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Airport Information For LMML

Terminal Charts For LMML

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Malta Mlt
IATA Code: MLA
Lat/Long: N35° 51.5' E014° 28.6'
Elevation: 300 ft

Airport Use: Public
Magnetic Variation: 2.5°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0430 Z
Sunset: 1735 Z,

Runway Information

Runway: 05
Length x Width: 7799 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 297 ft
Lighting: Edge, ALS

Runway: 13
Length x Width: 11627 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 256 ft
Lighting: Edge, ALS, Centerline

Runway: 23
Length x Width: 7799 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 247 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 11627 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 230 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 620 ft
Stopway: 656 ft

Communication Information

- ATIS 127.4
- Luqa Ground Tower 121.825 Secondary
- Luqa Ground Tower 121.6
- Luqa Tower 135.1
- Luqa Tower 133.9 Secondary
- Luqa Tower 28.45
- Luqa Radar Approach Control 128.15
- Luqa Radar Approach Control 118.35 Secondary
- Luqa Radar Approach Control 28.45 Military

1. GENERAL

1.1. ATIS

ATIS 127.4

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

The following procedures are applicable to all ACFT with a MTOW of more than 5700 KGS and may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.

1.2.2. RUNWAY USAGE

Due to noise abatement and noise distribution, ATC will select RWY 13 as the main RWY for landings and take-offs between 1800-0600LT and RWY 31 between 0600-1800LT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP will come into effect when RVR is observed to be less than 1500m.

Procedures to be followed when the RVR is less than 1500m:

- RWY 13/31 will be the preferential RWY,
- only one ACFT will be given taxi instructions at any one time and no taxi instructions will be issued if another ACFT is shortly expected on the RWY,
- vehicular traffic will be restricted to a minimum and will be required to have the beacon switched on.

Additional procedures to be followed when the RVR is less than 800m:

- all RWY lights will be on maximum power setting and no adjustments to the lighting controls will be made unless requested by the ACFT commander,
- failure of any visual aids will be immediately reported to the pilot,
- maintenance and works personnel will be removed from the RWYs and TWYs,
- a follow-me vehicle will be provided to taxiing ACFT in order to provide guidance in/out of their allocated stand.

1.4. TAXI PROCEDURES

TWY A loop is intended for clockwise access only. Stop bar A1 is intended to provide a RWY holding point in the event of exceptional use of TWY A in the reverse direction.

Taxilane M MAX wingspan 171'/52m.

TWY B and Taxilane I from stand 1 thru 5, K and TWY P MAX wingspan 118'/36m.

TWY K between holding position K and THR 23 MAX wingspan 95'/29m and may be used with CAUTION by ACFT with wingspan of 79'/24m and above.

TWY Q between holding position Q1 and Apron 7 MAX wingspan 79'/24m.

Taxilane N MAX wingspan 79'/24m (not applicable for ACFT taxiing in/out from stand 1X).

TWY B between holding position B and SAFI Apron towing required.

Follow-me car required at NIGHT in Apron 5 and TWY P.

Follow-me car will be provided to ACFT taxiing to stands 18X and 21X on Apron 9.

Follow-me car will be provided to code D ACFT entering Apron 4.

1. GENERAL

1.5. PARKING INFORMATION

On Apron 2, push-back mandatory. Self-maneuvring allowed when adjacent stands vacant.

On Apron 4, use CAUTION to reduce the effects of jet blast.

On Apron 8, stands to be used with marshaller guidance. Apply MIM 55° nose-gear angle on power turn-out from all stands.

On Apron 3 and 9 all stands and on Apron LTM stand 1, to be used with marshaller guidance.

On Apron 9 stands 1 thru 8, apply MIM 55° nose-gear angle on power turn-out to maintain wingtip clearances.

Access to stands 18X and 21X only via Taxilane X.

Stands 1H and H1 available for helicopters.

1.6. RWY OPERATIONS

1.6.1. PREFERENTIAL RWY SYSTEM (PRS)

RWY in USE (RIU) for IFR is RWY 31 from 0600LT to 1800 LT and RWY 13 from 1800LT to 0600LT.

RWY 05/23 used for VFR flights.

The PRS is not applicable when:

- tailwind component for the selected RIU consistently exceeds 5 KT in dry conditions.
- tailwind component for the selected RIU consistently exceeds 5 KT including gusts in wet conditions.
- ILS and/or DME is not available for the selected RIU, though still available for the reciprocal RWY.
- crosswind component consistently exceeds 25 KT in dry conditions or 15 KT in wet conditions, RWY 05/23 shall be declared as RIU, with RWY 13/31. When ceiling is less than 2000' or visibility is less than 5000m, RWY 13/31 shall be declared as RIU with RWY 05/23 as departure RIU. ACFT unable to use RWY 05/23 due to instrument APCH, RWY or associated TWY limitations, will be vectored by ATC for RWY 13/31.
- wind shear has been reported or forecast or when thunderstorms are expected to affect the APCH.

1.7. OTHER INFORMATION

Birds in vicinity of APT.

First 1969'/600m of RWY 05 not completely visible from Control Tower.

ACFT performing idle runs on LTM Apron shall be aligned along the blue centerline and nose gear markings provided to maintain wingtip clearances.

Engine ground run-ups above idle power are prohibited 2300LT - 0600LT unless exceptional overriding operational requirements exist. At all other times, ground running is to be kept to the minimum consistent with operational needs.

1.7.1. Control of circuit traffic

Standard circuit patterns are:

RWY 05: Right hand circuit.

RWY 13: Right hand circuit.

RWY 23: Left hand circuit.

RWY 31: Left hand circuit.

Variable direction circuit patterns are applicable for LIGHT ACFT as required by ATC.

Visual circuits for LIGHT ACFT shall not be conducted above 1500'.

Due to heavily build-up areas and critical infrastructure to the East of the island non-standard circuit patterns for MEDIUM/HEAVY ACFT are only authorized by ATC when required due to operational reasons. Unless otherwise advised by ATC, all circuits for MEDIUM/HEAVY shall be conducted not above 2000'.

Circuit flights may be transferred to Luqa APCH for vectoring into a sequence of arrivals.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

When vectoring ACFT to the ILS on RWY 13, ATC will normally clear arriving ACFT to intercept GP at 3000'. Pilots should not request to intercept GP at an altitude less than 3000' unless required for operational reasons.

ACFT using the ILS shall, unless otherwise instructed by ATC:

- leave initial approach fix at 210 KT $\pm$ 10 KT, maintain until 9 NM from touchdown (unless higher IAS is required for control purposes);
- reduce to 160 KT $\pm$ 10 KT using an intermediate flap setting with landing gear retracted;
- intercept GP not lower than prescribed GP interception altitude;
- lower landing gear, set flaps for landing and establish final approach speed between 4 NM and 5 NM from touchdown.

ACFT approaching without ILS shall, while maintaining as high an altitude as practicable:

- follow a descent path which will not result in its being, at any time, lower than the approach path which would be followed by an ACFT using the ILS GP;
- fly as much as possible over the sea if executing a visual approach for RWY 31.

2.2. RWY OPERATIONS

2.2.1. RWY VACATION PROCEDURES

Unless otherwise instructed by ATC, pilots should plan to vacate the RWY after landing at the appropriate exit TWYs as follows:

RWY 05: MEDIUM ACFT via TWY J.

RWY 13: MEDIUM ACFT via TWY C or D. HEAVY ACFT via TWY C or D or due to a long landing roll, vacate via TWY A.

RWY 23: MEDIUM ACFT via TWY L.

RWY 31: MEDIUM ACFT via TWY E or F. HEAVY ACFT via TWY E or F due to a long landing roll, vacate via TWY G.

ACFT assigned to Apron 1 or Apron 8 should plan to vacate via TWY G.

ACFT assigned to Apron 2 thru Apron 7 or Apron LTM should plan to vacate via TWY Y.

2.3. OTHER INFORMATION

2.3.1. GENERAL

Colour contrast between the old and newly paved sections of the surface of RWY 13/31 may potentially give a false impression of height during the final stages of apch.

2.3.2. ARRIVAL PROCEDURES

ACFT should expect to be radar vectored to a instrument APCH to the landing RWY in use (RIU) RWY 13/31 or to visual APCH on RWY 05/23.

Requests for a visual APCH on RWY 31 are allowed subject to traffic operation in the circuit and the landing sequence. When a visual APCH is approved by ATC, the pilot should expect a initial clearance to descend not below 3000'. Follow instruction to continue the APCH below 3000' should normally be expected after the ACFT crosses RWY 05/23 axis.

2. ARRIVAL

2.3.3. HOLDING

When Holding is anticipated, ATC will clear IFR arrivals as follows:

RWY	Navaid/Waypoint	Clearance limit
RWY 05	GZO	Clearance limit to expect radar vectors for visual APCH.
RWY 13	GZO	Clearance limit to expect ILS or NDB APCH.
RWY 23	GZO	Clearance limit to expect radar vectors for visual APCH.
RWY 31	OLBIX	Clearance limit to expect ILS APCH.
RWY 31	MLT	Clearance limit to expect NDB APCH.

3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

All flights should request clearance delivery with Ground Movement Control (GMC) prior to requesting start-up clearance.

All ACFT should request start-up clearance from GMC. Requests for start-up clearance shall not be made earlier than 5 minutes before planned start-up. Any delays in start-up should be communicated to ATC as early as possible.

On Apron 8, use CAUTION to reduce effect of jet blast when taxiing out of apron.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

Take-off to 1800'

Take-off power

Take-off flaps

Climb at $V_2 + 10$ KT to 20 KT (or as limited by body angle).

