GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours: MON-FRI 0700-1600‡

Airport Information

RFF: CAT 9
Fire: 121.700 AVBL for surface COM between fire services and ACFT on ground
PCN: RWY 05/23: 75/F/D/X/U, RWY 13/31: 100/F/B/X/U

Operation

Preferential RWY System
TKOF/LDG RWY 31: 0500-1700‡
TKOF/LDG RWY 13: 1700-0500‡

The Preferential RWY Scheme is not applicable when:
- tailwind component for selected RWY exceeds 5KT in dry conditions.
- tailwind component for selected RWY exceeds 5KT including gusts in wet conditions.
- ILS and/or DME is not AVBL for selected RWY, though still AVBL for the reciprocal RWY.
- Crosswind component consistently exceed 25KT in dry conditions or 15KT in wet conditions. In these conditions RWY 23 or RWY 05 shall be declared as the RWY in use, with RWY 31 or RWY 13 AVBL, as applicable.
- Wind shear has been reported or forecast or when thunderstorms are expected.

Code letter D ACFT and above unable to use RWY 05/23 due IAP, RWY or associated TWY limitation will be vectored by ATC for RWY 13/31.

Low Visibility Procedures
LVP in force when RVR less than 1500m.
Preferential RWY 13/31.
Only one ACFT allowed to taxi at the time.

When RVR less than 800m, follow-me provided.

RWY Restrictions
RWY 05/23 AVBL up to code letter D ACFT.

Vacate RWY after LDG as follows:
RWY 05: For medium ACFT via TWY J.
RWY 23: For medium ACFT via TWY L.
RWY 13: For medium ACFT via TWY D or C.
RWY 13: For heavy ACFT via TWY D or C or via TWY A in case of long LDG roll
RWY 31: For medium ACFT via TWY E or F.
RWY 31: For heavy ACFT via TWY E or F or via TWY H/H South to backtrack the RWY in case of long LDG roll.
RWY 31: To APN 8 via TWY H/H South.
To APN 2-4, 7 and LTM via TWY Y.

TWY Restrictions
TWY K, L, Q, R width 18m / 59ft.
TWY J, P width 15m / 49ft.
TWY G (up to hold G) width 10.5m / 34ft.

TWY K, P MAX wingspan 36m / 118ft.

GENERAL

TWY L unrestricted to code letter C ACFT. Code letter D ACFT are allowed to taxi under own PWR along the segment between THR RWY 05 and APN 4. Lager ACFT may taxi on TWY L by towing with prior authorization.

TWY L: Caution should be exercised against FOD ingestion by outboard ENG on 4 ENG Code letter D ACFT.

TWY K: Exercise caution due to reduced wingtip CLR between THR 23 and Apron 2.

Taxi/Parking

Marshaller is mandatory.

Apron 2
- Taxilane O AVBL up to code letter B ACFT.
- APN for ACFT up to code letter C and subject to marshaller guidance.
- Take account of effects of jet blast on ACFT and handling services on adjacent stands during lead-out maneuver.

Apron 3
- Maneuver under own PWR subject to marshaller guidance.
- Taxilane N MAX wingspan 24m / 79ft. (Not applicable for ACFT taxiing in/out stand 14C)

Apron 4
- Follow-me is mandatory when entering APN
- Use caution when maneuvering, to reduce effects of jet blast.
- Permanent floodlighting not provided on stands 3-5. Temporary lighting below ICAO illuminations levels can be provided O/R.
- Entry/Exit of stands under own PWR under marshaller guidance.
- Taxilane M MAX wingspan 52m / 171ft.

Apron 7 (MIL)
- TWY Q (between Q1 and Apron 7) MAX wingspan 24m / 79ft.

Apron 8
- Use caution when maneuvering, to reduce effects of jet blast.
- Reduced levels of APN lighting may be experienced on stand 6.
- Apply MNM 55° nose-gear angle on power turn-out on all stands.
- Movements to/from hangar 6 only allowed on tow under guidance of ACFT wingtip marshallers.
- Entry/Exit of stands under own PWR under marshaller guidance.
- 180° anti-clockwise turn on TWY H restricted up to code letter C ACFT.
- Apply MNM 55° nose-gear angle along turn manoeuvre on TWY H.
- Taxilane I MAX wingspan 36m / 118ft between stands 1-5.
- ACFT with MAX wingspan 38m / 125ft are permitted to taxi along TWY J with caution due to reduced wing-tip CLR.

GENERAL

Apron 9
- Apply MNM 55° nose-gear angle on power turn-out on stands 1, 1R, 2-8, 8L to maintain wing-tip CLR.
- Taxilane X limited to use by code letter E/F ACFT proceeding to stands 9X, 14X, 18X and 21X.
- Taxilane X may be used provided no ACFT are positioned on any of stands 9-24.
- Code letter E/F ACFT taxiing to stands 9X, 14X, 18X and 21X are to exercise caution due to reduced wing-tip CLR while taxiing via taxilanes W and U respectively. Follow-me is mandatory.
- Code letter E ACFT are permitted to taxi unrestricted along taxilane T provided that no ACFT are positioned on stands 9X, 14X, 18X and 21X.
- Up to code letter C ACFT may taxi along taxilane T provided that ACFT on stands 9X, 14X, 18X and 21X do not exceed the code C wing-tip safety lines.
- Up to code letter B ACFT may taxi along taxilane T provided that ACFT on stands 9X, 14X, 18X and 21X do not exceed the code B wing-tip safety lines.
- Code letter E ACFT, up to 61m / 200ft, proceeding to stands 1R and 8L are to exercise caution due to reduced wingtip CLR while taxiing via taxilane U and W.
- Code letter E/F ACFT are not allowed on taxilane V.
- Entry/Exit of stands under own PWR under marshaller guidance.

Apron LSP
- Taxilane G AVBL up to code letter B ACFT.
- Report "RWY vacated" at hold G1, ACFT entering LSP after hold G1 are limited under tow.
- ACFT exiting LSP are limited under tow up to hold G2.
- ACFT shall pre-notify ATC before commencement of tow from LSP.
- Request CLR DLV and start-up from GND at hold G2.
- ACFT entering/exiting LSP shall exercise caution due to gate location between hold G1 and G2.

Apron USP
- TWY B AVBL up to code letter F ACFT.
- Report "RWY vacated" at hold B1. ACFT entering USP after hold B1 are limited under tow.
- ACFT exiting USP are limited under tow up to the tug (blue) limit line located short of hold B.
- ACFT shall pre-notify ATC before commencement of tow from USP.
- Request CLR DLV and start-up from GND at the tug (blue) limit line located short of hold B.

Engine Run-up Areas

REQ for ENG run-up at idle PWR are permitted on all APN and at all times subject to ATC CLR.
ENG run-up at higher PWR must be authorized by MIA and are not permitted between 2200-0500‡ unless required due to exceptional operational reasons.
All ENG run-ups shall be supervised under the responsibility of an officer designated by the operator requesting the run-up.

Warnings

Birds in vicinity of AD especially OCT and NOV.

ARRIVAL

Communication

On first contact with APP report:
- cleared LVL
- type of ACFT
- ATIS Info

ARRIVAL

COM Failure

ILS or LOC RWY 13, RNP RWY 13
Climb on track 132° to ML 101 climbing 3000ft, then right turn direct to OMBER.

ILS or LOC RWY 31, RNP RWY 31
Climb on track 312° to ML 301 climbing 3000ft, then left turn direct to TIVOR.

RNP RWY 05
Climb on track 052° to ML001 climbing 3000ft, then right turn direct to BEVIM.

RNP RWY 23
Climb on track 231° to ML201 climbing 3000ft, then left turn direct to INTAM.

Arrival Procedure

VFR Traffic Pattern
RWYs 05, 13 right-hand circuit:
For Light ACFT: 1500ft AMSL.
For Medium/Heavy ACFT : 2000ft AMSL.

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

Requests for visual APCH on RWY 31 are allowed subject to traffic operating in the circuit and the landing sequence. When a visual APCH is approved by ATC expect an initial CLR to descend not below an ALT of 3000ft. A follow on instructions to continue the APCH below 3000ft should normally be expected after the ACFT crosses the RWY 25/05 axis.

