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Airport Information For LMML

Terminal Charts For LMML

Revision Letter For Cycle 01-2014

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: 2.6°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: 0613 Z
Sunset: 1603 Z,

Runway Information

Runway: 05
Length x Width: 7795 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 297 ft
Lighting: Edge, ALS

Runway: 13
Length x Width: 11621 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 256 ft
Lighting: Edge, ALS, Centerline

Runway: 23
Length x Width: 7795 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 247 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 11621 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 Tower 135.1
- Luqa Tower 133.9 Secondary
- Luqa Tower 28.45
- Luqa Ground Control 121.825 Secondary
- Luqa Ground Control 121.6
- Luqa Ground Control 28.45 Military
- 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 5700kgs 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.

TWY B MAX code C ACFT.

Taxi lane M MAX wingspan 171'/52m.

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

TWY E is not provided with an inboard pavement fillet extension. ACFT crew of Code E and F ACFT must use discretion in offsetting the nose-gear from the TWY centerline to retain main-gear clearance from the TWY edge.

TWY K between holding position K and THR 23 with wingspan less than 79'/24m.

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

Taxi lane 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 1, stand 13 is by towing only.

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

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

On Apron 5, stand 7 is push-back.

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 stands 1A and 1B, 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 A1, A2 and A3 by towing.

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 0600-1800LT and RWY 13 from 1800-0600LT.

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 RWY05/23 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 wing tip clearances.

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

1. GENERAL

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 9NM from touch-down (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 4NM and 5NM 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 RWY31.

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. ARRIVAL

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-vectorred to an 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 an initial clearance to descend not below 3000'. A follow-on instruction to continue the APCH below 3000' should normally be expected after the ACFT crosses RWY 05/23 axis.

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

ACFT shall request clearance delivery, start-up and taxi clearance from Ground.

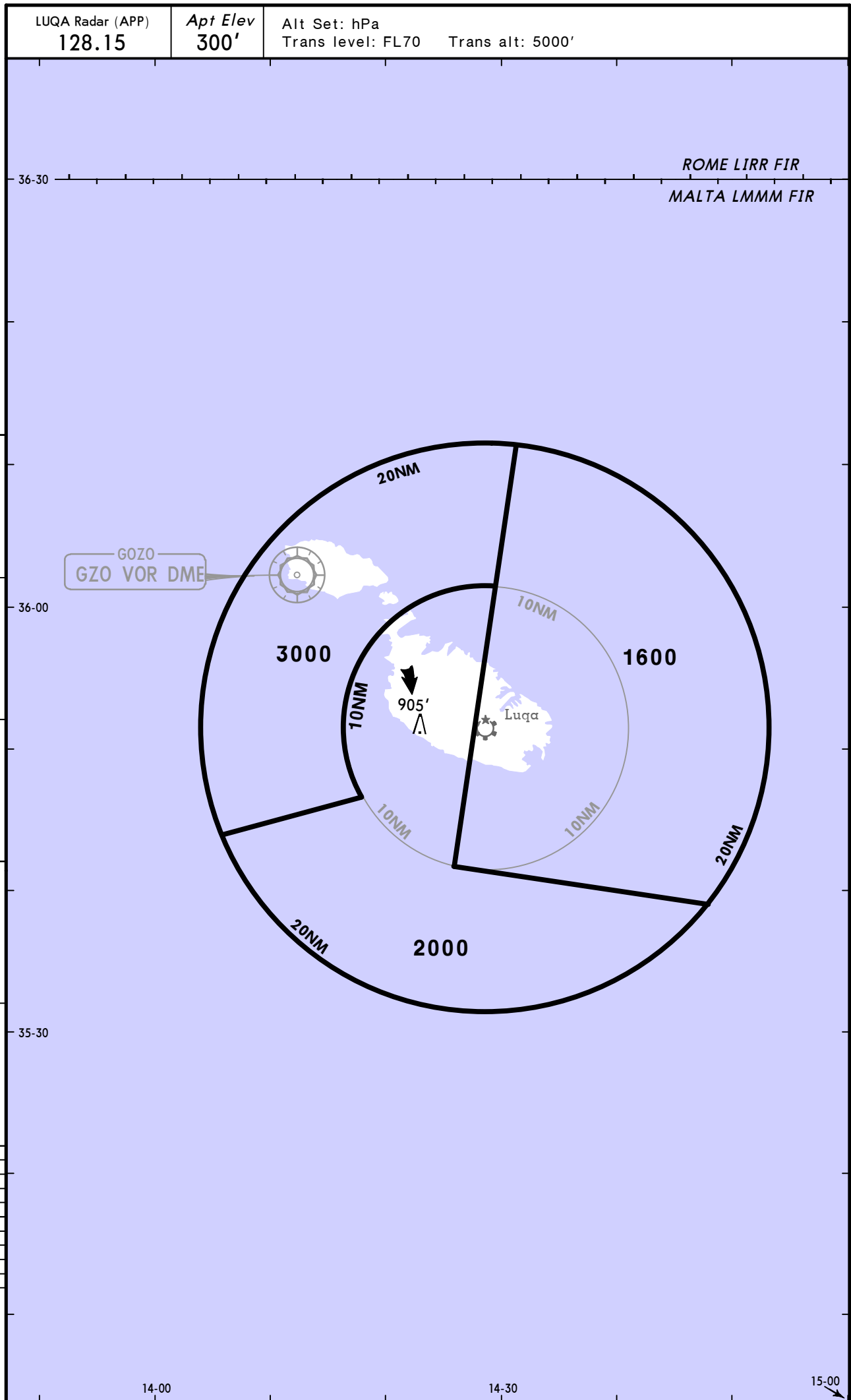
Requests for start-up clearance shall not be made earlier than 5 min before planned start-up. Any delays in start-up should be communicated to ATC as early as possible.

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

3.2. NOISE ABATEMENT PROCEDURES

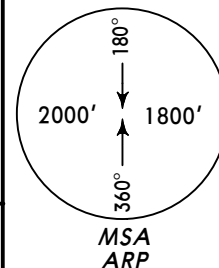
3.2.1. GENERAL

- 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.