At 1800'

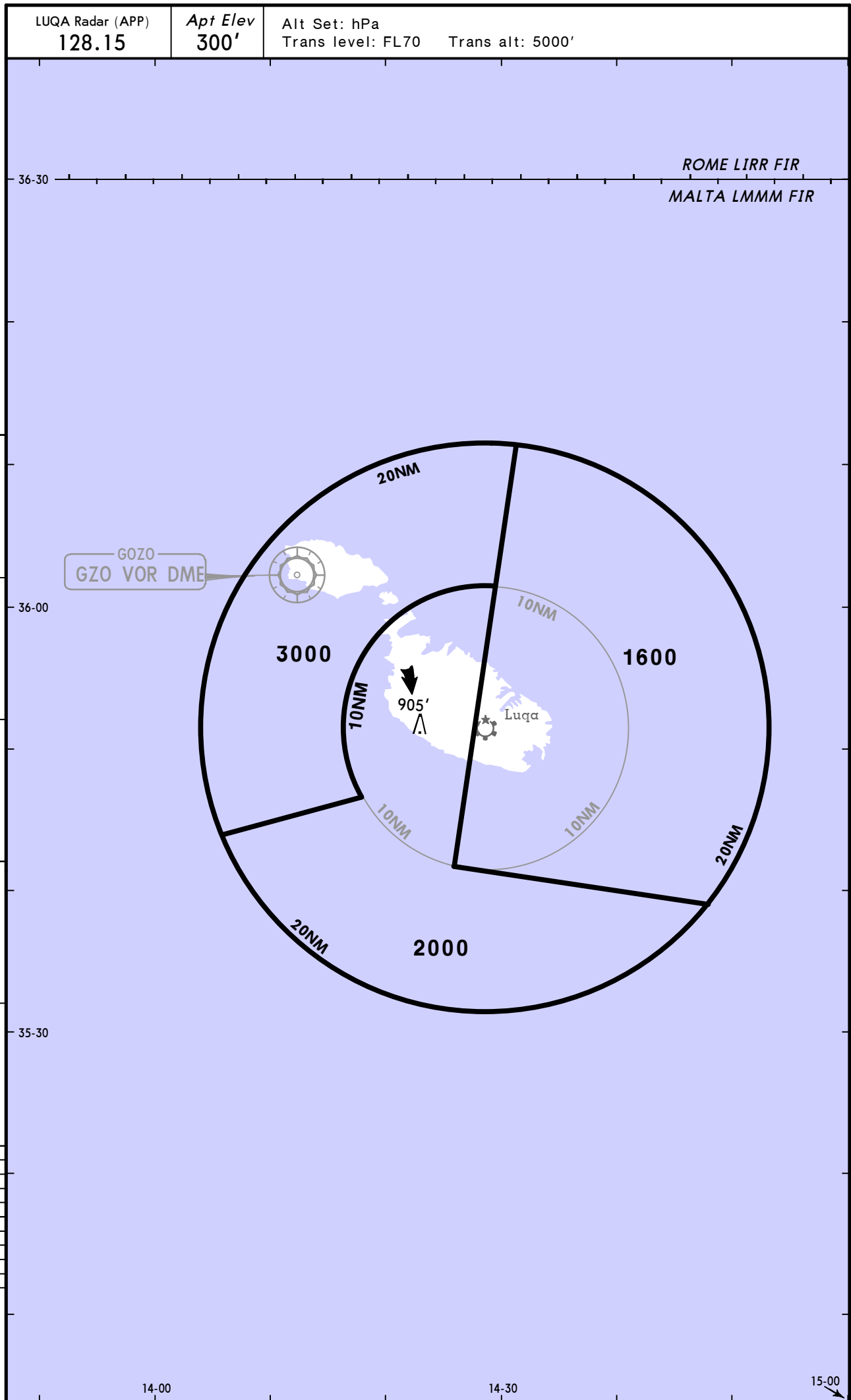
Reduce thrust to not less than climb power/thrust.

1800' - 3300'

Climb at $V_2 + 10$ KT to 20 KT.

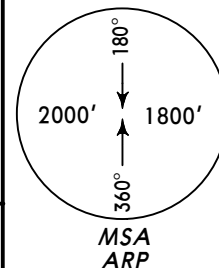
At 3300'

Accelerate smoothly to en-route climb speed with flap retraction on schedule.

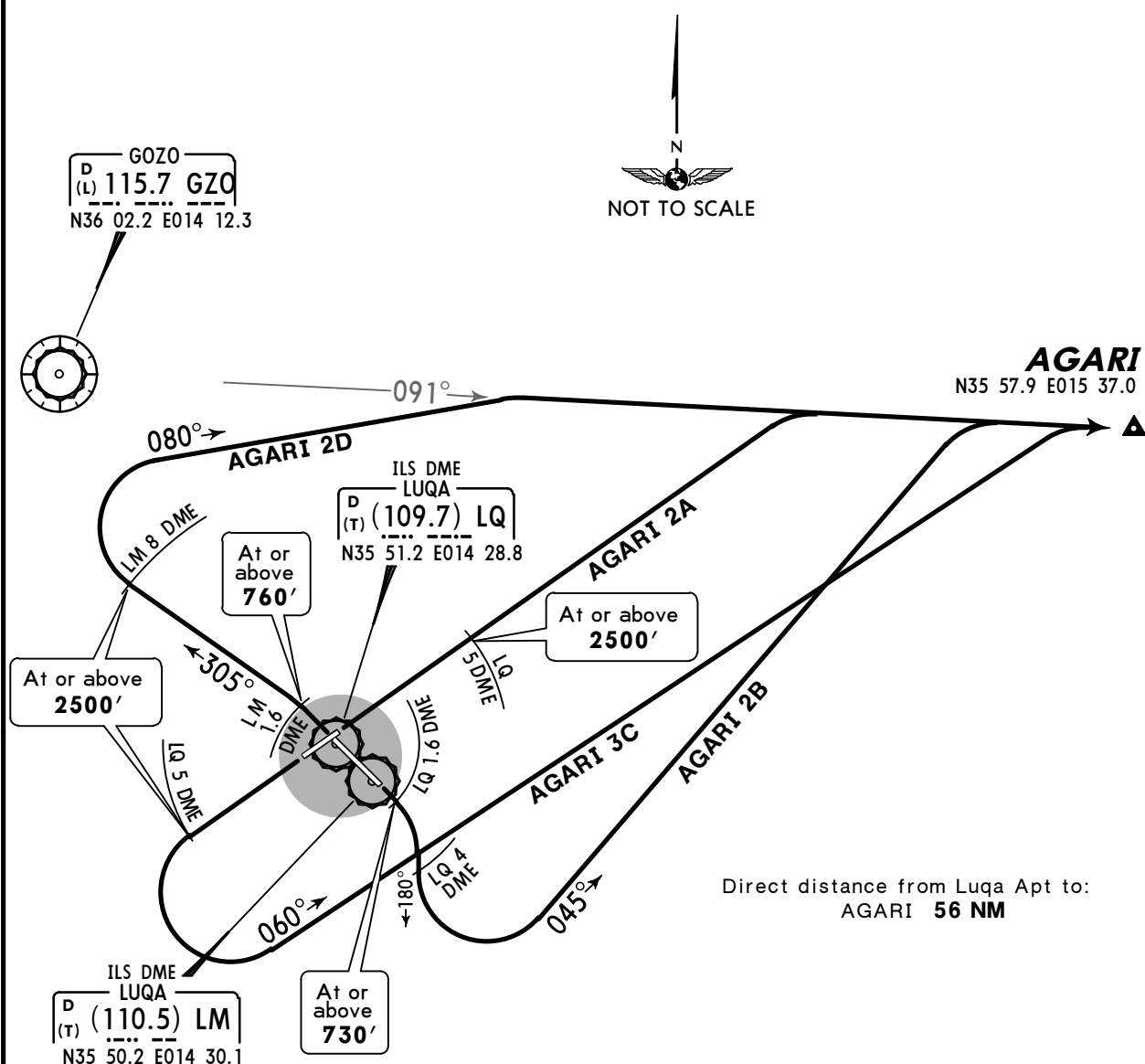


LUQA Radar
128.15Apt Elev
300'

- Trans level: FL70 Trans alt: 5000'
1. After passing 2000' on assigned SID, contact LUQA Radar. On first contact, report call-sign, assigned SID, current altitude and assigned altitude.
 2. If unable to conform to the published altitude restrictions, inform ATC prior to departure.
 3. SIDs include noise abatement routings.



**AGARI 2A [AGAR2A], AGARI 2B [AGAR2B]
AGARI 3C [AGAR3C], AGARI 2D [AGAR2D]
RWYS 05, 13, 23, 31 DEPARTURES**



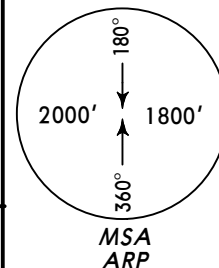
Initial climb clearance **5000'**, unless directed otherwise by ATC.

SID	RWY	ROUTING
AGARI 2A	05	Straight ahead, intercept GZO R-091 to AGARI.
AGARI 2B	13	To LQ 1.6 DME, turn RIGHT, 180° track until LQ 4 DME, turn LEFT, 045° track, intercept GZO R-091 to AGARI.
AGARI 3C	23	To LQ 5 DME, turn LEFT, 060° track, intercept GZO R-091 to AGARI.
AGARI 2D	31	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn RIGHT, 080° track, intercept GZO R-091 to AGARI.