DEPARTURE

Take-off Minima

RWY		13/31	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

RWY		05/23	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Communication

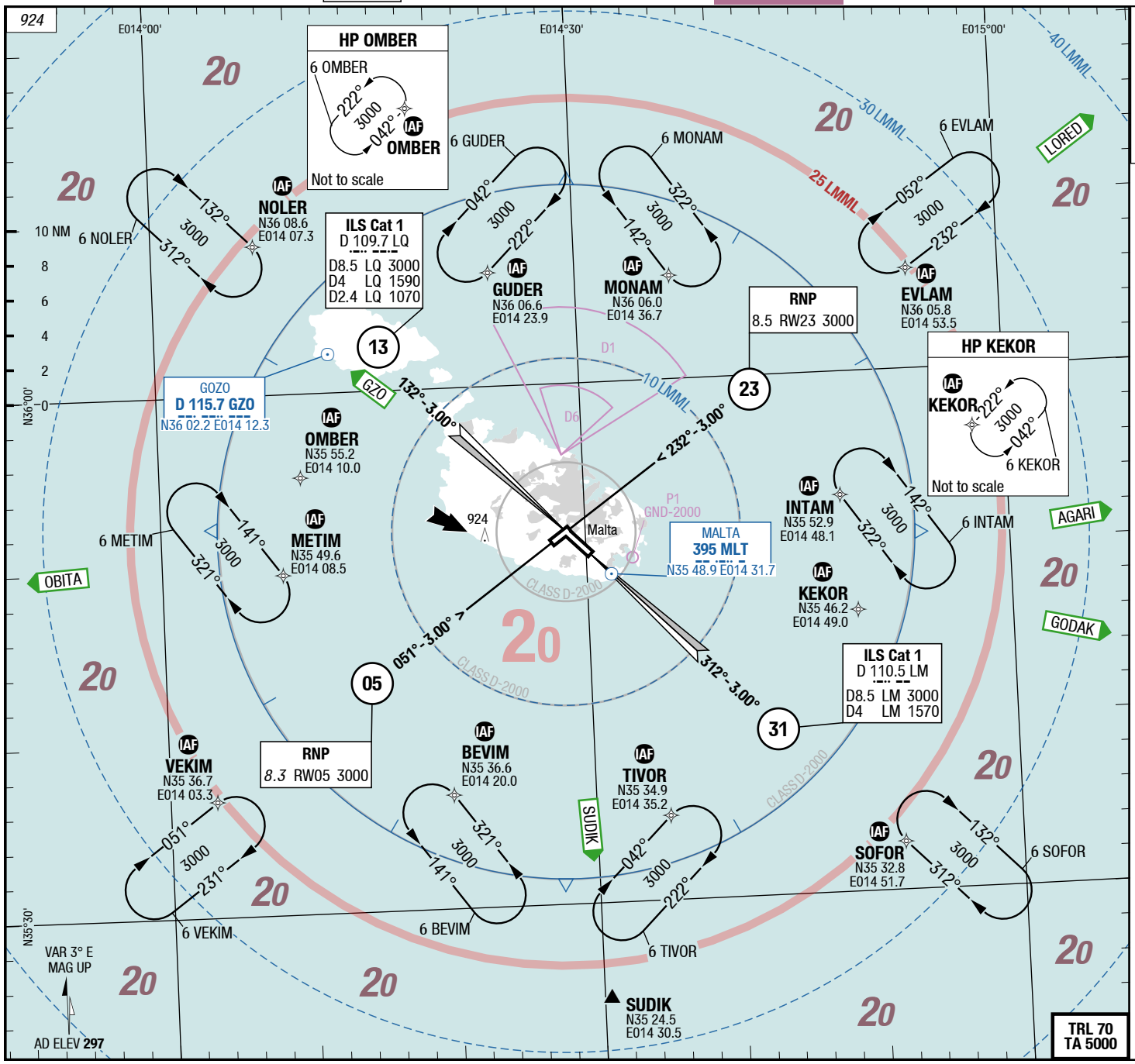
On first contact with APP report:
- Call-sign
- SID designator
- current ALT and cleared ALT

Departure Procedure

Start-up
REQ start-up CLR from GND not earlier than 5min prior planned start-up.

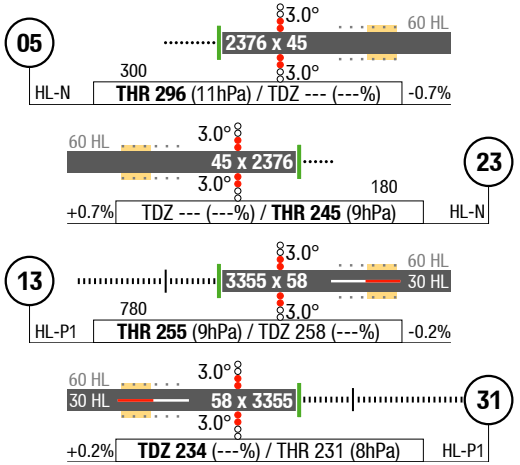
ATC Slot, Clearance

REQ ATC CLR from GND not earlier than 15min before planned start-up/push-back. State ACFT type, APN location, stand number and latest ATIS info received.

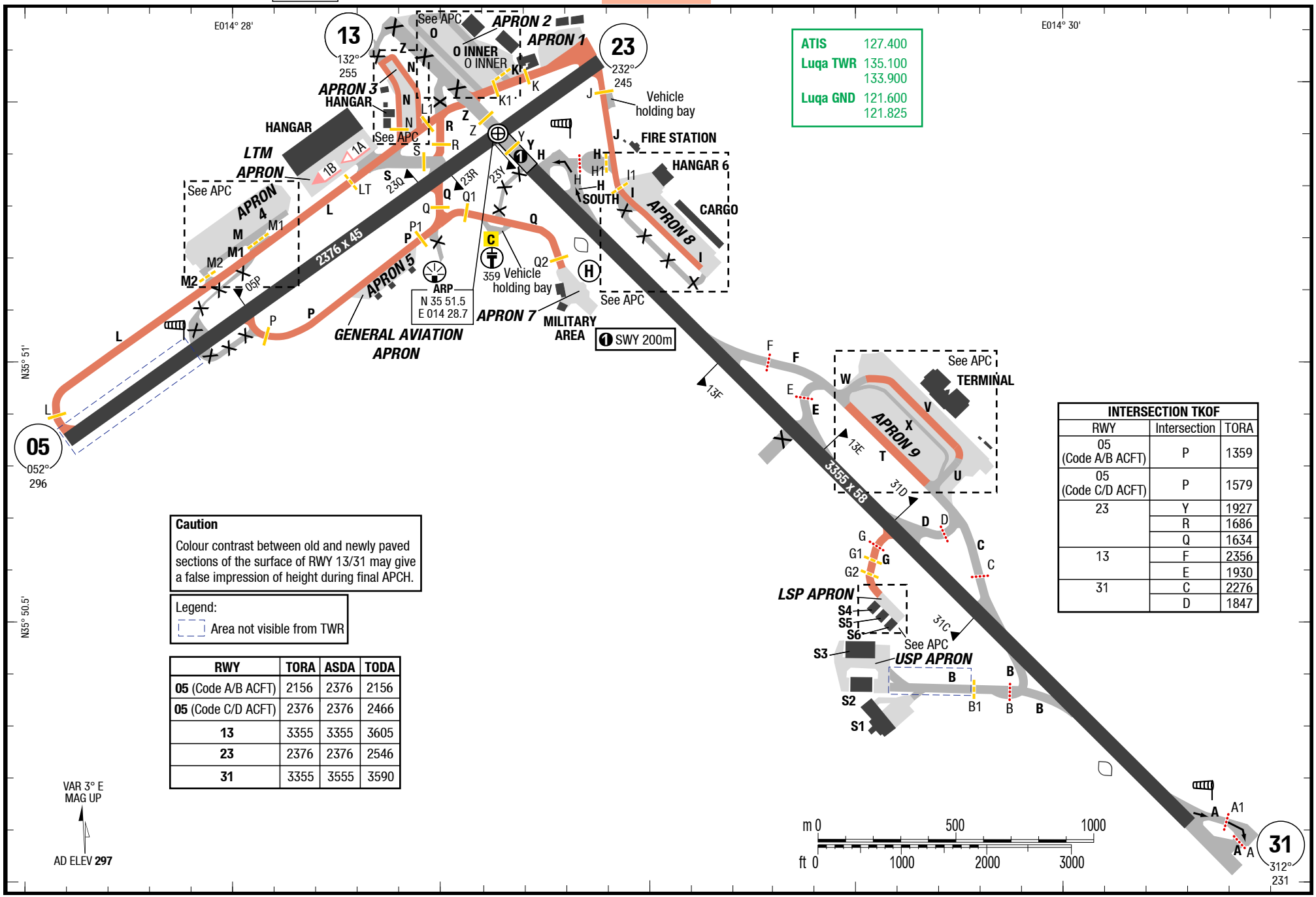


ATIS	127.400
Luqa APP/RAD	128.150 118.350
Luqa TWR	135.100 133.900
Luqa GND	121.600 121.825

Landing RWY system:



Changes: RWY width, SUAs



Caution

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

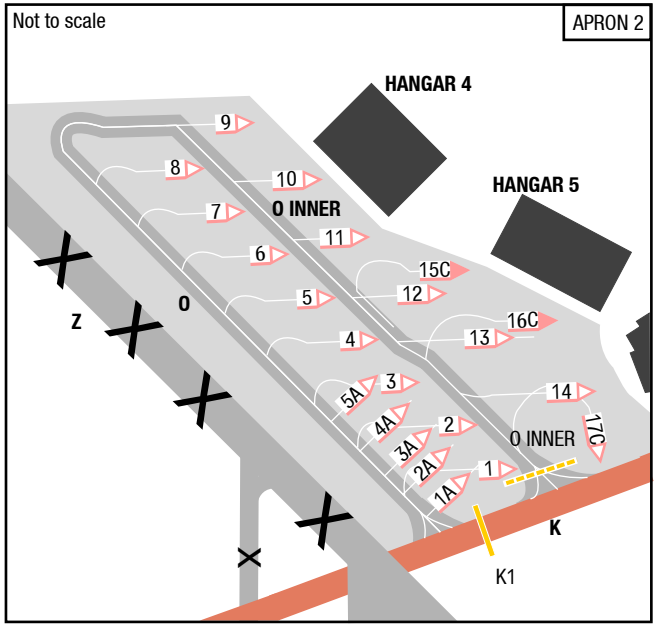
Legend:

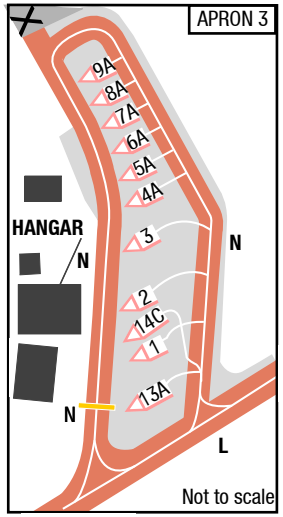
Area not visible from TWR

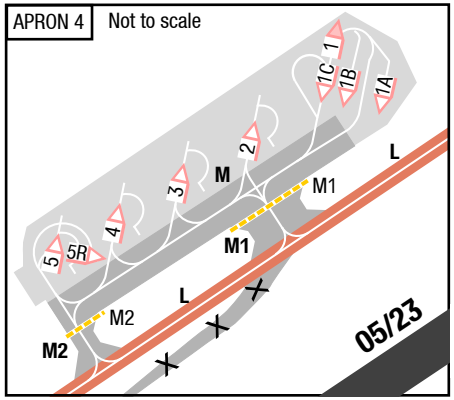
RWY	TORA	ASDA	TODA
05 (Code A/B ACFT)	2156	2376	2156
05 (Code C/D ACFT)	2376	2376	2466
13	3355	3355	3605
23	2376	2376	2546
31	3355	3555	3590

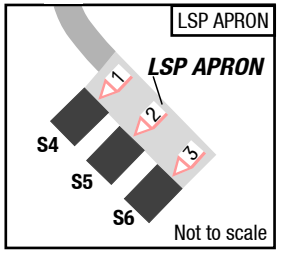
INTERSECTION TKOF		
RWY	Intersection	TORA
05 (Code A/B ACFT)	P	1359
05 (Code C/D ACFT)	P	1579
23	Y	1927
	R	1686
	Q	1634
13	F	2356
	E	1930
31	C	2276
	D	1847

