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Airport Information For LMML

Terminal Charts For LMML

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: MALTA MLT
ICAO/IATA: LMML / MLA
Lat/Long: N35° 51.45', E014° 28.65'
Elevation: 300 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° 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: 1606 Z

Runway Information

Runway: 05
Length x Width: 7795 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 296 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: 245 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 11621 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 231 ft
Lighting: Edge, ALS, Centerline

Displaced Threshold: 620 ft
Stopway: 656 ft

Communication Information

ATIS: 127.400
Luqa Tower: 133.900 Secondary
Luqa Tower: 135.100
Luqa Tower: 28.450
Luqa Ground: 28.450 Military
Luqa Ground: 121.600
Luqa Ground: 121.825 Secondary
Luqa Radar Approach: 128.150
Luqa Radar Approach: 118.350 Secondary
Luqa Radar Approach: 28.450 Military

LMML/MLA
LUQA

JEPPESEN
9 OCT 15 **10-1P**

MALTA, MALTA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 127.4

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. 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.

Taxi lane V not permitted for code letter E and F ACFT.

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

TWY K between THR 23 and Apron 2 restricted to Code C ACFT using caution.

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).

Taxiing on Taxi lane O is unidirectional (clockwise) for ACFT up to code letter B.

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

Follow-me car is mandatory when taxiing in and out of Apron 2.

Follow-me car will be provided to ACFT taxiing to stands 9X, 14X, 18X and 21X on Apron 9.

Follow-me car will be provided to ACFT entering Apron 4, on stands 1A, 1B, 1C, 3, 4, 5 and 5R.

Follow-me car will be provided in all other cases, when deemed appropriate by the pilot, provided the request is made as early as possible prior to arrival or departure.

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

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9 OCT 15 **10-1P1**

MALTA, MALTA
AIRPORT BRIEFING
Eff 15 Oct

1. GENERAL

1.5. PARKING INFORMATION

180° anti-clockwise turn on TWY H restricted to ACFT up to Code C. The turn-pad surface markings on TWY H are provided in blue.

On Apron 2, push-back required for stands 15C and 16C. Marshaller's guidance is mandatory when taxiing in and out of all stands on Apron 2.

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, 1R, 2 to 8 and 8L, 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 9X, 14X, 18X and 21X only via taxilane X.

Stand 1H 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.
- The RWY is closed due to pre-notified events.

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.

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9 OCT 15

10-1P2

Eff 15 Oct

MALTA, MALTA
AIRPORT BRIEFING

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. RWY OPERATIONS

2.1.1. 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.

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9 OCT 15
10-1P3
Eff 15 Oct

MALTA, MALTA
AIRPORT BRIEFING

2. ARRIVAL

2.2. OTHER INFORMATION

2.2.1. 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.

2.2.2. 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.

2.2.3. 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.
RWY 23	GZO	Clearance limit to expect radar vectors for visual APCH.
RWY 31	OLBIX	Clearance limit to expect ILS APCH.

3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

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

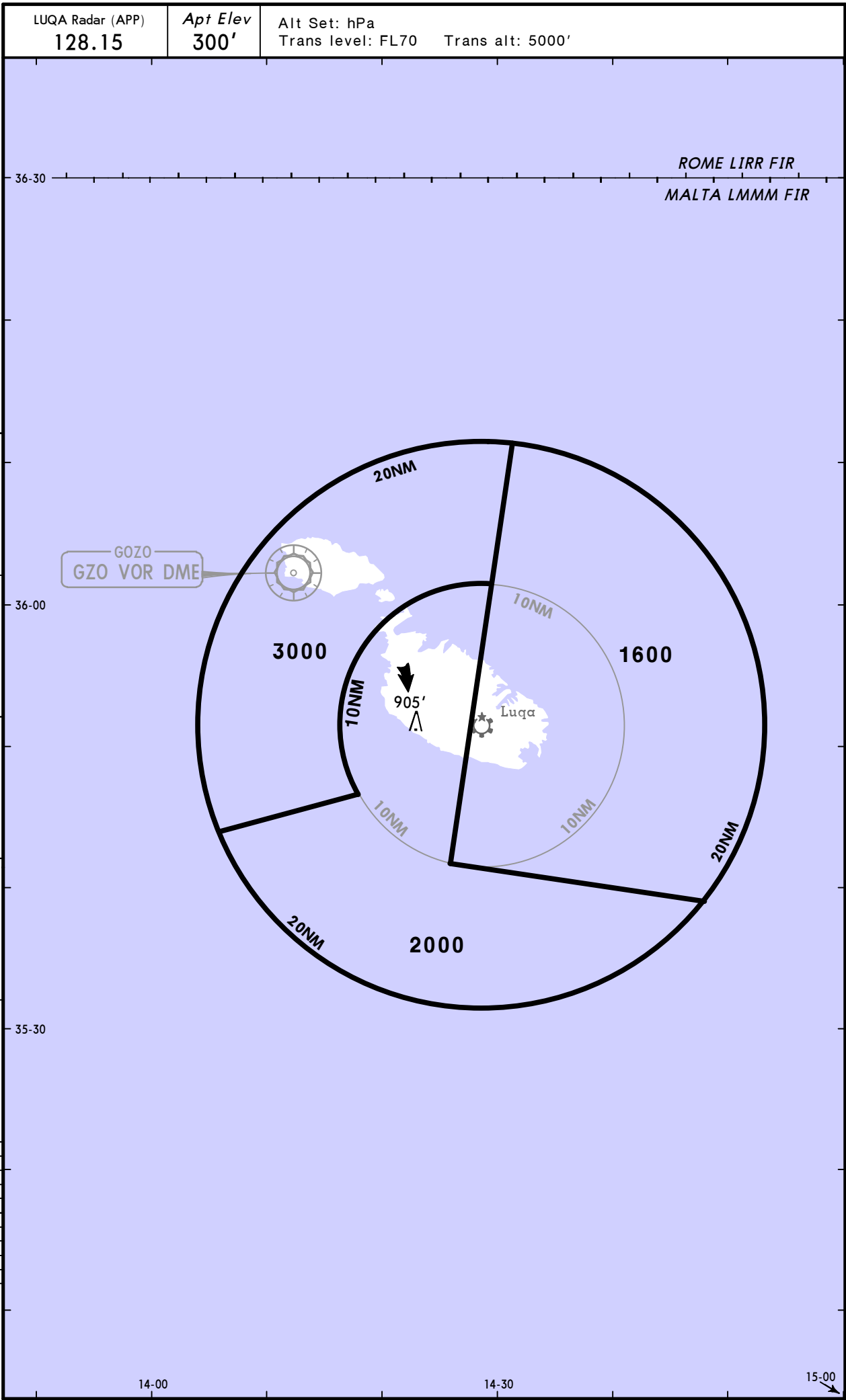
Requests for start-up clearance shall not be made earlier than 5 min before planned start-up. Any delays in start-up should be communicated to ATC as early as possible.

On Apron 2 and Apron 8, use CAUTION to reduce effect of jet blast when taxiing out of apron.

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 **JEPPESSEN**
30 MAR 12 **10-1R**

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Eff 5 Apr **RADAR MINIMUM ALTITUDES**



CHANGES: Chart completely revised.