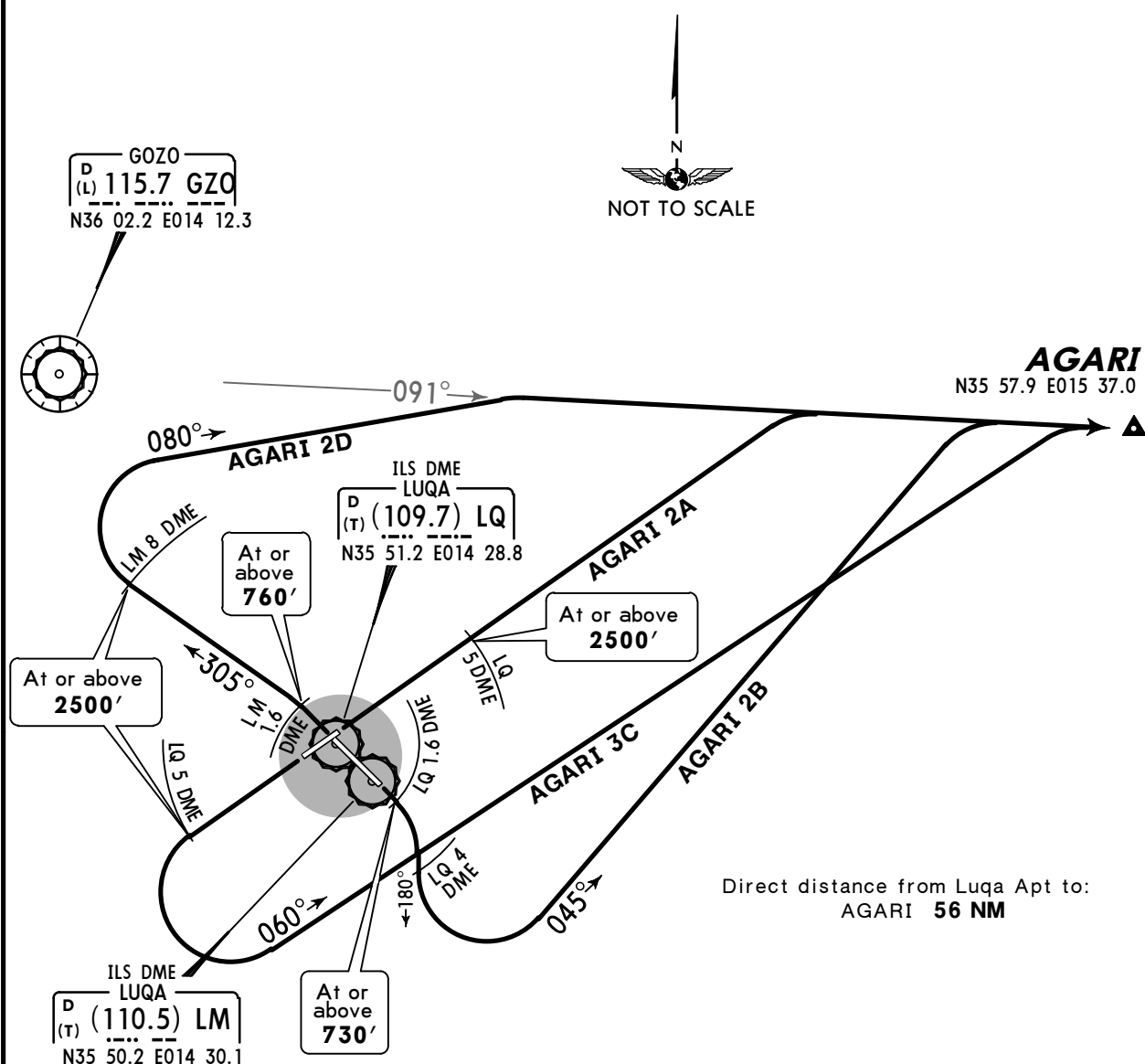


LUQA Radar
128.15Apt Elev
300'

- 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**



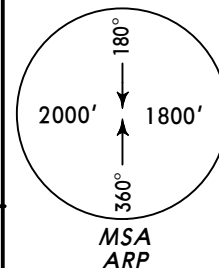
Initial climb clearance **5000'**, unless directed otherwise by ATC.

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.

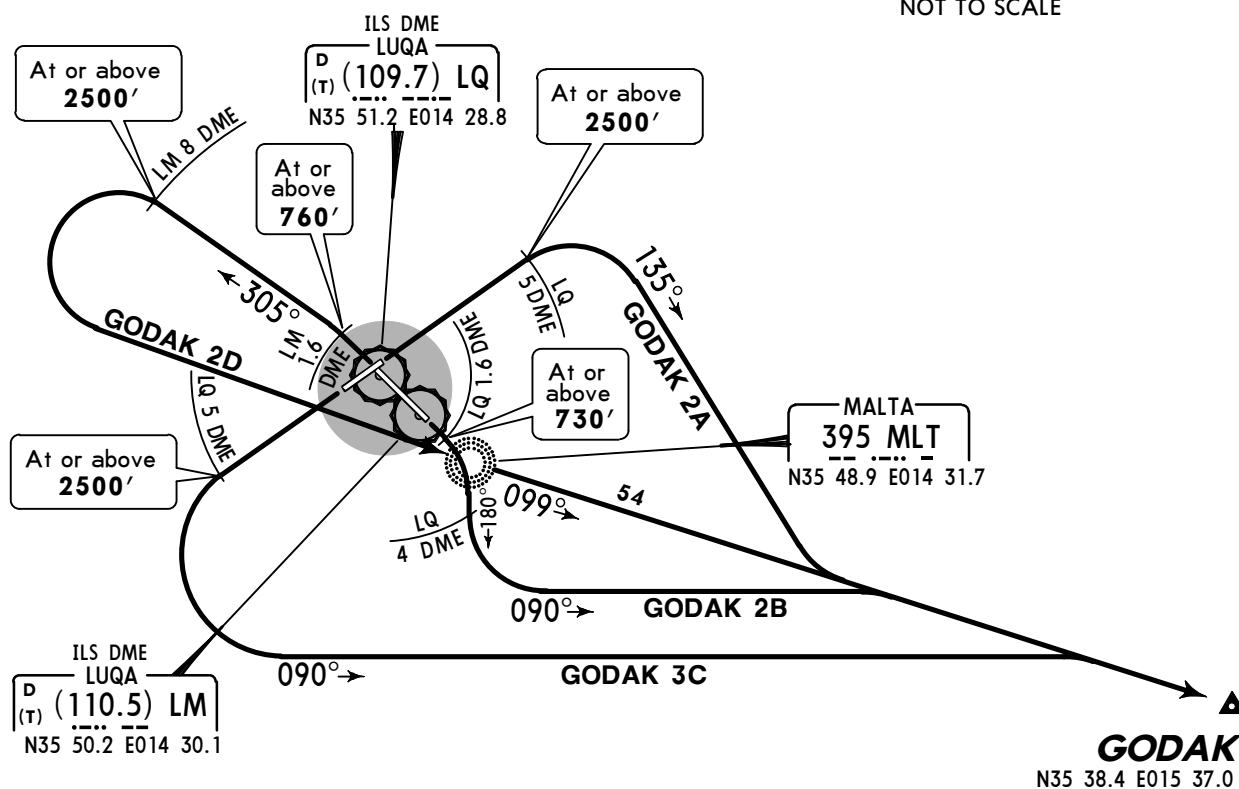
LUQA Radar
128.15Apt Elev
300'

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

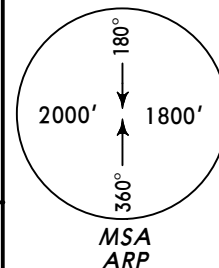
Initial climb clearance **5000'**, unless directed otherwise by ATC.