Changes: RWY width, Inset, HLDG POS

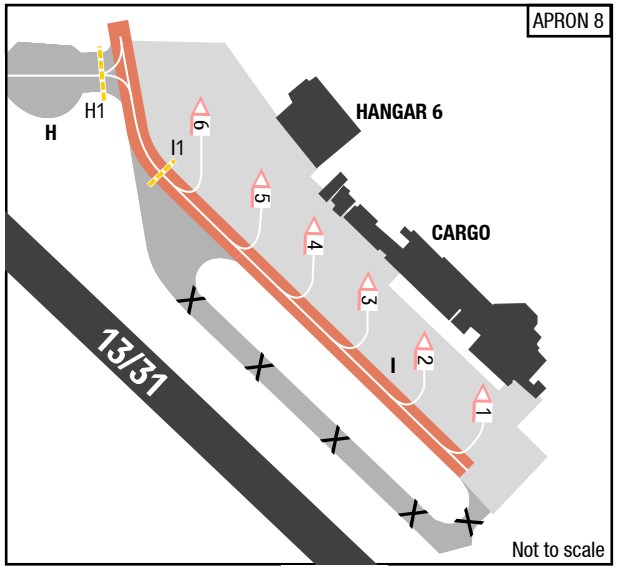


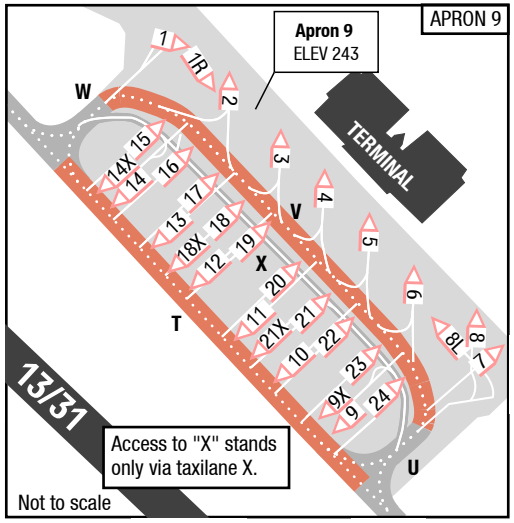






ATIS	127.400
Luqa TWR	135.100 133.900
Luqa GND	121.600 121.825

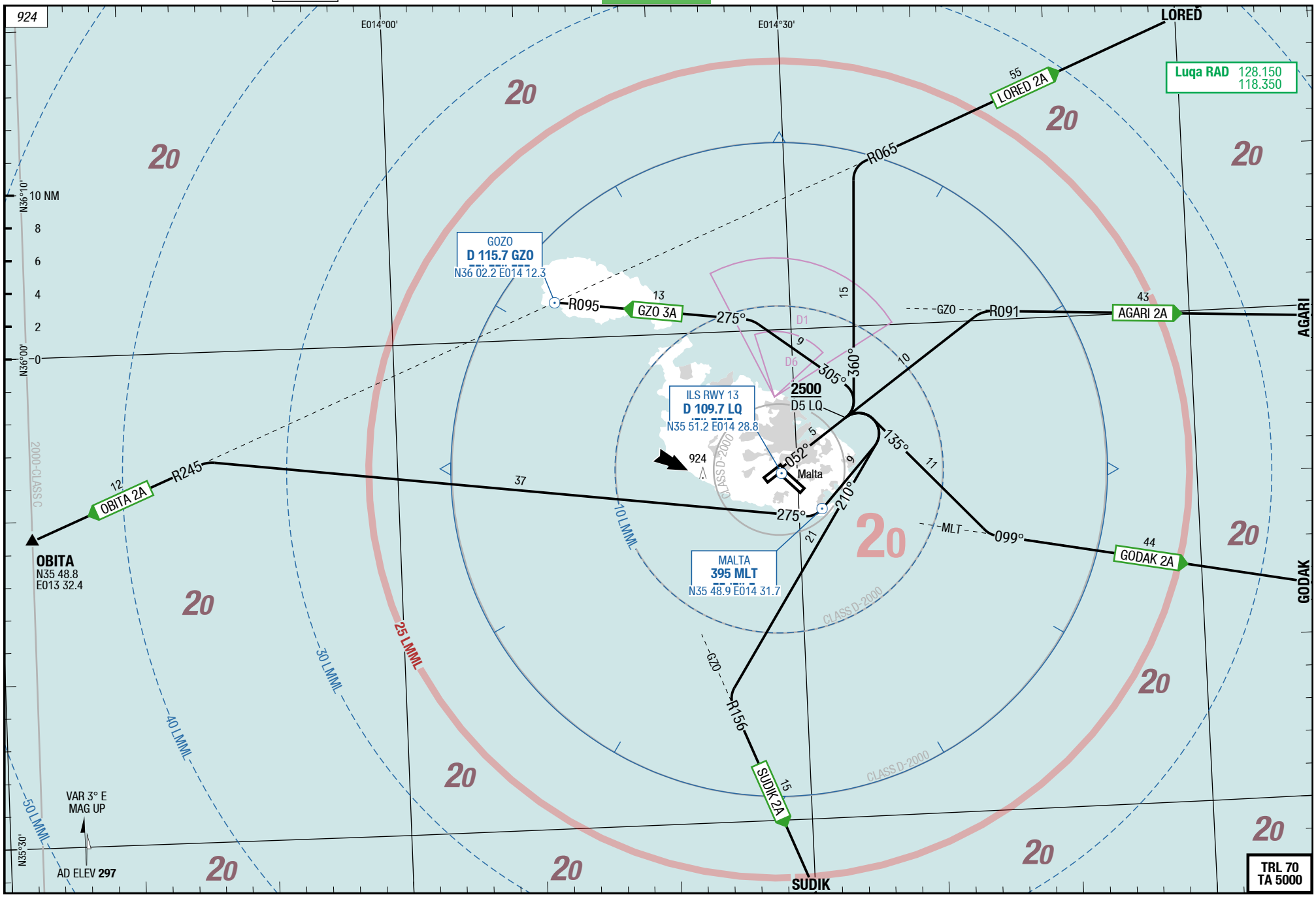




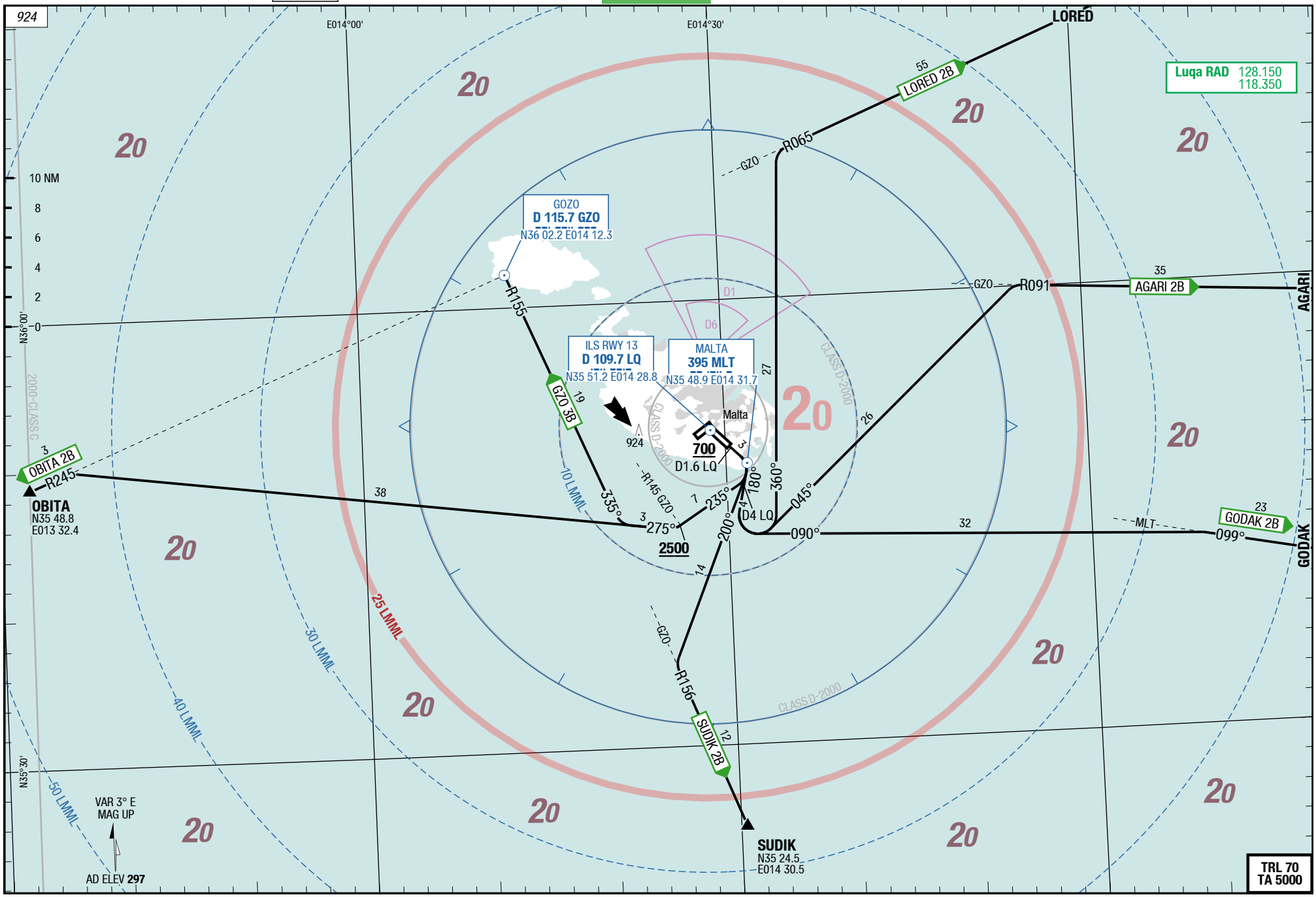
COORDINATES

APRON 2	
1-5A	N35 51.6 E014 28.6
5-7	N35 51.6 E014 28.5
8, 9	N35 51.7 E014 28.5
10	N35 51.7 E014 28.6
11-13	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 3	
1-6A	N35 51.5 E014 28.4
7A-9A	N35 51.6 E014 28.4
13A, 14C	N35 51.5 E014 28.4
APRON 4	
1-1C	N35 51.3 E014 28.1
2-4	N35 51.3 E014 28.0
5, 5R	N35 51.2 E014 27.9
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
APRON 9	
1-3	N35 51.0 E014 29.6
4-6	N35 50.9 E014 29.7
7-8L	N35 50.8 E014 29.8
9, 10	N35 50.8 E014 29.7
11	N35 50.8 E014 29.6
12, 13	N35 50.9 E014 29.6
14-15	N35 50.9 E014 29.5
16-20	N35 50.9 E014 29.6
21	N35 50.8 E014 29.7
21X	N35 50.8 E014 29.6
22-24	N35 50.8 E014 29.7
APRON LTM	
1A	N35 51.4 E014 28.3
1B	N35 51.3 E014 28.2
APRON LSP	
1-3	Not published