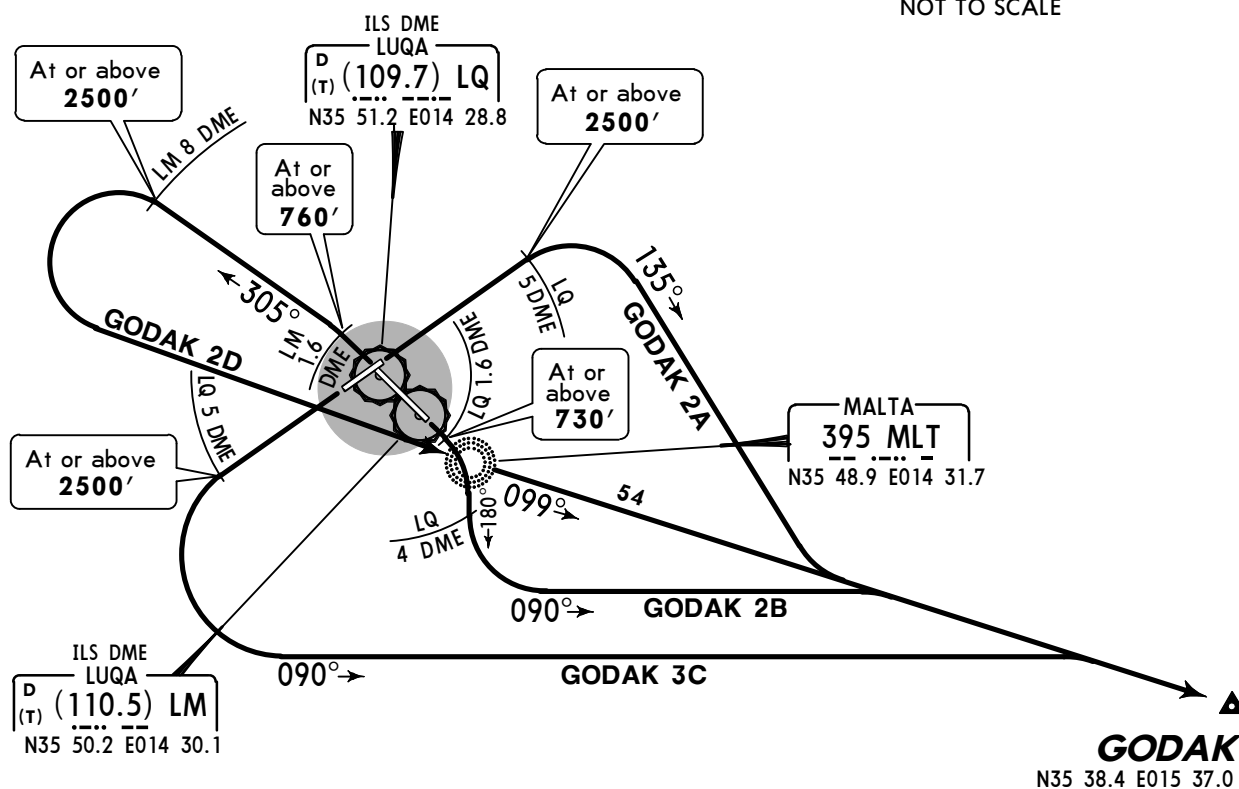
LUQA Radar
128.15Apt Elev
300'

Trans level: FL70 Trans alt: 5000'

1. After passing 2000' on assigned SID, contact LUQA Radar. On first contact, report call-sign, assigned SID, current altitude and assigned altitude.
2. If unable to conform to the published altitude restrictions, inform ATC prior to departure.
3. SIDs include noise abatement routings.



**GODAK 2A [GODA2A], GODAK 2B [GODA2B]
GODAK 3C [GODA3C], GODAK 2D [GODA2D]
RWYS 05, 13, 23, 31 DEPARTURES**



Direct distance from Luqa Apt to:
GODAK 57 NM

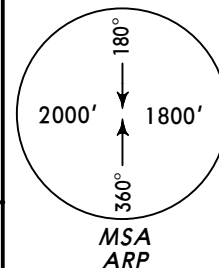
Initial climb clearance **5000'**, unless directed otherwise by ATC.

SID	RWY	ROUTING
GODAK 2A	05	To LQ 5 DME, turn RIGHT, 135° track, intercept 099° bearing from MLT to GODAK.
GODAK 2B	13	To LQ 1.6 DME, turn RIGHT, 180° track until LQ 4 DME, turn LEFT, 090° track, intercept 099° bearing from MLT to GODAK.
GODAK 3C	23	To LQ 5 DME, turn LEFT, 090° track, intercept 099° bearing from MLT to GODAK.
GODAK 2D	31	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn LEFT to MLT, 099° bearing to GODAK.

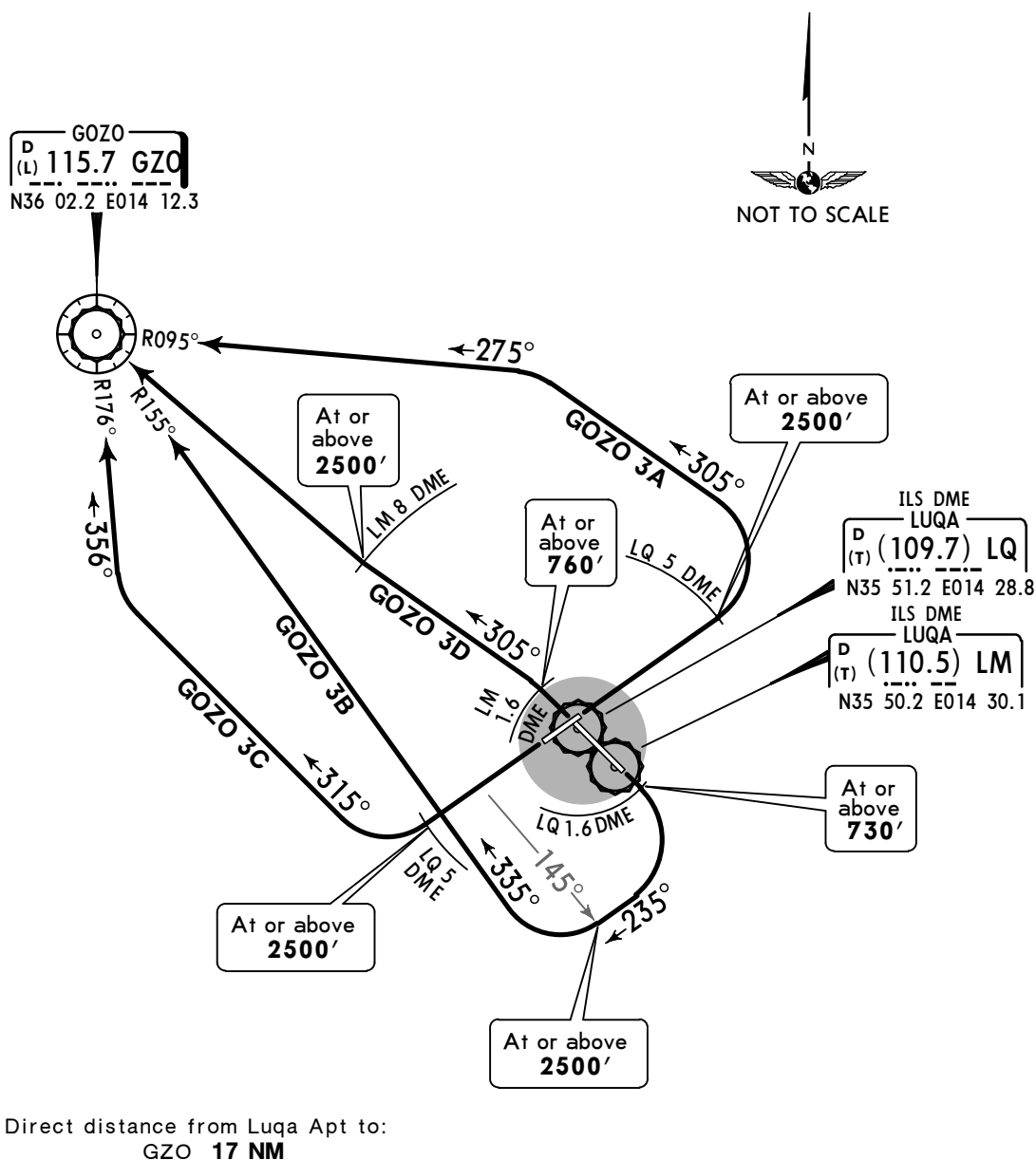
LUQA Radar
128.15Apt Elev
300'

Trans level: FL70 Trans alt: 5000'

1. After passing 2000' on assigned SID, contact LUQA Radar. On first contact, report call-sign, assigned SID, current altitude and assigned altitude.
2. If unable to conform to the published altitude restrictions, inform ATC prior to departure.
3. SIDs include noise abatement routings.



GOZO 3A (GZO 3A), GOZO 3B (GZO 3B)
GOZO 3C (GZO 3C), GOZO 3D (GZO 3D)
RWYS 05, 13, 23, 31 DEPARTURES



Direct distance from Luqa Apt to:
GZO 17 NM

Initial climb clearance **5000'**, unless directed otherwise by ATC.

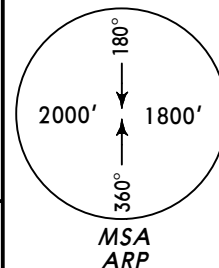
SID	RWY	ROUTING
GOZO 3A	05	To LQ 5 DME, turn LEFT, 305° track, intercept GZO R-095 inbound to GZO.
GOZO 3B	13	To LQ 1.6 DME, turn RIGHT, 235° track until passing GZO R-145, turn RIGHT, intercept GZO R-155 inbound to GZO.
GOZO 3C	23	To LQ 5 DME, turn RIGHT, 315° track, intercept GZO R-176 inbound to GZO.
GOZO 3D	31	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn RIGHT to GZO.

