JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: MALTA MLT
ICAO/IATA: LMML / MLA
Lat/Long: N35° 51.45', E014° 28.65'
Elevation: 297 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° 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: No

Sunrise: 0558 Z
Sunset: 1635 Z

Runway Information

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

Runway: 23
Length x Width: 7795 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 245 ft
Lighting: Edge, ALS

Runway: 13
Length x Width: 11007 ft x 190 ft
Surface Type: asphalt
TDZ-Elev: 258 ft
Lighting: Edge, ALS, Centerline

Runway: 31
Length x Width: 11007 ft x 190 ft
Surface Type: asphalt
TDZ-Elev: 234 ft
Lighting: Edge, ALS, Centerline
Stopway: 328 ft

Communication Information

ATIS: 127.000 Departure Service
ATIS: 127.400 Arrival Service
Luqa Tower: 135.100
Luqa Tower: 133.900 Secondary
Luqa Ground: 121.825 Secondary
Luqa Ground: 121.600
Luqa Approach: 118.350 Secondary
Luqa Approach: 128.150
Luqa Radar Departure: 128.150
Luqa Radar Departure: 118.350 Secondary

1. GENERAL

1.1. ATIS

ATIS Arrival 127.4

ATIS Departure 127.0

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RWY 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.

1.2.2. RUN-UP TESTS

Requests for engine ground runs at idle power settings are permitted on all aprons at all times subject to ATC clearance. Engine ground runs at higher power settings must be authorized by APT and are not permitted between 0000-0700LT unless required due to exceptional operational reasons.

All engine ground runs shall be supervised under the responsibility of an officer designated by the operator requesting the run-up. The officer in charge of the ground run must ensure that the ACFT is positioned in a way which does not harm persons or cause damage to ACFT, vehicles or equipment especially in the area behind the ACFT which is subjected to blast and immediately in front of the engine intakes. Care must also be taken to minimize the potential scattering of material from adjacent grass areas.

Engine ground runs on apron 7 will be conducted at the discretion of the armed forces of Malta (AFM).

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. GENERAL

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 and taxilane G MAX code B ACFT. Exercise caution due to gate located between hold G1 and hold G2.

ACFT to report RWY vacated at hold G1.

ACFT entering LSP after hold G1 are limited under tow.

ACFT exiting LSP apron are limited under tow up to hold G2.

Taxilane V not permitted for code letter E and F ACFT.

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

TWY J MAX wingspan 125'/38m, taxi with CAUTION due to reduced wingtip clearance.

TWY K between THR 23 and apron 2 restricted to code C ACFT using caution.

TWY L is unrestricted for code C ACFT as directed by ATC. Code D and E ACFT are allowed to taxi on TWY L only under tow.

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 14C).

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

Taxiing on taxilane P INNER is unidirectional. ACFT to proceed from the EAST entrance.

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.

TWY B is available up to code F ACFT.

ACFT to report RWY vacated at hold B1.

ACFT entering USP apron after hold B1 are limited under tow.

Expect vehicle crossing on all taxilanes.

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. Apply MIM 55° nose-gear angle.

On apron 2, push-back required for stands 15C and 16C.

All ACFT movements to and from apron 4 shall be executed on tow only.

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.

Taxilane X limited to code E and F ACFT proceeding to stands 9X, 14X, 18X and 21X.

ACFT up to code D allowed to maneuver on TWYs H and H SOUTH when another ACFT is holding on hold H.

1. GENERAL

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 fights.

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.
- 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 and is applicable for Code E/F operations only. 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 wingtip clearances.

Engine ground run-ups above idle power are prohibited 2300-0600LT unless required due to exceptional operational reasons.

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 or via the loop TWY H/H SOUTH to backtrack the RWY in case of long landing roll.

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-vectored to an ILS APCH for RWY 13/31 or an RNAV APCH for RWY 13/31 or RWY 05/23 subject to RWY in Use (RIU).

Requests for visual APCH on RWY 13/23 and RWY 05 will not be accepted by ATC unless ACFT report unable ILS/RNAV APCH due to lack of equipage.

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.

3. DEPARTURE

3.1. START-UP AND TAXI PROCEDURES

ACFT shall request clearance delivery from Ground not ealier than 15 minutes before planned start-up/push-back.

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.

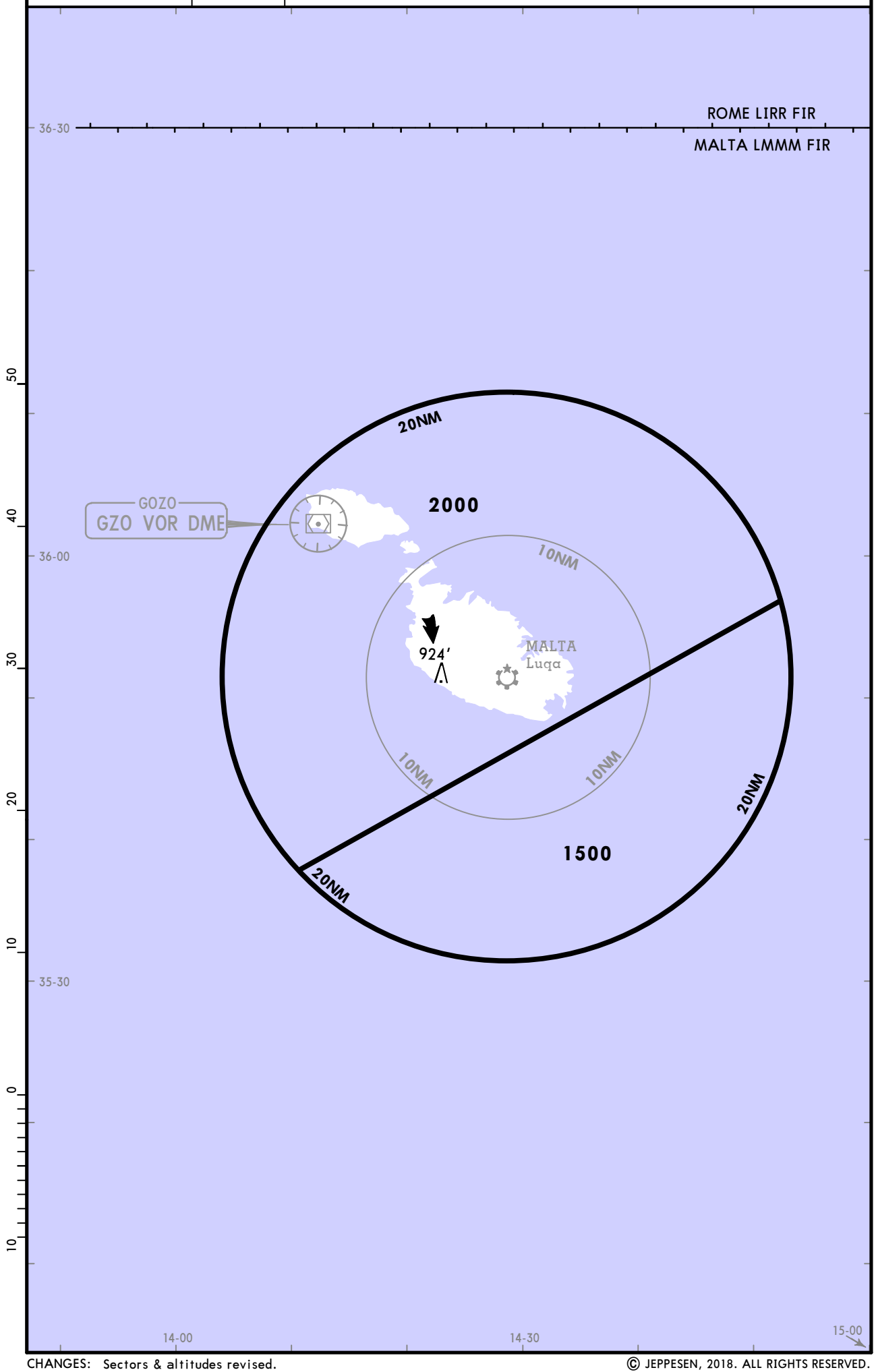
On apron 2 and apron 8, use CAUTION to reduce effect of jet blast when taxiing out of apron.

LMML/MLA
LUQA

JEPPESEN
8 JUN 18 (10-1R) Eff 21 Jun

MALTA, MALTA
RADAR MINIMUM ALTITUDES

LUQA Radar (APP)	Apt Elev	Alt Set: hPa
128.150	300′	Trans level: FL70 Trans alt: 5000′



CHANGES: Sectors & altitudes revised.

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

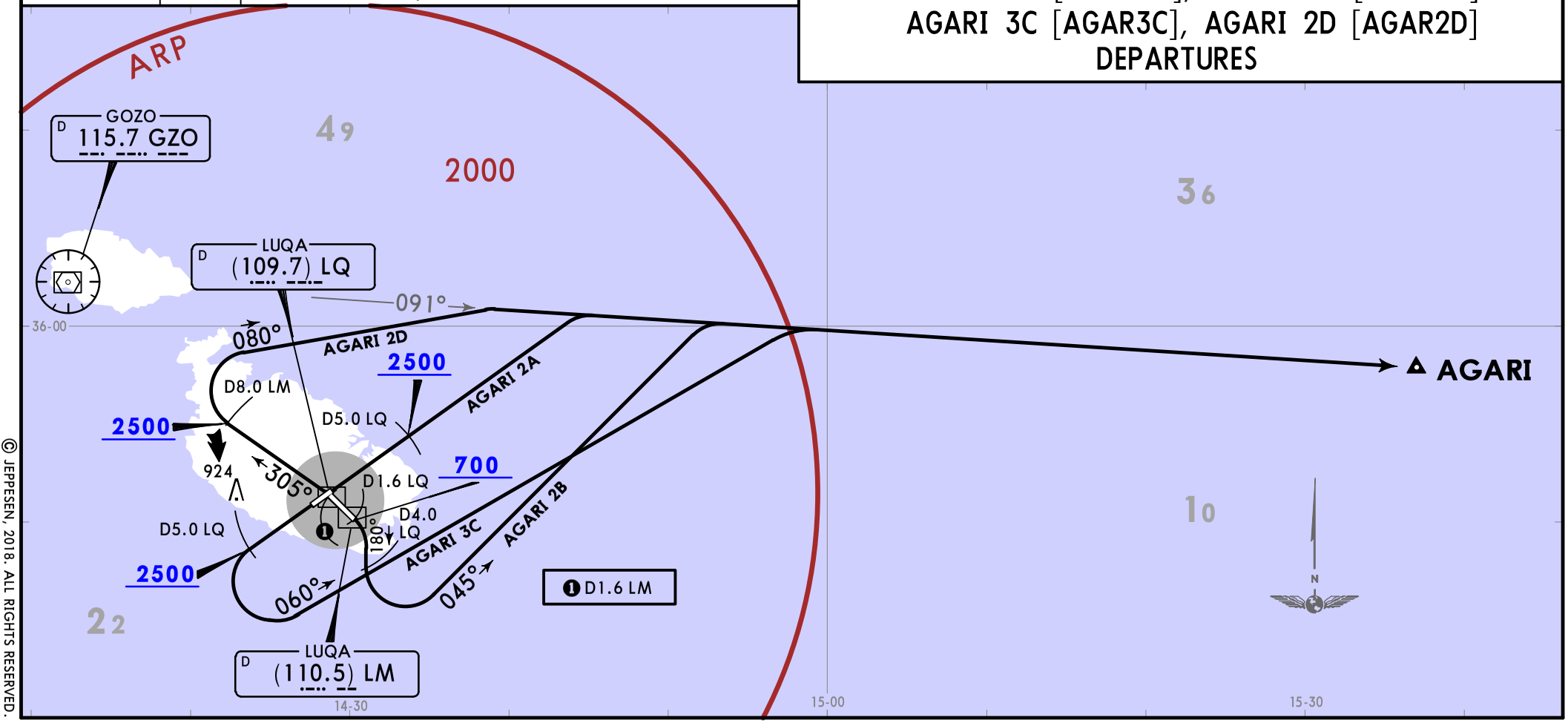
SID	RWY	ROUTING
AGARI 2A	**05**	Straight ahead, intercept GZO R091 to AGARI.
AGARI 2B	**13**	To D1.6 LQ, turn RIGHT, 180° track to D4.0 LQ, turn LEFT, 045° track, intercept GZO R091 to AGARI.
AGARI 3C	**23**	To D5.0 LQ , turn LEFT, 060° track, intercept GZO R091 to AGARI.
AGARI 2D	**31**	To D1.6 LM, turn LEFT, 305° track to D8.0 LM, turn RIGHT, 080° track, intercept GZO R091 to AGARI.