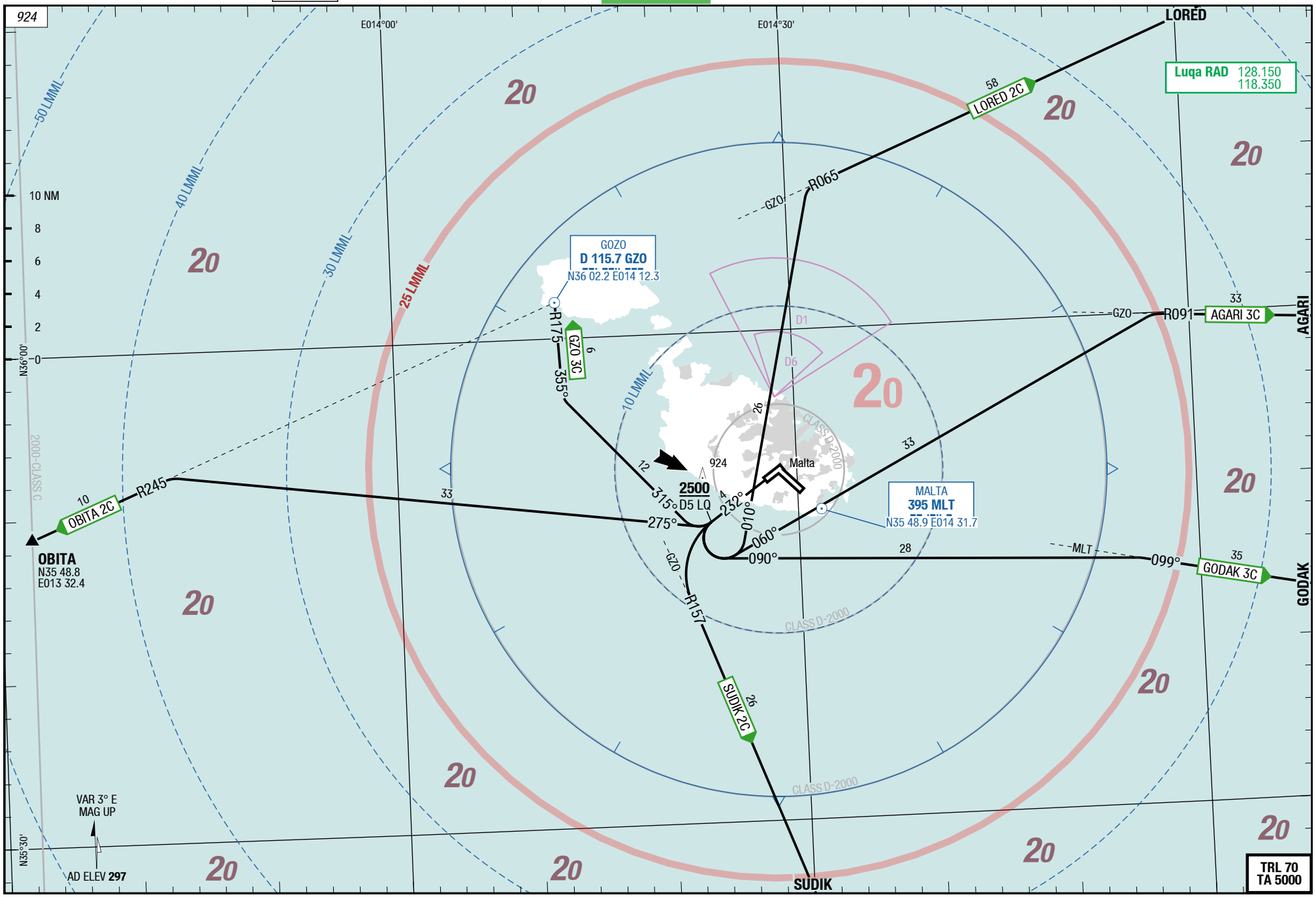
Changes: new



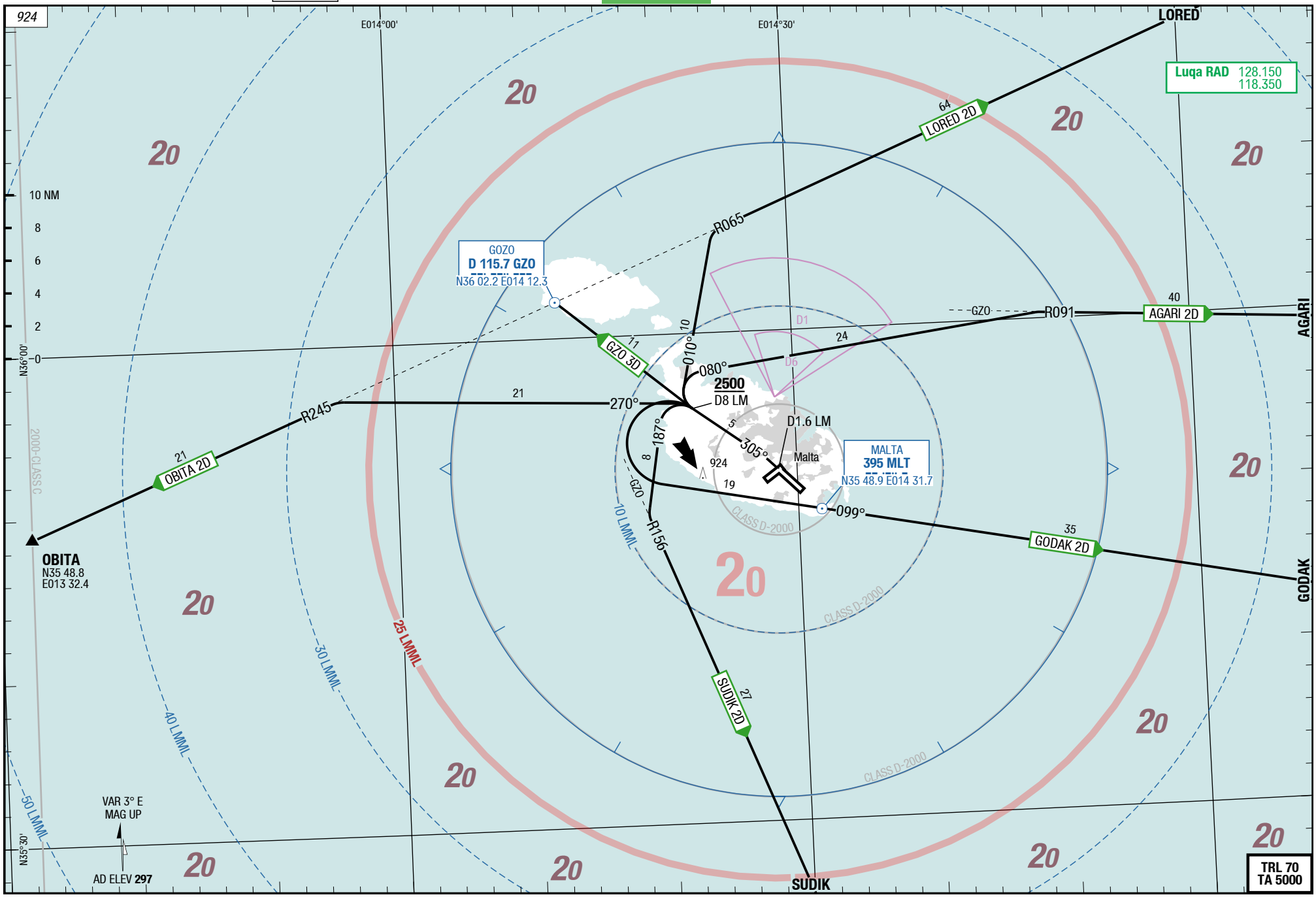
Changes: MSA, ASP, AD ELEV



Changes: ALT, MSA, ASP, AD ELEV



Changes: MSA, ASP, AD ELEV



Changes: MSA, ASP, ALT, AD ELEV

AGARI 2A / GODAK 2A / GOZO 3A / LORED 2A / OBITA 2A / SUDIK 2A

RWY 05 (052°)

When passing 2000, contact Luqa RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
AGARI 2A **128.150**	intercept R091 **GZO** to AGARI	D5 **LQ** MNM **2500** Initial climb **5000**
GODAK 2A **128.150**	at D5 **LQ RT** 135° - intercept QDR 099 **MLT** to GODAK	D5 **LQ** MNM **2500** Initial climb **5000**
GOZO 3A **GZO 3A** **128.150**	at D5 **LQ LT** 305° - intercept R095 **GZO** to **GZO**	D5 **LQ** MNM **2500** Initial climb **5000**
LORED 2A **128.150**	at D5 **LQ LT** 360° - intercept R065 **GZO** to LORED	D5 **LQ** MNM **2500** Initial climb **5000**
OBITA 2A **128.150**	at D5 **LQ RT** direct **MLT** - QDR 275 **MLT** intercept R245 **GZO** to OBITA	D5 **LQ** MNM **2500** Initial climb **5000**
SUDIK 2A **128.150**	at D5 **LQ RT** 210° - intercept R156 **GZO** to SUDIK	D5 **LQ** MNM **2500** Initial climb **5000**

AGARI 2B / GODAK 2B / GOZO 3B / LORED 2B / OBITA 2B / SUDIK 2B

RWY 13 (132°)

When passing 2000, contact Luqa RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
AGARI 2B **128.150**	at D1.6 **LQ RT** 180° - at D4 **LQ LT** 045° - intercept R091 **GZO** to AGARI	D1.6 **LQ** MNM **700** Initial climb **5000**
GODAK 2B **128.150**	at D1.6 **LQ RT** 180° - at D4 **LQ LT** 090° - intercept QDR 099 **MLT** to GODAK	D1.6 **LQ** MNM **700** Initial climb **5000**
GOZO 3B **GZO 3B** **128.150**	at D1.6 **LQ RT** 235° - crossing R145 **GZO RT** intercept R155 **GZO** to **GZO**	D1.6 **LQ** MNM **700** R145 **GZO** MNM **2500** Initial climb **5000**
LORED 2B **128.150**	at D1.6 **LQ RT** 180° - at D4 **LQ LT** 360° - intercept R065 **GZO** to LORED	D1.6 **LQ** MNM **700** Initial climb **5000**
OBITA 2B **128.150**	at D1.6 **LQ RT** 235° - crossing R145 **GZO RT** 275° - intercept R245 **GZO** to OBITA	D1.6 **LQ** MNM **700** R145 **GZO** MNM **2500** Initial climb **5000**
SUDIK 2B **128.150**	at D1.6 **LQ RT** 200° - intercept R156 **GZO** to SUDIK	D1.6 **LQ** MNM **700** Initial climb **5000**

AGARI 3C / GODAK 3C / GOZO 3C / LORED 2C / OBITA 2C / SUDIK 2C

RWY 23 (232°)

When passing 2000, contact Luqa RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
AGARI 3C **128.150**	at D5 **LQ LT** 060° - intercept R091 **GZO** to AGARI	D5 **LQ** MNM **2500** Initial climb **5000**
GODAK 3C **128.150**	at D5 **LQ LT** 090° - intercept QDR 099 **MLT** to GODAK	D5 **LQ** MNM **2500** Initial climb **5000**
GOZO 3C **GZO 3C** **128.150**	at D5 **LQ RT** 315° - intercept R175 **GZO** to **GZO**	D5 **LQ** MNM **2500** Initial climb **5000**
LORED 2C **128.150**	at D5 **LQ LT** 010° - intercept R065 **GZO** to LORED	D5 **LQ** MNM **2500** Initial climb **5000**
OBITA 2C **128.150**	at D5 **LQ RT** 275° - intercept R245 **GZO** to OBITA	D5 **LQ** MNM **2500** Initial climb **5000**
SUDIK 2C **128.150**	at D5 **LQ LT** intercept R157 **GZO** to SUDIK	D5 **LQ** MNM **2500** Initial climb **5000**

AGARI 2D / GODAK 2D / GOZO 3D / LORED 2D / OBITA 2D / SUDIK 2D

RWY 31 (312°)