LUQA Radar
128.15

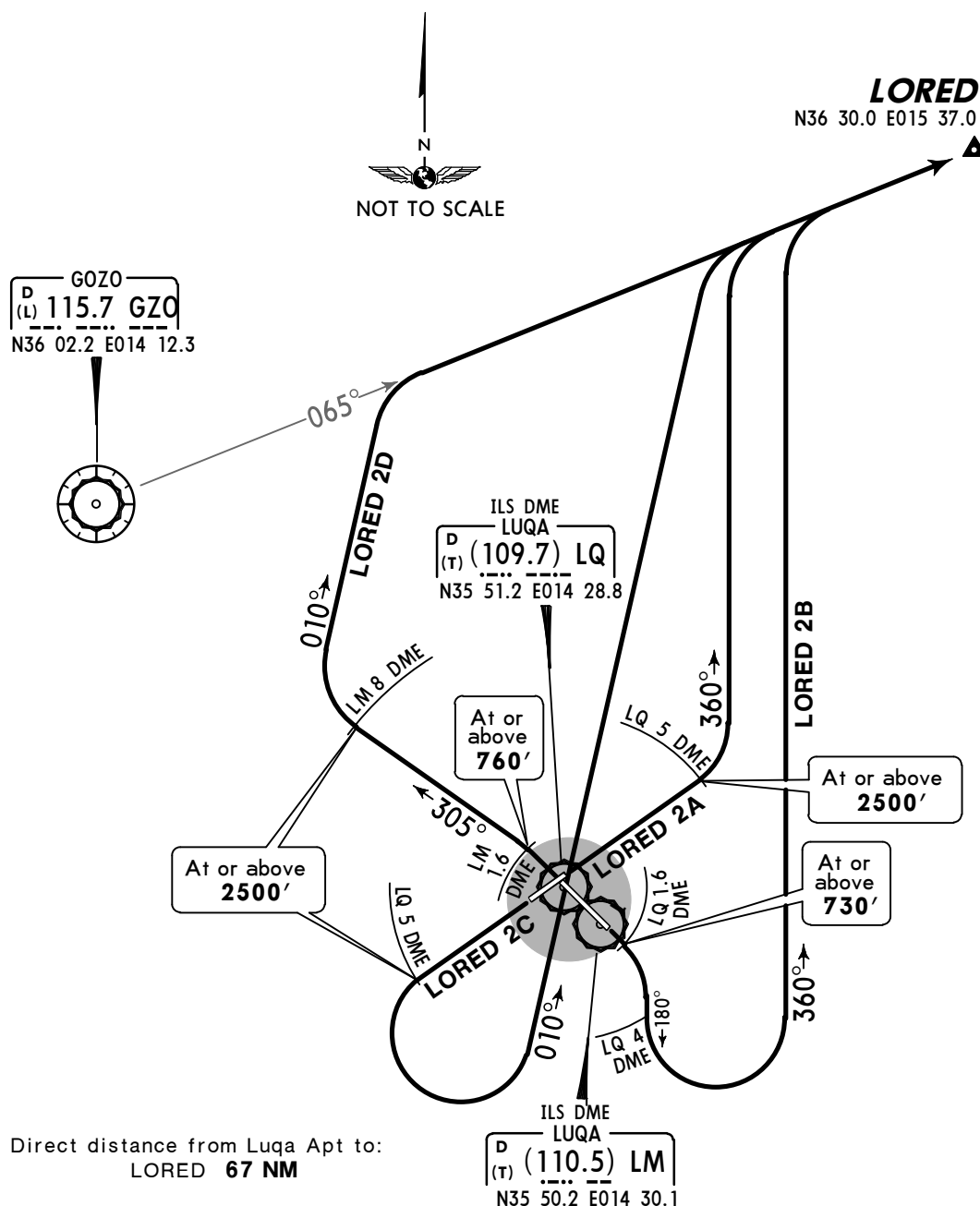
Apt Elev
300'

Trans level: FL70 Trans alt: 5000'

1. After passing 2000' on assigned SID, contact LUQA Radar. On first contact, report call-sign, assigned SID, current altitude and assigned altitude.
2. If unable to conform to the published altitude restrictions, inform ATC prior to departure.
3. SIDs include noise abatement routings.



**LORED 2A [LORE2A], LORED 2B [LORE2B]
LORED 2C [LORE2C], LORED 2D [LORE2D]
RWYS 05, 13, 23, 31 DEPARTURES**

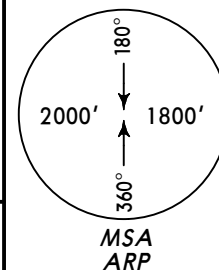


Initial climb clearance **5000'**, unless directed otherwise by ATC.

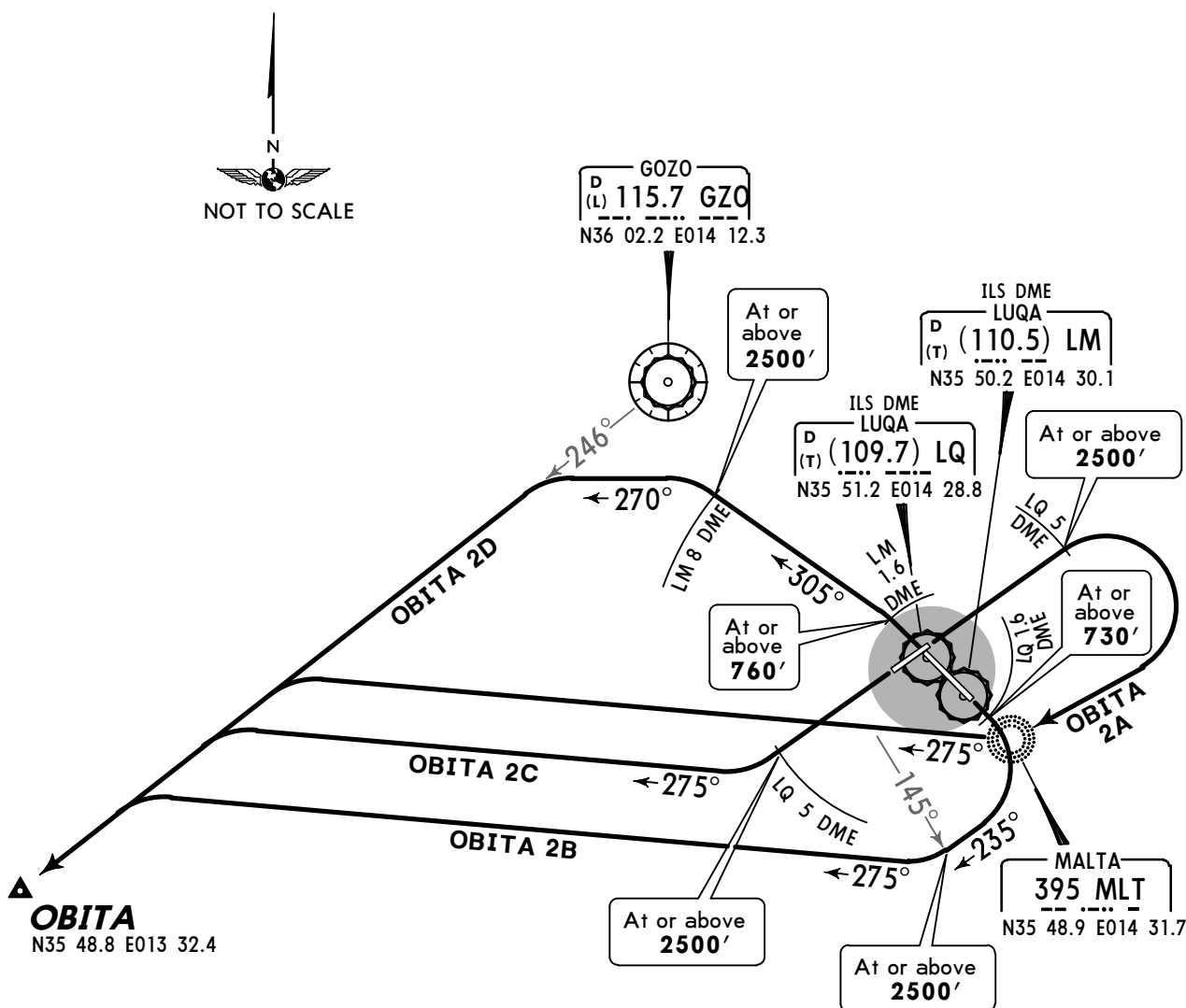
SID	RWY	ROUTING
LORED 2A	05	To LQ 5 DME, turn LEFT, 360° track, intercept GZO R-065 to LORED.
LORED 2B	13	To LQ 1.6 DME, turn RIGHT, 180° track until LQ 4 DME, turn LEFT, 360° track, intercept GZO R-065 to LORED.
LORED 2C	23	To LQ 5 DME, turn LEFT, 010° track, intercept GZO R-065 to LORED.
LORED 2D	31	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn RIGHT, 010° track, intercept GZO R-065 to LORED.

LUQA Radar
128.15Apt Elev
300'

- Trans level: FL70 Trans alt: 5000'
1. After passing 2000' on assigned SID, contact LUQA Radar. On first contact, report call-sign, assigned SID, current altitude and assigned altitude.
 2. If unable to conform to the published altitude restrictions, inform ATC prior to departure.
 3. SIDs include noise abatement routings.



OBITA 2A [OBIT2A], OBITA 2B [OBIT2B]
OBITA 2C [OBIT2C], OBITA 2D [OBIT2D]
RWYS 05, 13, 23, 31 DEPARTURES



Direct distance from Luqa Apt to:
OBITA 46 NM

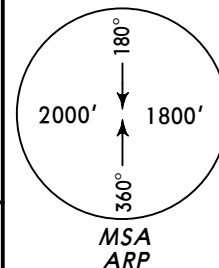
Initial climb clearance 5000', unless directed otherwise by ATC.