LUQA Radar (APP)
128.150

Apt Elev
297

Trans alt: 5000
1. Remain on Tower frequency until passing 2000, then contact LUQA Radar.
2. If unable to conform to the published altitude restrictions, inform ATC prior to departure.
3. No speed restrictions unless otherwise instructed by ATC.
4. SIDs include noise abatement routings and should be strictly adhered to within the limits of aircraft performance.

AGARI 2A [AGAR2A], AGARI 2B [AGAR2B] AGARI 3C [AGAR3C], AGARI 2D [AGAR2D] DEPARTURES



JEPPESEN
21 SEP 18
10-3

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

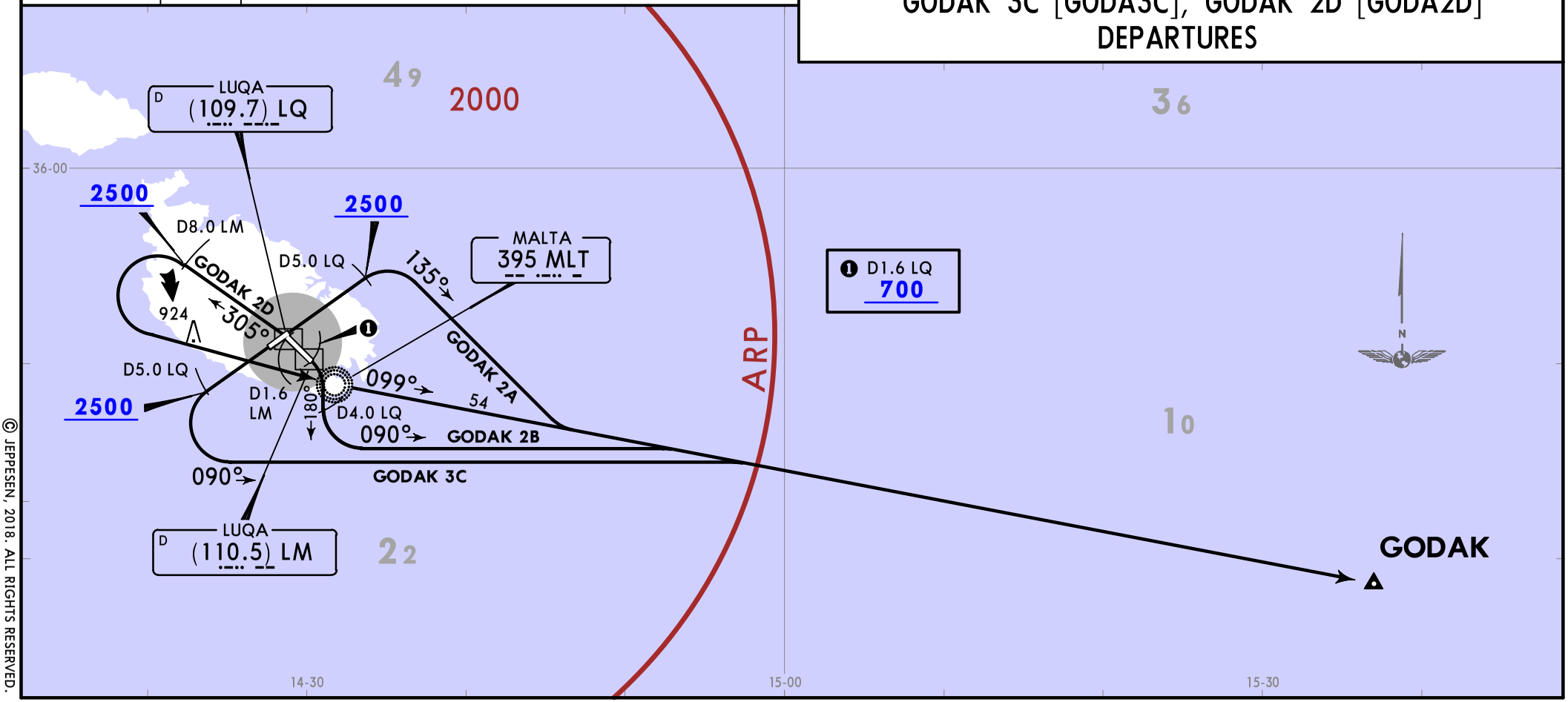
SID	RWY	ROUTING
GODAK 2A	05	To D5.0 LQ, turn RIGHT, 135° track, intercept 099° bearing from MLT to GODAK.
GODAK 2B	13	To D1.6 LQ, turn RIGHT, 180° track to D4.0 LQ, turn LEFT, 090° track, intercept 099° bearing from MLT to GODAK.
GODAK 3C	23	To D5.0 LQ, turn LEFT, 090° track, intercept 099° bearing from MLT to GODAK.
GODAK 2D	31	To D1.6 LM, turn LEFT, 305° track to D8.0 LM, turn LEFT to MLT, 099° bearing to GODAK.

LUQA Radar (APP)
128.150

Apt Elev
297

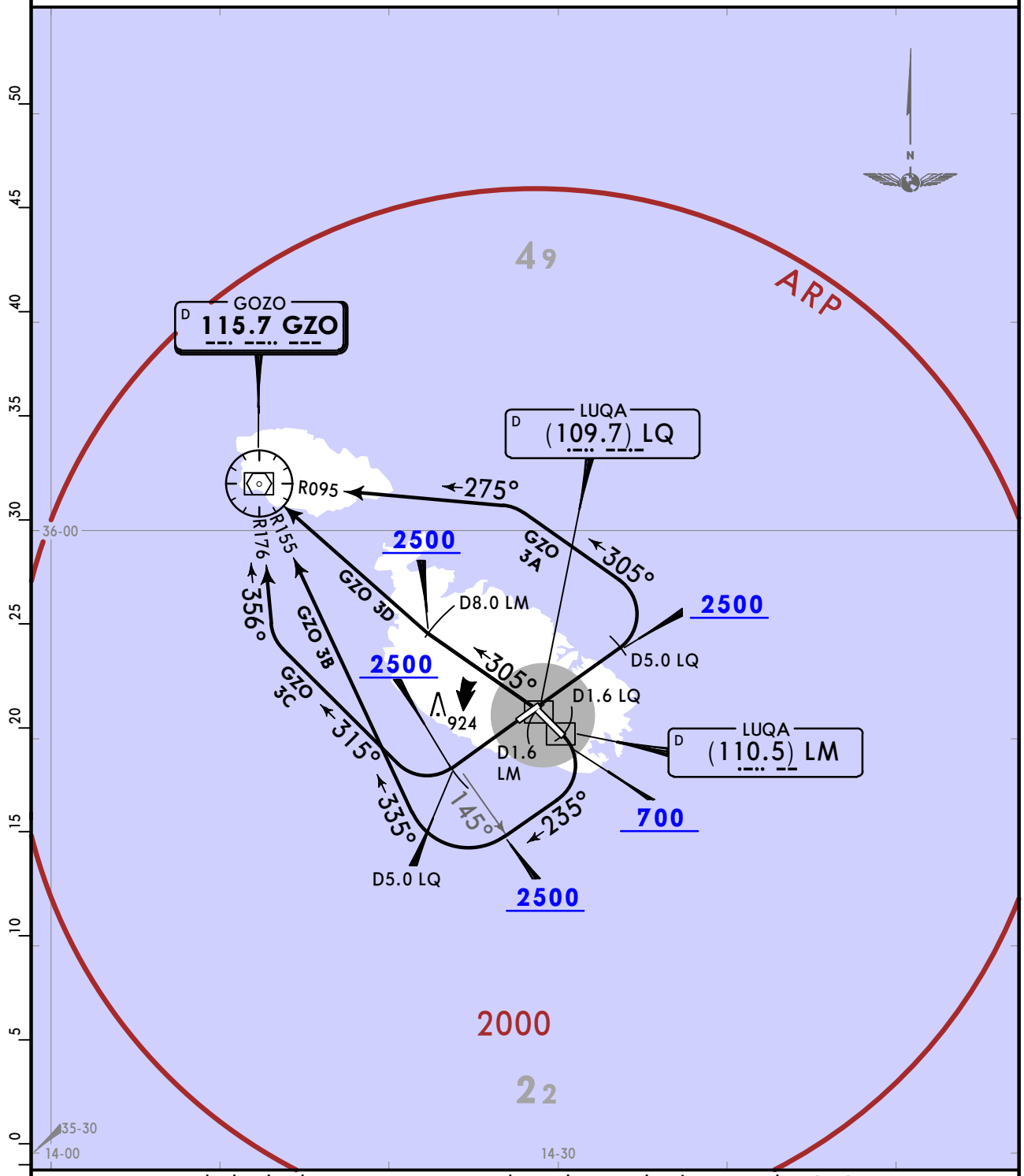
Trans alt: 5000
1. Remain on Tower frequency until passing 2000, then contact LUQA Radar.
2. If unable to conform to the published altitude restrictions, inform ATC prior to departure.
3. No speed restrictions unless otherwise instructed by ATC.
4. SIDs include noise abatement routings and should be strictly adhered to within the limits of aircraft performance.

GODAK 2A [GODA2A], GODAK 2B [GODA2B] GODAK 3C [GODA3C], GODAK 2D [GODA2D] DEPARTURES



LUQA Radar (APP) 128.150	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LUQA Radar. 2. If unable to conform to the published altitude restrictions, inform ATC prior to departure. 3. No speed restrictions unless otherwise instructed by ATC. 4. SIDs include noise abatement routings and should be strictly adhered to within the limits of aircraft performance.
Apt Elev 297	

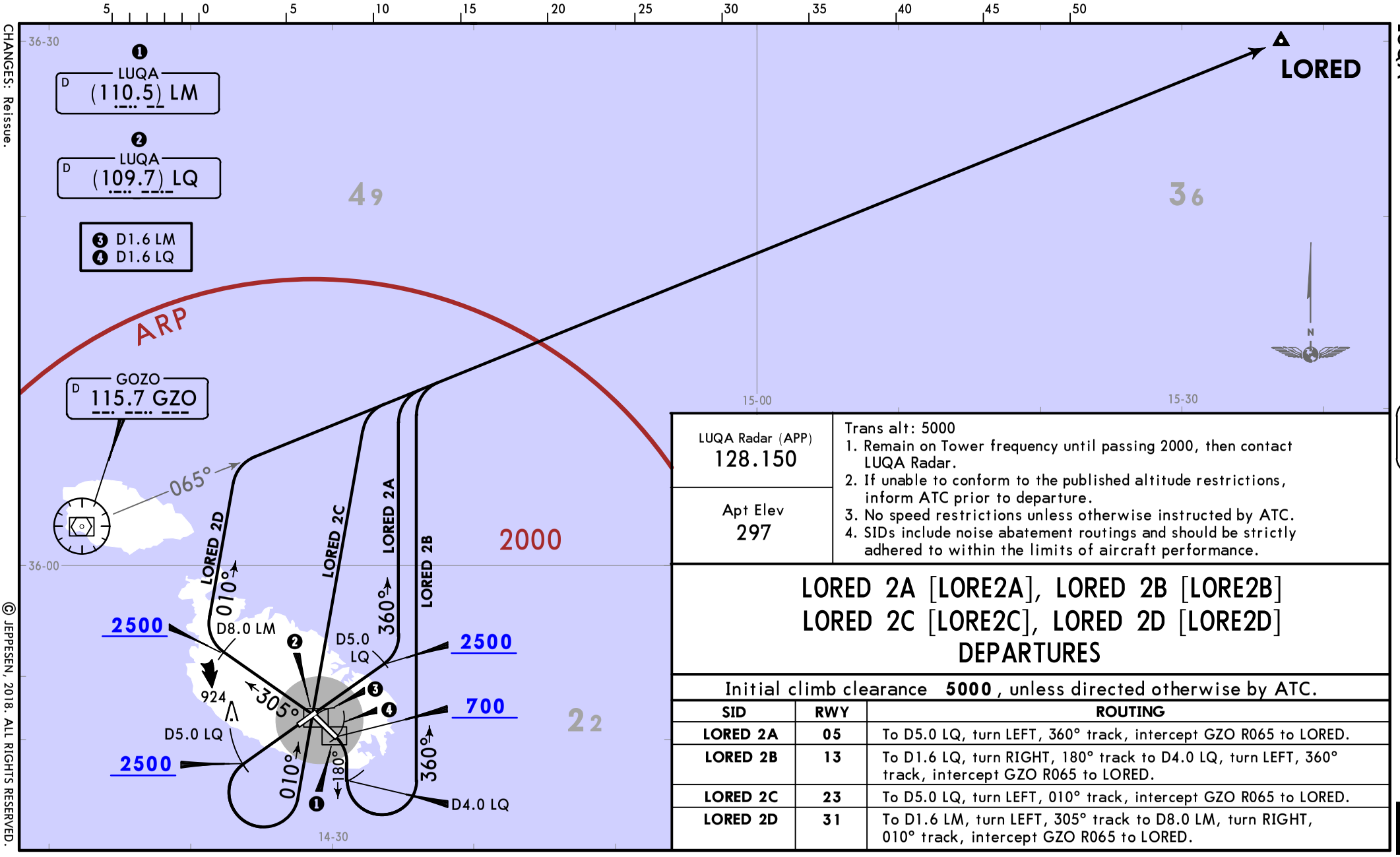
GZO 3A, GZO 3B, GZO 3C, GZO 3D DEPARTURES



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

SID	RWY	ROUTING
GZO 3A	**05**	To D5.0 LQ, turn LEFT, 305° track, intercept GZO R095 inbound to GZO.
GZO 3B	**13**	To D1.6 LQ , turn RIGHT, 235° track until passing GZO R145, turn RIGHT, intercept GZO R155 inbound to GZO.
GZO 3C	**23**	To D5.0 LQ, turn RIGHT, 315° track, intercept GZO R176 inbound to GZO.
GZO 3D	**31**	To D1.6 LM, turn LEFT, 305° track to D8.0 LM, turn RIGHT to GZO.

