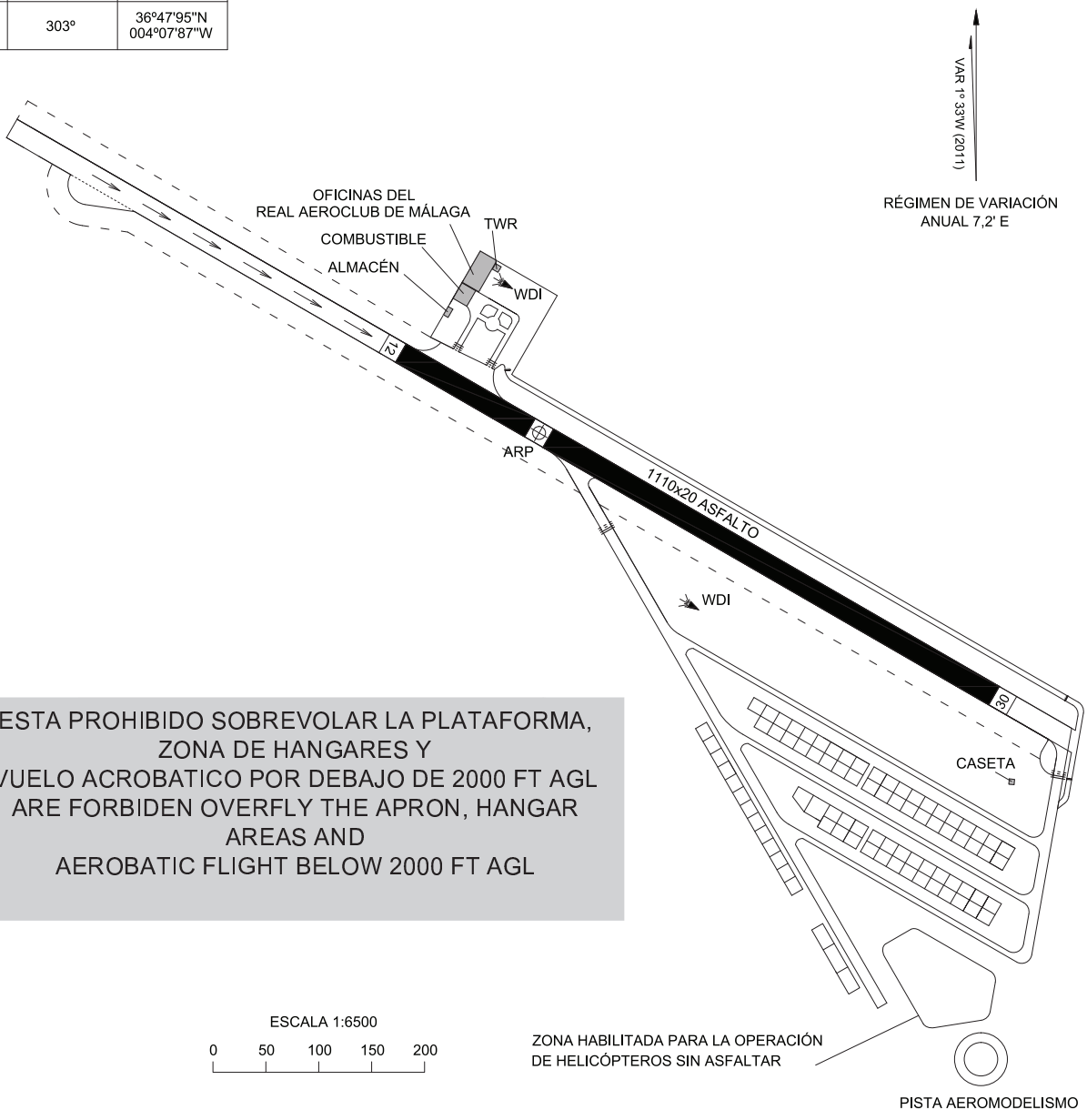
ELEV 37 m

FREQ A/A 123.500

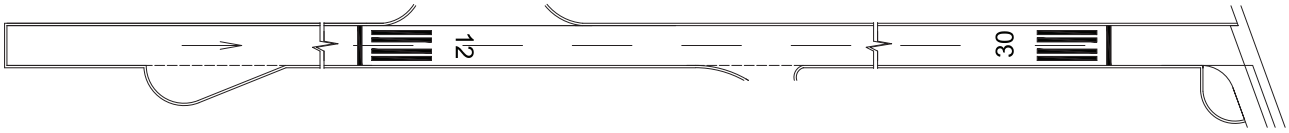
LA AXARQUÍA
LEAX

RWY	DIRECCIÓN	THR
12	123º	36º48'16"N 004º08'24"W
30	303º	36º47'95"N 004º07'87"W

ELEVACIONES Y DIMENSIONES EN METROS
LAS MARCACIONES SON MAGNÉTICAS



