

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LMML

Terminal Charts For LMML

Revision Letter For Cycle 13-2016

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: 0346 Z
Sunset: 1821 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: 28.450

Luqa Tower: 135.100

Luqa Ground: 121.825 Secondary

Luqa Ground: 121.600

Luqa Ground: 28.450 Military

Luqa Radar Approach: 28.450 Military

Luqa Radar Approach: 118.350 Secondary

Luqa Radar Approach: 128.150

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LUQAJEPPesen
18 MAR 16 10-1P

Eff 31 Mar

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 14C).

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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18 MAR 16 (10-1P1)

Eff 31 Mar

MALTA, MALTA
AIRPORT BRIEFING**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 10A, 11A and 12A 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 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.
- 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

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(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**

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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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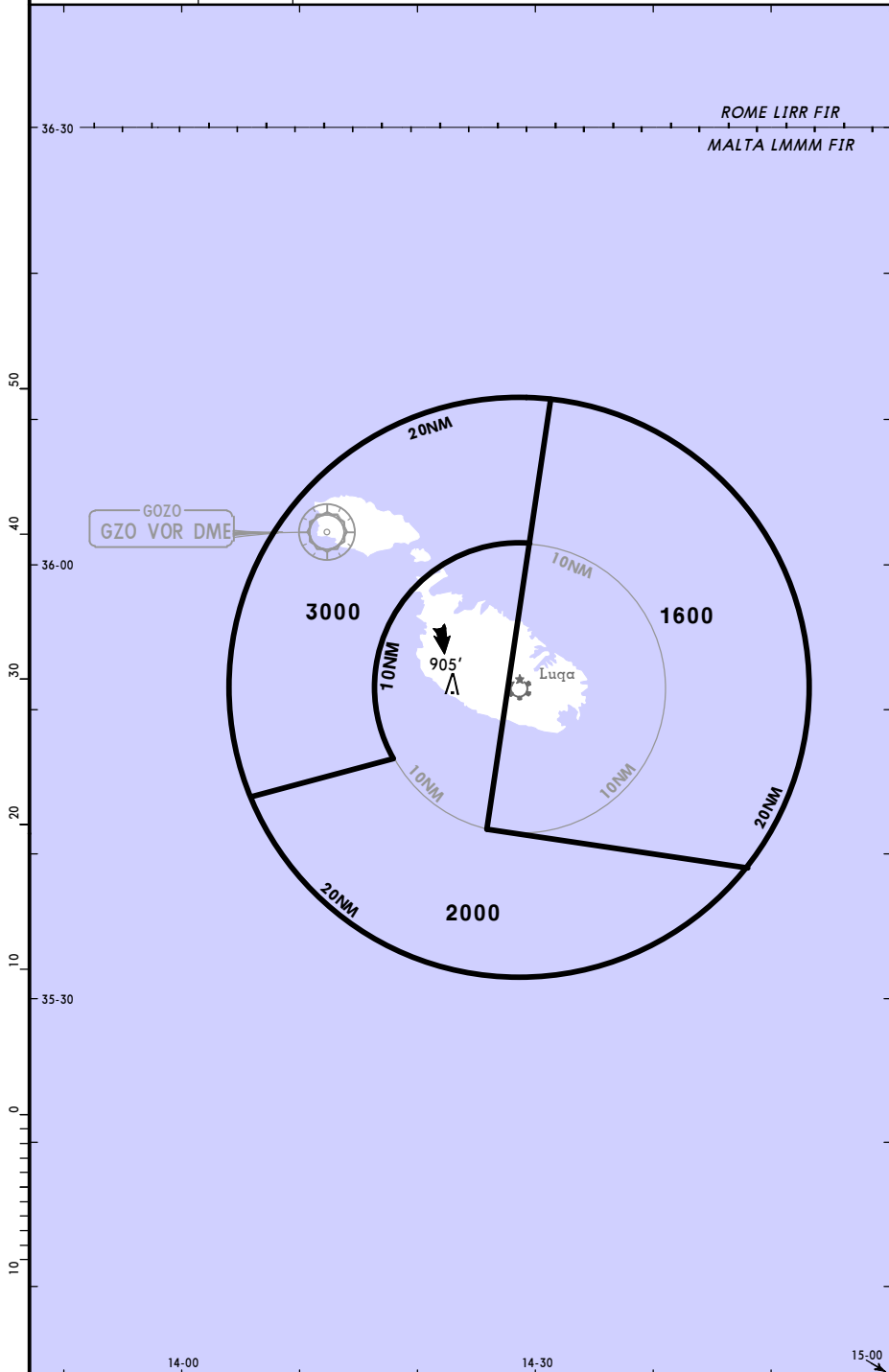
JEPPESSEN
30 MAR 12 (10-1R)

MALTA, MALTA
Eff 5 Apr. RADAR MINIMUM ALTITUDES

LUQA Radar (APP)
128.15

Apt Elev
300'

Alt Set: hPa
Trans level: FL70 Trans alt: 5000'



CHANGES: Chart completely revised.