CHANGES: Reissue.



LUQA Radar (APP) 128.150	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LUQA Radar. 2. If unable to conform to the published altitude restrictions, inform ATC prior to departure. 3. No speed restrictions unless otherwise instructed by ATC. 4. SIDs include noise abatement routings and should be strictly adhered to within the limits of aircraft performance.
Apt Elev 297	

LORED 2A [LORE2A], LORED 2B [LORE2B] LORED 2C [LORE2C], LORED 2D [LORE2D] DEPARTURES

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

SID	RWY	ROUTING
LORED 2A	05	To D5.0 LQ, turn LEFT, 360° track, intercept GZO R065 to LORED.
LORED 2B	13	To D1.6 LQ, turn RIGHT, 180° track to D4.0 LQ, turn LEFT, 360° track, intercept GZO R065 to LORED.
LORED 2C	23	To D5.0 LQ, turn LEFT, 010° track, intercept GZO R065 to LORED.
LORED 2D	31	To D1.6 LM, turn LEFT, 305° track to D8.0 LM, turn RIGHT, 010° track, intercept GZO R065 to LORED.

CHANGES: Reissue.

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

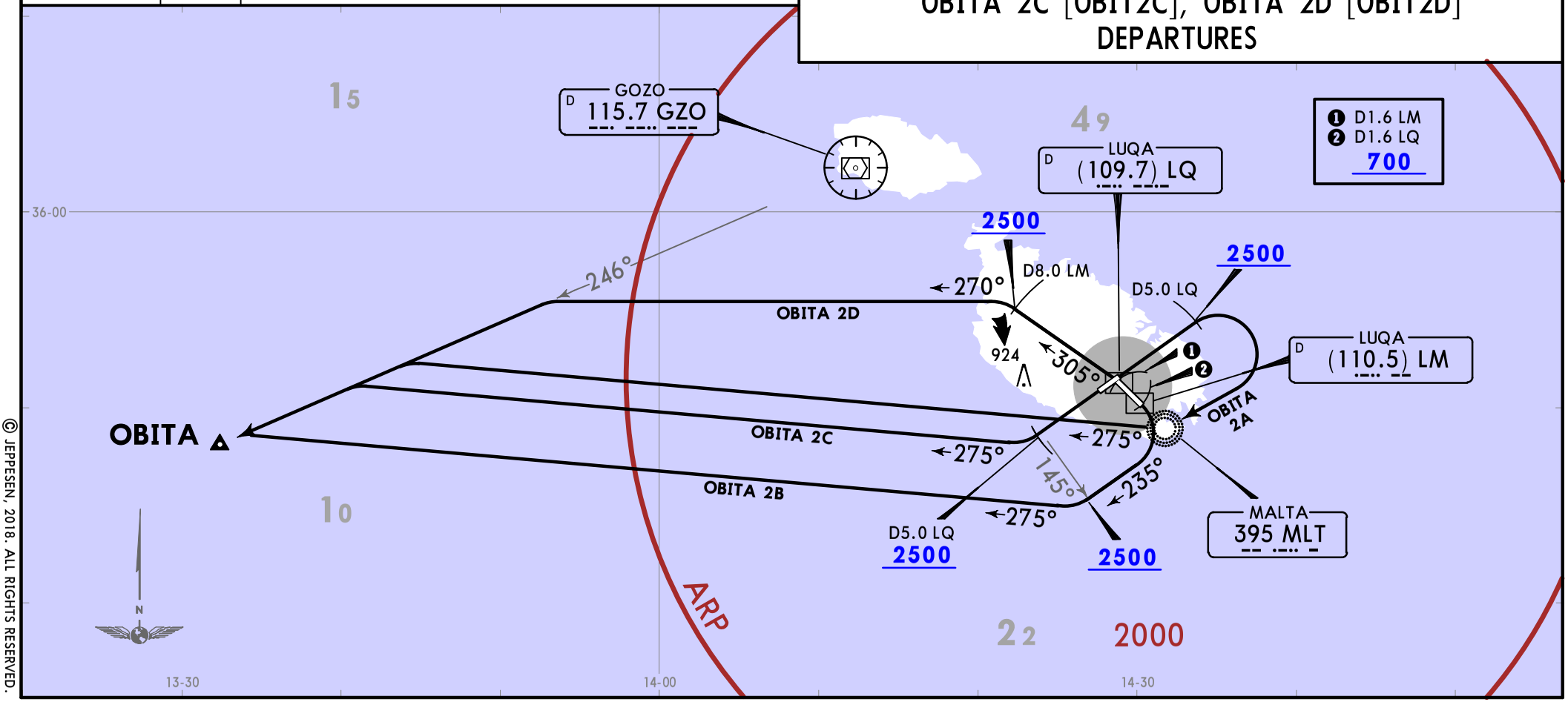
SID	RWY	ROUTING
OBITA 2A	**05**	To D5.0 LQ, turn RIGHT to MLT, 275° bearing, intercept GZO R246 to OBITA.
OBITA 2B	**13**	To D1.6 LQ, turn RIGHT, 235° track until passing GZO R145, turn RIGHT, 275° track, intercept GZO R246 to OBITA.
OBITA 2C	**23**	To D5.0 LQ, turn RIGHT, 275° track, intercept GZO R246 to OBITA.
OBITA 2D	**31**	To D1.6 LM, turn LEFT, 305° track to D8.0 LM, turn LEFT, 270° track, intercept GZO R246 to OBITA.

LUQA Radar (APP)
128.150

Apt Elev
297

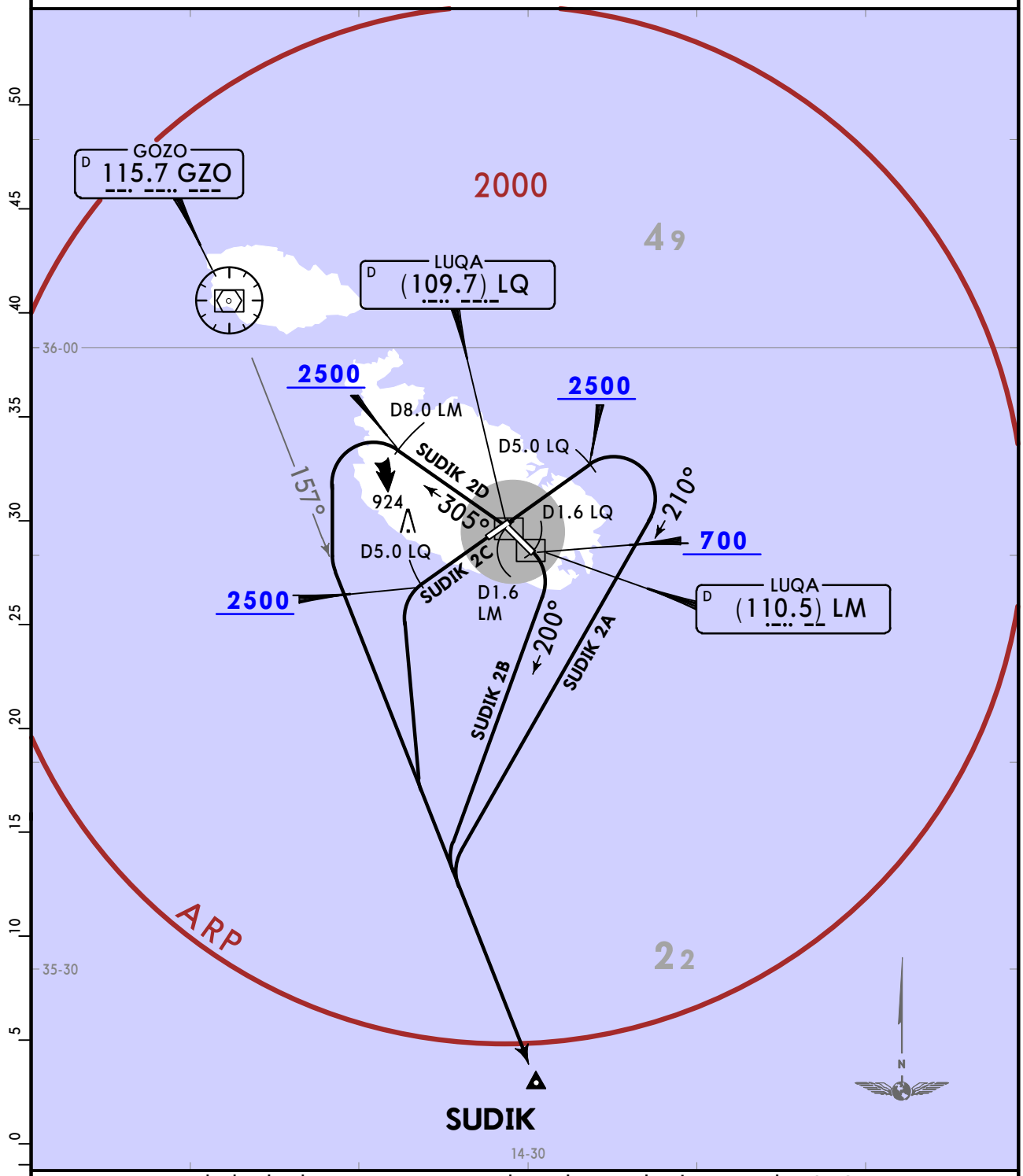
Trans alt: 5000
1. Remain on Tower frequency until passing 2000, then contact LUQA Radar.
2. If unable to conform to the published altitude restrictions, inform ATC prior to departure.
3. No speed restrictions unless otherwise instructed by ATC.
4. SIDs include noise abatement routings and should be strictly adhered to within the limits of aircraft performance.

OBITA 2A [OBIT2A], OBITA 2B [OBIT2B] OBITA 2C [OBIT2C], OBITA 2D [OBIT2D] DEPARTURES



LUQA Radar (APP) 128.150 Apt Elev 297	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LUQA Radar. 2. If unable to conform to the published altitude restrictions, inform ATC prior to departure. 3. No speed restrictions unless otherwise instructed by ATC. 4. SIDs include noise abatement routings and should be strictly adhered to within the limits of aircraft performance.

SUDIK 2A [SUDI2A], SUDIK 2B [SUDI2B] SUDIK 2C [SUDI2C], SUDIK 2D [SUDI2D] DEPARTURES



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

SID	RWY	ROUTING
SUDIK 2A	**05**	To D5.0 LQ, turn RIGHT, 210° track, intercept GZO R157 to SUDIK.
SUDIK 2B	**13**	To D1.6 LQ, turn RIGHT, 200° track, intercept GZO R157 to SUDIK.
SUDIK 2C	**23**	To D5.0 LQ, turn LEFT, intercept GZO R157 to SUDIK.
SUDIK 2D	**31**	To D1.6 LM, turn LEFT, 305° track to D8.0 LM, turn LEFT, intercept GZO R157 to SUDIK.

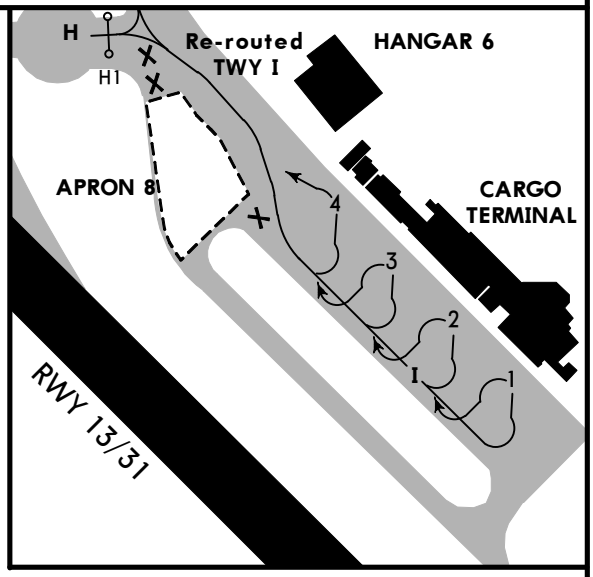
CHANGES: Reissue.