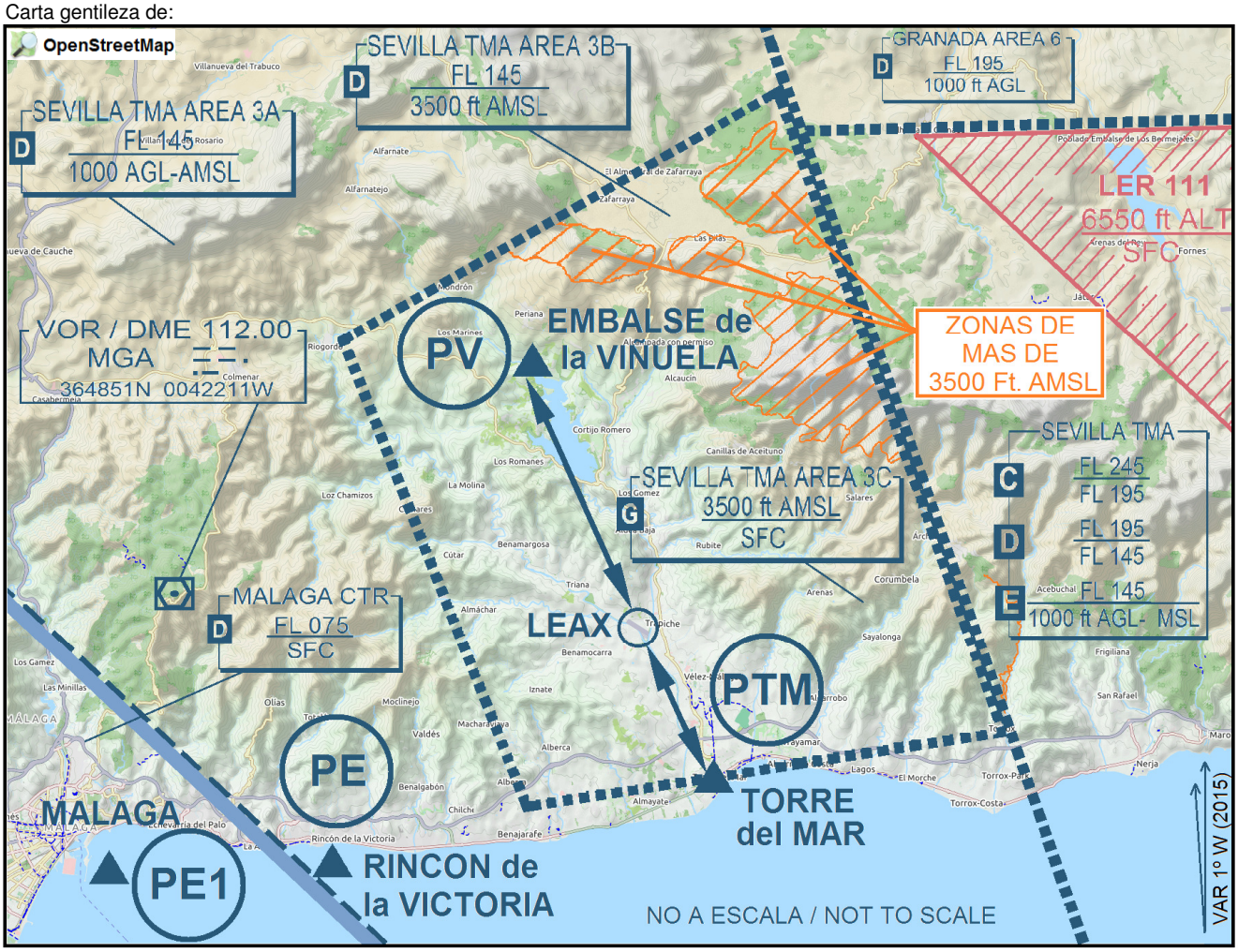
SEÑALES RWY & TWY



CAMBIOS: Coordenadas ARP y cuadro de comentarios

CARTA DE APROXIMACION VISUAL/VAC | ELEV 120 | AD SIN ATS FREQ A/A 123,500 | AXARQUIA / Leoni Benabú **LEAX**

Carta gentileza de:



AERODROMO DE USO RESTRINGIDO SIN SERVICIO DE CONTROL. SOLO VFR.