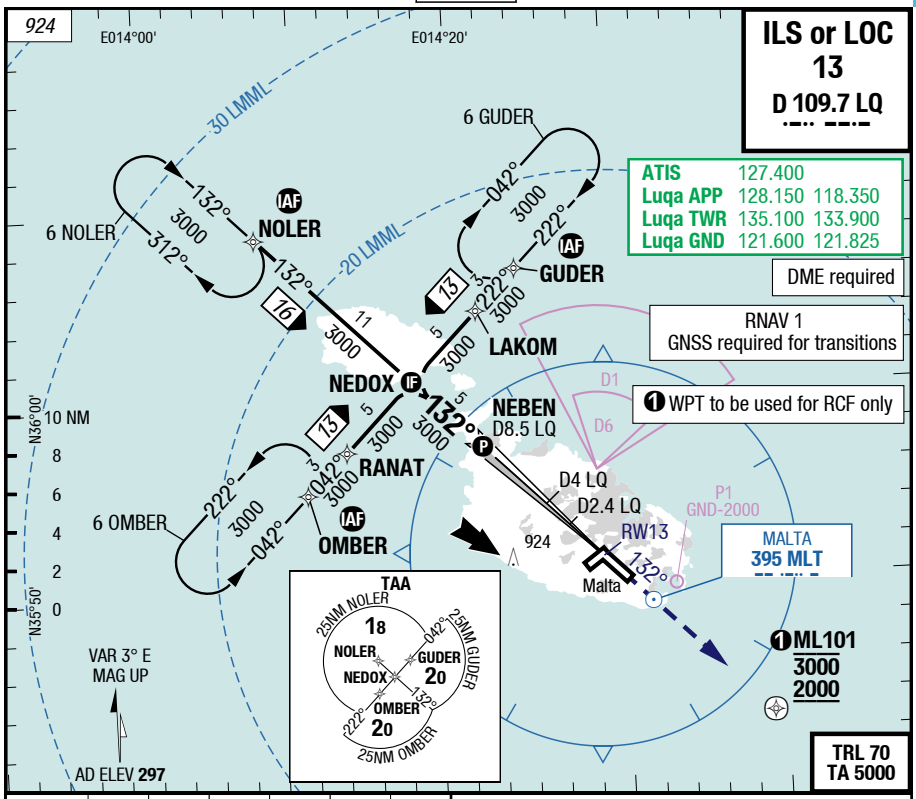
When passing 2000, contact Luqa RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31	
AGARI 2D **128.150**	at D1.6 **LM LT** 305° - at D8 **LM RT** 080° - intercept R091 **GZO** to AGARI	D8 **LM** MNM **2500** Initial climb **5000**
GODAK 2D **128.150**	at D1.6 **LM LT** 305° - at D8 **LM LT** direct **MLT** - QDR 099 **MLT** to GODAK	D8 **LM** MNM **2500** Initial climb **5000**
GOZO 3D **GZO 3D** **128.150**	at D1.6 **LM LT** 305° - at D8 **LM RT** direct **GZO**	D8 **LM** MNM **2500** Initial climb **5000**
LORED 2D **128.150**	at D1.6 **LM LT** 305° - at D8 **LM RT** 010° - intercept R065 **GZO** to LORED	D8 **LM** MNM **2500** Initial climb **5000**
OBITA 2D **128.150**	at D1.6 **LM LT** 305° - at D8 **LM LT** 270° - intercept R245 **GZO** to OBITA	D8 **LM** MNM **2500** Initial climb **5000**
SUDIK 2D **128.150**	at D1.6 **LM LT** 305° - at D8 **LM LT** 187° - intercept R156 **GZO** to SUDIK	D8 **LM** MNM **2500** Initial climb **5000**

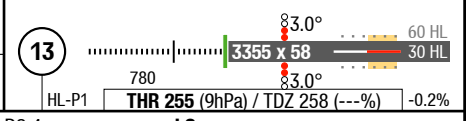
MLA-LMML

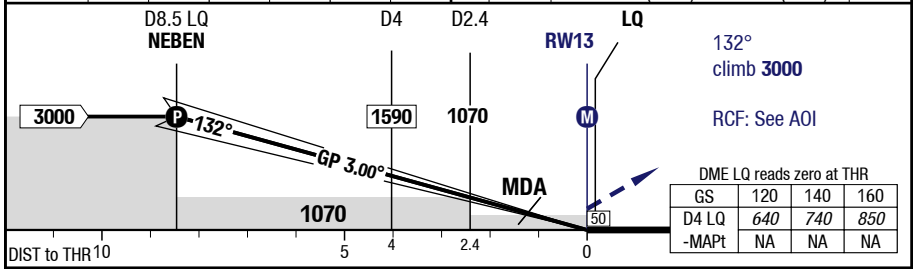
7-10

ILS or LOC 13



LOC 3.00° D LQ	8.5	7	6	5	3	2
	3000	2550	2230	1910	1270	960





DME LQ reads zero at THR

GS	120	140	160
D4 LQ	*640*	*740*	*850*
-MAPt	NA	NA	NA

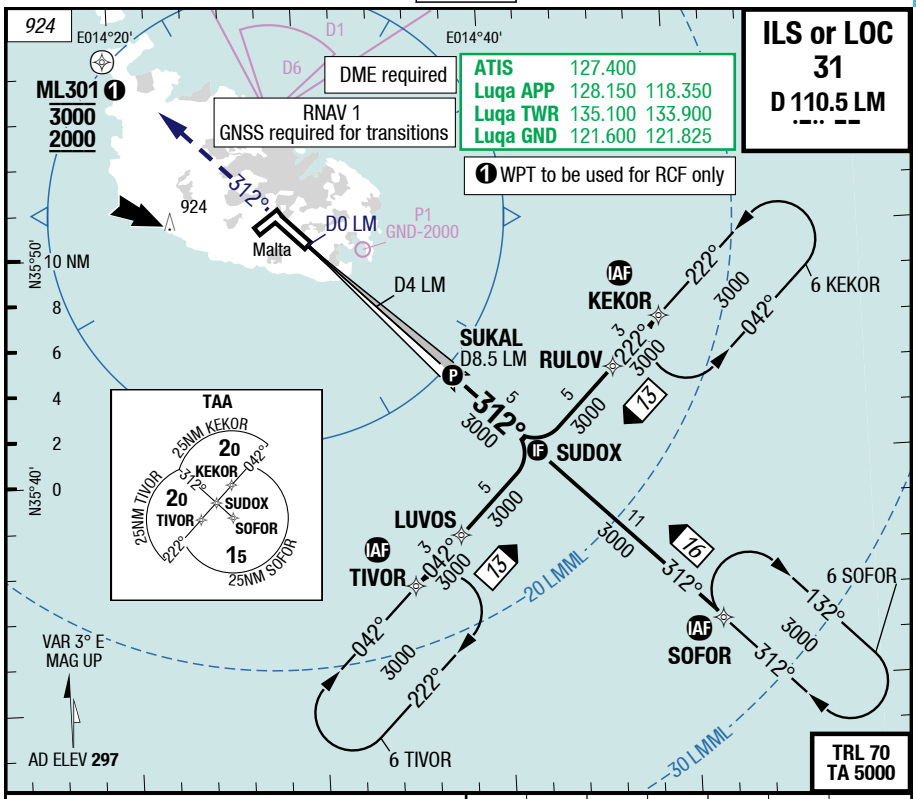
13		Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	200 - 550 **460**	400 - 1.1 **650**				Not authorized
D	ft - m/km ft	200 - 550 **460**	400 - 1.1 **650**				Not authorized

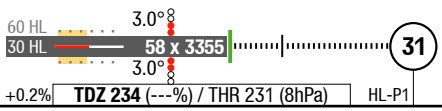
Changes: APL, SUAs, Note

MLA-LMML

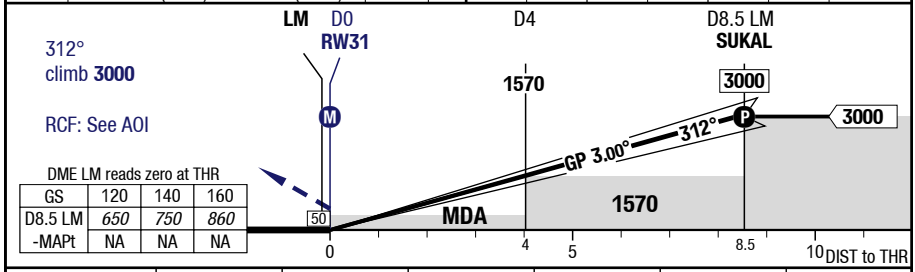
7-20

ILS or LOC 31





2	3	5	6	7	8.5	LOC 3.04° D LM
940	1260	1910	2230	2550	3000	



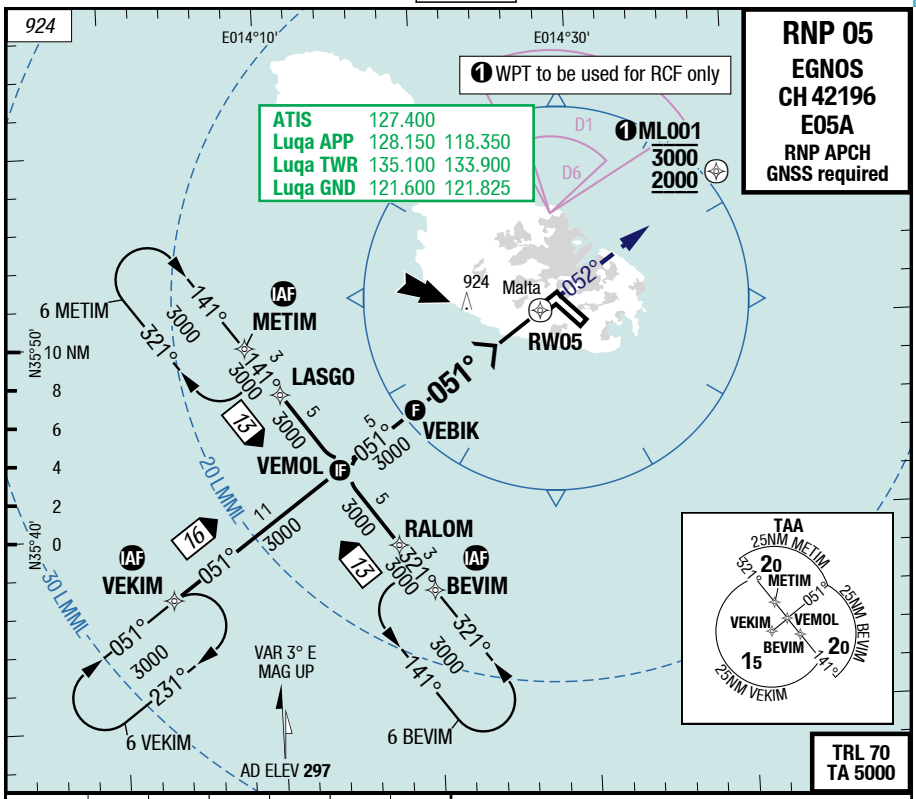
31		Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	200 - 550 **440**	420 - 1.2 **650**				Not authorized
D	ft - m/km ft	200 - 550 **440**	420 - 1.2 **650**				Not authorized