SID	RWY	ROUTING
OBITA 2A	05	To LQ 5 DME, turn RIGHT to MLT, 275° bearing, intercept GZO R-246 to OBITA.
OBITA 2B	13	To LQ 1.6 DME, turn RIGHT, 235° track until passing GZO R-145, turn RIGHT, 275° track, intercept GZO R-246 to OBITA.
OBITA 2C	23	To LQ 5 DME, turn RIGHT, 275° track, intercept GZO R-246 to OBITA.
OBITA 2D	31	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn LEFT, 270° track, intercept GZO R-246 to OBITA.

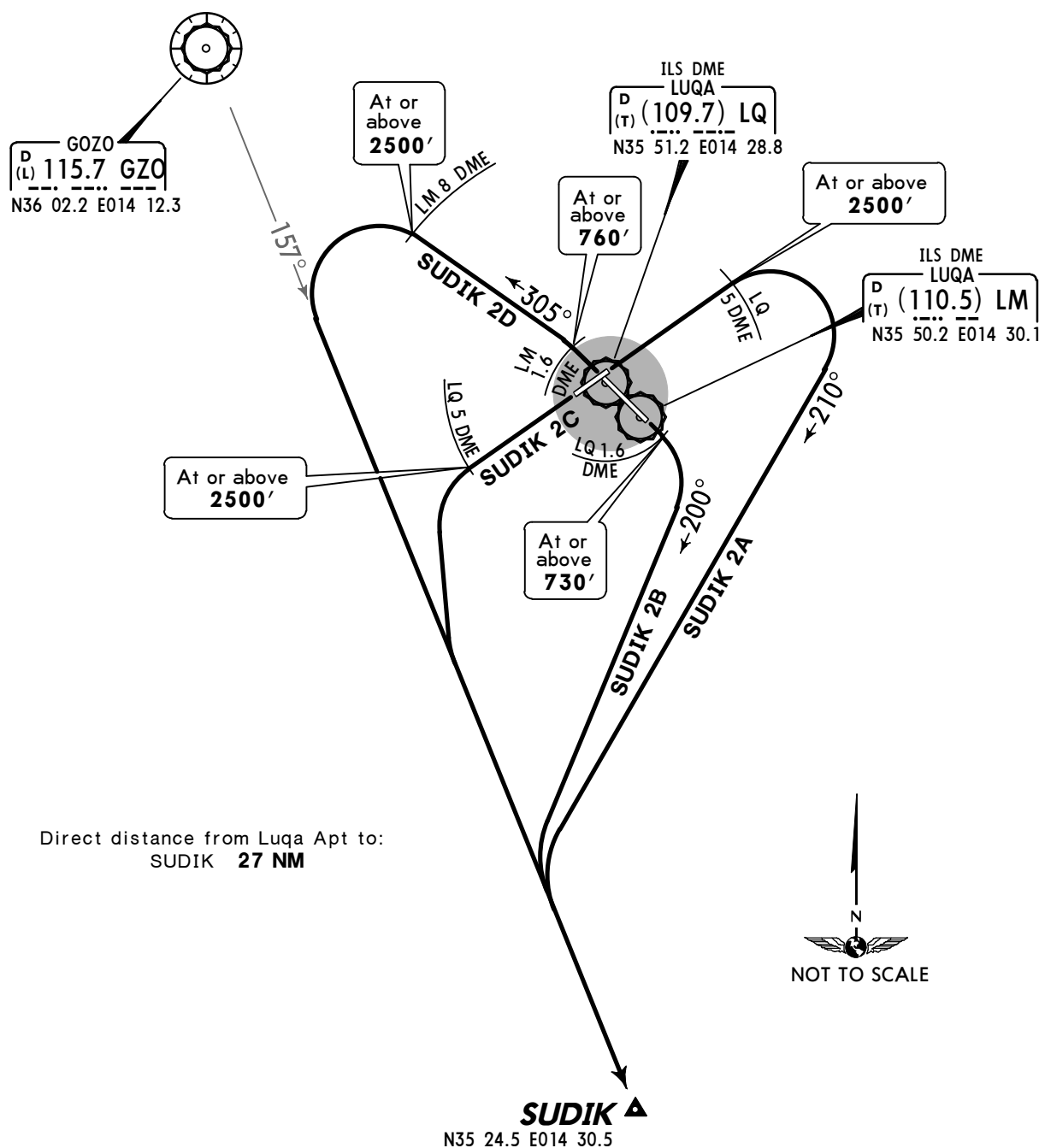
LUQA Radar
128.15

Apt Elev
300'

- Trans level: FL70 Trans alt: 5000'
1. After passing 2000' on assigned SID, contact LUQA Radar. On first contact, report call-sign, assigned SID, current altitude and assigned altitude.
 2. If unable to conform to the published altitude restrictions, inform ATC prior to departure.
 3. SIDs include noise abatement routings.

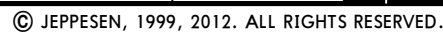


**SUDIK 2A [SUDI2A], SUDIK 2B [SUDI2B]
SUDIK 2C [SUDI2C], SUDIK 2D [SUDI2D]
RWYS 05, 13, 23, 31 DEPARTURES**



Initial climb clearance **5000'**, unless directed otherwise by ATC.

SID	RWY	ROUTING
SUDIK 2A	05	To LQ 5 DME, turn RIGHT, 210° track, intercept GZO R-157 to SUDIK.
SUDIK 2B	13	To LQ 1.6 DME, turn RIGHT, 200° track, intercept GZO R-157 to SUDIK.
SUDIK 2C	23	To LQ 5 DME, turn LEFT, intercept GZO R-157 to SUDIK.
SUDIK 2D	31	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn LEFT, intercept GZO R-157 to SUDIK.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
05 23	HIRL (60m) HIALS PAPI (angle 3.00°)			1	148' 45m

1 TAKE-OFF RUN AVAILABLE**RWY 05:**

From rwy head 7799' (2377m)
 twy P int 5184' (1580m)
 twy R int 2198' (670m)

RWY 23:

From rwy head 7799' (2377m)
 twy Y int 6234' (1900m)
 twy Q int 5249' (1600m)

13 31	HIRL (60m) HIALS CL (30m) PAPI 2 HST-F&D RVR		10,655' 3248m	3	197' 60m
	HIRL (60m) HIALS CL (30m) PAPI 2 HST-C&E RVR	11,007' 3355m	9974' 3040m		

2 angle 3.00°.**3 TAKE-OFF RUN AVAILABLE****RWY 13:**

From rwy head 11,627' (3544m)
 twy F int 8199' (2499m)
 twy E int 6850' (2088m)

RWY 31:

From displ thresh 11,007' (3355m)
 twy C int 6729' (2051m)
 twy D int 5381' (1640m)

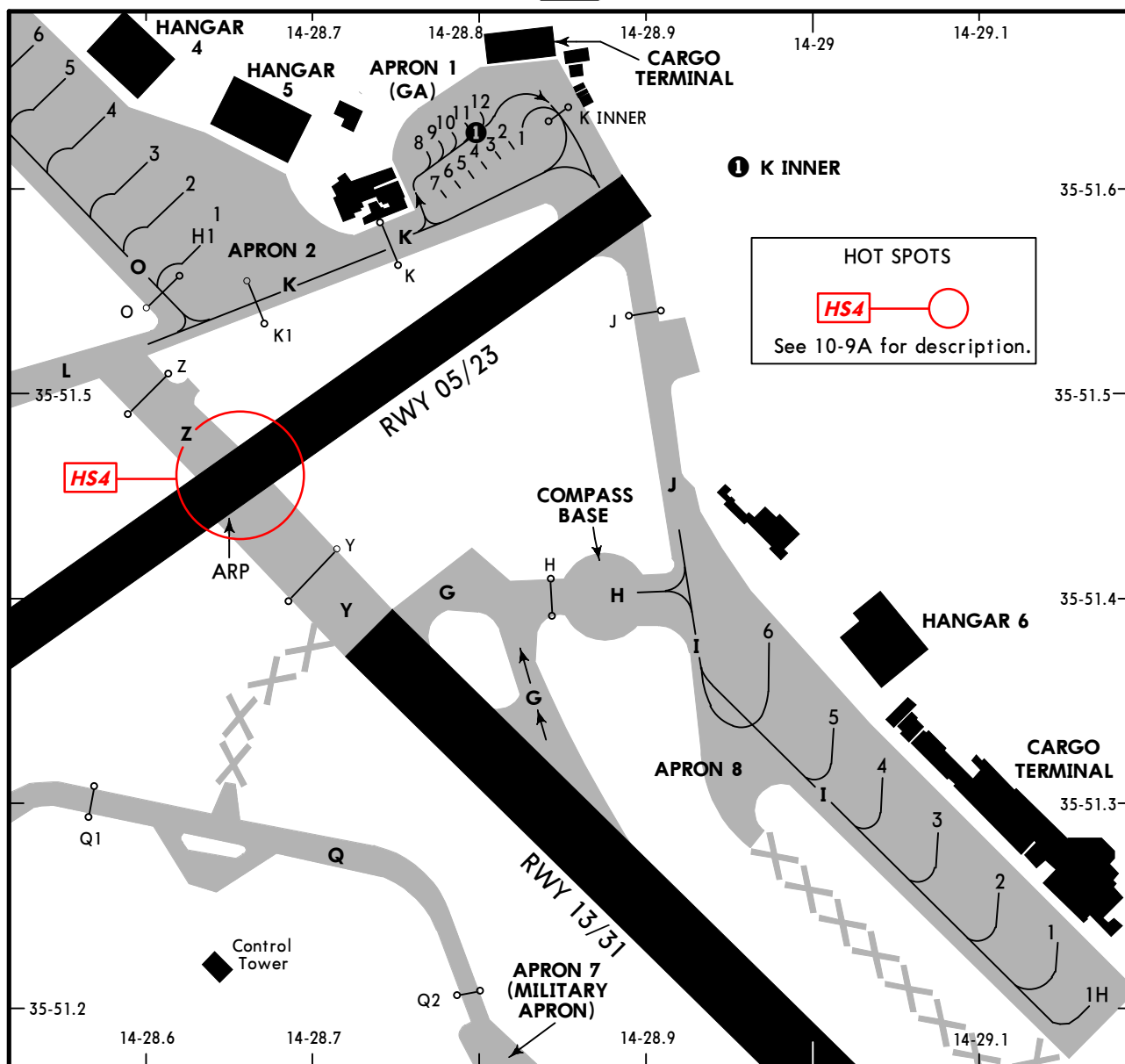
"HOT SPOTS"

(For information only, not to be construed as ATC instructions.)