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12 JUN 15

10-3

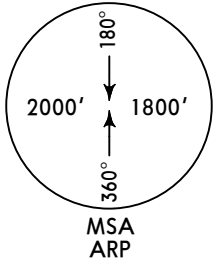
Eff 25 Jun

SID

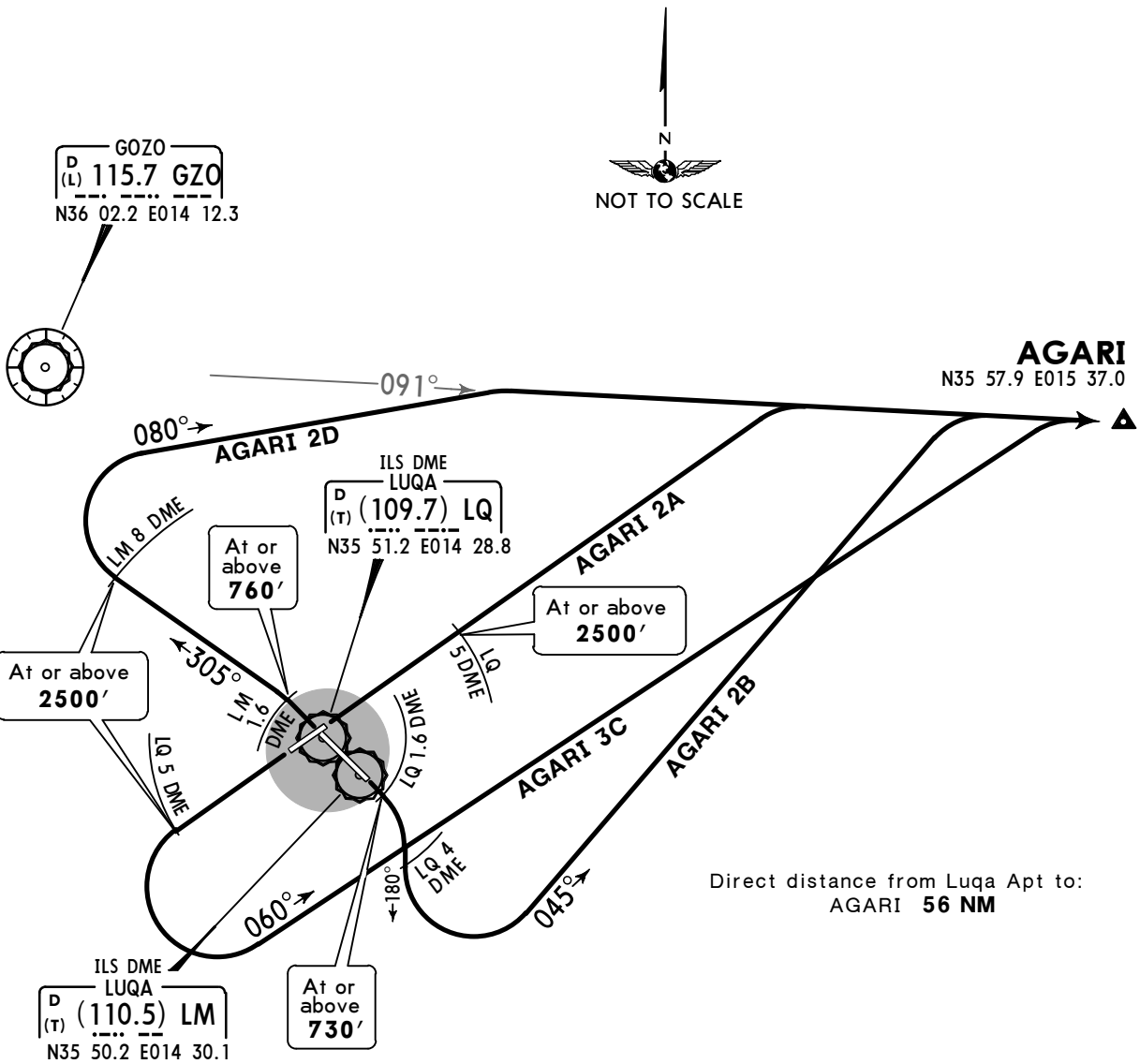
LUQA Radar
128.15

Apt Elev
300'

- Trans level: FL70 Trans alt: 5000'
1. After passing 2000' on assigned SID, contact LUQA Radar or as advised in ATIS reports. 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.

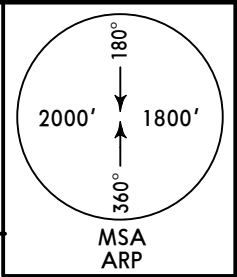
SID	RWY	ROUTING
AGARI 2A	05	Straight ahead, intercept GZO R-091 to AGARI.
AGARI 2B	13	To LQ 1.6 DME, turn RIGHT, 180° track until LQ 4 DME, turn LEFT, 045° track, intercept GZO R-091 to AGARI.
AGARI 3C	23	To LQ 5 DME, turn LEFT, 060° track, intercept GZO R-091 to AGARI.
AGARI 2D	31	To LM 1.6 DME, turn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

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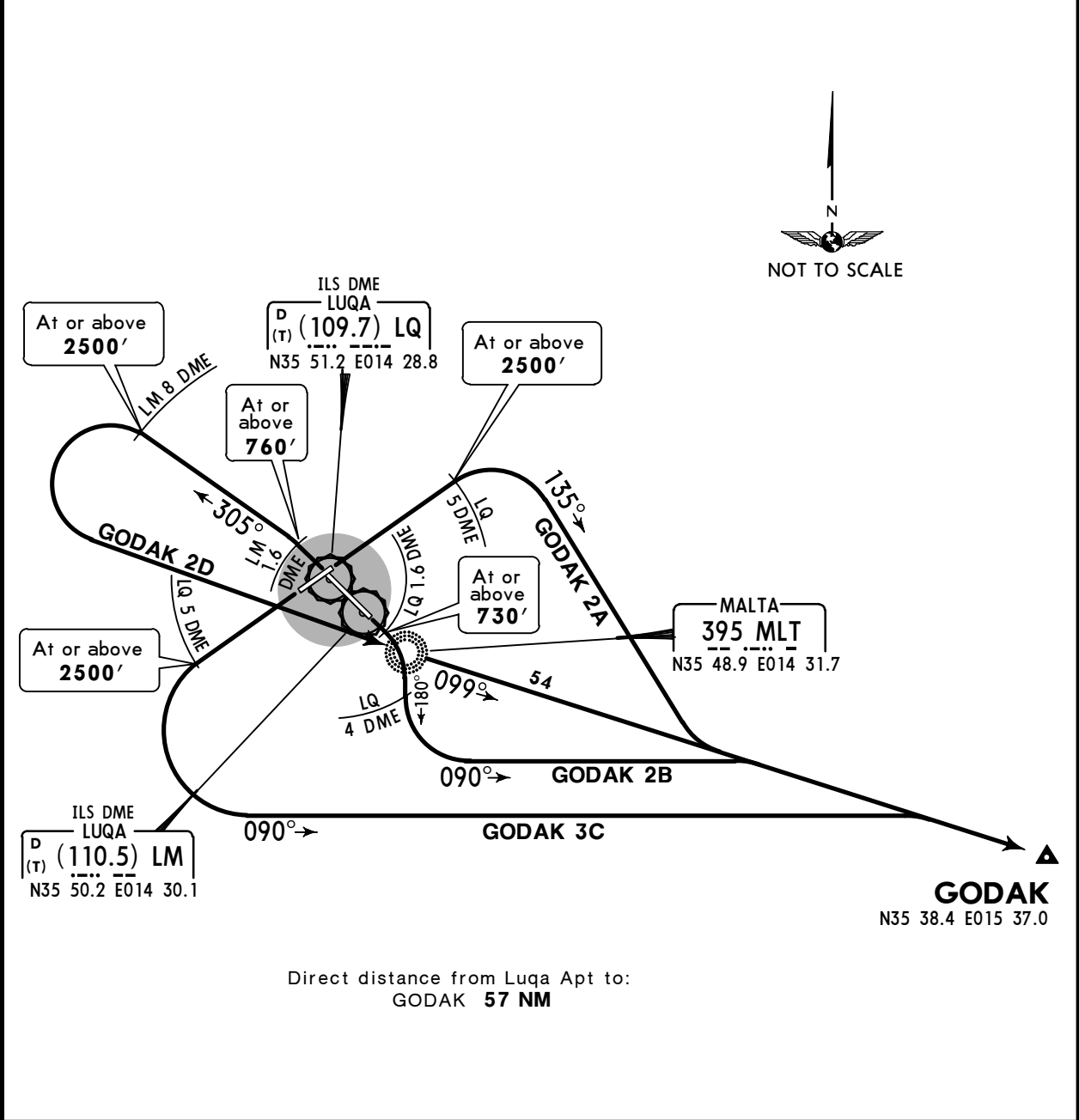
JEPPESEN
12 JUN 15 (10-3A) Eff 25 Jun