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12 JUN 15

10-3

Eff 25 Jun

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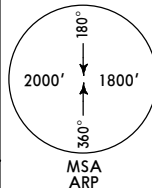
SID

LUQA Radar
128.15

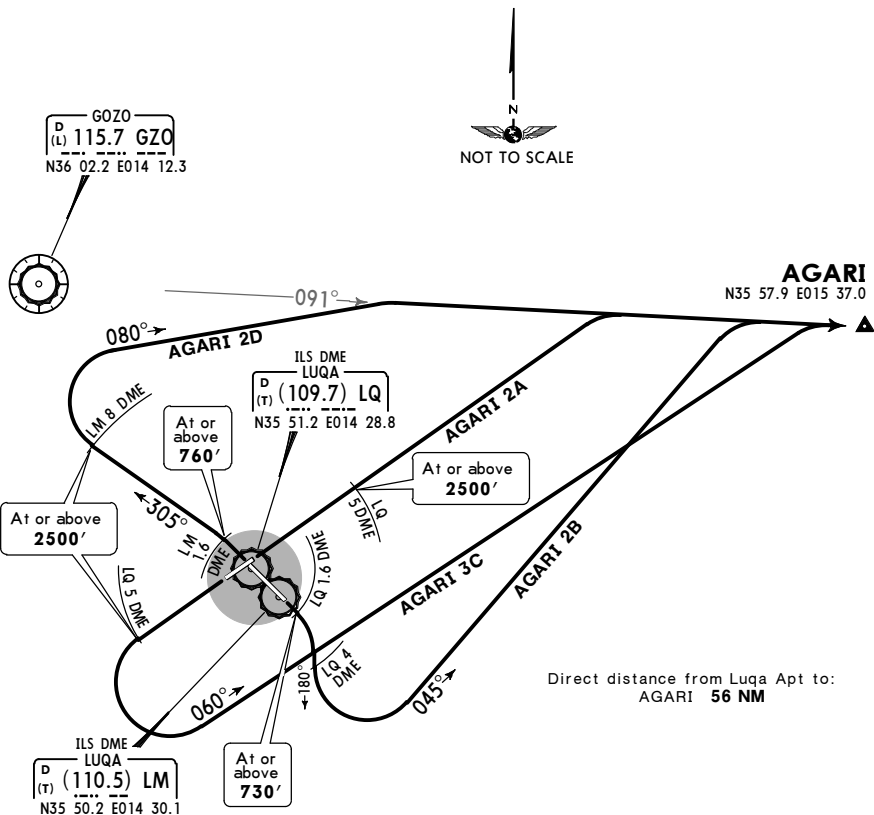
Apt Elev
300'

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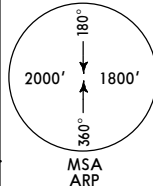
 **JEPPESSEN**
12 JUN 15 **(10-3A)** **Eff 25 Jun**

MALTA, MALTA
SID

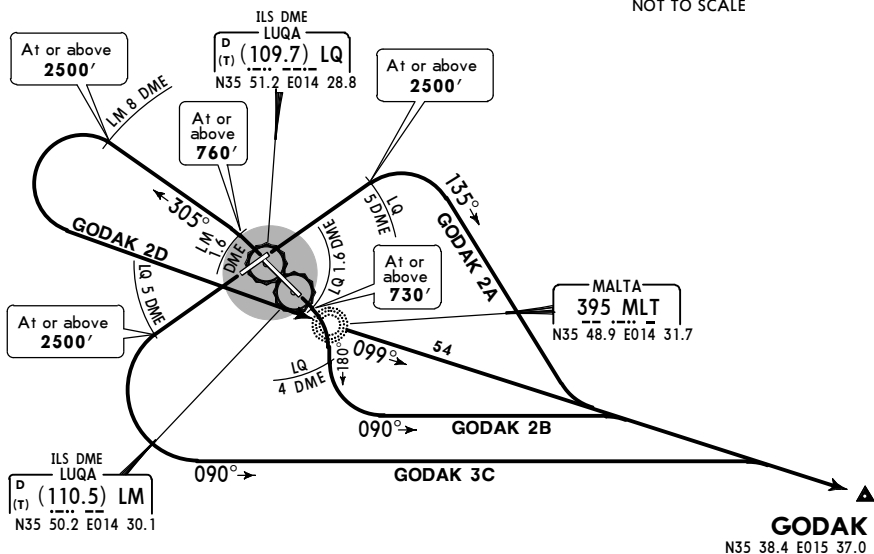
LUQA Radar
128.15

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.



**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.

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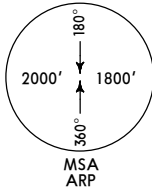
JEPPESSEN
12 JUN 15 **(10-3C)** **Eff 25 Jun**