WORKS ON APRON 8

REFER ALSO TO LATEST NOTAMS

GENERAL:

During the course of works flight crews are expected to:
- be familiar with the operating restrictions during the works.
- apply CAUTION when taxiing to/ from Apron 8 and assure visual capture of the new taxi route to/ from Apron 8.
- discern between active and blacked-out and closed taxilane markings on TWY India
- request the services of a follow-me vehicle in the event of lead-in / lead-out taxiing assistance being required when taxiing ACFT on Apron 8.
- apply CAUTION due to the proximity of works being executed along TWY I.



RESTRICTIONS:

- Edge lights along TWY I between Holding point H1 and Stand 5 unavailable.
- Flight crews taxiing along TWY I shall ignore any obliterated or blacked-out markings.
- Flight crews shall exercise CAUTION when proceeding on Apron 8 and TWY I due to the proximity of delineated works areas (identified with red-white markings and unserviceability lights).
- Follow-me car will be provided for all ACFT movements at night and in wet weather conditions during the day.
- Stands 5 and 6 closed.
- Re-routed section of TWY I passes across the previous stands 5 and 6.
- ACFT taxiing to/ from stands 1 thru 4 shall proceed with CAUTION.

LEGEND

I	Taxiway	I1	Holding position
3	Stand		Working area

CHANGES: TWY I OUTER designation withdrawn.

LMML/MLA

Apt Elev 297′
N35 51.5 E014 28.6

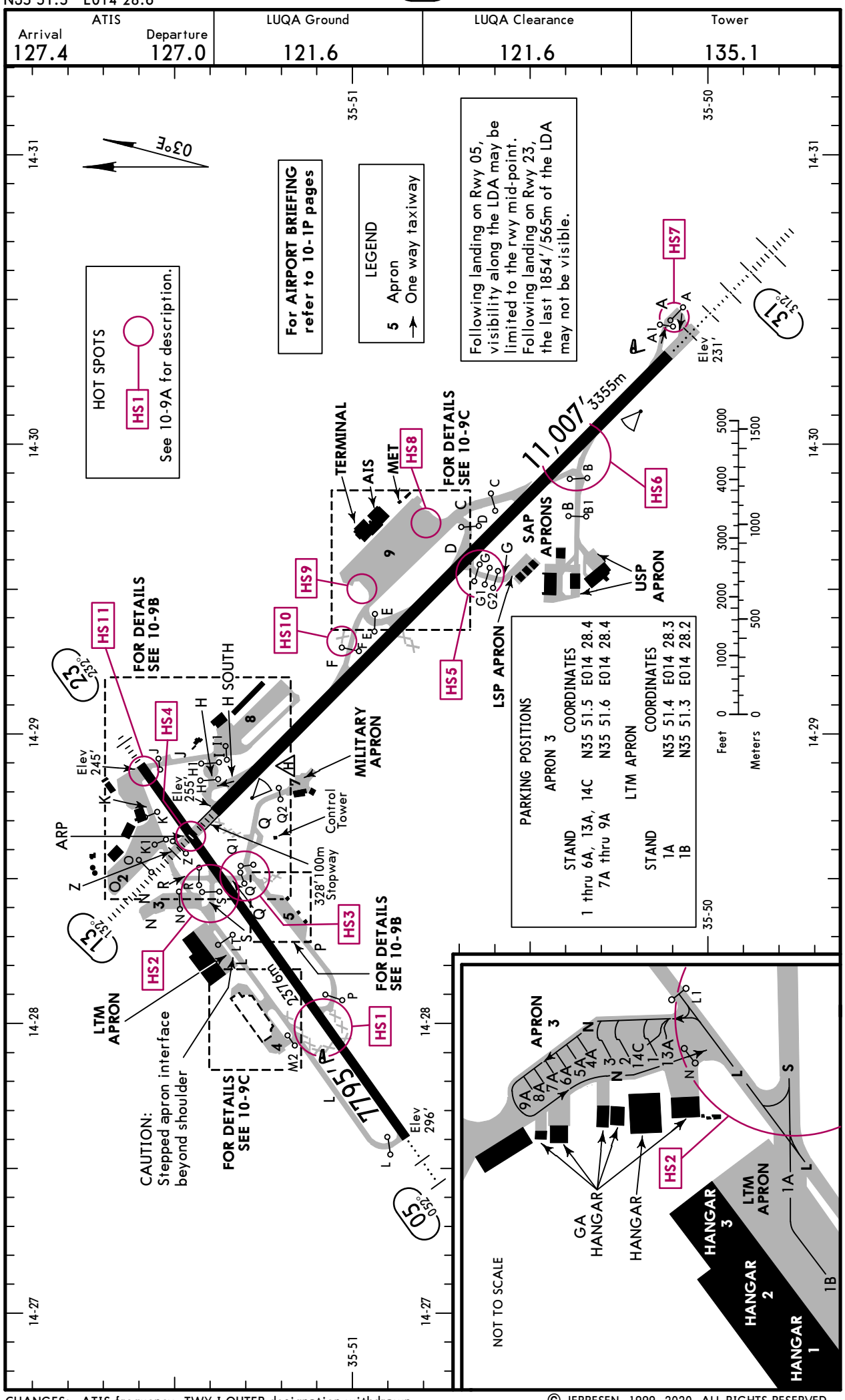
JEPPESEN

17 JAN 20 (10-9) Eff 30 Jan

MALTA, MALTA

LUQA

ATIS		LUQA Ground	LUQA Clearance	Tower
Arrival	Departure			
127.4	127.0	121.6	121.6	135.1



CHANGES: ATIS frequency. TWY I OUTER designation withdrawn.

ADDITIONAL RUNWAY INFORMATION

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

❶ TAKE-OFF RUN AVAILABLE

RWY 05:
From rwy head ❷ 7795' (2376m)
❸ 7073' (2156m)
twy P int ❷ 5180' (1579m)
❸ 4459' (1359m)

RWY 23:
From rwy head 7795' (2376m)
twy R int 5531' (1686m)
twy Q int 5361' (1634m)

❷ Applicable for ACFT Code C and D only.
❸ Applicable for ACFT Code A and B only.

13	HIRL (60m) HIALS CL (30m) PAPI ❹ HST-F&D RVR		10,036' 3059m	❺	190' 58m
31	HIRL (60m) HIALS CL (30m) PAPI ❹ HST-C&E RVR				

❹ angle 3.00°.

❺ TAKE-OFF RUN AVAILABLE

RWY 13:
From rwy head 11,007' (3355m)
twy F int 7730' (2356m)
twy E int 6332' (1930m)

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 & HS6 Rwy entry. Acft and vehicles must request ATC clearance.

HS7 Rwy entry across holding points. Request ATC clearance.

HS8 & HS9 Taxilane X restricted to Acft proceeding to stand 18X or 21X. Follow me required on taxilane X. Blue markings provided for taxilane X.

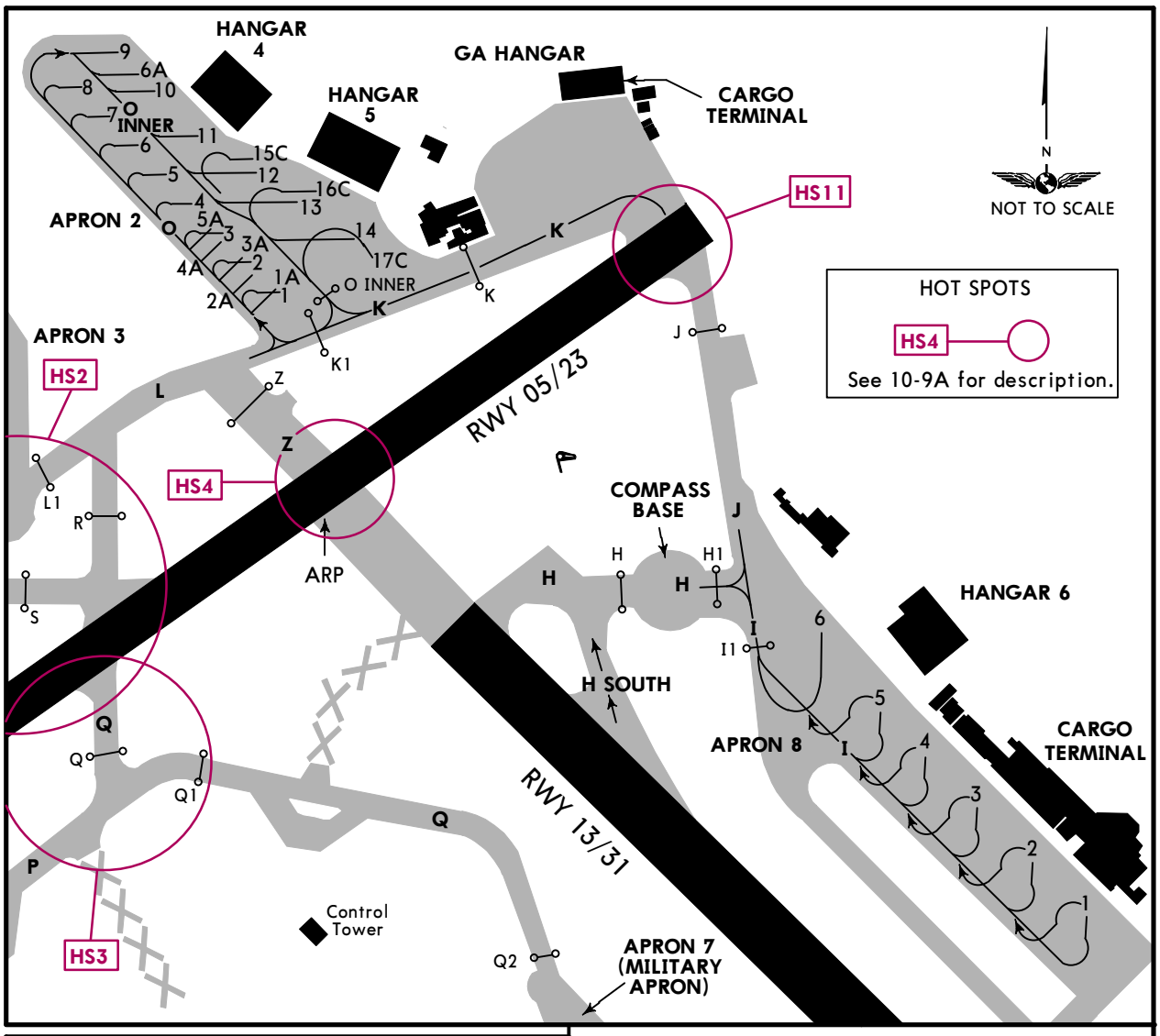
HS10 Confusing twy entry. Vehicular road closed to acft.

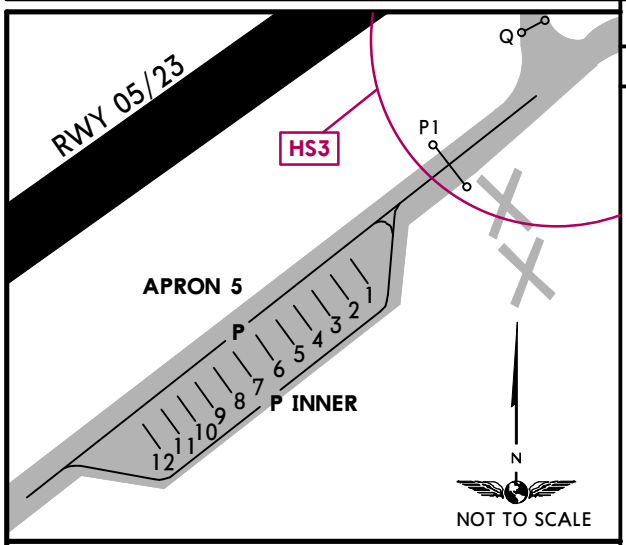
HS11 Vehicular perimeter road around THR 23 controlled with traffic lights for Code C/D acft.

Standard TAKE-OFF

	Low Visibility Take-off: RL, CL & relevant RVR	Low Visibility Take-off: RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

CHANGES: None.