MALTA, MALTA
SID

LUQA Radar 128.15	Apt Elev 300'	Trans level: FL70 Trans alt: 5000' 1. After passing 2000' on assigned SID, contact LUQA Radar or as advised in ATIS reports. 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.
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GODAK 2A [GODA2A], GODAK 2B [GODA2B]
GODAK 3C [GODA3C], GODAK 2D [GODA2D]
RWYS 05, 13, 23, 31 DEPARTURES

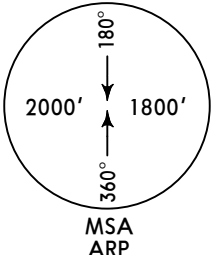


Initial climb clearance 5000', unless directed otherwise by ATC.		
SID	RWY	ROUTING
GODAK 2A	05	To LQ 5 DME, turn RIGHT, 135° track, intercept 099° bearing from MLT to GODAK.
GODAK 2B	13	To LQ 1.6 DME, turn RIGHT, 180° track until LQ 4 DME, turn LEFT, 090° track, intercept 099° bearing from MLT to GODAK.
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.

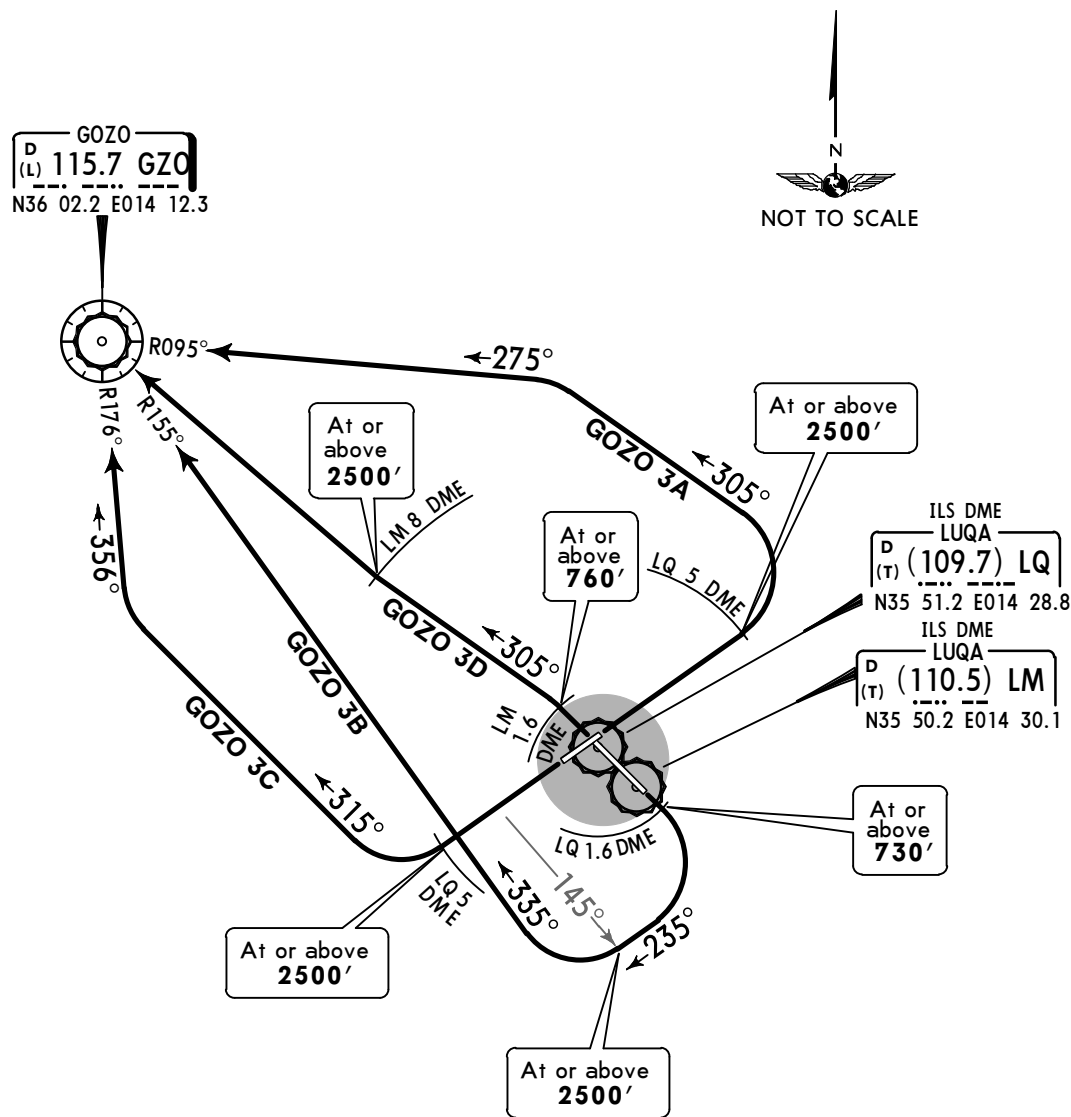
LMML/MLA
LUQA

JEPPESEN
12 JUN 15 10-3B Eff 25 Jun

MALTA, MALTA
SID

LUQA Radar 128.15	Apt Elev 300'	Trans level: FL70 Trans alt: 5000' 1. After passing 2000' on assigned SID, contact LUQA Radar or as advised in ATIS reports. 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.	
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GOZO 3A (GZO 3A), GOZO 3B (GZO 3B)
GOZO 3C (GZO 3C), GOZO 3D (GZO 3D)
RWYS 05, 13, 23, 31 DEPARTURES



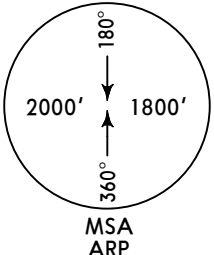
Direct distance from Luqa Apt to:
GZO 17 NM

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.