MALTA, MALTA
SID

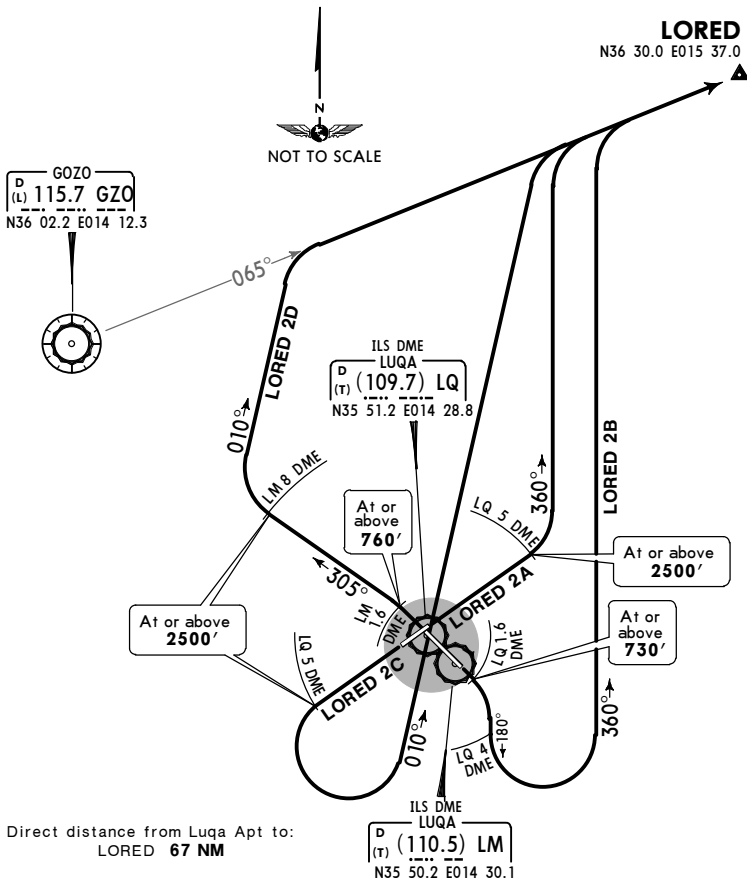
LUQA Radar
128.15

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.



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



Direct distance from Luqa Apt to:
LORED **67 NM**

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.

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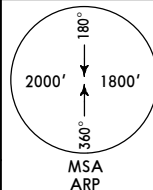
JEPPESSEN
12 JUN 15 **(10-3D)** **Eff 25 Jun**

MALTA, MALTA
SID

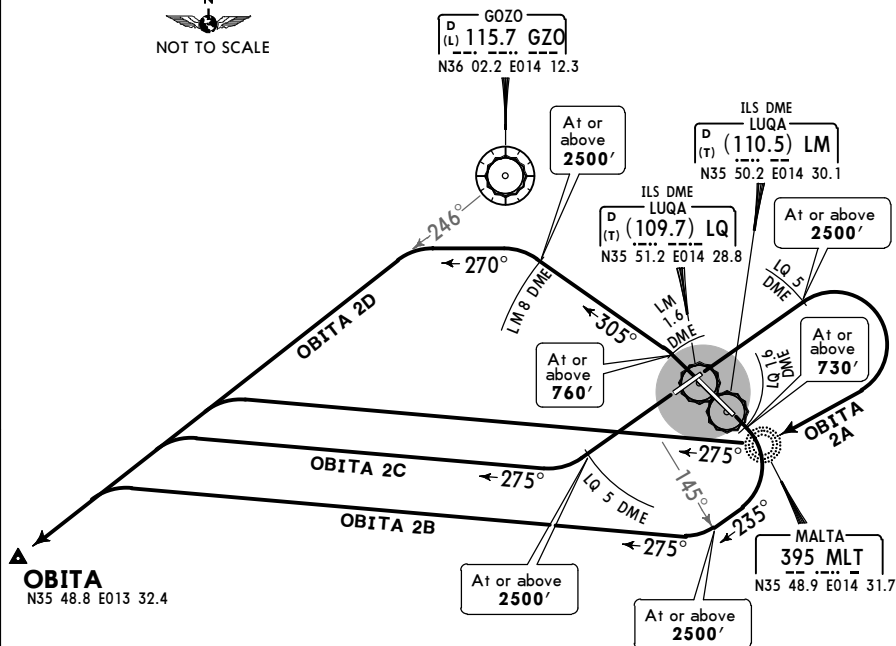
LUQA Radar
128.15

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.



**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.

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LUQA

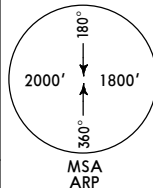
 **JEPPESSEN**
12 JUN 15 **(10-3E)** **Eff 25 Jun**