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.

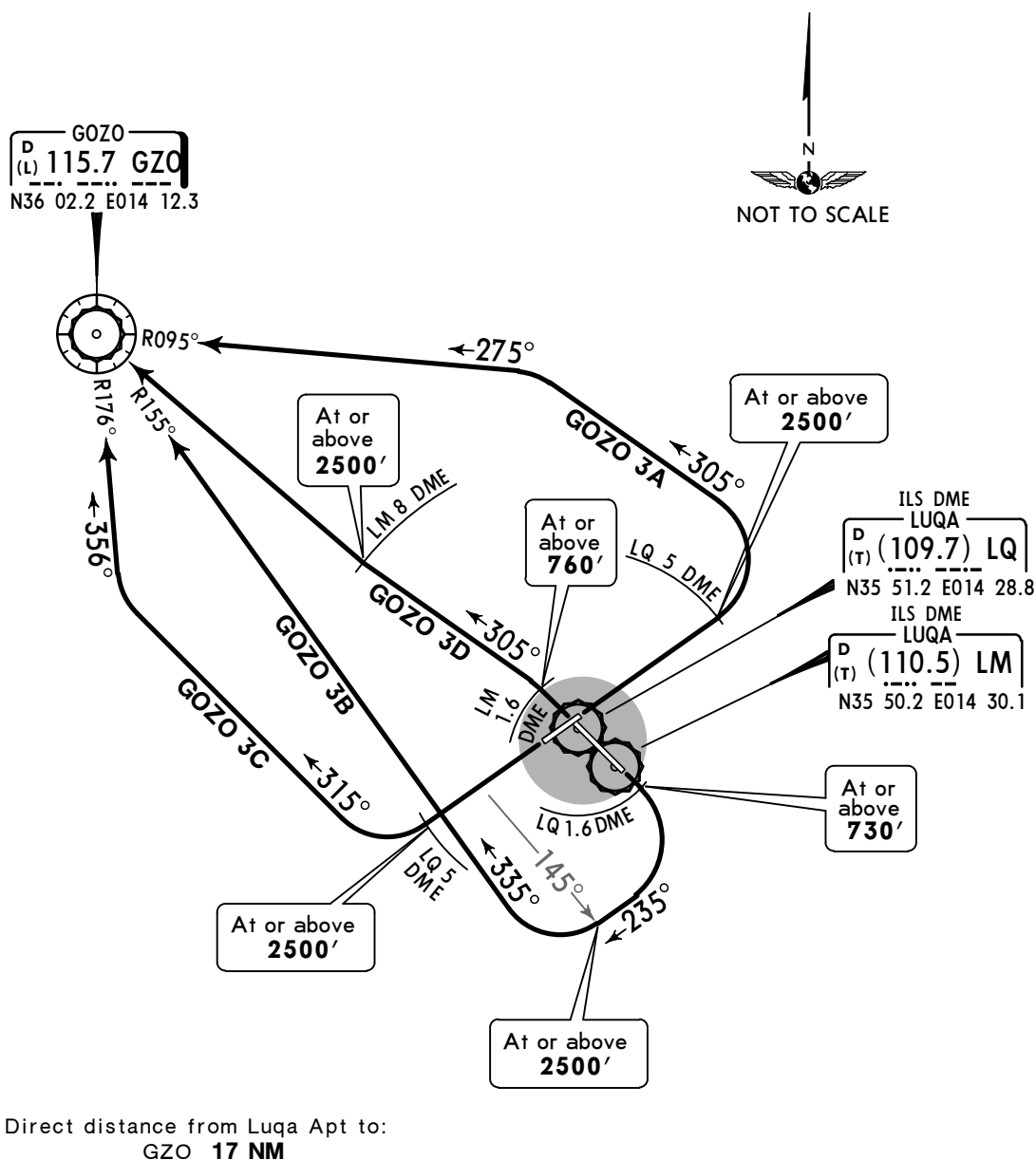
LUQA Radar
128.15Apt Elev
300'

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

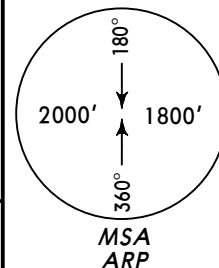
Initial climb clearance **5000'**, unless directed otherwise by ATC.

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.

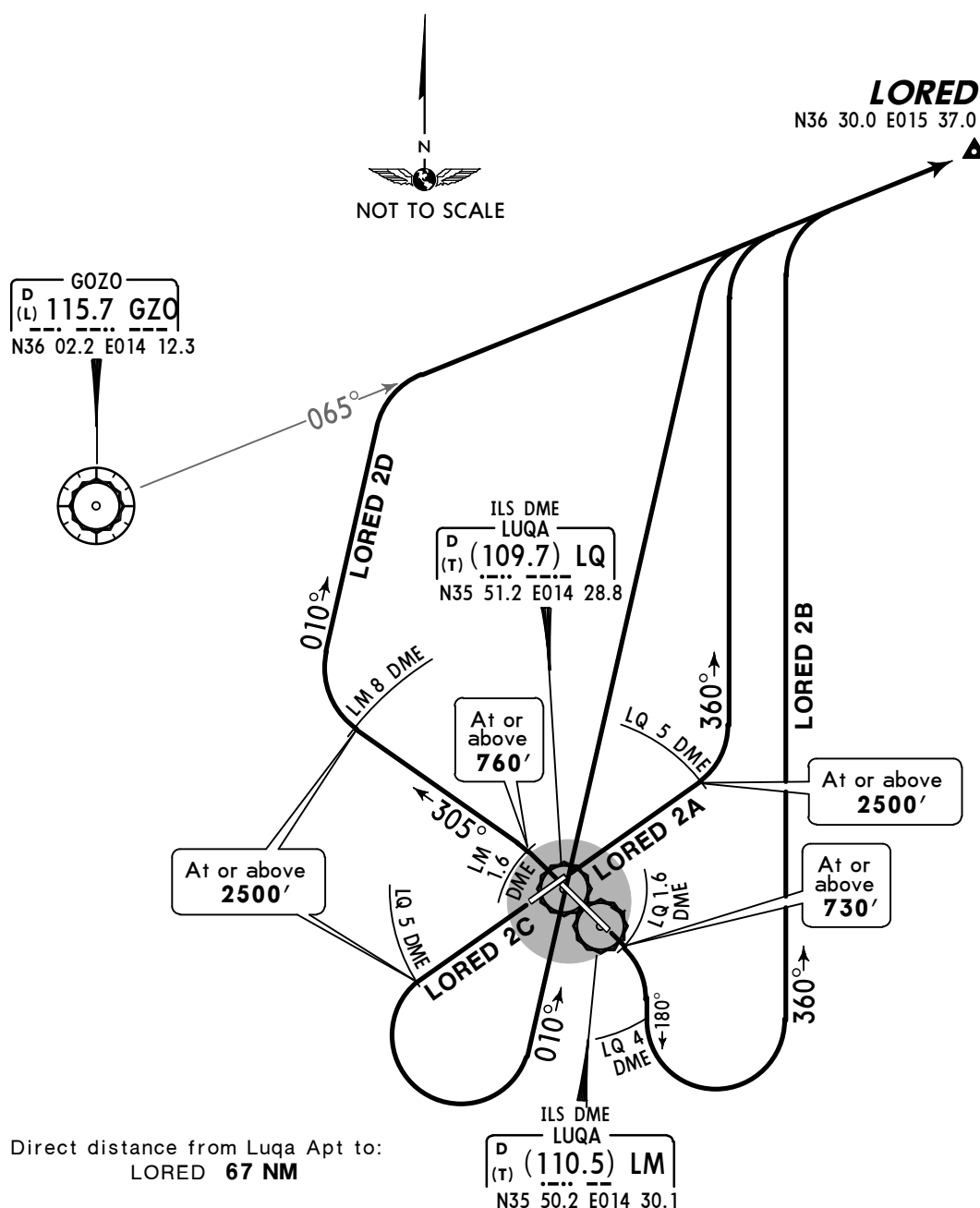
LUQA Radar
128.15Apt Elev
300'