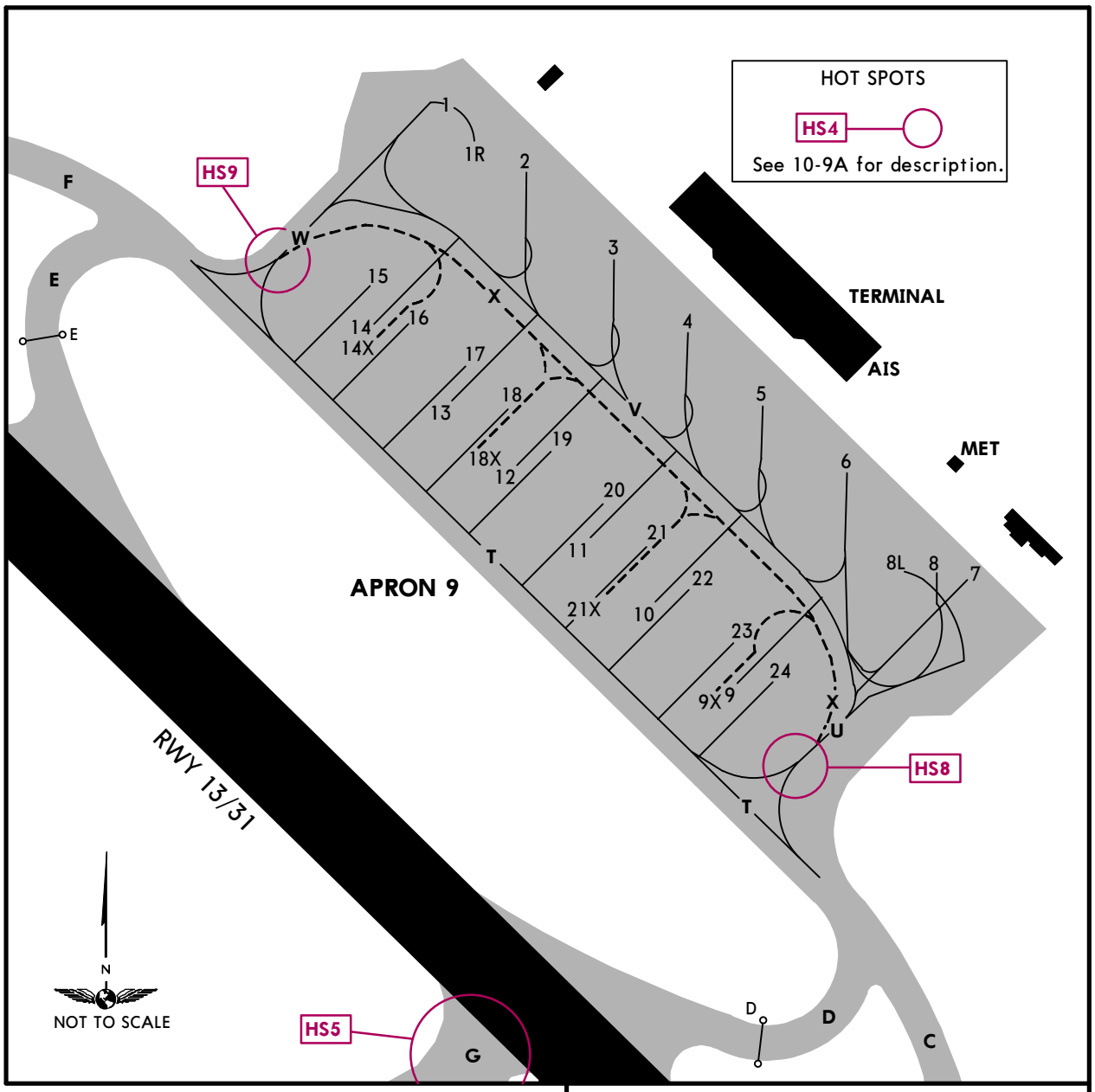


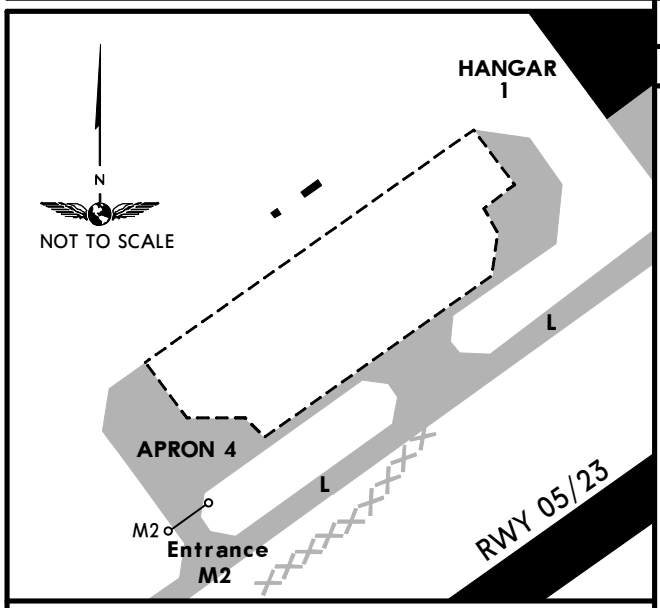


INS COORDINATES

STAND No.	COORDINATES
	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	N35 51.6 E014 28.5
6A	N35 51.7 E014 28.5
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 7	N35 51.2 E014 28.4
8, 9	N35 51.2 E014 28.3
10 thru 12	N35 51.1 E014 28.3
	APRON 8
1	N35 51.2 E014 29.1
2, 3	N35 51.3 E014 29.1
4, 5	N35 51.3 E014 29.0
6	N35 51.4 E014 29.0

CHANGES: TWY designation.





INS COORDINATES

STAND No.	COORDINATES
	APRON 9
1, 1R, 2, 3	N35 51.0 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

CHANGES: None.

LMML/MLA
LUQA

JEPPESEN
17 JAN 20 (11-1) Eff 30 Jan

MALTA, MALTA
ILS OR LOC Rwy 13

BRIEFING STRIP™

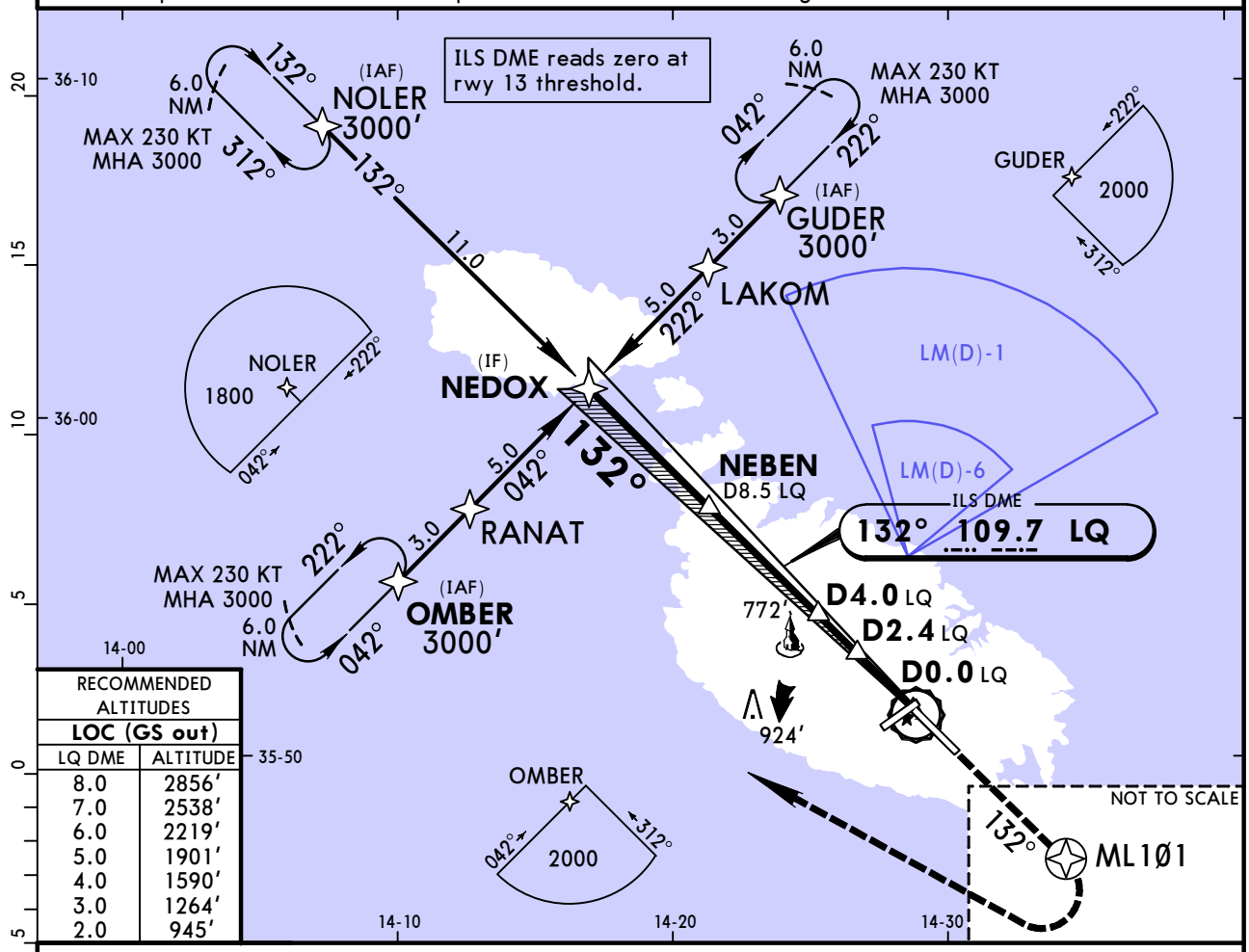
ATIS Arrival	LUQA Approach/Radar	LUQA Tower	Ground
127.4	128.150	135.1	121.6

LOC LQ	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy	TAA
109.7	132°	D4.0 LQ 1582′ (1327′)	455′ (200′)	Apt Elev 297′ / Rwy 255′	25 NM IAF

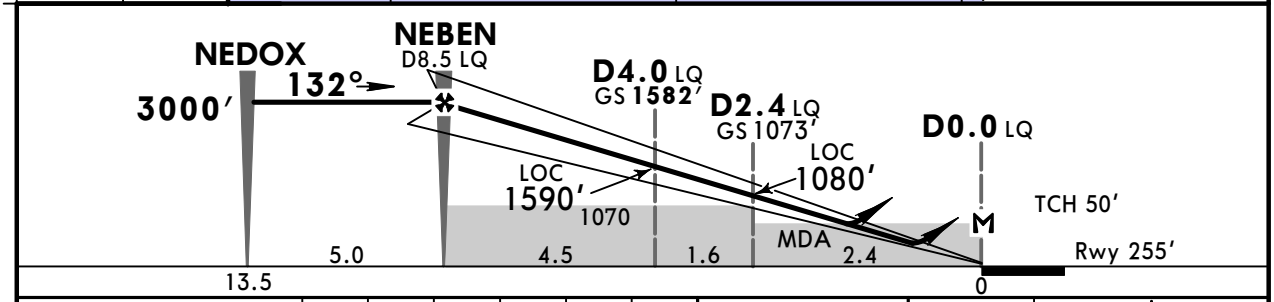
MISSED APCH: Climb on track 132° to 3000′. Continue as directed.
MISSED APCH WITH LOST COMM: Climb on track 132° to ML1Ø1 climbing to 3000′, turn RIGHT direct to OMBER.

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: FL 70 | Trans alt: 5000′

1. DME required. 2. RNAV 1: GNSS required for transitions. 3. Circling NOT AUTHORIZED.



RECOMMENDED ALTITUDES LOC (GS out)	
LQ DME	ALTITUDE
8.0	2856′
7.0	2538′
6.0	2219′
5.0	1901′
4.0	1590′
3.0	1264′
2.0	945′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.0 LQ							

HIALS
PAPI PAPI
3000′ on 132°

Standard STRAIGHT-IN LANDING RWY 13

	ILS DA(H) 455′ (200′) FULL	ILS DA(H) 455′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 650′ (395′)	LOC (GS out) CDFA DA/MDA(H) 650′ (395′) ALS out
A	RVR 550m [1]	RVR 1200m	RVR 1100m	RVR 1500m
B				
C				RVR 1800m
D				

PANS OPS

[1] W/o HUD/AP/FD: RVR 750m

CHANGES: ATIS.