MALTA, MALTA
SID

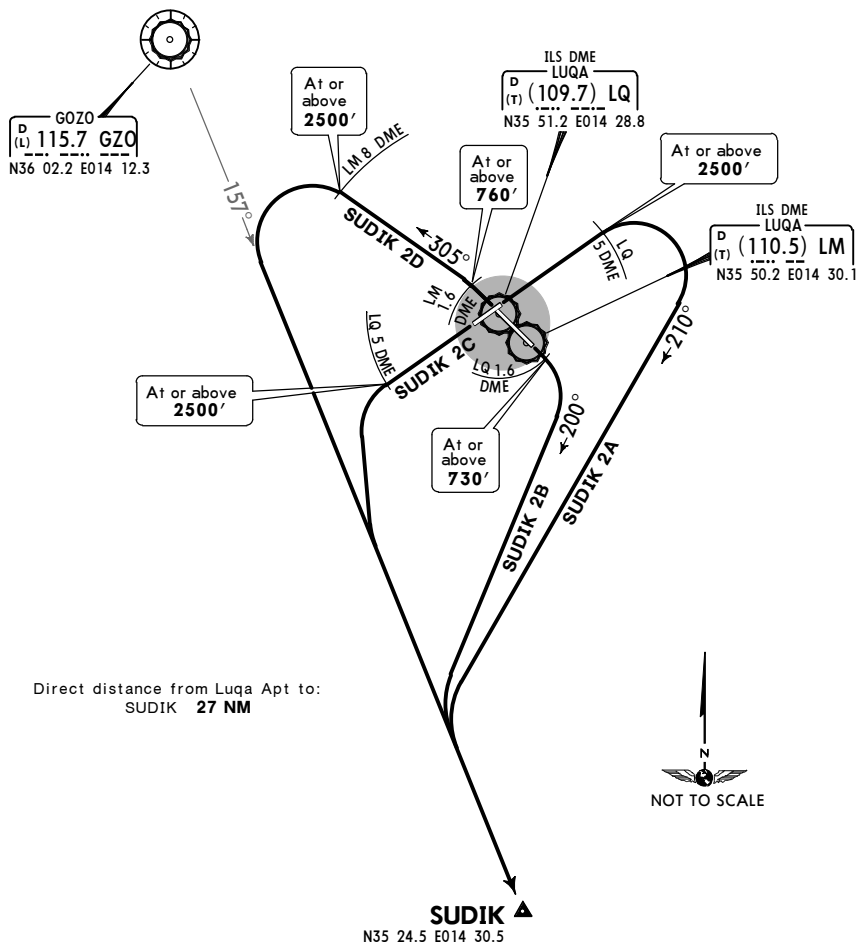
LUQA Radar
128.15

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.



**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.

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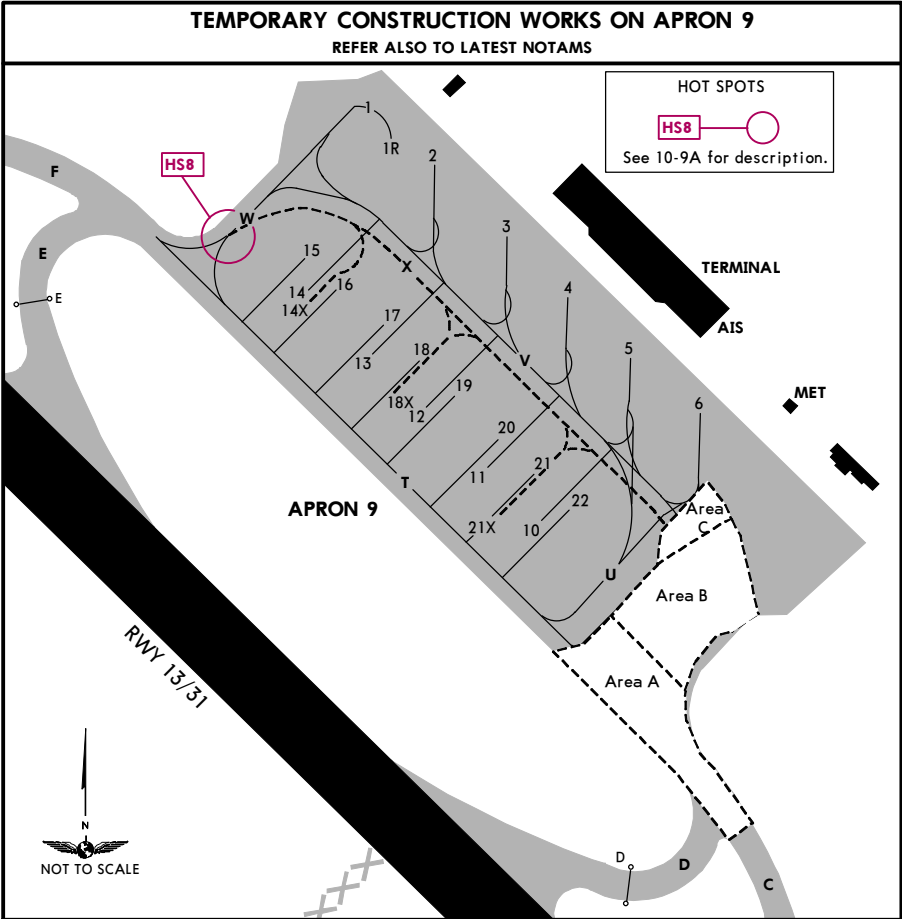
 **JEPPESSEN**

5 FEB 16

10-8

Eff 12 Feb

MALTA, MALTA
LUQA



DESCRIPTION

The construction works are intended to provide for resurfacing works along twy U on Apron 9 and extending onto the interface with twy T and V. The works will be executed in three phases to minimise disruption on the movement area.

- Twy U relocated westward and limited up to code C acft (max wingspan 118'/36m).
- Twy X between stand 10 and twy U closed.
- Apply vigilance in the proximity of twy U - ignore blacked out taxilane markings.
- Apply vigilance in the proximity of stand 6 - ignore blacked out stand markings.
- Edge lights and centreline lights along twy U not available.
- Stands 7, 8, 8L, 9, 9X, 23 and 24 withdrawn.

Landing and taxiing restrictions on runway 13/31

During the period that twys C and D are closed:
Code D, E and F acft landing on rwy 13 shall vacate rwy 13 via twy A and then as directed.
Acft will thereafter be expected to backtrack rwy 13 and taxi into Apron 9 via twy E.
Intersection take-off from rwy 31: Twy C or twy D shall be limited to code C acft.