Changes: APL, SUAs, Note

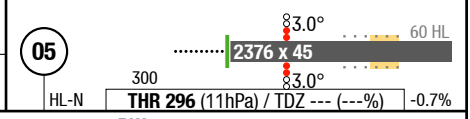
MLA-LMML

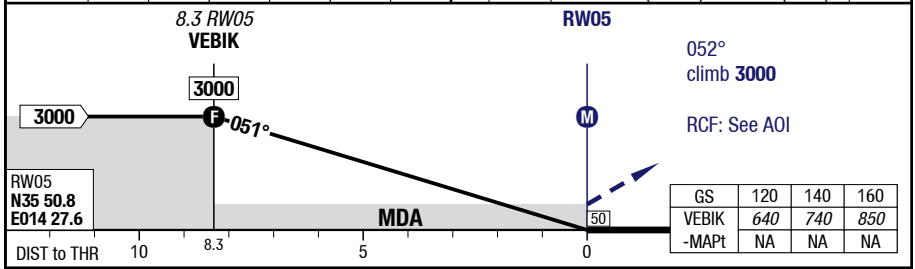
7-30

RNP 05



3.00° RW05 051° RWY 052°	8.3	6	5	4	3	2
	3000	2260	1940	1620	1310	990





GS	120	140	160
VEBIK	*640*	*740*	*850*
-MAPt	NA	NA	NA

05		RNP LPV 1)	RNP VNAV 2) 3)	RNP LNAV			Circling
C	ft - m/km ft	500 - 2.1 **800**	610 - 2.4 **910**	620 - 2.4 **910**			Not authorized
D	ft - m/km ft	500 - 2.1 **800**	610 - 2.4 **910**	620 - 2.4 **910**			Not authorized

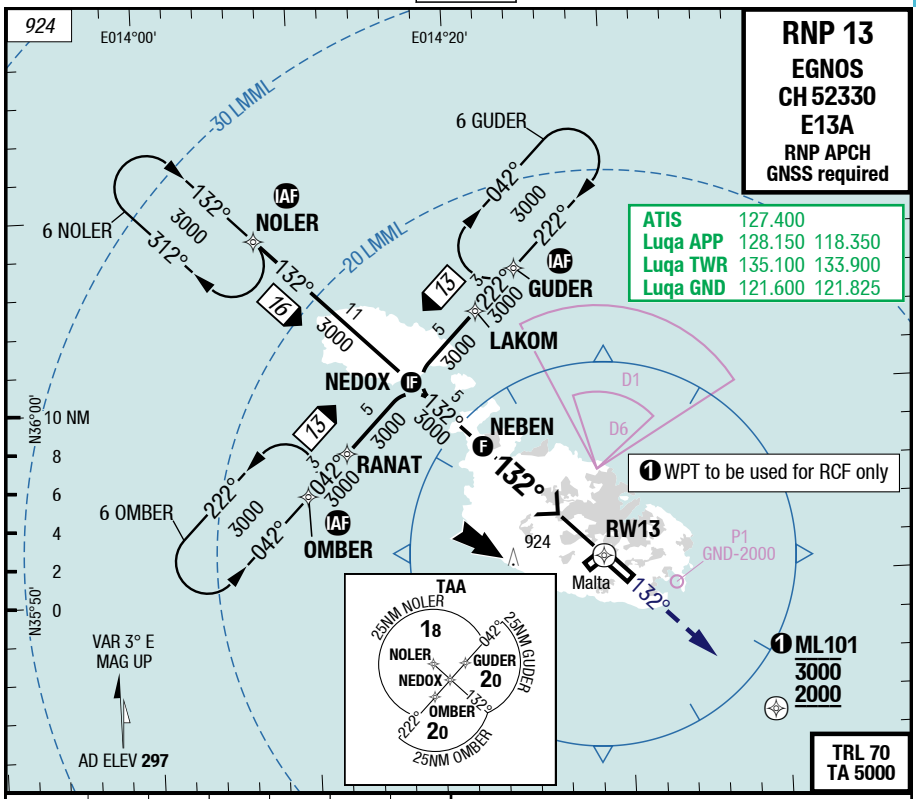
1) With EVS 1.4km
2) Uncompensated BARO VNAV NA below 0°C (32°F)
3) With EVS 1.6km

Changes: Nil

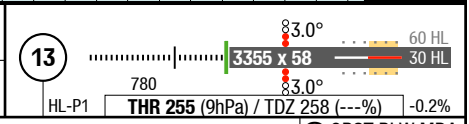
MLA-LMML

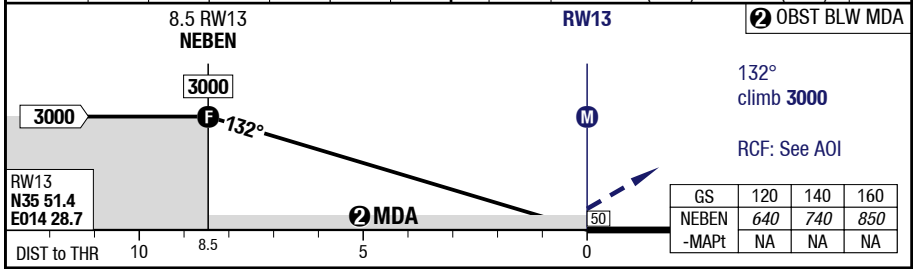
7-40

RNP 13



3.00° RW13	8.5	6	5	4	3	2
	3000	2220	1900	1580	1260	950





13		RNP LPV	RNP VNAV 1) 2)	RNP LNAV			Circling
C	ft - m/km ft	200 - 550 **460**	300 - 650 **560**	400 - 1.1 **650**			Not authorized
D	ft - m/km ft	200 - 550 **460**	310 - 700 **570**	400 - 1.1 **650**			Not authorized

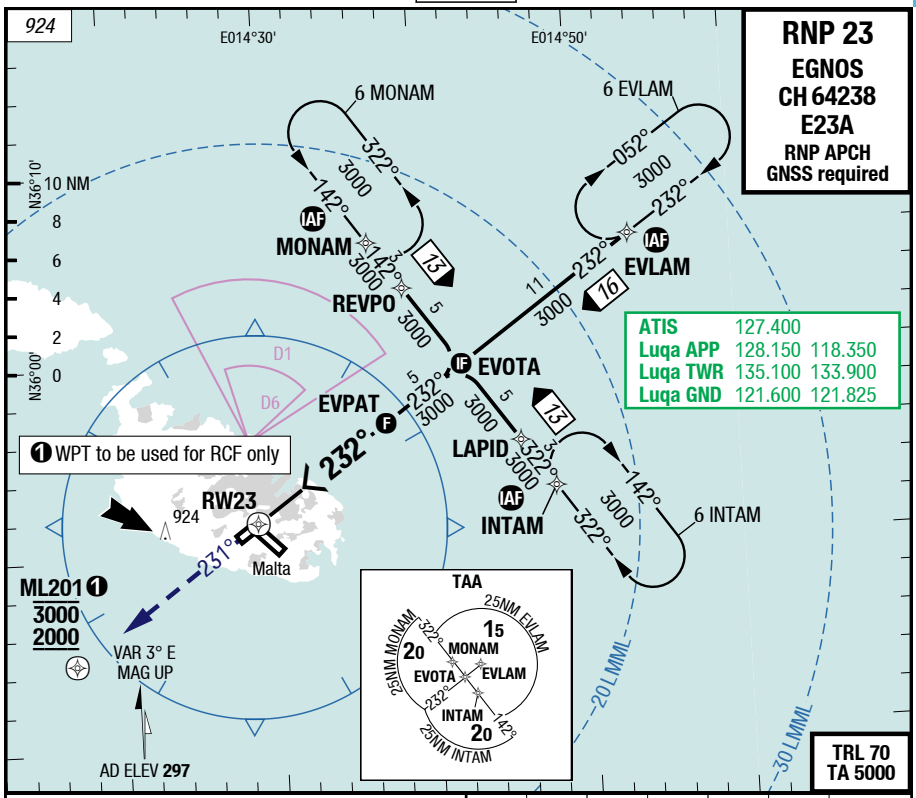
1) Uncompensated BARO VNAV NA below 0°C (32°F)
2) With EVS 550m