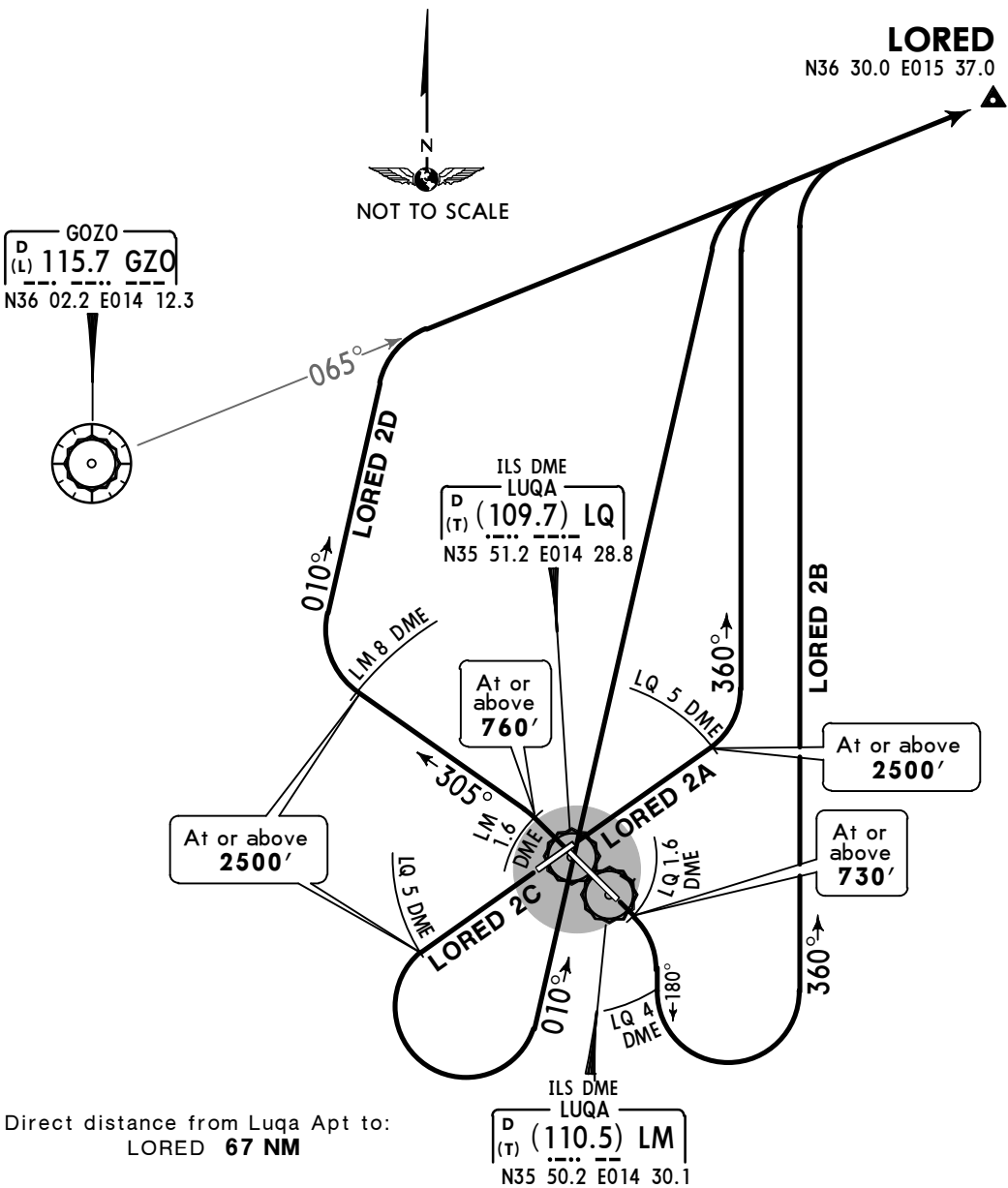
LMML/MLA
LUQA

JEPPESSEN
12 JUN 15 10-3C Eff 25 Jun

MALTA, MALTA
SID

LUQA Radar 128.15	Apt Elev 300'	Trans level: FL70 Trans alt: 5000' 1. After passing 2000' on assigned SID, contact LUQA Radar or as advised in ATIS reports. 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.	
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LORED 2A [LORE2A], LORED 2B [LORE2B]
LORED 2C [LORE2C], LORED 2D [LORE2D]
RWYS 05, 13, 23, 31 DEPARTURES

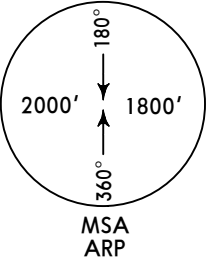


Initial climb clearance 5000', unless directed otherwise by ATC.		
SID	RWY	ROUTING
LORED 2A	05	To LQ 5 DME, turn LEFT, 360° track, intercept GZO R-065 to LORED.
LORED 2B	13	To LQ 1.6 DME, turn RIGHT, 180° track until LQ 4 DME, turn LEFT, 360° track, intercept GZO R-065 to LORED.
LORED 2C	23	To LQ 5 DME, 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.