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.



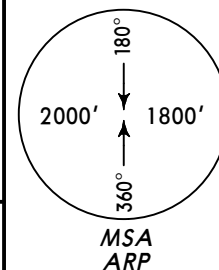
**LORED 2A [LORE2A], LORED 2B [LORE2B]
LORED 2C [LORE2C], LORED 2D [LORE2D]
RWYS 05, 13, 23, 31 DEPARTURES**

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

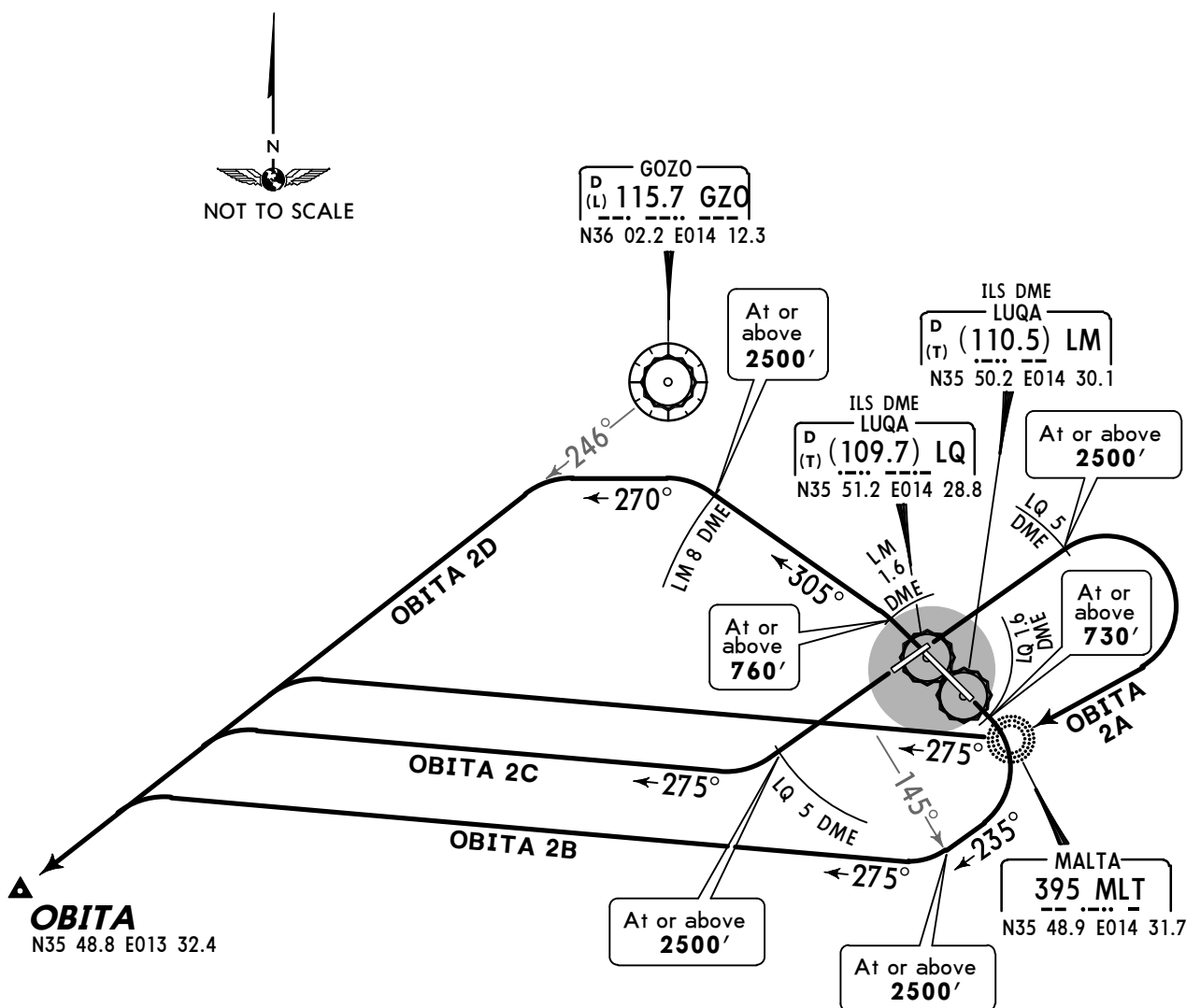
SID	RWY	ROUTING
LORED 2A	05	To LQ 5 DME, turn LEFT, 360° track, intercept GZO R-065 to LORED.
LORED 2B	13	To LQ 1.6 DME, turn RIGHT, 180° track until LQ 4 DME, turn LEFT, 360° track, intercept GZO R-065 to LORED.
LORED 2C	23	To LQ 5 DME, turn LEFT, 010° track, intercept GZO R-065 to LORED.
LORED 2D	31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

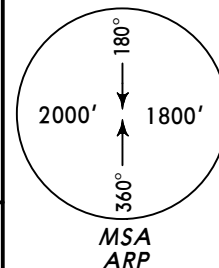
Initial climb clearance 5000', unless directed otherwise by ATC.

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.