HS1 Confusing twy crossing. Vehicular route closed for acft.**HS2** Confusing twy & rwy crossing.**HS3** Confusing twy intersection on to holding point Q.**HS4** Rwy intersection. Acft and vehicles to request ATC clearance.**HS5** Rwy entry. Acft and vehicles must request ATC clearance.**HS6** Rwy entry across holding points. Request ATC clearance.**HS7** Taxilane X restricted to Acft proceeding to stand 18X or 21X. Follow me**HS8** required on taxilane X. Blue markings provided for taxilane X.**HS9** Confusing twy entry. Vehicular road closed to acft.**Standard****TAKE-OFF 1**

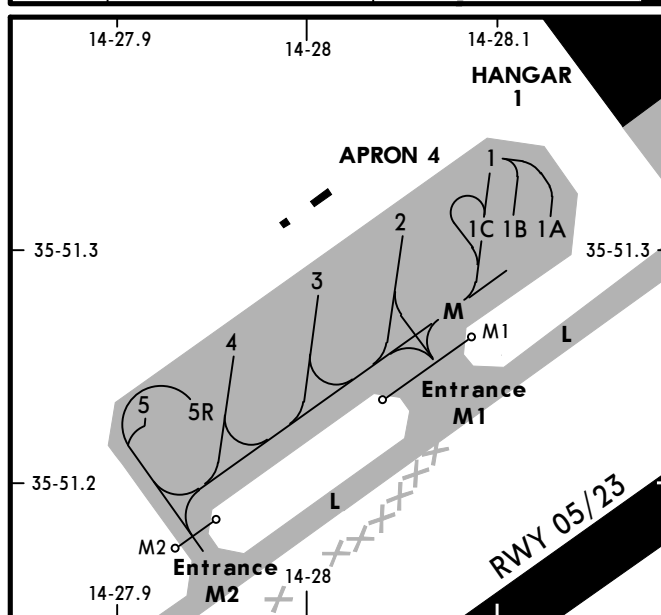
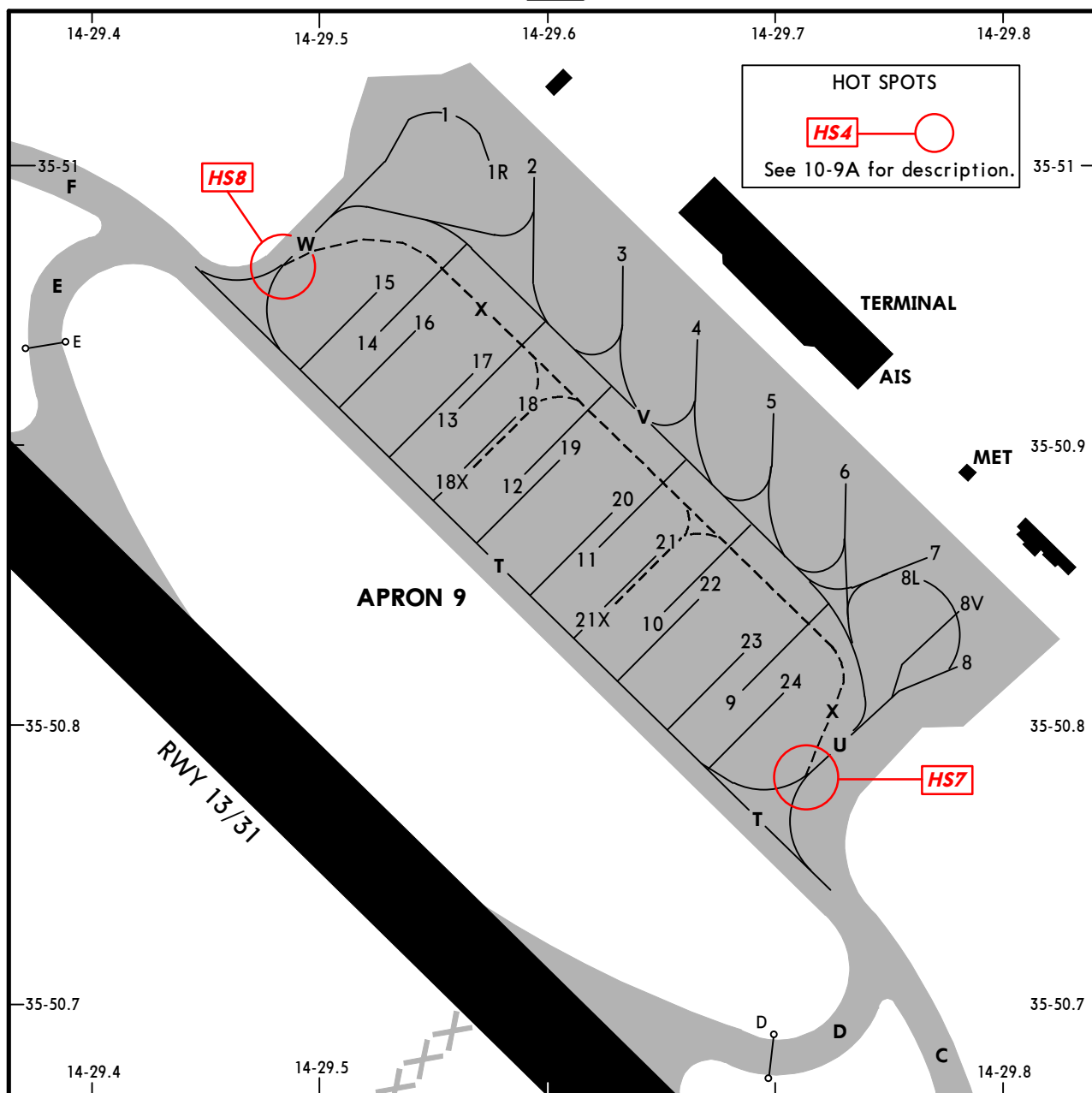
	LVP must be in Force		RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
	RL & CL	RCLM (DAY only) or RL			
A					
B	200m	250m	400m		500m
C					
D	250m	300m			

1 Operators applying U.S. Ops Specs: CL required below 300m.



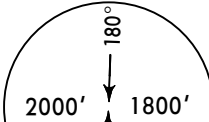
INS COORDINATES

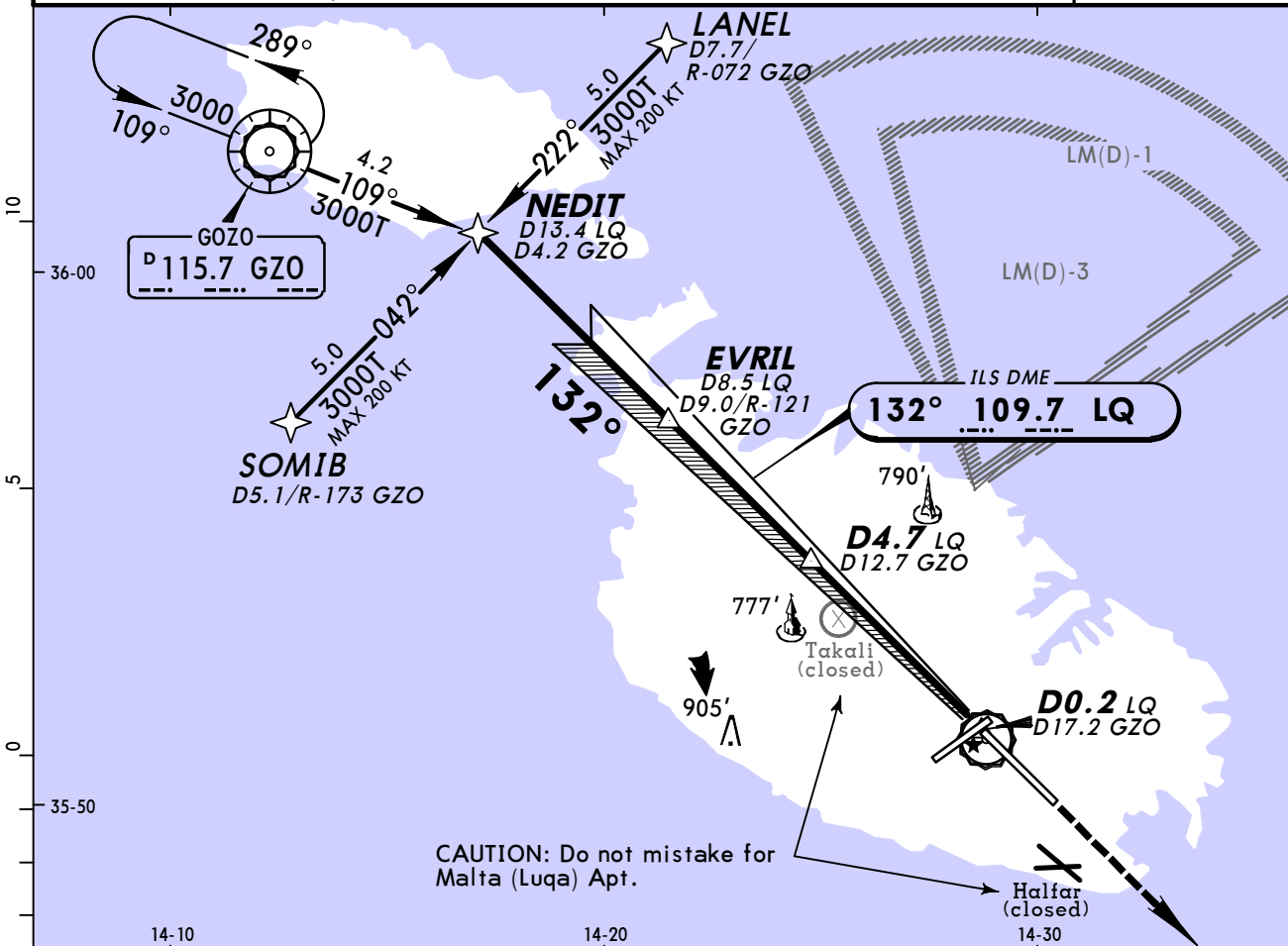
STAND No.	COORDINATES	STAND No.	COORDINATES
	APRON 1		APRON 8
1 thru 12	N35 51.6 E014 28.8	1	N35 51.2 E014 29.1
	APRON 2	1H	N35 51.2 E014 29.2
1 thru 4	N35 51.6 E014 28.6	2, 3	N35 51.3 E014 29.1
5	N35 51.7 E014 28.6	4, 5	N35 51.3 E014 29.0
6	N35 51.7 E014 28.5	6	N35 51.4 E014 29.0
H1	N35 51.6 E014 28.6		