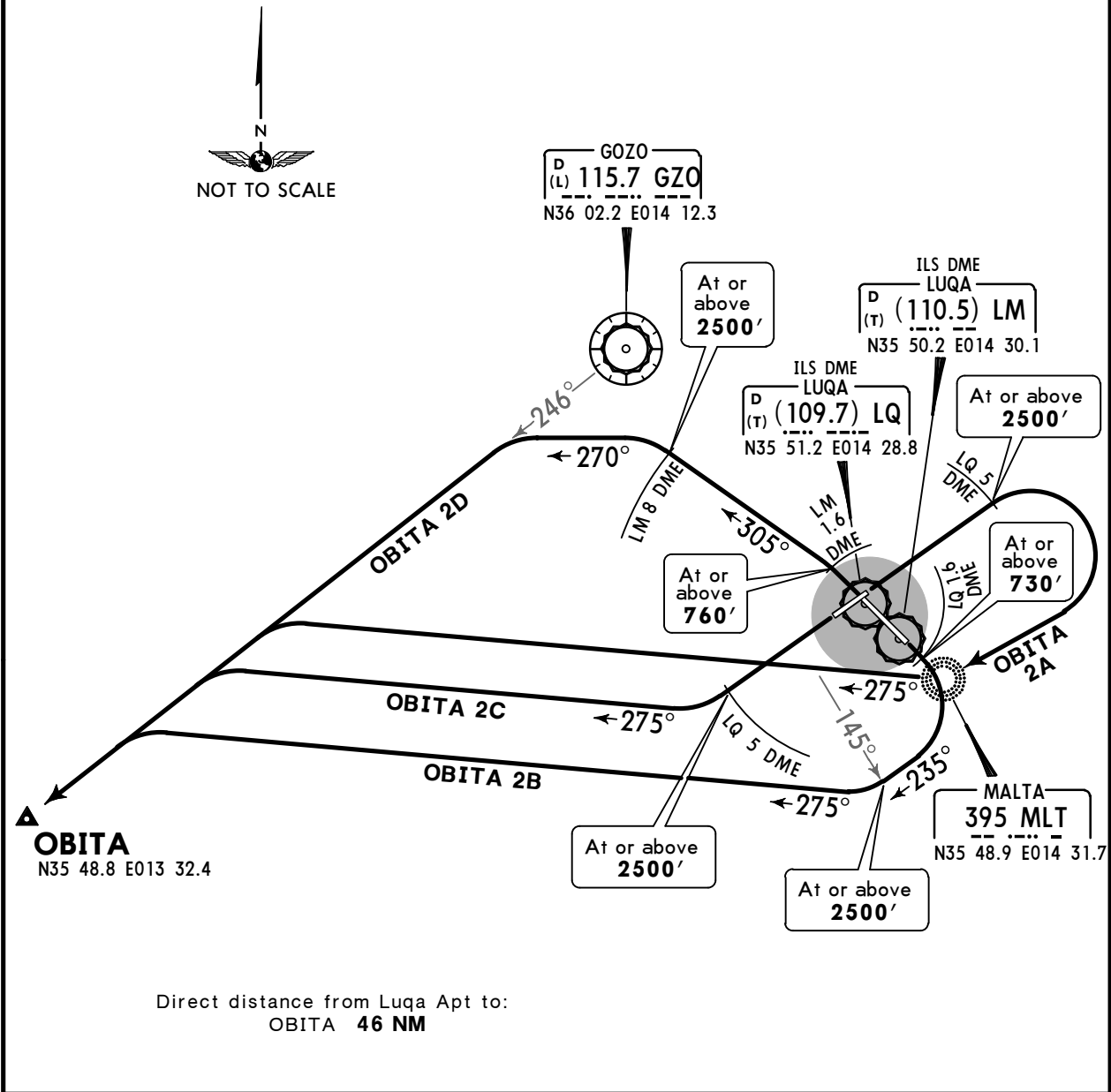
LMML/MLA
LUQA

JEPPESEN
12 JUN 15 10-3D Eff 25 Jun

MALTA, MALTA
SID

LUQA Radar 128.15	Apt Elev 300'	Trans level: FL70 Trans alt: 5000' 1. After passing 2000' on assigned SID, contact LUQA Radar or as advised in ATIS reports. 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.	
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OBITA 2A [OBIT2A], OBITA 2B [OBIT2B]
OBITA 2C [OBIT2C], OBITA 2D [OBIT2D]
RWYS 05, 13, 23, 31 DEPARTURES



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.

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12 JUN 15 **(10-3E)** **Eff 25 Jun**

MALTA, MALTA
SID

LUQA Radar
128.15

Apt Elev
300'

Trans level: FL70 Trans alt: 5000'

1. After passing 2000' on assigned SID, contact LUQA Radar or as advised in ATIS reports. 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.

2000'

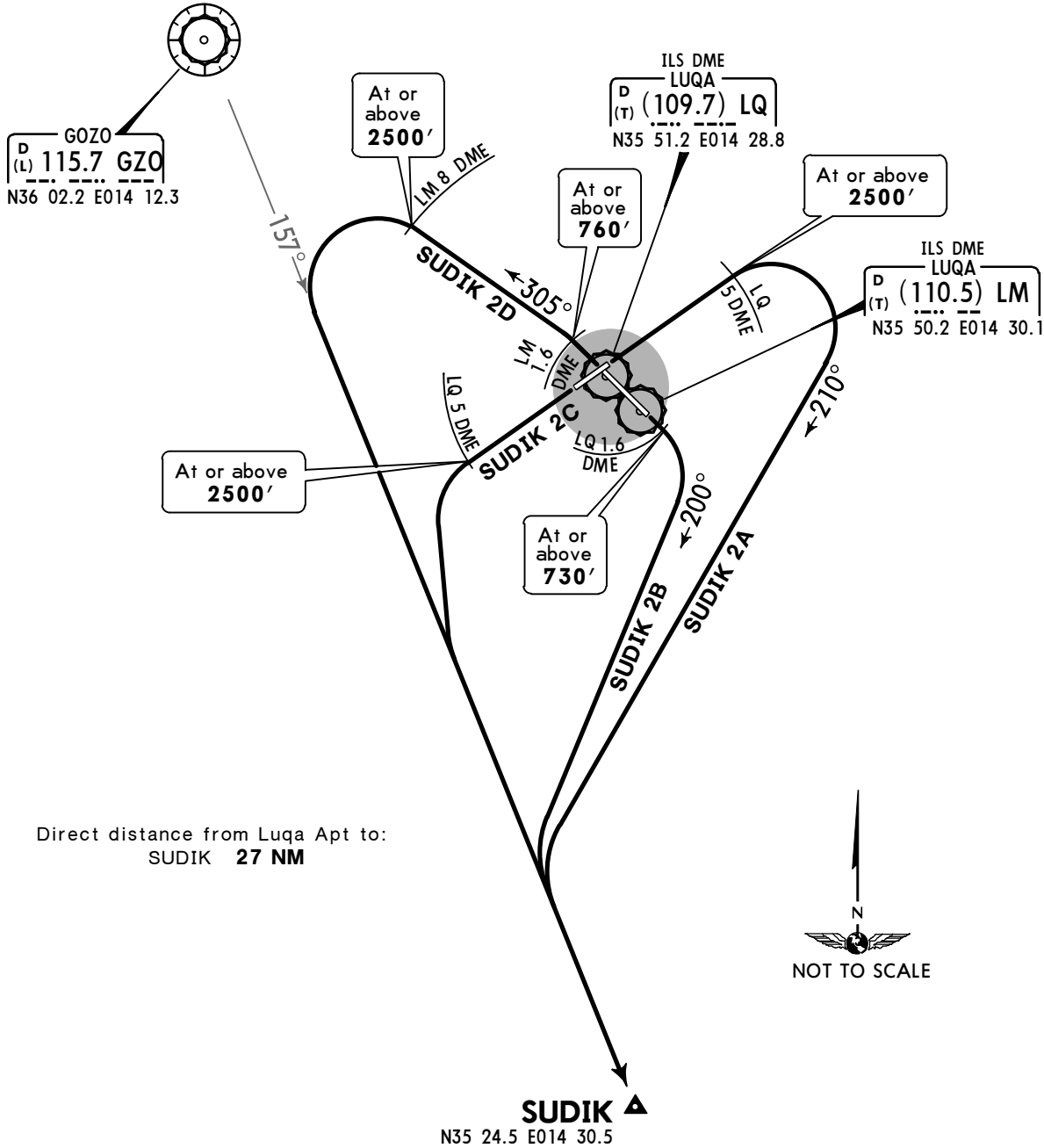
1800'

360°

180°

MSA
ARP

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.