Phase 1: Areas A and B

During this period, twy U will be temporarily relocated to maintain access to Code C (max wingspan 118'/36m) acft. Twys C and D will be unavailable for acft movements.

Phase 2: Area B

During this period, twy U will be temporarily relocated to maintain access to Code C (max wingspan 118'/36m) acft. Twys C and D will be available for acft movements.

Phase 3: Area C

During this period, twy U will be closed to acft. NOTAMS will be published to allow for works in progress on twy V.

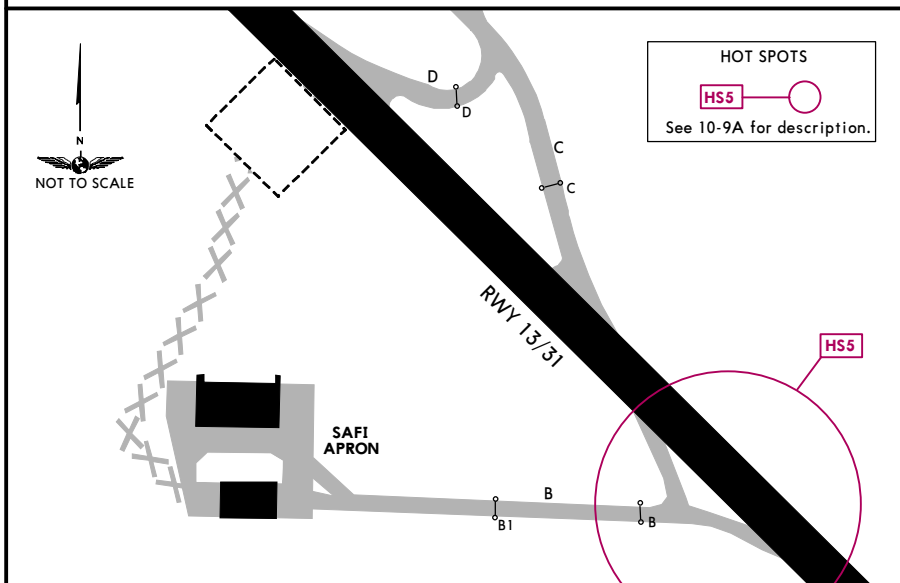
LMML/MLA

JEPPESSEN
5 FEB 16 **(10-8A)** Eff 12 Feb

MALTA, MALTA
LUQA

TEMPORARY CONSTRUCTION WORKS ON HANGAR ACCESS ROUTE

REFER ALSO TO LATEST NOTAMS


DESCRIPTION

The construction works are intended to provide access to code B acft (max wingspan 79'/24m) between Safi Aviation Park (SAP) and rwy 13/31. The designation of this new twy has yet to be determined.

Construction works executed within the area which is located within the 295'/90m distance from the rwy centreline up to the rwy edge will require significant restrictions on the use of rwy 13/31.

DAILY WORK PERIODS

Monday thru Friday - 0001-0600 UTC / 2200-0000 UTC

Saturday - 0001-0600 UTC

Sunday - 2200-0000 UTC

RWY RESTRICTIONS DURING WORK PERIODS

Rwy 13/31 closed for take off and landing.

TWY AND TAXIING RESTRICTIONS (DAILY, DURING WORK PERIODS)

Rwy 13/31 closed to acft taxiing between thresh rwy 31 and twy D. Twy C and D closed.

NAVIGATIONAL AIDS

Nav aid restrictions (daily, during working periods): ILS rwy 13/31 on request only.

LIGHTS

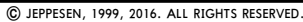
ALS rwy 13/31 will be switched off during work periods but available in the event of emergency.

Rwy 13/31 ground lighting will be switched off but available for taxiing purposes and in the event of emergency.

REMARKS

When rwy 05/23 is in use but ceiling is less than 2000' or VIS is less than 10km, rwy 13 or rwy 31 shall be declared as landing rwy and rwy 05 or rwy 23 as departure rwy. Unless other weather conditions determine otherwise.

Acft diversions for medical or other emergency reasons requiring the use of rwy 13/31 will be accepted subject to 20 min advance notification.