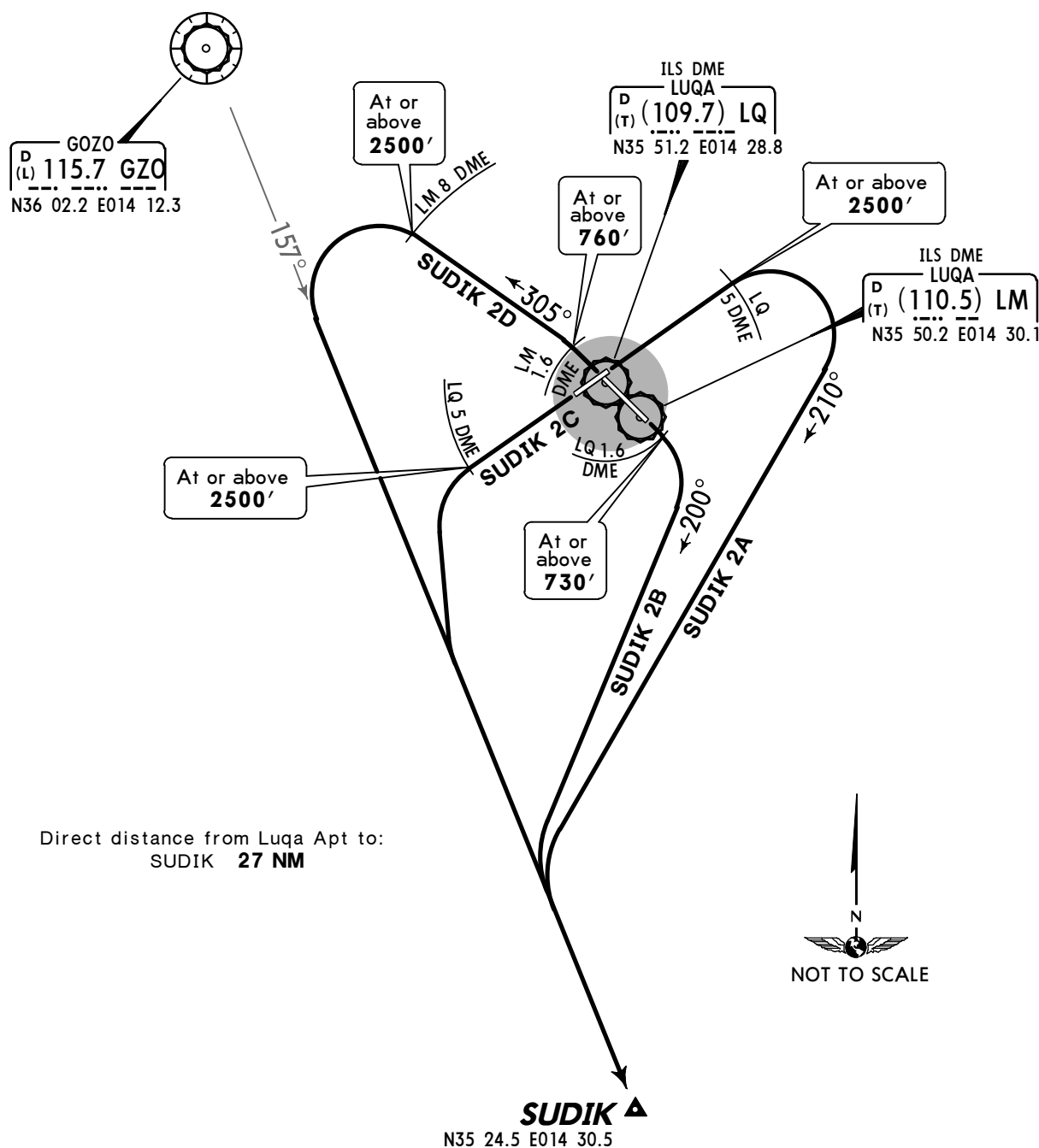
LUQA Radar
128.15

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.

PAVEMENT EXTENSION WORKS ON APRON 9

REFER ALSO TO LATEST NOTAMS

DESCRIPTION OF WORKS

The construction works are intended to provide for small pavement extensions to Apron 9 in the proximity of Taxilane U to facilitate aircraft manoeuvring to/from proximate stands and increased GSE staging area on Apron 9. The works will be executed in three phases to minimise disruption on the movement area.

PHASE 1:**Extension of the existing GSE Staging area located off Taxilane U**

These works are located on an area off Apron 9 at a distance that exceeds minimum wingtip clearances for Code E aircraft proceeding along Taxilane U.

PHASE 2:**Extension of the pavement area abreast stand 8**

These works are located on an area off Apron 9 at a distance that exceeds minimum wingtip clearances for Code E aircraft proceeding along Taxilane U. The works will require the closure of Stands 8V and 8L and limit the use of Stand 8 for Code B aircraft.

PHASE 3:**Construction of pavement extensions along Taxilane U**

These works will affect ground and flight operations at the aerodrome, the temporary re-routing of Taxilane U and limiting access to the latter to Code D (or lower) aircraft. Works on Phase 3 may be executed during the day and at night, when possible.

During this phase of works, flight crew are required to:

- Be familiar with the operating restrictions included within this AIPSUP and supporting NOTAMs.
- Apply CAUTION when taxiing on Apron 9 and assure visual capture of the temporary Taxilane U markings provided.
- Withhold from following temporarily blacked-out and closed taxilane markings on Apron 9, in the proximity of Taxilane U.
- Request the services of a follow-me vehicle in the event of lead-in / lead-out taxiing assistance being required when taxiing aircraft in the proximity of Taxilane U on Apron 9.
- Apply CAUTION due to the proximity of works being executed along the Taxilane U strip.

TWY RESTRICTIONS

- Taxilane U closed to Code E and F aircraft
- Taxilane X closed to aircraft between Stand 21X and Taxilane U
- Apply vigilance in the proximity of Taxilane U - Ignore blacked-out Taxilane markings.

STAND RESTRICTIONS ON APRON 9

- Stands 8V, 8L, 9 and 24, withdrawn.
- Stand 8 limited to Code B aircraft - MAX wingspan 78'/24m.
- Taxiway U relocated westward. MAX wingspan 171'/52m.
- Apply vigilance in the proximity of Stand 7 and 8 - Ignore blacked-out Stand markings.

LANDING AND TAXI RESTRICTIONS ON RWY 13/31

Taxiing between RWY 13/31 and Apron 9:

- TWYs C and D closed to aircraft with wingspan greater than 200'/61m.

Landing RWY 13 (wingspan less than 200'/61m):

- Code E (wingspan less than 200'/61m) aircraft entering Apron 9 via Taxiways C or D shall proceed via Taxilane T. Flight crew to apply CAUTION due to reduced wingtip clearance on Taxilane T.

Landing RWY 13 (wingspan greater than 200'/61m)

- Code E (wingspan greater than 200'/61m) and F aircraft landing on Runway 13 shall vacate RWY 13 via TWY A and then follow ATC instructions. Aircraft will thereafter be expected to backtrack RWY 13 and taxi into Apron 9 via TWY E.