Prohibido volar sin radio. La frecuencia solo está disponible para comunicaciones aire-aire en idioma castellano.
Mientras se encuentre en el SEVILLA TMA AREA 3A, 3B o en la 3C deberá activar el Transponder en clave A7000 o C7000.
La manga de viento indicará pista en servio.
Las aeronaves en circuito de tráfico tendrán prioridad.
Se deberá de notificar la entrada en el circuito de tránsito de aeródromo, viento en cola, base y final.
Para salidas se deberá de notificar punto de salida requerido.
Esta prohibido el vuelo acrobático por debajo de 2000 ft AGL

LLEGADAS:
Las aeronaves con destino al aeródromo de la Axarquía comunicaran su posición en los puntos PTM (Torre del Mar, elevación nivel del mar), PV (Embalse de la Viñuela, elevación 1000 Ft) manteniendo máximo 3000 ft AMSL mientras en zona SEVILLA TMA ÁREA 3C para integrarse en circuito.

Pista en servicio 12:
Desde PV notificar posición, las aeronaves procederán siguiendo un rumbo magnético 160º sobrevolando el campo a 1500 FT AMSL para ver la manga e integrarse en circuito viento en cola derecha pista 12 descendiendo a 1000 AMSL.

Desde PTM notificar posición, las aeronaves procederán siguiendo un rumbo magnético 340º para integrarse en circuito en tramo de viento en cola derecha pista 12 a 1000 Ft AMSL (Dejando el río Vélez a la derecha)

AERODROME RESTRICTED USE WITHOUT CONTROL SERVICE. ONLY VFR.

Forbidden to fly without radius. The frequency is only available for air-air communications in Spanish language.
While in the TMA SEVILLA AREA 3A, 3B or into 3C must activate the transponder code A7000 and C7000.
Windsock indicate active runway.
The aircraft on circuit pattern have priority.
He must report the entry into the aerodrome circuit pattern, downwind, base and final.
For departure must report the reporting point to be use.
Aerobatic flights are prohibited below 2000 ft AGL

ARRIVALS:
Aircraft in bound to Axarquia airfield shall report in reporting points PTM (Torre del Mar, elevation at sea level), PV (Embalse de de la Viñuela, elevation 1000 ft), maintaining maximun 3000 Ft AMSL while on SEVILLA TMA AREA 3C to joining circuit pattern.

Runway 12 on service:
From PV report position, the aircraft shal proceed following a magnetic heading 160º flying over the field at 1500 FT AMSL for see the windsock and joining on circuit pattern right downwind 12 descending at 1000 AMSL.

From PTM report position, the aircraft shall proceed following a magnetic heading 340º to joining on circuit pattern right downwind 12 at 1000 Ft AMSL (Leaving the river Vélez on right side)

Pista en servicio 30:
Desde PV notificar posición, las aeronaves procederán siguiendo un rumbo magnético 160º sobrevolando el campo a 1500 FT AMSL para ver la manga e integrarse en circuito viento en cola izquierda pista 30 descendiendo a 1000 AMSL.

Desde PTM notificar posición, las aeronaves procederán siguiendo un rumbo magnético 340º para integrarse en circuito en tramo de base izquierda pista 30 a 1000 Ft AMSL (Dejando el río Vélez a la izquierda)

SALIDAS:
Las aeronaves que procedan a abandonar el aeródromo de la Axarquía, comunicarán su posición en plataforma o zona de hangares de aeródromo, notificando intenciones de rodaje y salida.

Pista en servicio 12:
Hacia PV, las aeronaves harán viraje derecha incorporándose al circuito derecha 12 ascendiendo a 1500 ft para cruzar la pista en ascenso con rumbo magnético 340º en curso a PV. Mientras en la zona SEVILLA TMA ÁREA 3C se podrá ascender máximo recomendado 3000 Ft altitud. Antes de entrar en SEVILLA TMA ÁREA 3A o SEVILLA TMA ÁREA 3B contactará con Málaga APP 118,450 Mhz.