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 **JEPPESSEN**

18 MAR 16

10-9A

Eff 31 Mar

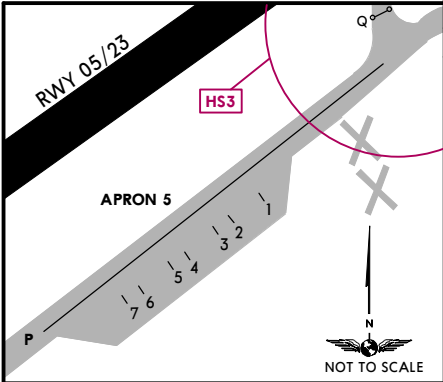
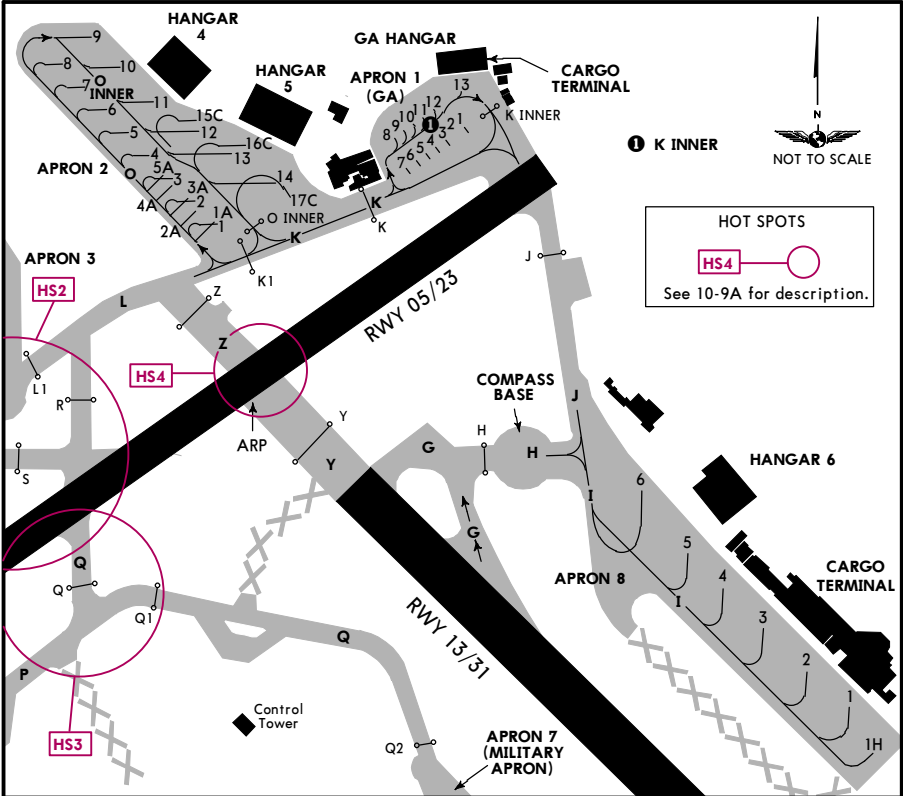
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LUQA

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH																
RWY						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 5180' (1579m) 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 required on taxilane X. Blue markings provided for taxilane X. HS9 Confusing twy entry. Vehicular road closed to acft.																									
Standard TAKE-OFF 1																									
<table><tr><th colspan="2">LVP must be in Force</th><th colspan="2"></th></tr><tr><th>RL & CL</th><th>RCLM (DAY only) or RL</th><th>RCLM (DAY only) or RL</th><th>NIL (DAY only)</th></tr><tr><td>A B C D</td><td>200m</td><td>250m</td><td>400m</td></tr><tr><td></td><td>250m</td><td>300m</td><td>500m</td></tr></table>										LVP must be in Force				RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	A B C D	200m	250m	400m		250m	300m	500m
LVP must be in Force																									
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)																						
A B C D	200m	250m	400m																						
	250m	300m	500m																						
1 Operators applying U.S. Ops Specs: CL required below 300m.																									

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JEPPESSEN
7 AUG 15 **(10-9B)** **Eff 20 Aug**

MALTA, MALTA
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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

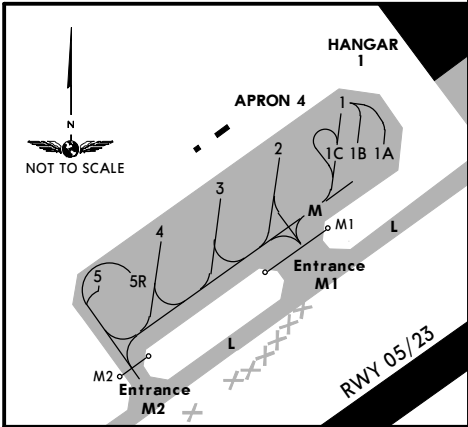
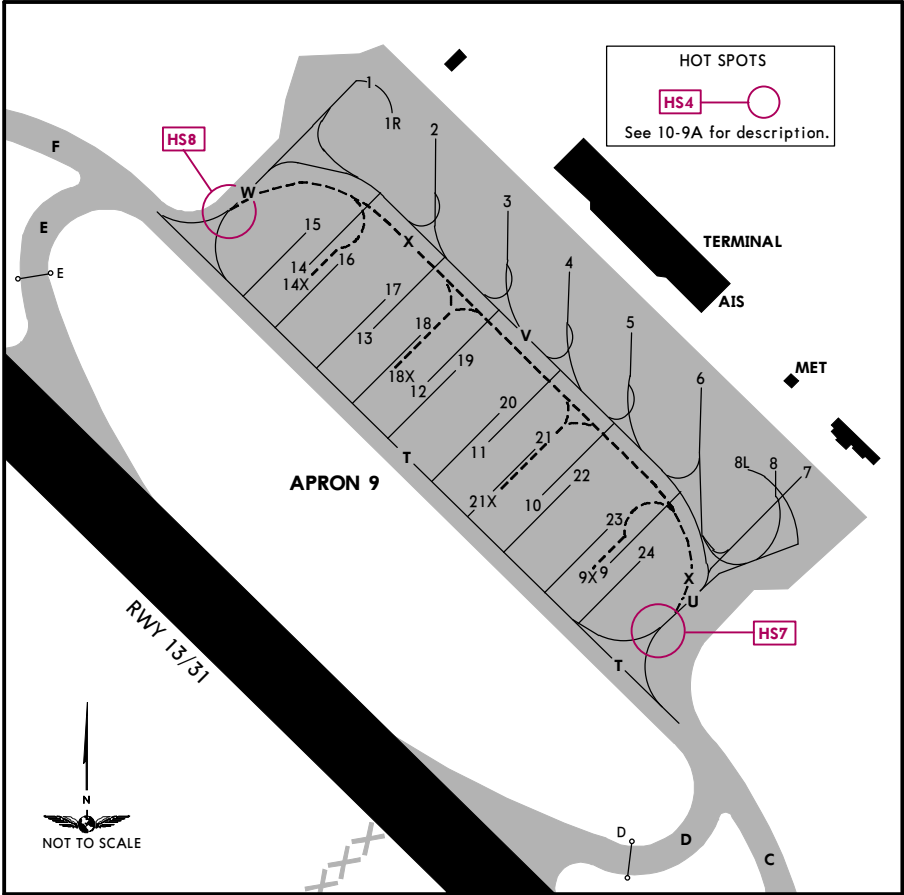
CHANGES: Parking stands. INS coordinates.