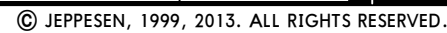
No restrictions applicable to Code A, B, C and D aircraft proceeding to Apron 9.

TAXILANE LIGHTING RESTRICTIONS ON APRON 9

No centreline lights will be visible at NIGHT along the temporarily relocated route of Taxilane U.

OTHER RESTRICTIONS

- Uneven ground may be present within the immediate soft shoulder area along Taxilane U. The affected shoulder area will be marked with low level, retro-reflective markers.
- Due to stand limitations on Apron 9, capacity for diversion of Code E and F aircraft may be withdrawn during the Phase 3 work period.
- Extraordinary requirements or conditions will be covered by NOTAM.



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
05 23	HIRL (60m) HIALS PAPI (angle 3.00°)			①	148' 45m

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

From rwy head 7795' (2376m)
twy P int 5177' (1578m)

RWY 23:

From rwy head 7795' (2376m)
twy Y int 6322' (1927m)
twy Q int 5361' (1634m)
twy R int 5531' (1686m)

13 31	HIRL (60m) HIALS CL (30m) PAPI 2 HST-F&D RVR		10,649' 3246m	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 11,621' (3542m)
twy F int 8343' (2543m)
twy E int 6946' (2117m)

RWY 31:

From displ thresh 11,007' (3355m)
twy C int 7467' (2276m)
twy D int 6060' (1847m)

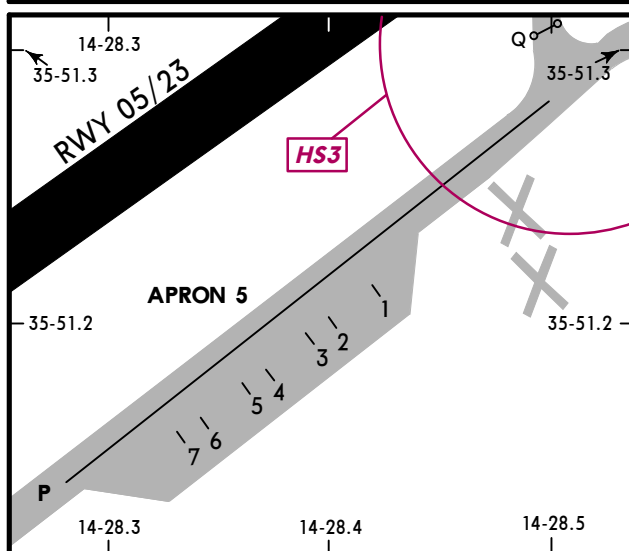
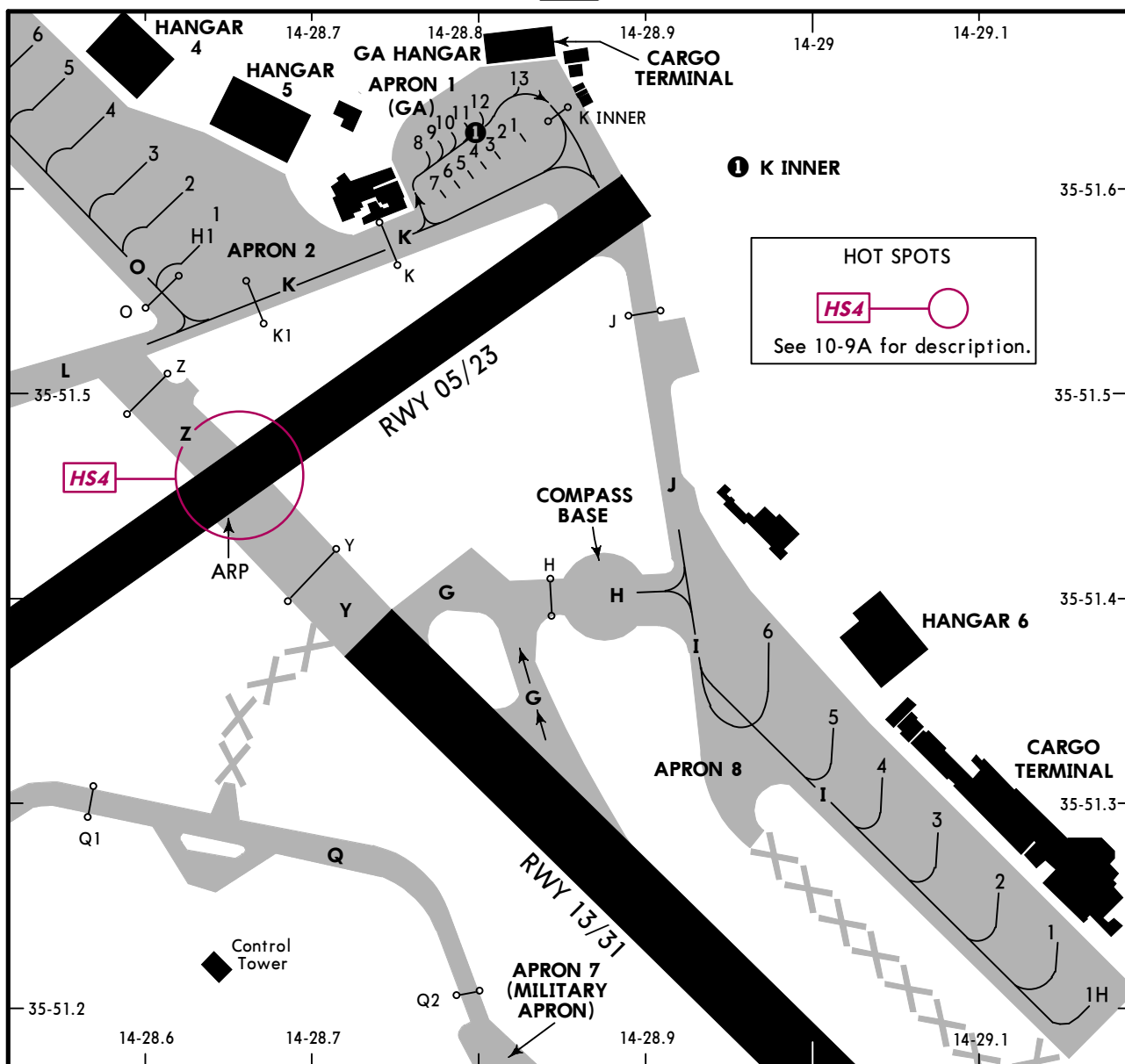
"HOT SPOTS"