Hacia PTM las aeronaves procederán con un rumbo magnético 160º (Dejando el río Vélez a la derecha) hasta alcanzar 1000 AMSL. Mientras en la zona SEVILLA TMA ÁREA 3C se podrá ascender máximo 1000 Ft altitud. Antes de entrar en SEVILLA TMA ÁREA 3A o SEVILLA TMA ÁREA 3B contactará con Málaga APP 118,45 Mhz.

Pista en servicio 30:
Hacia PV las aeronaves harán viraje izquierda incorporándose al circuito izquierda pista 30 en ascenso a 1500 ft para cruzar la pista en ascenso con rumbo magnético 340º en curso a PV. Mientras en la zona SEVILLA TMA ÁREA 3C se podrá ascender máximo recomendado 3000 Ft altitud. Antes de entrar en SEVILLA TMA ÁREA 3A o SEVILLA TMA ÁREA 3B contactará con Málaga APP 118,450 Mhz.

Hacia PTM las aeronaves se incorporaran a viento en cola izquierda pista 30 procediendo después con rumbo magnético 160º (dejando el río Vélez a la izquierda) hasta alcanzar 1000 AGL. Mientras en la zona SEVILLA TMA ÁREA 3C se podrá ascender máximo 1000 Ft altitud. Antes de entrar en SEVILLA TMA ÁREA 3A o SEVILLA TMA ÁREA 3B contactará con Málaga APP 118,45 Mhz.

SOBREVUELOS:
Las aeronaves en sobrevuelo del aeródromo de la Axarquía comunicarán en la frecuencia A/A 123,500 Mhz. sus intenciones de sobrevuelo y altitudes que será utilizada.

FALLO DE COMUNICACIONES:
Si una aeronave se encuentra con fallo de comunicaciones, esta extremará las precauciones de separación de tráficos, situándose al norte del aeródromo sin cruzar la pista ni sus prolongaciones a menos de 4 NM y una vez determinada la pista en uso procederá a integrarse en circuito para aterrizar. Altitud máxima 1.000 ft.

Podría intentar comunicar por teléfono en el Nº 952507377.

Runway 30 on service:
From PV report position, the aircraft shall proceed following a magnetic heading 160º flying over the field at 1500 FT AMSL for see the windsock and joining on circuit pattern left downwind 30 descending at 1000 AMSL.

From PTM report position, the aircraft shall proceed following a magnetic heading 340º to joining into circuit pattern left base 30 at 1000 Ft AMSL (Leaving the river Vélez on left side)

DEPARTURES:
Aircraft proceeding to leave the Axarquía airfield, shall report its position in platform or airfield hangars area, reporting taxi intentions and reporting piont to be use.

Runway 12 on service:
To PV, the aircraft shall turn right joining the right circuit 12 climbing to 1500 ft to cross the runway whit magnetic heaging 340º on course to PV. While in the area AREA SEVILLA TMA 3C may amount recommended maximum altitude 3,000 Ft. Before entering in SEVILLA SEVILLA TMA 3A o TMA AREA AREA 3B contacted Málaga APP 118.450 Mhz.

To PTM aircraft shall proceed with a magnetic heading 160 º(Leaving the Vélez river on right side) climbing to 1000 AMSL. While in the SEVILLA TMA AREA 3C may be climbing to 1000 ft altitude. Before entering SEVILLA SEVILLA TMA AREA 3A or TMA AREA AREA 3B shall contact Málaga APP 118.45 Mhz.

Runway in 30:
To PV, the aircraft shall turn left joining the left circuit 30 climbing to 1500 ft to cross the runway whit magnetic heaging 340º on course to PV. While in the area AREA SEVILLA TMA 3C may amount recommended maximum altitude 3000 Ft. Before entering in SEVILLA TMA 3A o TMA AREA AREA 3B contacted Málaga APP 118.450 Mhz.

To PTM, the aircraft shall turn left joining the left downwin 12 aircraft shall proceed with a magnetic heading 160 º(Leaving the Vélez river on left side) until 1000 ft. While in the SEVILLA TMA AREA 3C may be climbing to 1000 ft altitude. Before entering SEVILLA SEVILLA TMA AREA 3A or TMA AREA AREA 3B shall contact Málaga APP 118.45 Mhz.

OVERFLIGHT:
Aircraft overflying the Axarquia aerodrom shall communicate in frequency A / A 123,500 Mhz. their intentions and overflight altitudes to be used.

COMMUNICATIONS FAILURE:
If an aircraft encounters communications failure, this take extreme cautions separation of traffic, being located north of the airfield without crossing centre line runway and QMS´s its extensions within 4 NM out and once determined the runway in use shall be integrated into the circuit pattern to land . Maximun altitude 1.000 ft.