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7 AUG 15 10-9C Eff 20 Aug

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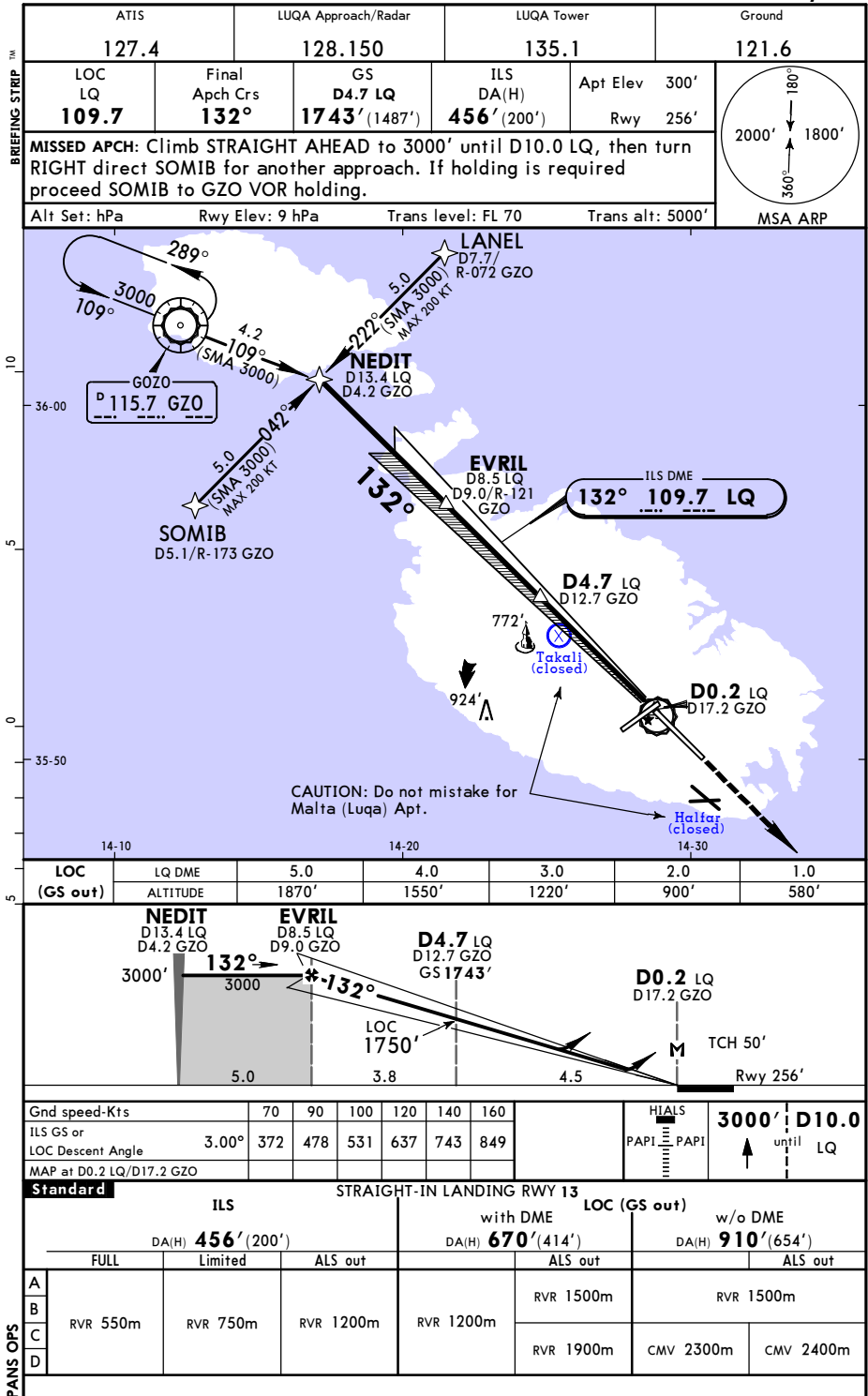
INS COORDINATES

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

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JEPPesen
13 MAY 16 (11-1) Eff 26 May