(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			

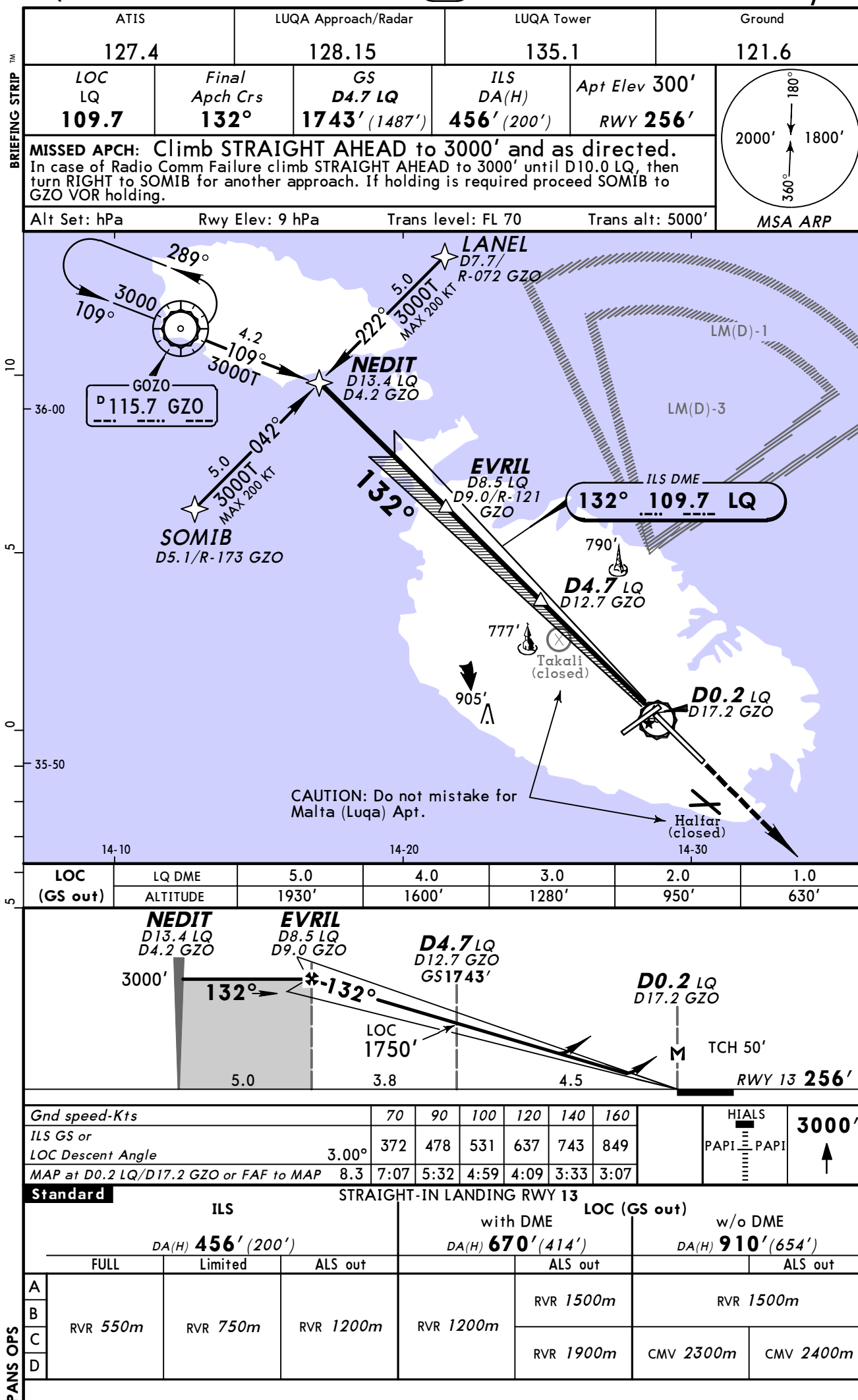
1 Operators applying U.S. Ops Specs: CL required below 300m.