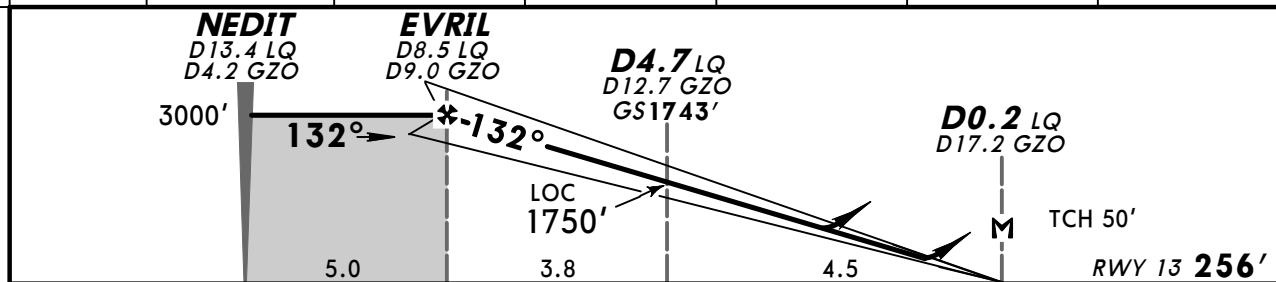
INS COORDINATES

STAND No.	COORDINATES
APRON 4	
1 thru 1C	N35 51.3 E014 28.1
2 thru 4	N35 51.3 E014 28.0
5, 5R	N35 51.2 E014 27.9
APRON 9	
1, 1R, 2	N35 51.0 E014 29.6
3	N35 50.9 E014 29.6
4 thru 6	N35 50.9 E014 29.7
7 thru 8V	N35 50.8 E014 29.8
9, 10	N35 50.8 E014 29.7
11	N35 50.8 E014 29.6
12, 13	N35 50.9 E014 29.6
14, 15	N35 50.9 E014 29.5
16 thru 20	N35 50.9 E014 29.6
21	N35 50.8 E014 29.7
21X	N35 50.8 E014 29.6
22 thru 24	N35 50.8 E014 29.7

BRIEFING STRIP TM	ATIS 127.4		LUQA Approach/Radar 128.15		LUQA Tower 135.1		Ground 121.6	
	LOC LQ 109.7	Final Apch Crs 132°	GS D4.7 LQ 1743' (1487')	ILS DA(H) 456' (200')	Apt Elev 300' RWY 256'			
	MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed. In case of Radio Comm Failure climb STRAIGHT AHEAD to 3000' until D10.0 LQ, then turn RIGHT to SOMIB for another approach.							
	Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: FL 70			
							MSA ARP	