MALTA, MALTA
ILS DME Rwy 13



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LUQA

JEPPESSEN
13 MAY 16 11-2 Eff 26 May

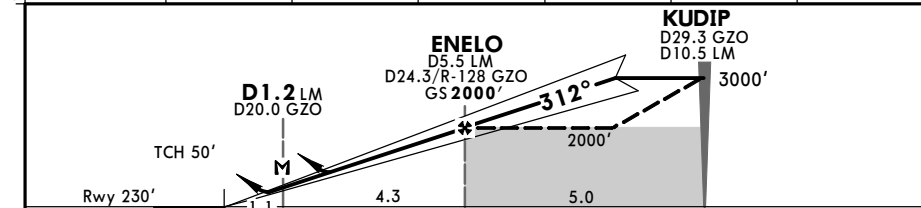
MALTA, MALTA
ILS DME Rwy 31

BRIEFING STRIP™

ATIS 127.4		LUQA Approach/Radar 128.150		LUQA Tower 135.1		Ground 121.6
LOC LM 110.5	Final Apch Crs 312°	GS EENLO 2000' (1770')	ILS DA(H) 430' (200')	Apt Elev 300'	Rwy 230'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' until D10.0 LM, then turn LEFT direct TIMPA for another approach. If holding is required proceed TIMPA to OLBIX holding.						
Alt Set: hPa		Rwy Elev: 8 hPa	Trans level: FL 70		Trans alt: 5000'	
MSA ARP						



LOC (GS out)	LM DME ALTITUDE	1.0 550'	2.0 870'	3.0 1200'	4.0 1520'	5.0 1850'
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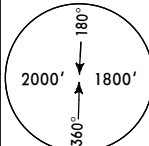
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	3000' / D10.0 ↑ until LM	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D1.2 LM/D20.0 GZO									

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

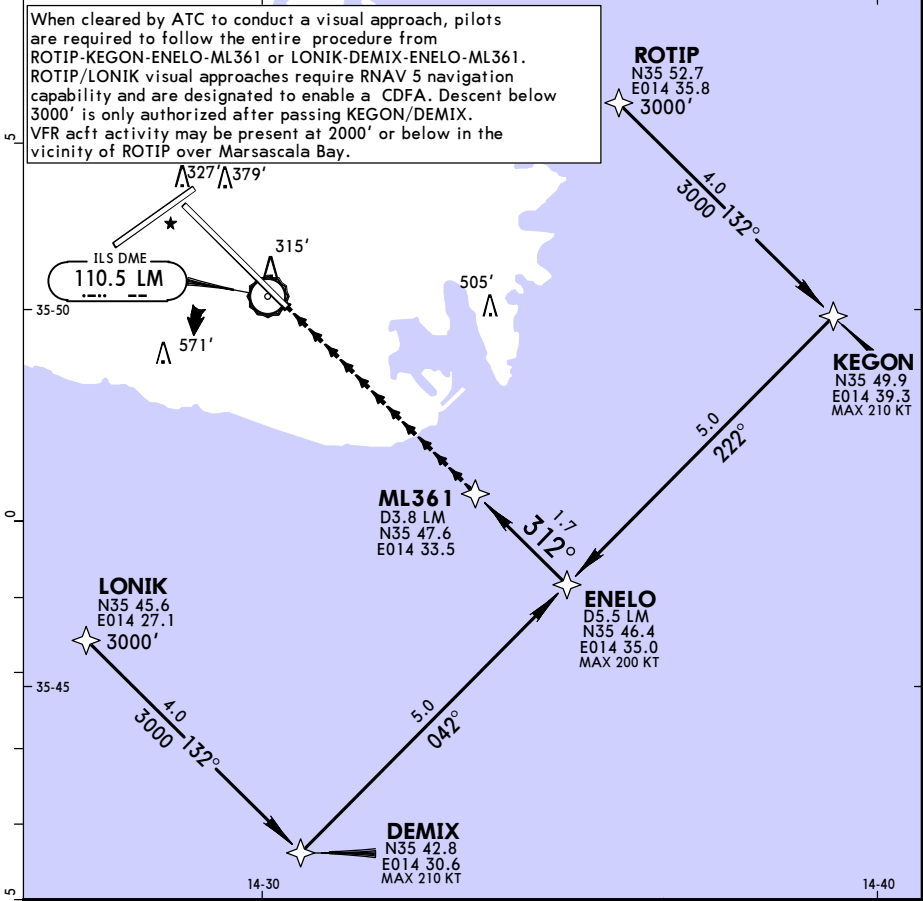
LMML/MLA
LUQA

JEPPesen
13 MAY 16
Eff 26 May (19-10)

MALTA, MALTA
RNAV VISUAL Rwy 31

BRIEFING STRIP™	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' until D10.0 LM, then turn LEFT direct TIMPA to perform ILS DME Rwy 31. If holding is required proceed TIMPA to OLBIX holding.							
	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' D10.0 ↑ until LM

VISUAL LANDING RWY 31

CEILING REQUIRED

CEILING-VISIBILITY

2000' 5 km



Chart changes since cycle 12-2016

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

Chart Change Notices for Airport LMML

Type: Terminal

Effectivity: Temporary

Begin Date: 20160212

End Date: Until Further Notice

Construction Works on Apron 9 and Hangar Access Route opposite of TWY D.
Refer to 10-8/10-8A and to latest Notams.