LMML/MLA
LUQA

JEPPESEN
17 JAN 20 (11-2) Eff 30 Jan

MALTA, MALTA
ILS OR LOC Rwy 31

ATIS Arrival	LUQA Approach/Radar	LUQA Tower	Ground
127.4	128.150	135.1	121.6

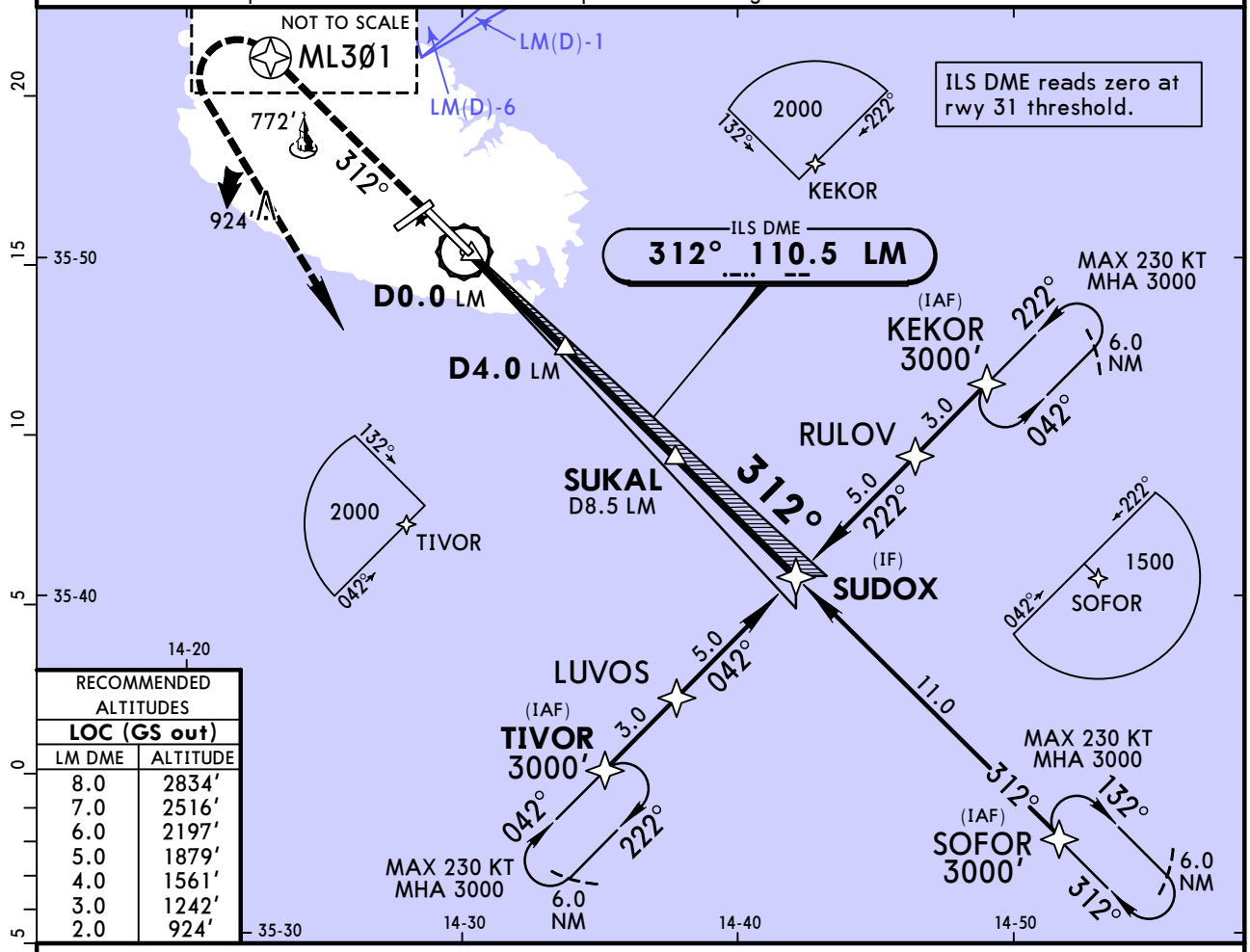
BRIEFING STRIP

LOC LM	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy	TAA
110.5	312°	D4.0 LM 1561′ (1330′)	431′ (200′)	Apt Elev 297′ / Rwy 231′	25 NM IAF

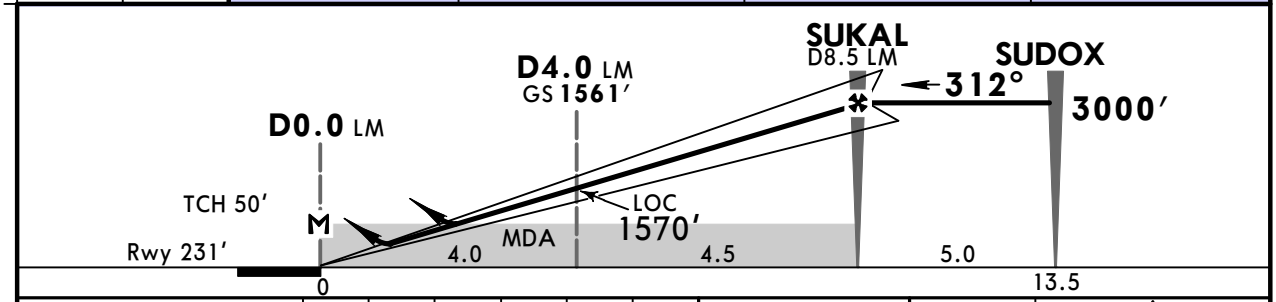
MISSED APCH: Climb on track 312° to 3000′. Continue as directed.
MISSED APCH WITH LOST COMM: Climb on track 312° to ML3Ø1 climbing to 3000′, turn LEFT direct to TIVOR.

Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: FL 70	Trans alt: 5000′

1. RNAV 1: GNSS required for transitions. 2. DME required. 3. Circling NOT AUTHORIZED.



RECOMMENDED ALTITUDES LOC (GS out)	
LM DME	ALTITUDE
8.0	2834′
7.0	2516′
6.0	2197′
5.0	1879′
4.0	1561′
3.0	1242′
2.0	924′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.0 LM							

HIALS
PAPI PAPI
3000′ on 312°

Standard STRAIGHT-IN LANDING RWY 31

	ILS DA(H) 431′ (200′)		LOC (GS out) CDFA DA/MDA(H) 650′ (419′)	
	FULL	ALS out		ALS out
A	RVR 550m [1]	RVR 1200m	RVR 1200m	RVR 1500m
B				
C				RVR 1900m
D				

PANS OPS

[1] W/o HUD/AP/FD: RVR 750m

CHANGES: ATIS. Recommended altitudes.

LMML/MLA
LUQA

JEPPESEN
17 JAN 20 (12-1) Eff 30 Jan

MALTA, MALTA
RNP Rwy 05

ATIS Arrival	LUQA Approach/Radar	LUQA Tower	Ground
127.4	128.150	135.1	121.6

BRIEFING STRIP™

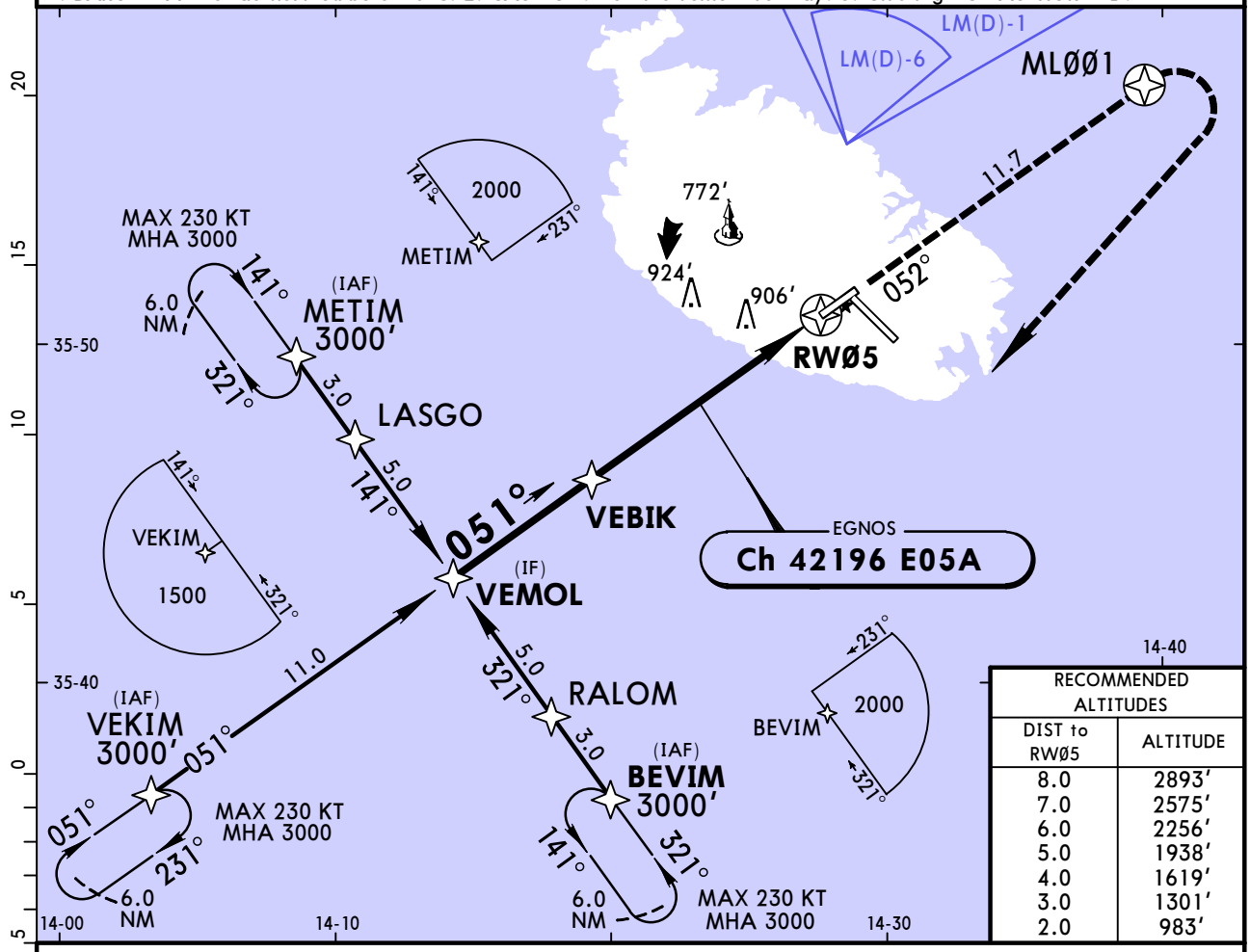
EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / Rwy
Ch 42196 E05A	**051°**	**VEBIK** **3000′** (2704′)	**796′** (500′)	Apt Elev 297′ Rwy 296′

MISSED APCH: Climb on track 052° to MLØØ1 climbing to 3000′. Continue as directed.
MISSED APCH WITH LOST COMM: Climb on track 052° to MLØØ1 climbing to 3000′, turn RIGHT direct to BEVIM.

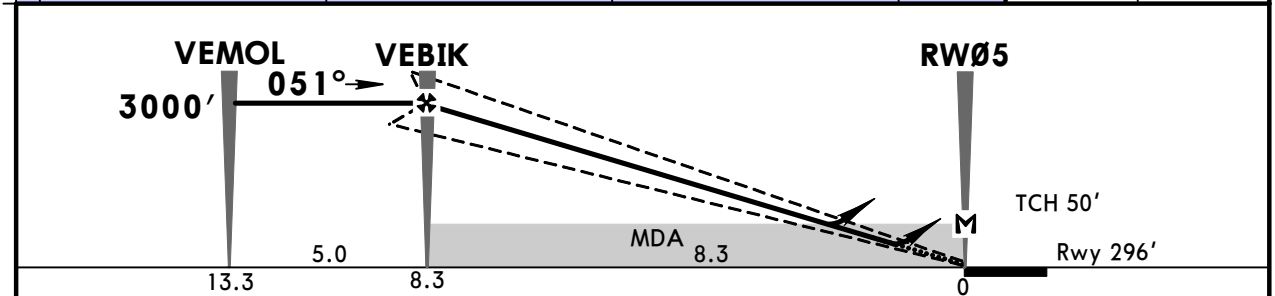
TAA
25 NM
IAF

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: FL 70 | Trans alt: 5000′

1. BARO-VNAV not authorized below 0°C. 2. CAUTION: Non-instrument runway. 3. Circling NOT AUTHORIZED.



RECOMMENDED ALTITUDES	
DIST to RWØ5	ALTITUDE
8.0	2893′
7.0	2575′
6.0	2256′
5.0	1938′
4.0	1619′
3.0	1301′
2.0	983′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ5						

HIALS
PAPI PAPI
3000′ on 052°

Standard STRAIGHT-IN LANDING RWY **05**

	LPV	LNAV/VNAV	LNAV
	DA(H) **796′** (500′)	DA(H) A: **900′** (604′) B: **901′** (605′) CD: **902′** (606′)	CDFA DA/MDA(H) **910′** (614′)
	ALS out	ALS out	ALS out
A	RVR 1500m	RVR 1500m	RVR 1500m
B			
C	RVR 2100m	RVR 2400m	RVR 2400m
D	RVR 2300m		

PANS OPS

CHANGES: ATIS.