You could try to communicate by phone at number 952507377.

OSERVACIONES:
Leer cuidadosamente la carta de aproximación de Málaga AD 2-LEMG VAC 1.1 y ENR 6.12 TMA Sevilla del España AIP.

Ver fichas AD-LEAX y AD-LEAX ADC publicadas en www.aeroclubmalaga.com

No se cruzará el eje de pista ni sus prolongaciones sin previa comunicación en frecuencia A/A 123,500 Mhz.

A título informativo:
Elevaciones:
PV (Embalse de la Viñuela) 787 Ft.
PTM (Torre del Mar) Nivel del mar.

Coordenadas:
PV 365405N 0041050W
PTM 364408,59N 0040623,80W

REMARCKS:
Carefully read the approach chart Malaga AD 2- LEMG VAC 1.1 and ENR 6.12 TMA Sevilla of AIP Spain.

See file AD-LEAX y AD-LEAX ADC published in www.aeroclubmalaga.com

Will not cross the runway center line or its QMS´s without prior report on frequency A / A 123,500 Mhz.

For information:
Elevations:
PV (Viñuela Reservoir) 787 Ft.
PTM (Torre del Mar) sea level.

coordinates:
PN1 365405N 0041050W
PTM 364408,59N 0040623,80W

NOTA: Estos puntos no están publicados en el España AIP.

NOTE: These points are not published in the AIP Spain.

NOTA INFORMATIVA:
Todas las aeronaves no basadas en el aeródromo deberán de solicitar autorización de aterrizaje en el aeródromo al propietario, Real Aeroclub de Málaga, a través del teléfono 952507377, Fax 952507234 o por correo electrónico a:
admon@aeroclubmalaga.com
escuela@aeroclubmalaga.com

Una vez en tierra ruede por pista a plataforma norte y preguntar por el encargado del aeródromo para rellenar formulario de entrada quien le facilitará ficha de entrada de aeronaves visitantes.

No autorizados vuelos de Aerotaxi ni Carga Aérea.

No disponibles servicios de Aduanas. No permitidos vuelos a área no Schengen.

Se dispone de combustible AvGAs 100LL, JET A-1 y Aceite Aero Shell W100 plus.

INFORMATIVE NOTE:
All aircraft not based at the aerodrome must request landing authorization at the aerodrome owner, Real Aeroclub de Malaga, via phone 952507377, fax 952507234 or email to:
admon@aeroclubmalaga.com
escuela@aeroclubmalaga.com

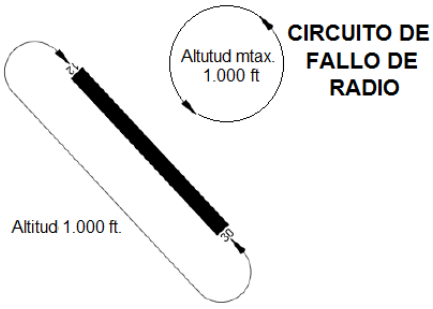
Once on the ground taxi on runway to the north aprom and ask for the manager of the aerodrome to fill entry form who provide input tab you visiting aircraft.

Unauthorized flights of Air Taxi or Air Cargo.

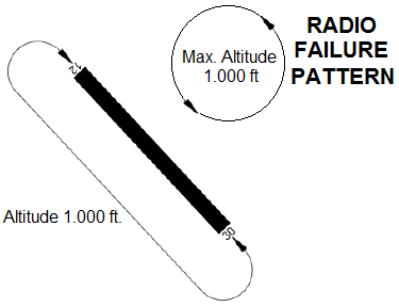
Customs services not available. Not allowed flights to not Schengen area.

It´s available fuel Avgas 100LL, JET A-1 and Aero Shell Oil W100 plus.

Circuito de tráfico:



Circuit pattern:



Espacio aéreo:
El aeródromo se encuentra en espacio aéreo SEVILLA TMA ÁREA 3C. Clase G desde la superficie hasta 3.500 ft AMSL.

Air space:
Aerodrome is in SEVILLA TMA airspace AREA 3C. Class G from the surface to 3,500 ft AMSL.

PRECAUCIÓN:
Consultar posible NOTAM activado por vuelo acrobático y lanzamiento de paracaidistas.

CAUTION:
Consult activated NOTAM for possible aerobatics and parachuting jumping.