LMML/MLA

Apt Elev 300'
N35 51.5 E014 28.6

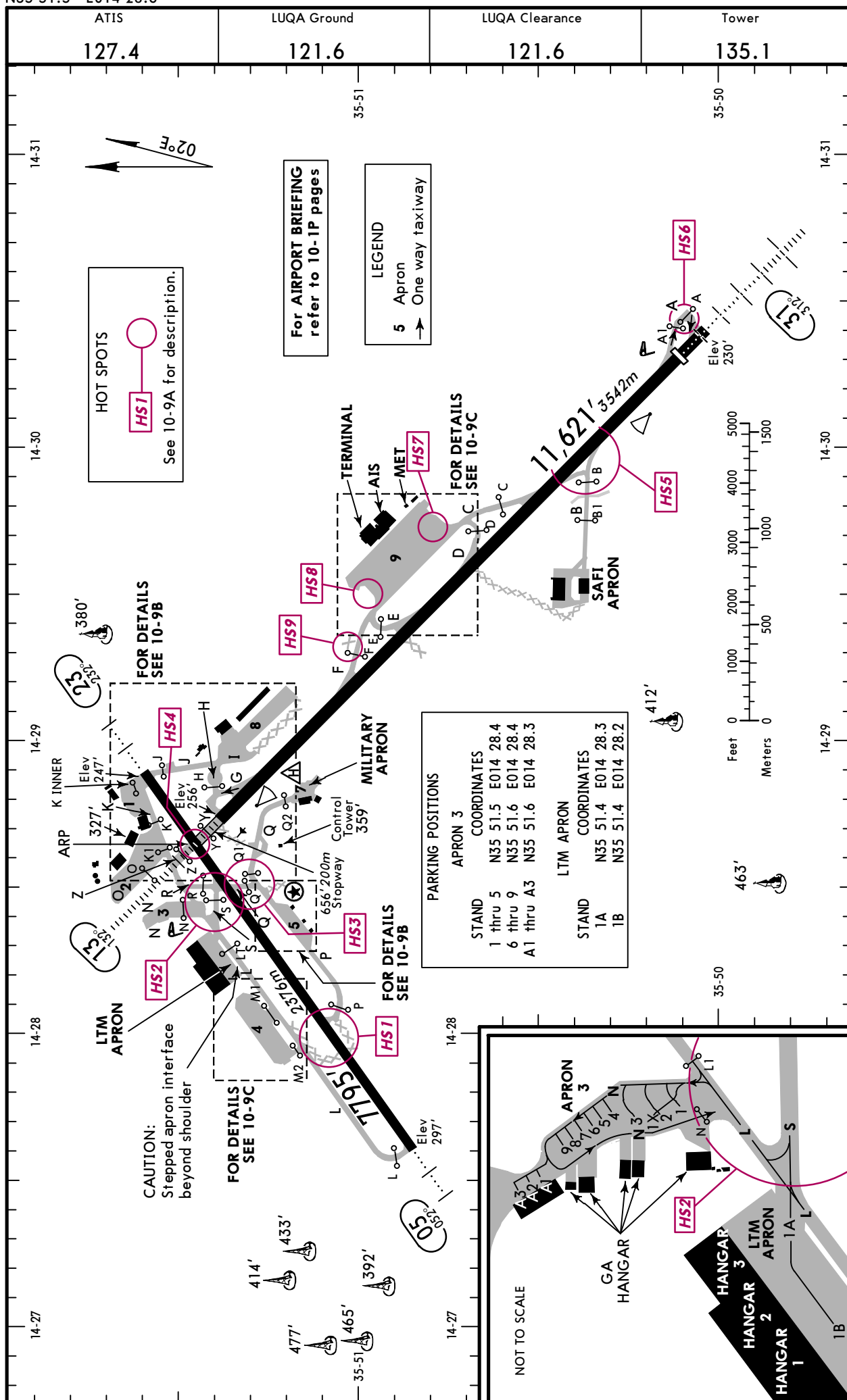
1 AUG 14

10-9

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CHANGES: Enhanced accuracy.

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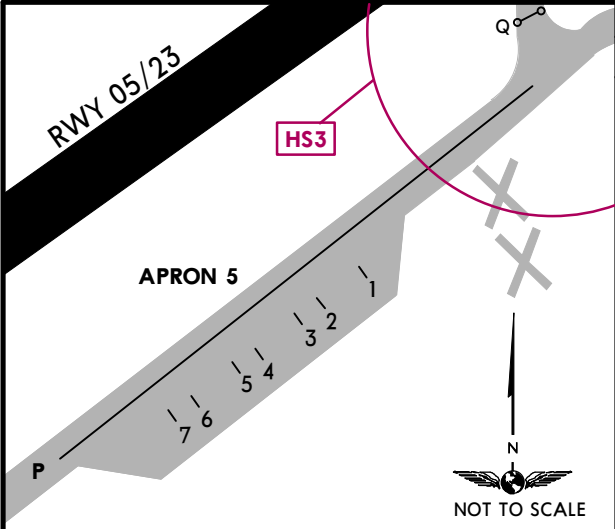
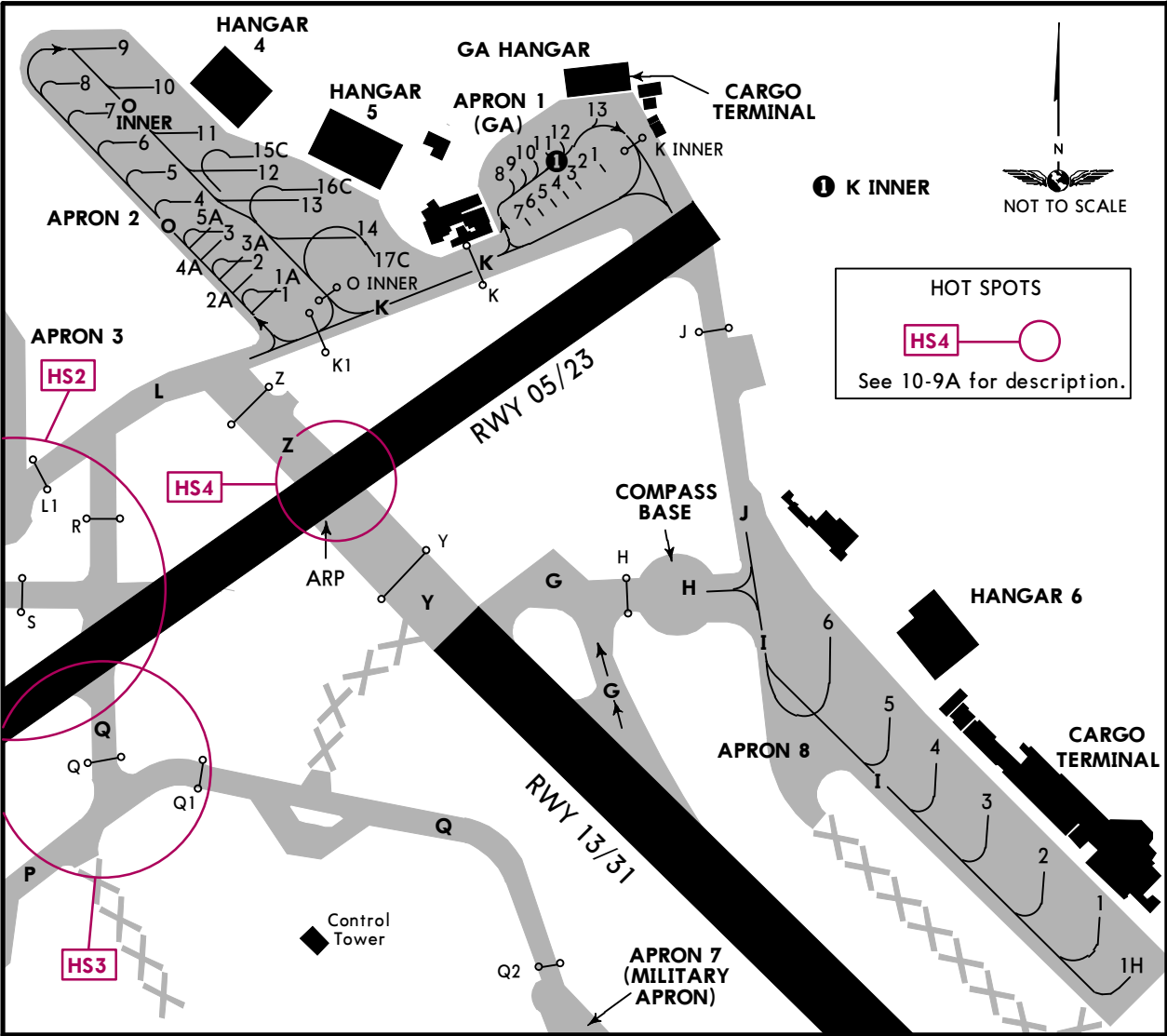
MALTA, MALTA
LUQA