LMML/MLA
LUQA

JEPPESEN
17 JAN 20 (12-2) Eff 30 Jan

MALTA, MALTA
RNP Rwy 13

ATIS Arrival	LUQA Approach/Radar	LUQA Tower	Ground
127.4	128.150	135.1	121.6

BRIEFING STRIP

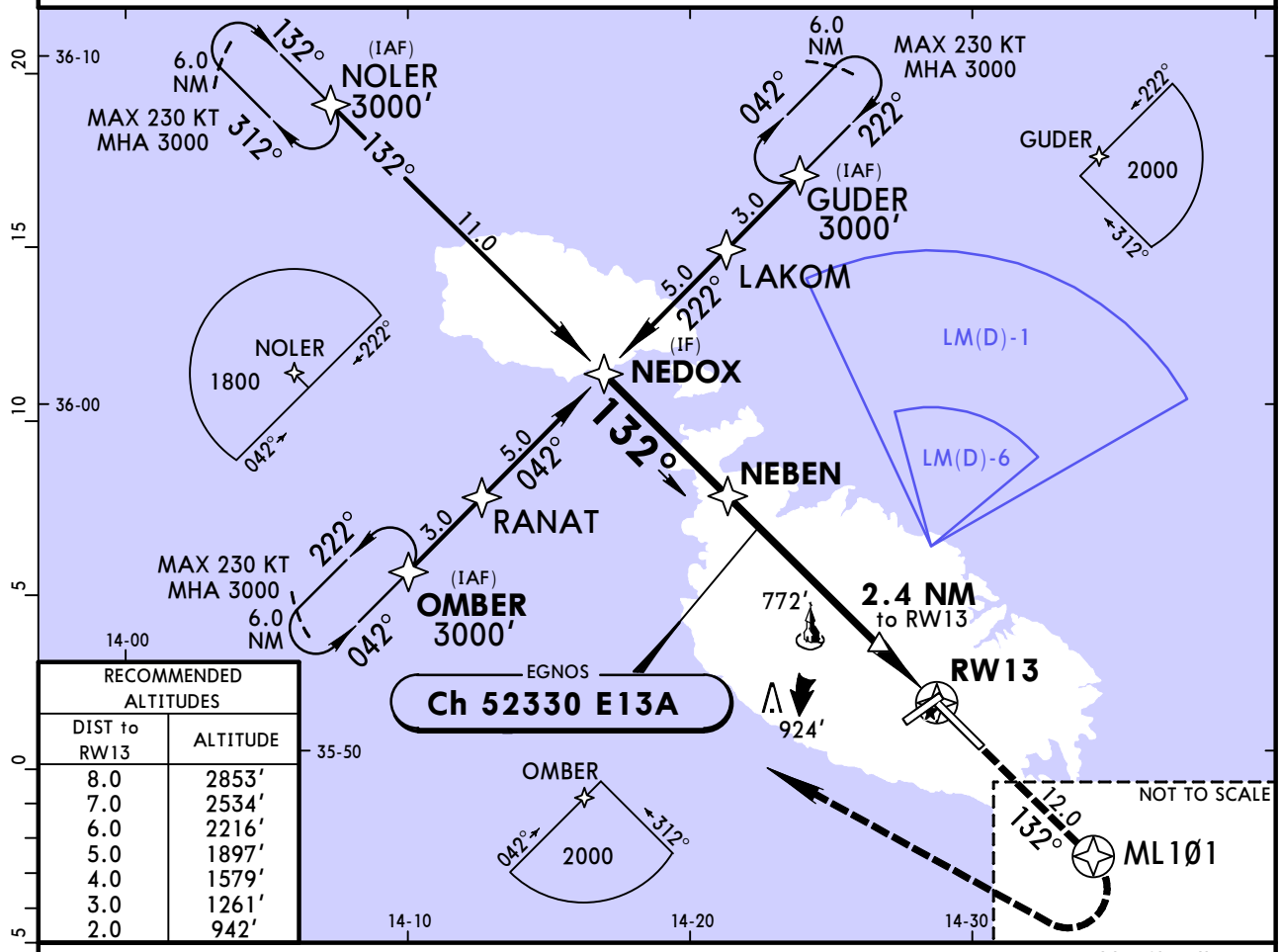
EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / Rwy
Ch 52330 E13A	132°	NEBEN 3000′ (2745′)	455′ (200′)	Apt Elev 297′ / Rwy 255′

TAA
25 NM
IAF

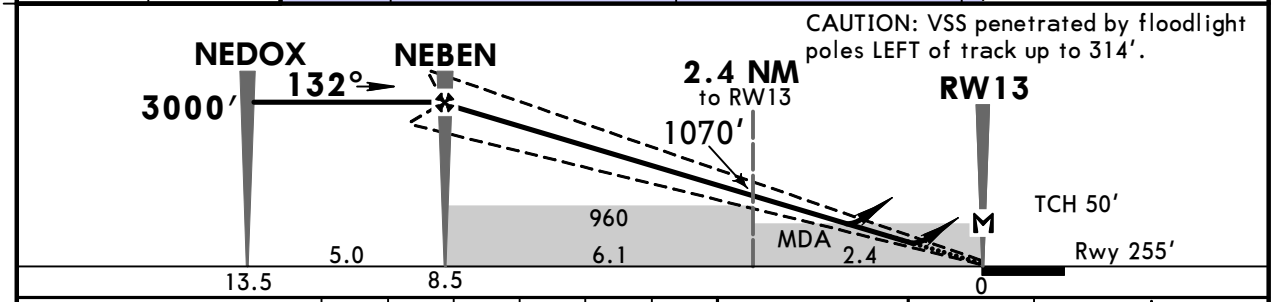
MISSED APCH: Climb on track 132° to ML1Ø1 climbing to 3000′. Continue as directed.
MISSED APCH WITH LOST COMM: Climb on track 132° to ML1Ø1 climbing to 3000′, turn RIGHT direct to OMBER.

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: FL 70 | Trans alt: 5000′

1. BARO-VNAV not authorized below 0°C. 2. Circling NOT AUTHORIZED.



RECOMMENDED ALTITUDES	
DIST to RW13	ALTITUDE
8.0	2853′
7.0	2534′
6.0	2216′
5.0	1897′
4.0	1579′
3.0	1261′
2.0	942′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW13						

HIALS
PAPI PAPI
3000′ on 132°

Standard STRAIGHT-IN LANDING RWY 13

	LPV CAT I		LNAV/VNAV		LNAV CDFA	
	DA(H) 455′ (200′)		DA(H) A: 534′ (279′) C: 554′ (299′) B: 546′ (291′) D: 565′ (310′)		DA/MDA(H) 650′ (395′)	
		ALS out		ALS out		ALS out
A	RVR 550m 1	RVR 1200m	RVR 750m	RVR 1300m	RVR 1100m	RVR 1500m
B						
C				RVR 1400m		RVR 1800m
D						

PANS OPS

1 W/o HUD/AP/FD: RVR 750m

CHANGES: ATIS.

LMML/MLA
LUQA

JEPPESEN
17 JAN 20 (12-3) Eff 30 Jan

MALTA, MALTA
RNP Rwy 23

ATIS Arrival	LUQA Approach/Radar	LUQA Tower	Ground
127.4	128.150	135.1	121.6

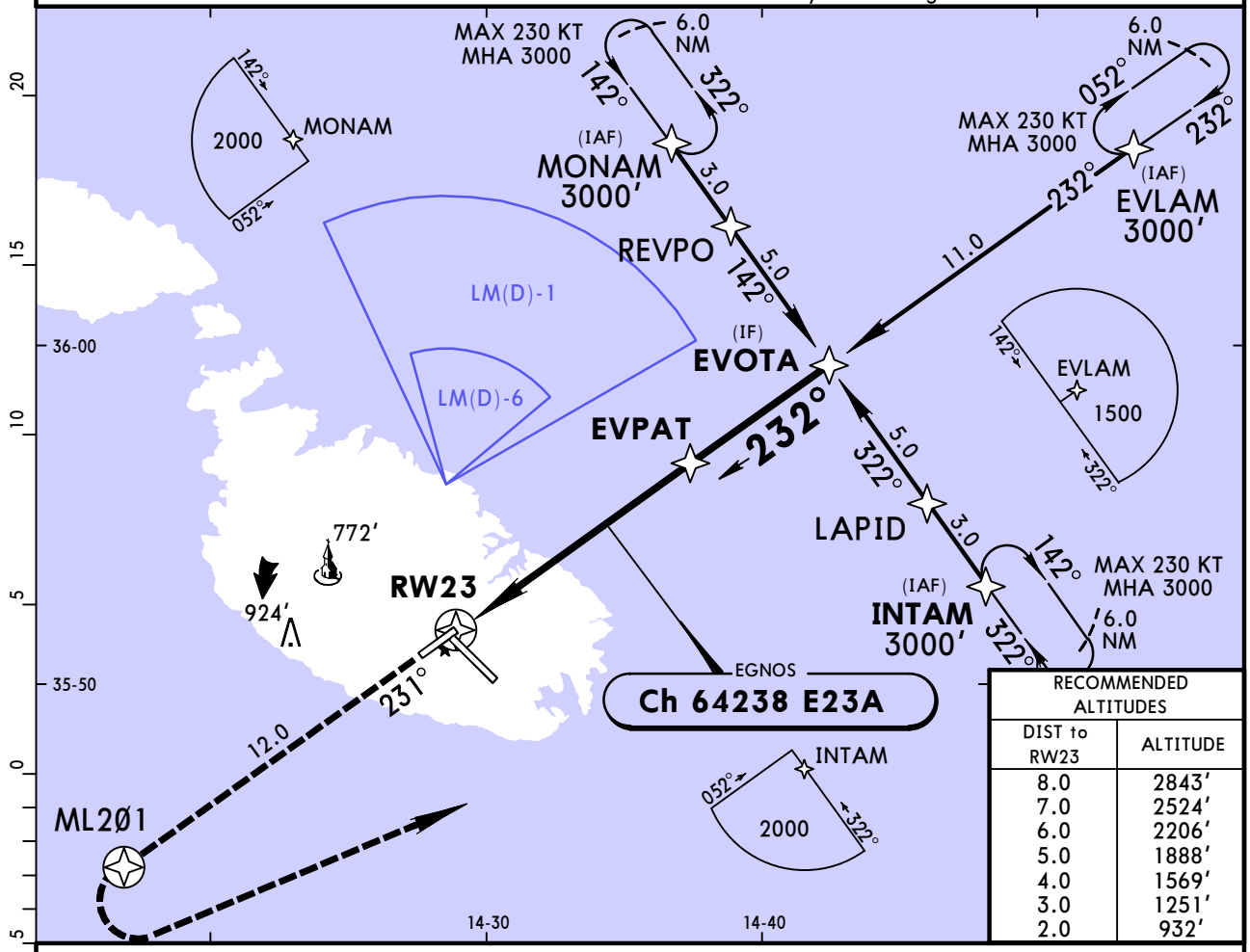
BRIEFING STRIP™

EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / Rwy	TAA
Ch 64238 E23A	**232°**	**EVPAT** **3000′** (2755′)	**745′** (500′)	Apt Elev 297′ Rwy 245′	25 NM IAF

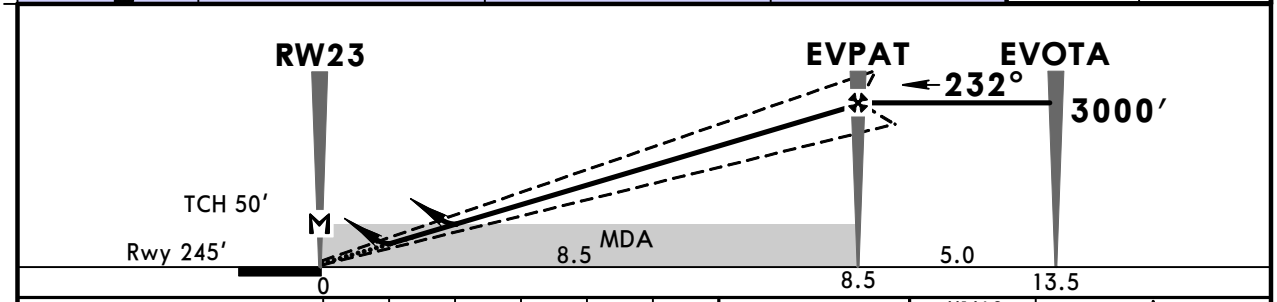
MISSED APCH: Climb on track 231° to ML2Ø1 climbing to 3000′. Continue as directed.
MISSED APCH WITH LOST COMM: Climb on track 231° to ML2Ø1 climbing to 3000′, turn LEFT direct to INTAM.

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: FL 70 | Trans alt: 5000′

1. BARO-VNAV not authorized below 0°C. 2. CAUTION: Non-instrument runway. 3. Circling NOT AUTHORIZED.



RECOMMENDED ALTITUDES	
DIST to RW23	ALTITUDE
8.0	2843′
7.0	2524′
6.0	2206′
5.0	1888′
4.0	1569′
3.0	1251′
2.0	932′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW23						

HIALS
PAPI PAPI
3000′ on 231°

Standard STRAIGHT-IN LANDING RWY **23**

PANS OPS

	LPV	LNAV/VNAV	LNAV CDFA
	DA(H) **745′** (500′)	DA(H) **745′** (500′)	DA/MDA(H) **750′** (505′)
	ALS out	ALS out	ALS out
A	RVR 1500m	RVR 1500m	RVR 1500m
B			
C	RVR 2300m	RVR 2300m	RVR 2400m
D			

CHANGES: ATIS.