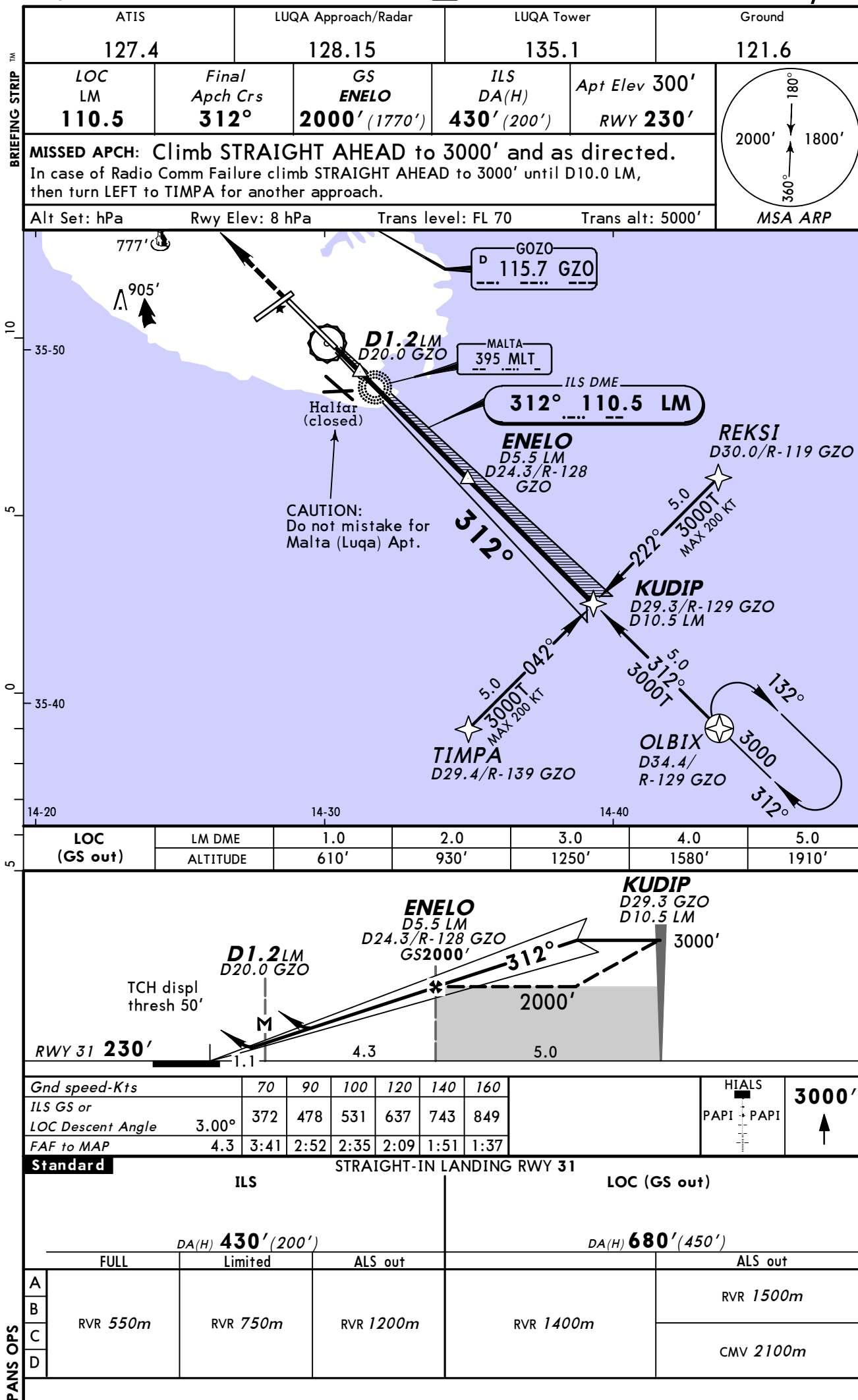


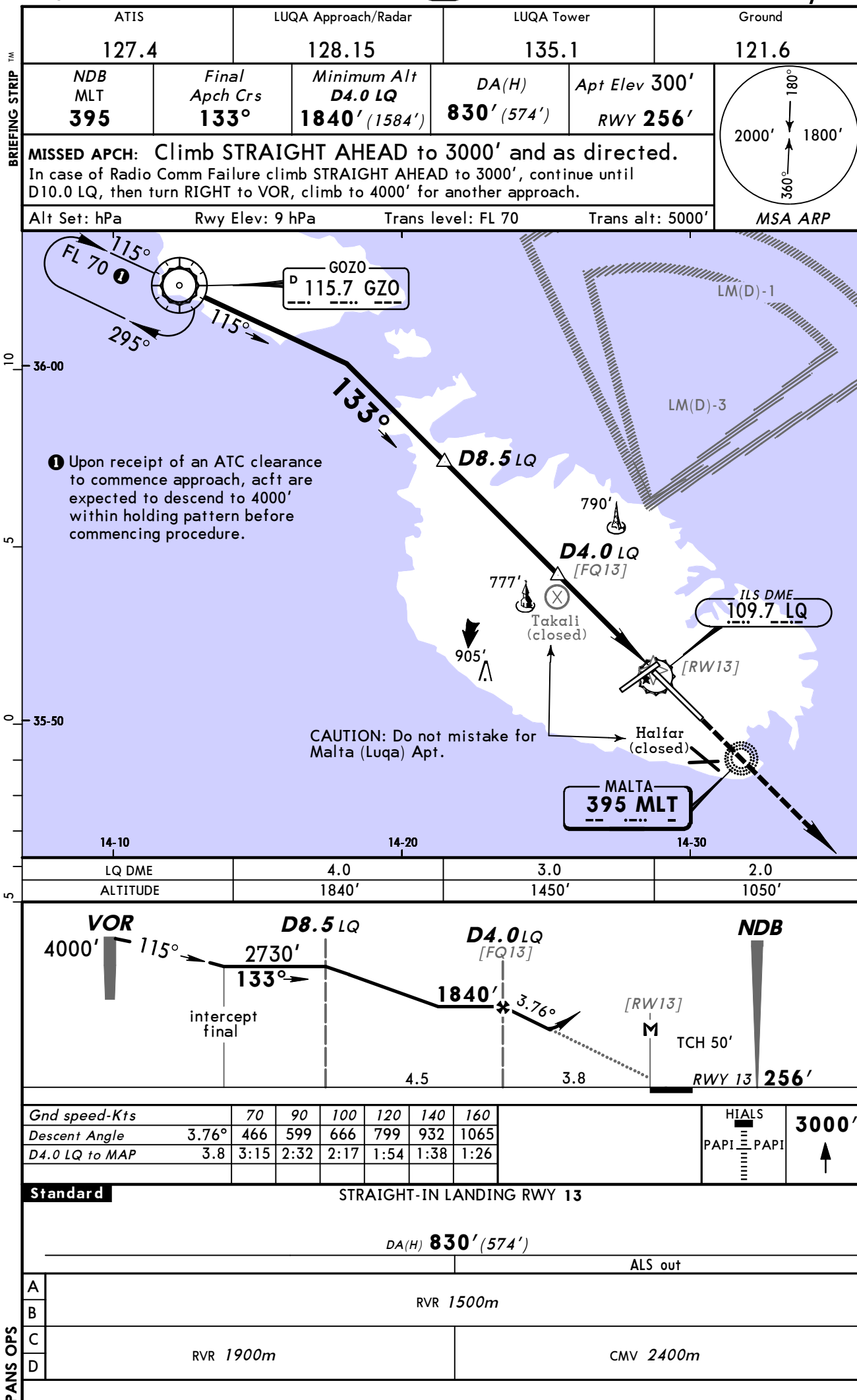
LOC (GS out)	LQ DME ALTITUDE	5.0	4.0	3.0	2.0	1.0
		1930'	1600'	1280'	950'	630'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 3000'
ILS GS or	372	478	531	637	743	849	
LOC Descent Angle 3.00°	8.3	7:07	5:32	4:59	4:09	3:33	
MAP at D0.2 LQ/D17.2 GZO or FAF to MAP							

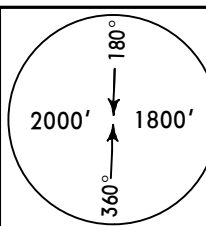
Standard		STRAIGHT-IN LANDING RWY 13				LOC (GS out)	
		ILS		with DME		w/o DME	
		DA(H) 456' (200')		DA(H) 670' (414')		DA(H) 910' (654')	
		FULL	Limited	ALS out	ALS out	ALS out	ALS out
A							
B					RVR 1500m	RVR 1500m	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1900m	CMV 2300m	CMV 2400m
D							



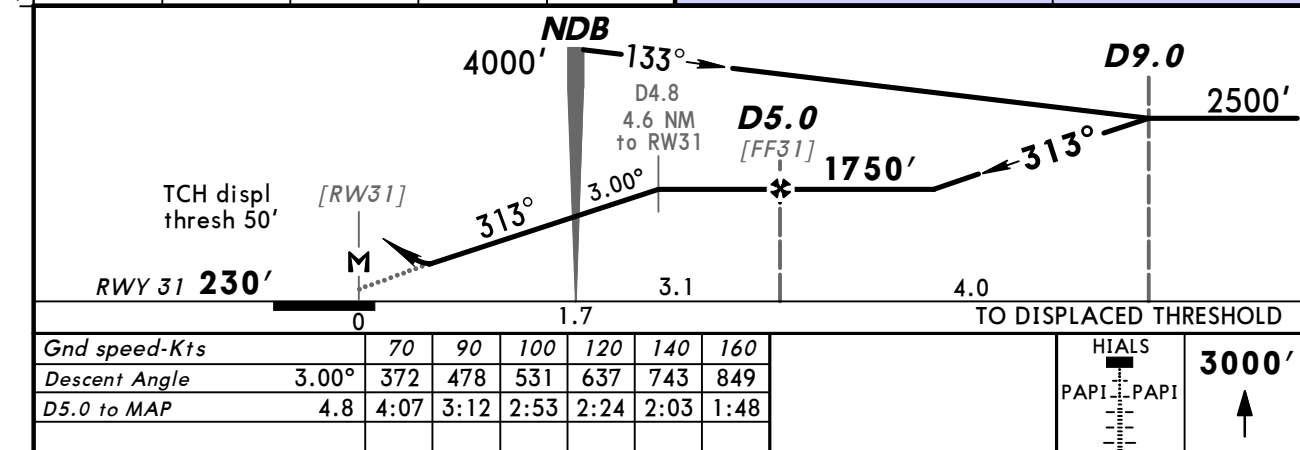
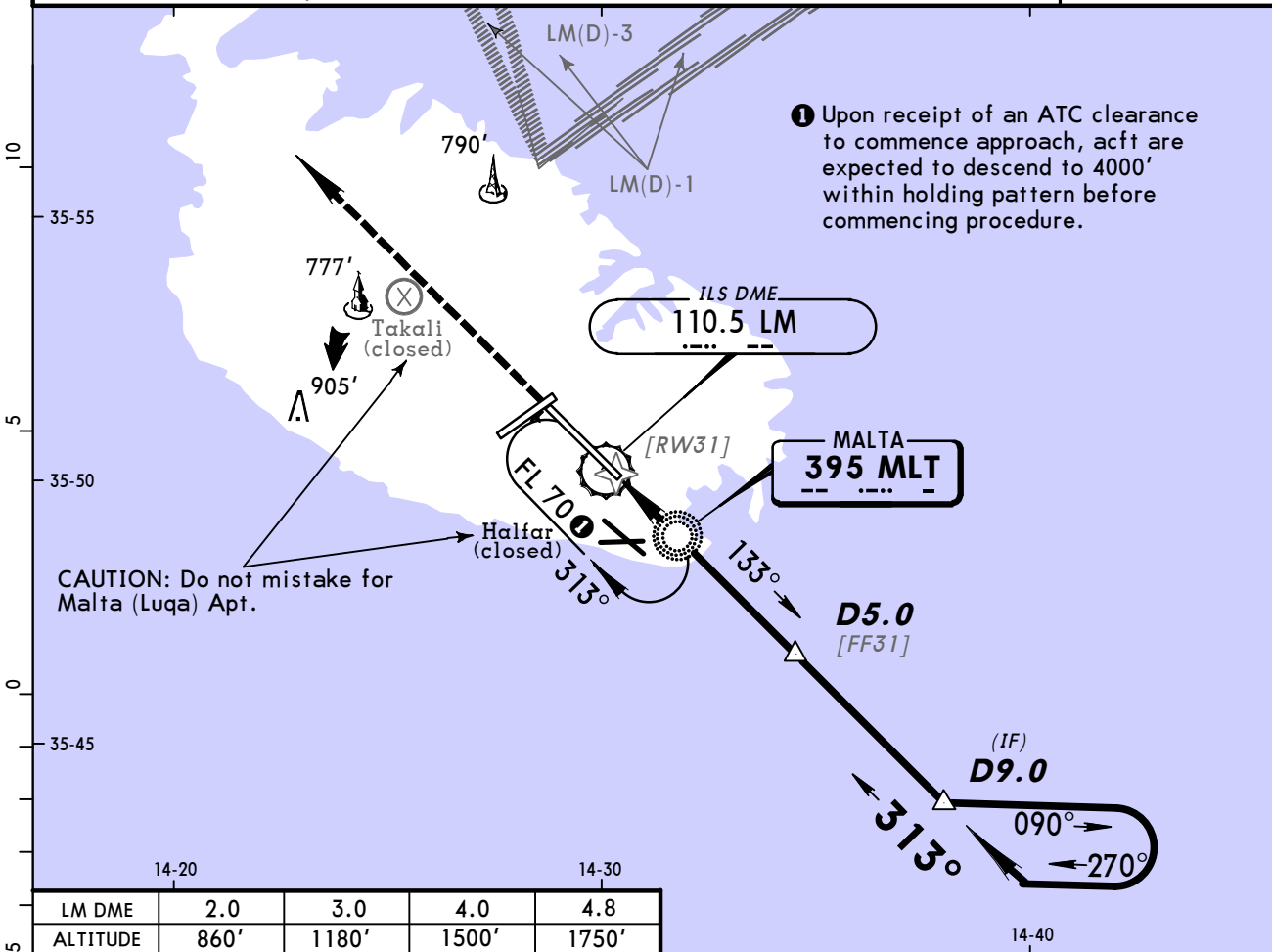


BRIEFING STRIP

TM

ATIS 127.4		LUQA Approach/Radar 128.15		LUQA Tower 135.1		Ground 121.6	
NDB MLT 395	Final Apch Crs 313°	Minimum Alt D5.0 1750' (1520')	DA(H) 560' (330')	Apt Elev 300' RWY 230'			
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed. In case of Radio Comm Failure climb STRAIGHT AHEAD to 3000', continue until D10.0 LM, then turn LEFT to NDB, climb to 4000' for another approach.							
Alt Set: hPa		Rwy Elev: 8 hPa	Trans level: FL 70				

MSA ARP



Standard		STRAIGHT-IN LANDING RWY 31	
		DA(H) 560' (330')	
		ALS out	
A	RVR 800m		RVR 1500m
B			
C			
D			

MALTA, (LUQA - LMML)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LMML