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		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				
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A					
B	200m	250m	400m	500m	
C					
D	250m	300m			
1 Operators applying U.S. Ops Specs: CL required below 300m.					

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7 AUG 15 10-9B Eff 20 Aug

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INS COORDINATES	
STAND No.	COORDINATES
APRON 1	
1 thru 13	N35 51.6 E014 28.8
APRON 2	
1 thru 4A	N35 51.6 E014 28.6
5	N35 51.6 E014 28.5
5A	N35 51.6 E014 28.6
6, 7	N35 51.6 E014 28.5
8, 9	N35 51.7 E014 28.5
10	N35 51.7 E014 28.6
11 thru 13	N35 51.6 E014 28.6
14	N35 51.6 E014 28.7
15C, 16C	N35 51.6 E014 28.6
17C	N35 51.6 E014 28.7
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

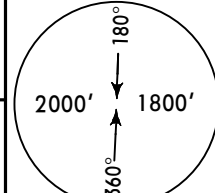
Eff 20 Aug

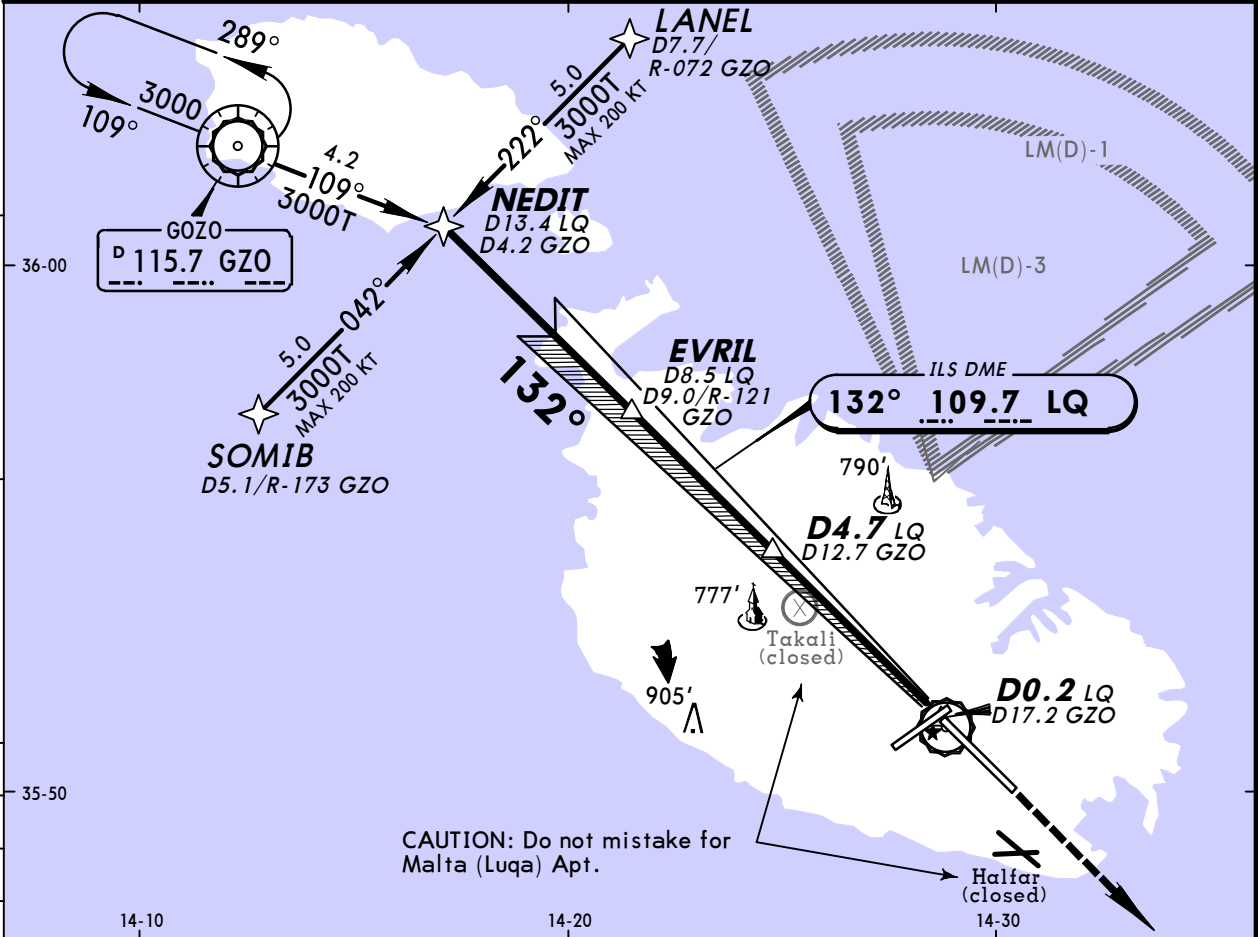
INS COORDINATES		
STAND No.	COORDINATES	
	APRON 4	
1 thru 1C	N35 51.3	E014 28.1
2 thru 4	N35 51.3	E014 28.0
5, 5R	N35 51.2	E014 27.9
	APRON 9	
1, 1R, 2	N35 51.0	E014 29.6
3	N35 50.9	E014 29.6
4 thru 6	N35 50.9	E014 29.7
7 thru 8L	N35 50.8	E014 29.8
9, 9X, 10	N35 50.8	E014 29.7
11	N35 50.8	E014 29.6
12, 13	N35 50.9	E014 29.6
14, 14X, 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

LMML/MLA
LUQA

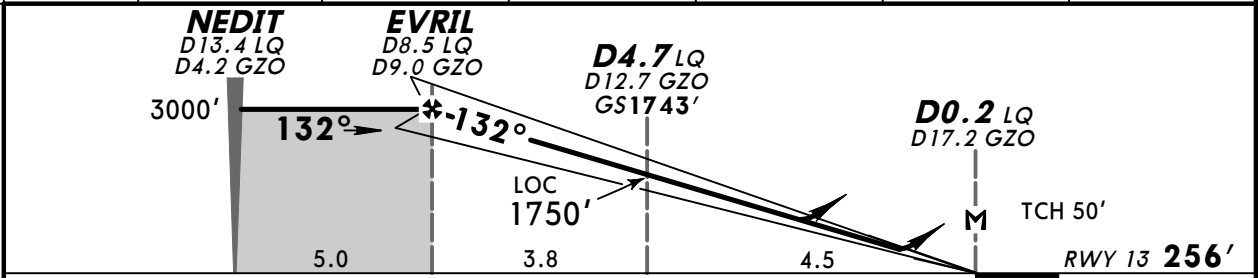
JEPPESSEN
13 FEB 15 (11-1)

MALTA, MALTA
ILS DME Rwy 13

ATIS 127.4		LUQA Approach/Radar 128.150		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. If holding is required proceed SOMIB to GZO VOR holding.						
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: FL 70		
MSA ARP						



LOC (GS out)	LQ DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1870'	1550'	1220'	900'	580'



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

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

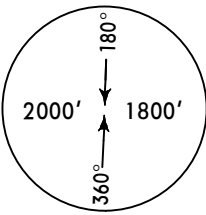
CHANGES: Recommended altitudes.