LMML/MLA
LUQA

JEPPESEN
17 JAN 20 (12-4) Eff 30 Jan

MALTA, MALTA
RNP Rwy 31

ATIS Arrival	LUQA Approach/Radar	LUQA Tower	Ground
127.4	128.150	135.1	121.6

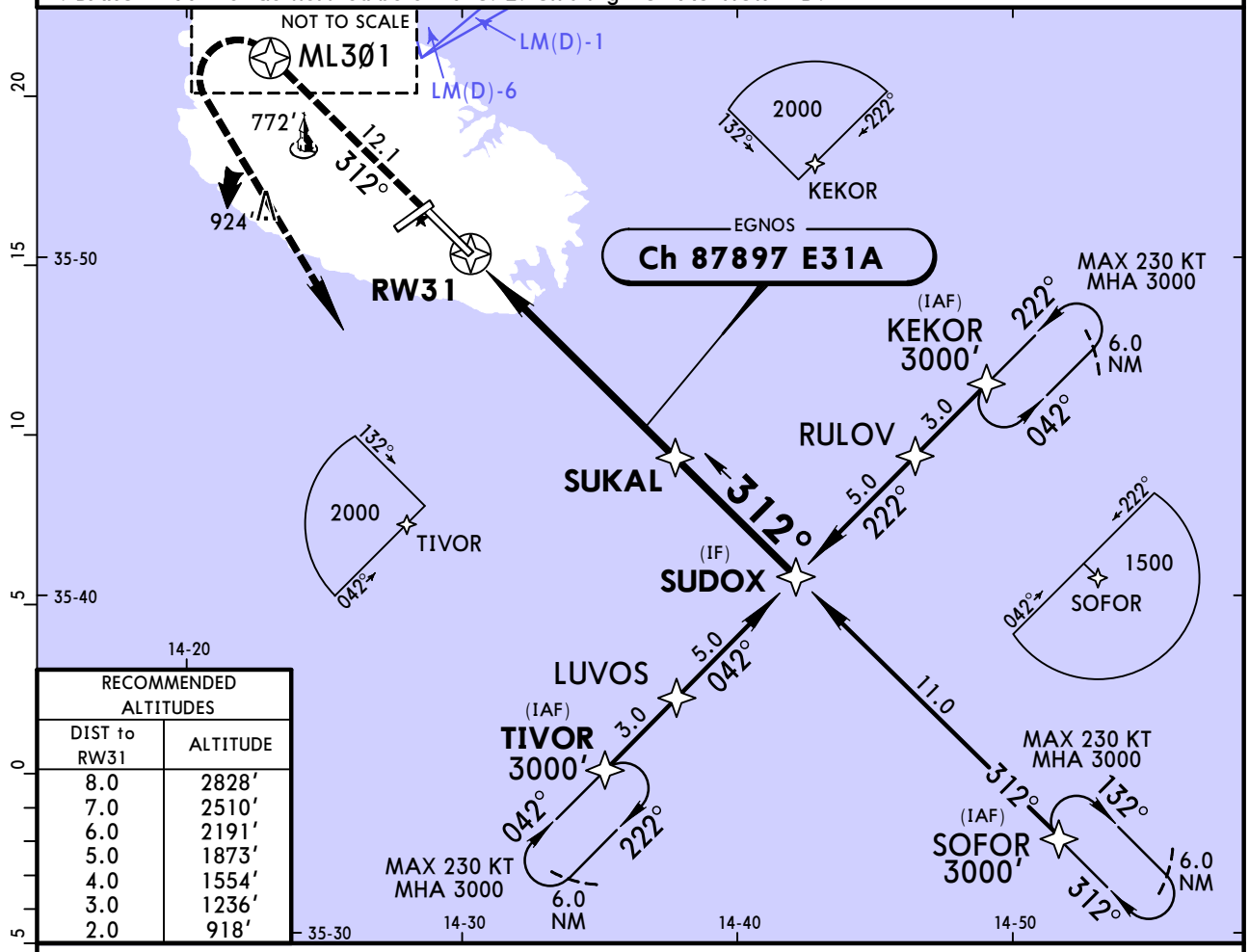
BRIEFING STRIP TM

EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / Rwy	TAA
Ch 87897 E31A	312°	SUKAL 3000′ (2769′)	431′ (200′)	Apt Elev 297′ / Rwy 231′	25 NM IAF

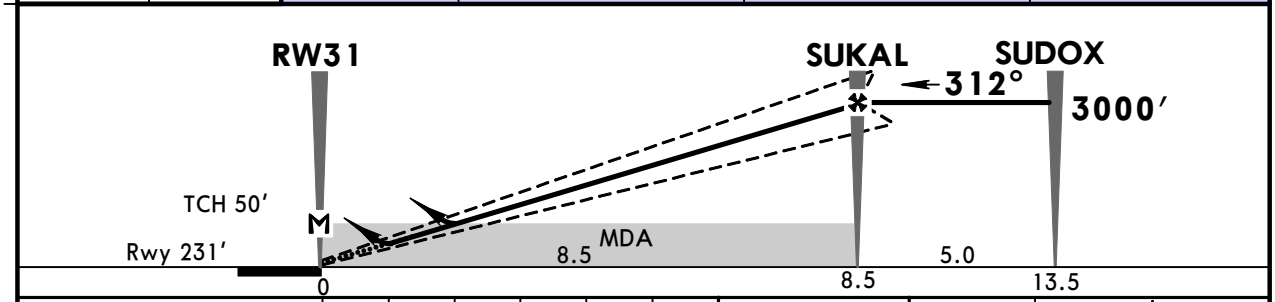
MISSED APCH: Climb on track 312° to ML3Ø1 climbing to 3000′. Continue as directed.
MISSED APCH WITH LOST COMM: Climb on track 312° to ML3Ø1 climbing to 3000′, turn LEFT direct to TIVOR.

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: FL 70 | Trans alt: 5000′

1. BARO-VNAV not authorized below 0°C. 2. Circling NOT AUTHORIZED.



RECOMMENDED ALTITUDES	
DIST to RW31	ALTITUDE
8.0	2828′
7.0	2510′
6.0	2191′
5.0	1873′
4.0	1554′
3.0	1236′
2.0	918′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW31						

HIALS PAPI PAPI

3000′ on 312°

Standard STRAIGHT-IN LANDING RWY 31

	LPV CAT I		LNAV/VNAV		LNAV CDFA	
	DA(H) 431′ (200′)		DA(H) A: 601′ (370′) C: 622′ (391′) B: 614′ (383′) D: 632′ (401′)		DA/MDA(H) 720′ (489′)	
		ALS out		ALS out		ALS out
A	RVR 550m [1]	RVR 1200m	RVR 1000m	RVR 1500m	RVR 1500m	RVR 1500m
B			RVR 1100m			
C				RVR 1800m		RVR 2300m
D			RVR 1200m	RVR 1900m		

[1] W/o HUD/AP/FD: RVR 750m

PANS OPS

CHANGES: ATIS.

LMML/MLA
LUQA

JEPPESEN
17 JAN 20
Eff 30 Jan
19-10

MALTA, MALTA
RNAV VISUAL Rwy 31

BRIEFING STRIP™

ATIS Arrival	LUQA Approach/Radar	LUQA Tower	Ground
127.4	128.150	135.1	121.6

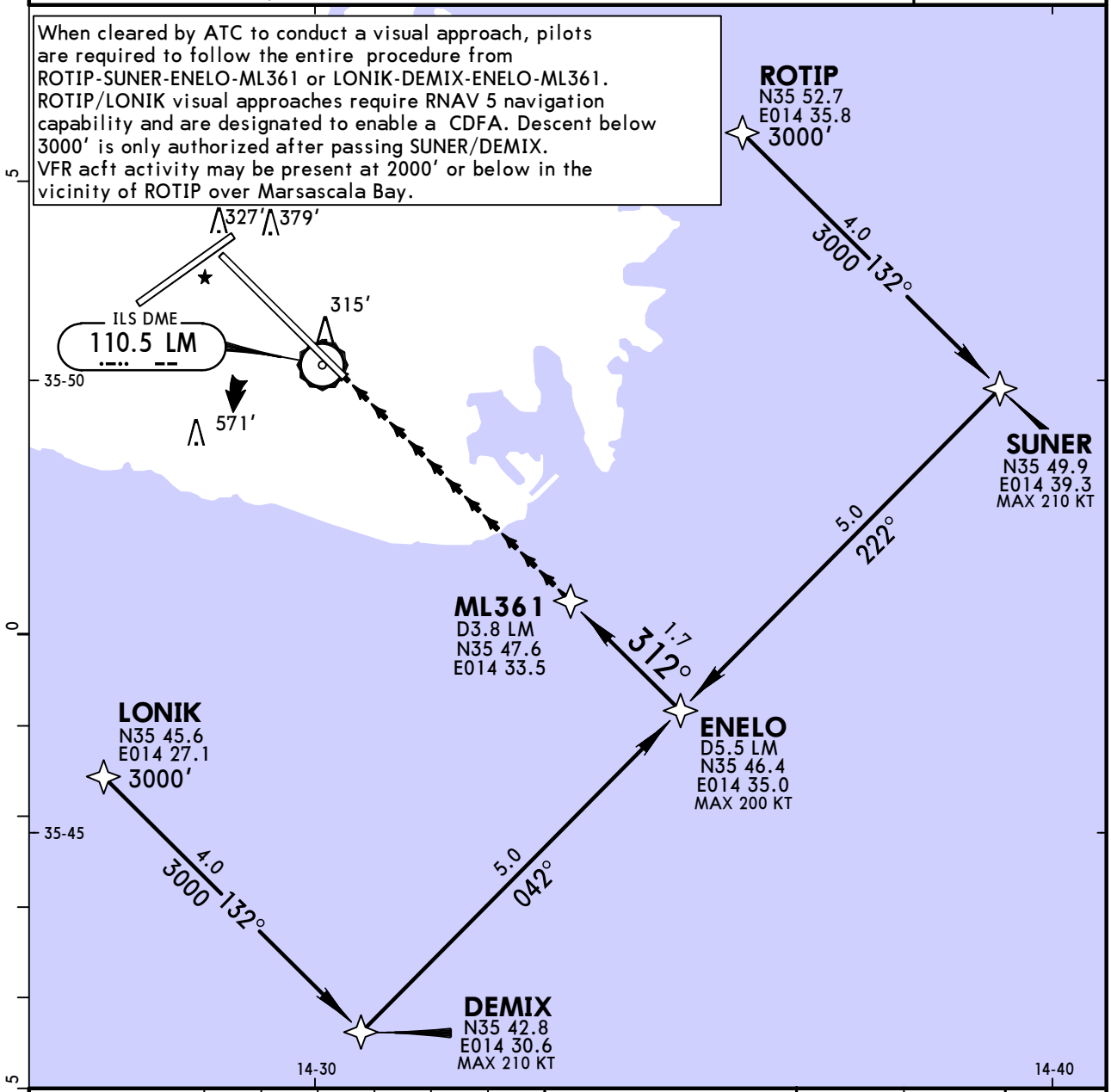
NAVAIDS- Refer to Planview	Final Apch Crs 312°	Minimum Alt No FAF	No MDA(H) published	Apt Elev 297′ Rwy 230′

No MSA published

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ until D10.0 LM, then turn LEFT direct TIVOR.

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-SUNER-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 SUNER/DEMIX. VFR acft activity may be present at 2000′ or below in the vicinity of ROTIP over Marsascala Bay.



HIALS
PAPI PAPI

3000′ until D10.0 LM

VISUAL LANDING RWY 31

CEILING REQUIRED

CEILING-VISIBILITY

2000′- 5 km

CHANGES: ATIS.

Chart changes since cycle 02-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MALTA, (LUQA - LMML)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LMML

Type: Terminal
Effectivity: Temporary
Begin Date: 20200113
End Date: 20200327

Construction works between Apron 8 and RWY 13/31 during NIGHT times (based on SUP 02-20). During WIP RWY 13/31 closed for landing and RWY 31 closed for take-off. Departure RWY 13 limited to intersection Take-off from TWYs E and F. ACFT taxiing between Apron 9 and RWY 23/05 permitted with CAUTION. Refer also to latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20200113
End Date: 20200327

(10-3/A/B/C/D/E) RWY 31 closed for take-off during work periods between 2300-0600LT (based to SUP 002-20). RWY available in an emergency subject to 30 minutes prior notification. Refer to latest NOTAMS.

Type: Terminal
Effectivity: Temporary
Begin Date: 20200106
End Date: 20200327

Works on Twy I on Apron 8 (based on SUP 01-20). Refer to temp chart 10-8 and latest NOTMAs.