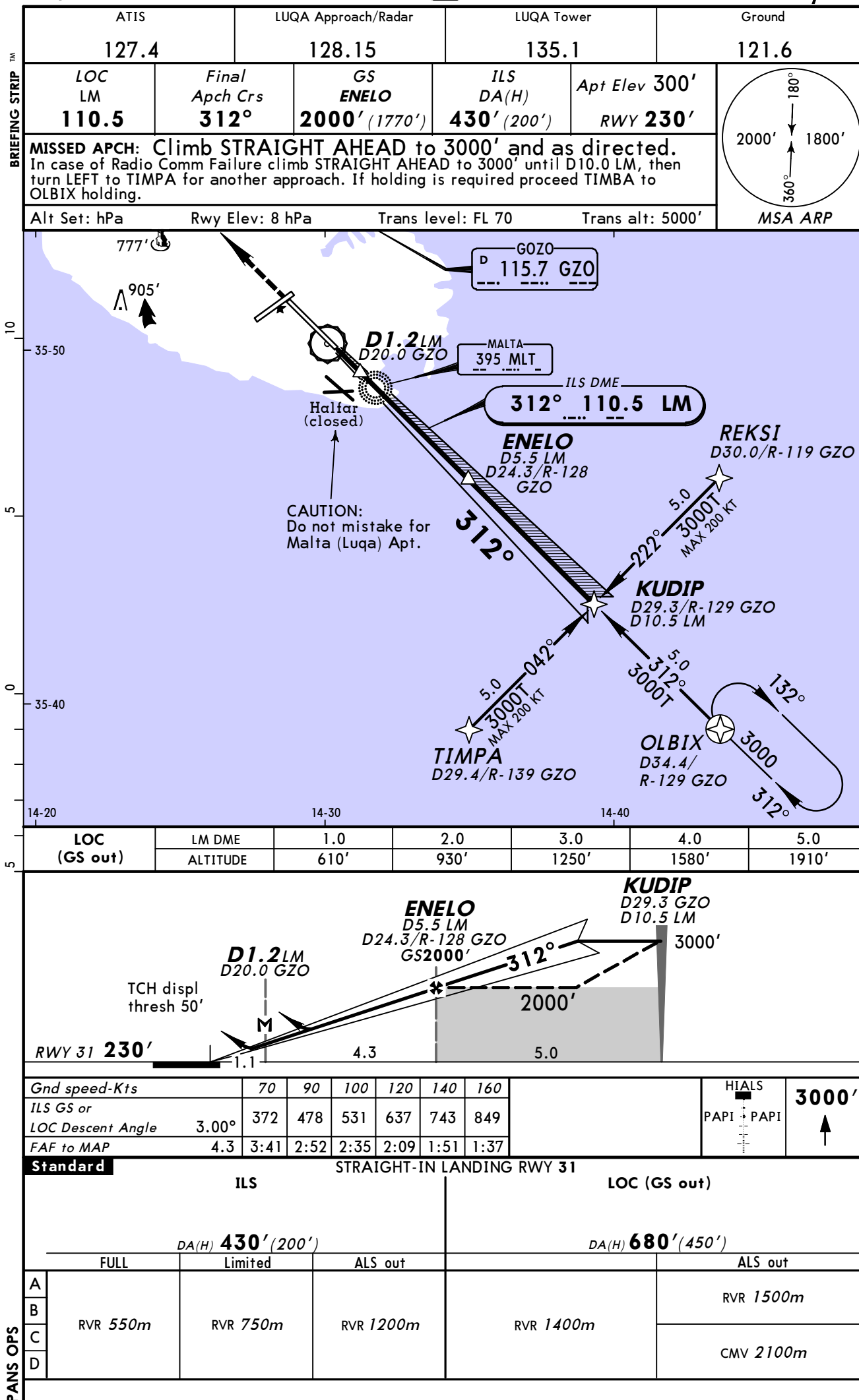


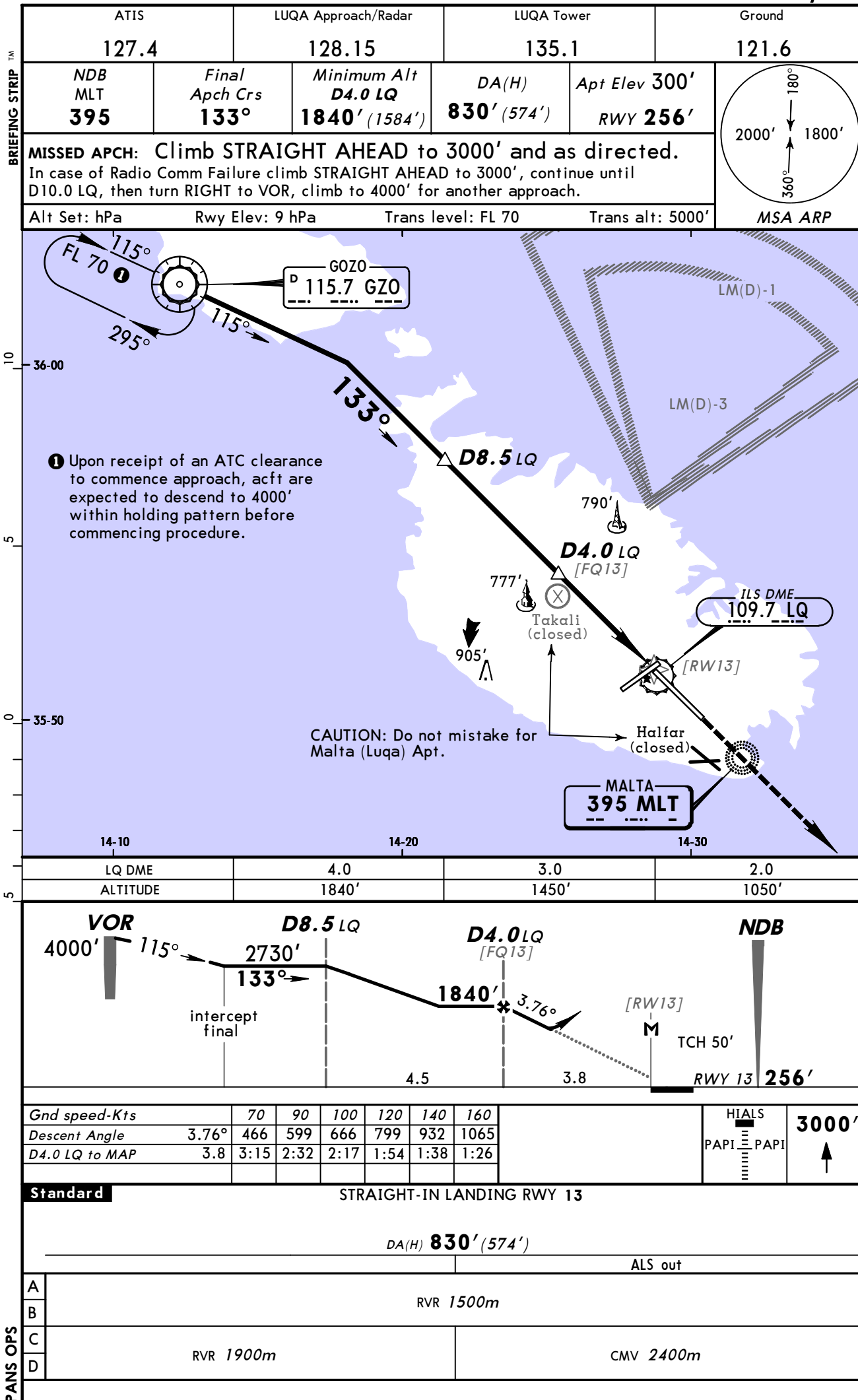
INS COORDINATES

STAND No.	COORDINATES
APRON 1	
1 thru 13	N35 51.6 E014 28.8
APRON 2	
1 thru 4	N35 51.6 E014 28.6
5	N35 51.7 E014 28.6
6	N35 51.7 E014 28.5
H1	N35 51.6 E014 28.6
APRON 5	
1 thru 6	N35 51.2 E014 28.4
7	N35 51.2 E014 28.3
APRON 8	
1	N35 51.2 E014 29.1
1H	N35 51.2 E014 29.2
2, 3	N35 51.3 E014 29.1
4, 5	N35 51.3 E014 29.0
6	N35 51.4 E014 29.0

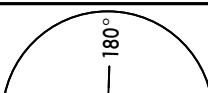
INS COORDINATES		
STAND No.	COORDINATES	
	APRON 4	
1 thru 1C	N35 51.3	E014 28.1
2 thru 4	N35 51.3	E014 28.0
5, 5R	N35 51.2	E014 27.9
	APRON 9	
1, 1R, 2	N35 51.0	E014 29.6
3	N35 50.9	E014 29.6
4 thru 6	N35 50.9	E014 29.7
7 thru 8V	N35 50.8	E014 29.8
9, 10	N35 50.8	E014 29.7
11	N35 50.8	E014 29.6
12, 13	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	
NAVAIDS- Refer to Planview	Final Apch Crs 312°	Minimum Alt No FAF	No MDA(H) published	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' until D10.0 LM, then turn LEFT to TIMPA to perform ILS DME Rwy 31.							
Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: FL 70		Trans alt: 5000'	
MSA ARP							

When cleared by ATC to conduct a visual approach, pilots are required to follow the entire procedure from ROTIP-KEGON-ENELO-ML361 or LONIK-DEMIX-ENELO-ML361. ROTIP/LONIK visual approaches require RNAV 5 navigation capability and are designated to enable a CDFA. Descent below 3000' is only authorized after passing KEGON/DEMIX. VFR acft activity may be present at 2000' or below in the vicinity of ROTIP over Marsascala Bay.



						HIALS PAPI PAPI	3000'

VISUAL LANDING RWY 31

CEILING REQUIRED

CEILING-VISIBILITY

2000' - 5 km

Chart changes since cycle 26-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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MALTA, (LUQA - LMML)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LMML