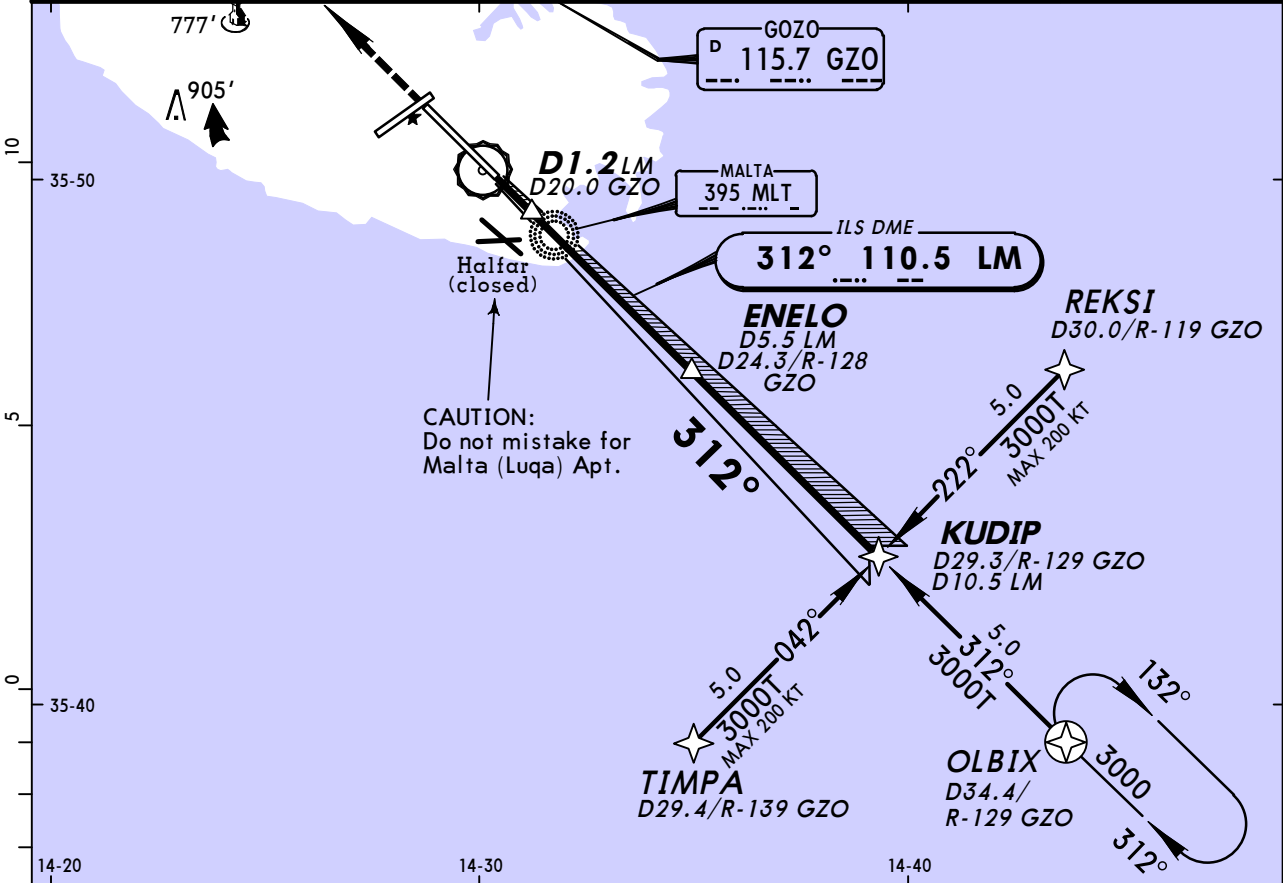
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LMML/MLA
LUQA

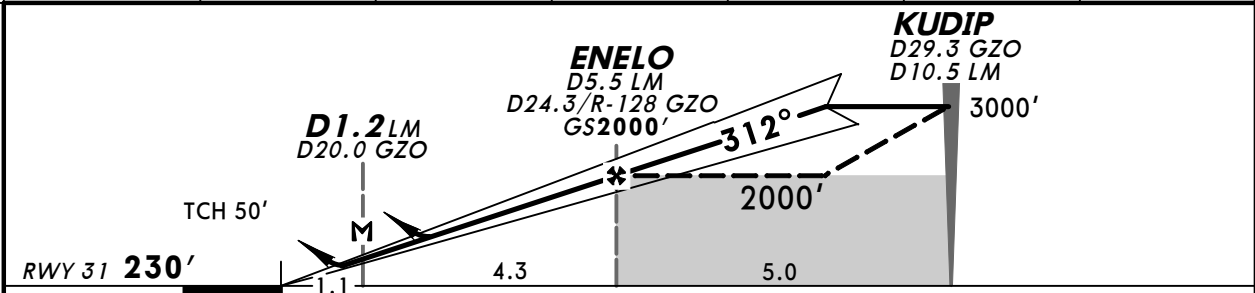
JEPPESEN
13 FEB 15 11-2

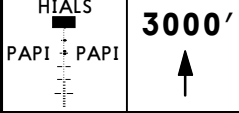
MALTA, MALTA
ILS DME Rwy 31

ATIS 127.4		LUQA Approach/Radar 128.150		LUQA Tower 135.1		Ground 121.6	
LOC LM 110.5	Final Apch Crs 312°	GS ENELO 2000' (1770')	ILS DA(H) 430' (200')	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 for another approach. If holding is required proceed TIMPA to OLBIX holding.							
Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: FL 70			
MSA ARP							



LOC (GS out)	LM DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	550'	870'	1200'	1520'	1850'



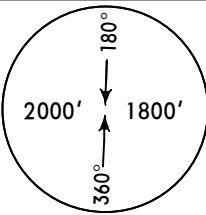
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
FAF to MAP	4.3	3:41	2:52	2:35	2:09	1:51	

PANS OPS	Standard ILS			STRAIGHT-IN LANDING RWY 31		LOC (GS out)	
	DA(H) 430' (200')			DA(H) 680' (450')		DA(H) 680' (450')	
	FULL	Limited	ALS out	ALS out		ALS out	
	A						
B							RVR 1500m
C	RVR 550m	RVR 750m	RVR 1200m		RVR 1400m		
D							CMV 2100m

LMML/MLA
LUQA

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11 OCT 13
Eff 17 Oct 19-10

MALTA, MALTA
RNAV VISUAL Rwy 31

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'	

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	

MALTA, (LUQA - LMML)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LMML