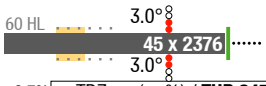
Changes: APL, SUAs

MLA-LMML

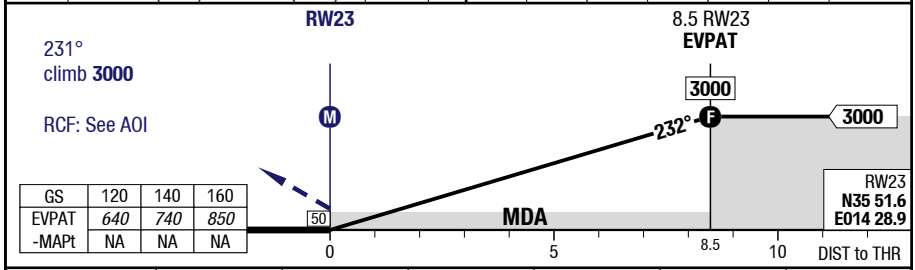
7-50

RNP 23





2	3	4	5	6	8.5	3.00° RW23
940	1250	1570	1890	2210	3000	



GS	120	140	160
EVPAT	*640*	*740*	*850*
-MAPt	NA	NA	NA

23		RNP LPV 1)	RNP VNAV 1) 2)	RNP LNAV			Circling
C	ft - m/km ft	500 - 2.3 **750**	500 - 2.3 **750**	510 - 2.4 **750**			Not authorized
D	ft - m/km ft	500 - 2.3 **750**	500 - 2.3 **750**	510 - 2.4 **750**			Not authorized

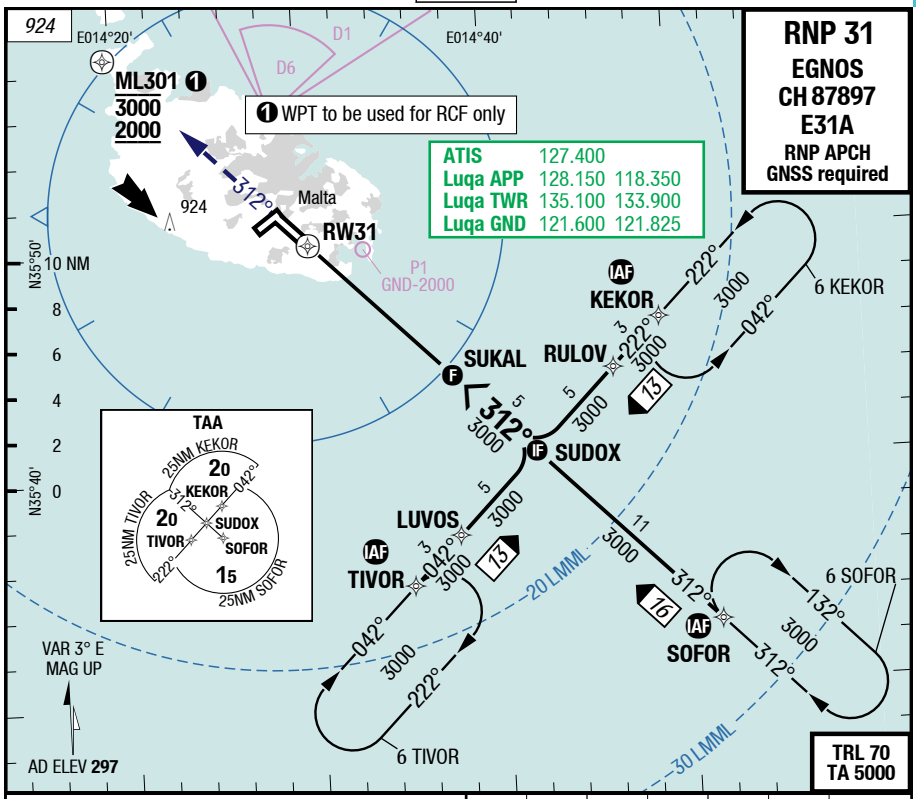
1) With EVS 1.5km
2) Uncompensated BARO VNAV NA below 0°C (32°F)

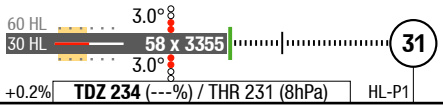
Changes: Nil

MLA-LMML

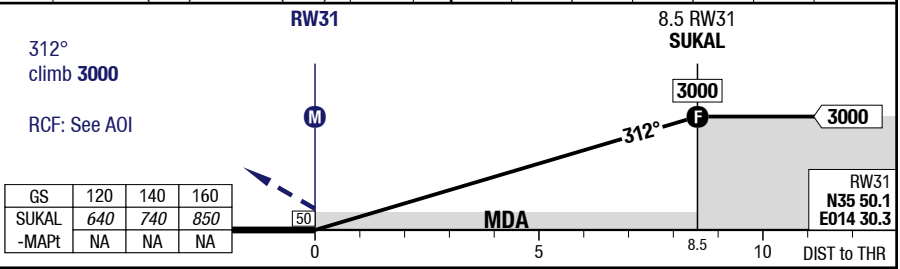
7-60

RNP 31





2	3	4	5	6	8.5	3.00° RW31
920	*1240*	*1560*	*1880*	*2200*	3000	



31		RNP LPV	RNP VNAV 1) 2)	RNP LNAV			Circling
C	ft - m/km ft	200 - 550 **440**	390 - 1.1 **630**	490 - 1.5 **720**			Not authorized
D	ft - m/km ft	200 - 550 **440**	400 - 1.1 **640**	490 - 1.5 **720**			Not authorized

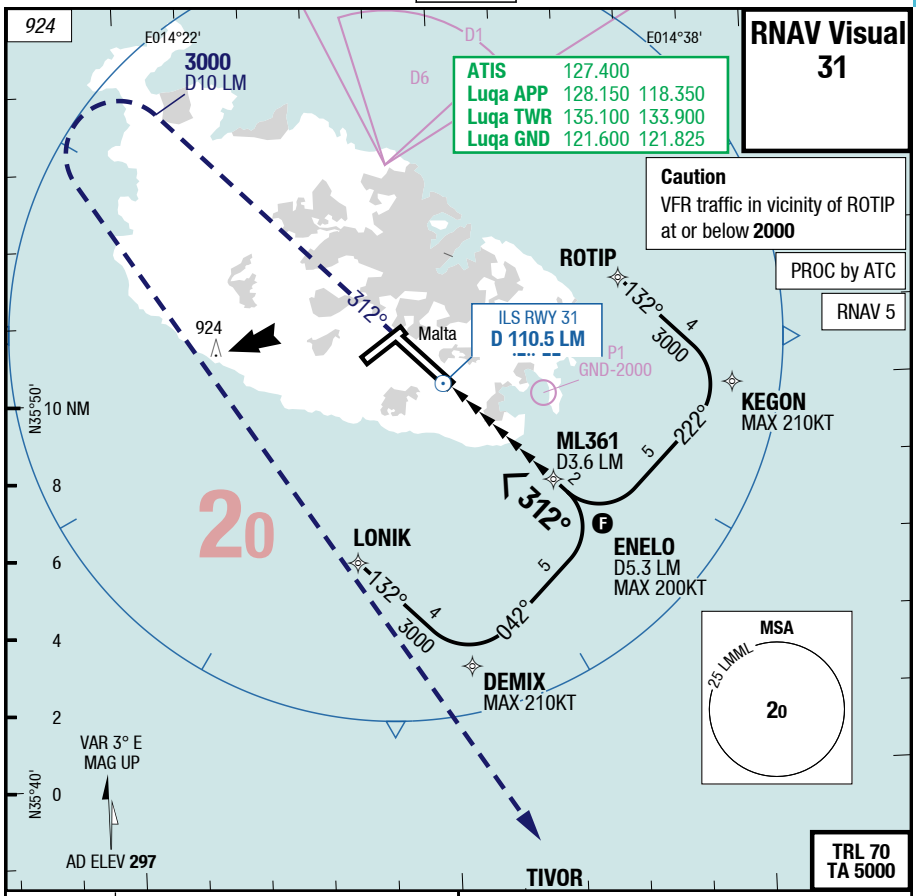
1) Uncompensated BARO VNAV NA below 0°C (32°F)
2) With EVS 750m

Changes: APL, SUAs

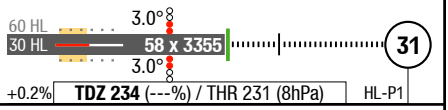
MLA-LMML

7-70

RNAV Visual 31



VISUAL



Do not descend below **3000** before passing WPTs DEMIX or KEGON.
After ROTIP or LONIK, plan CDA.

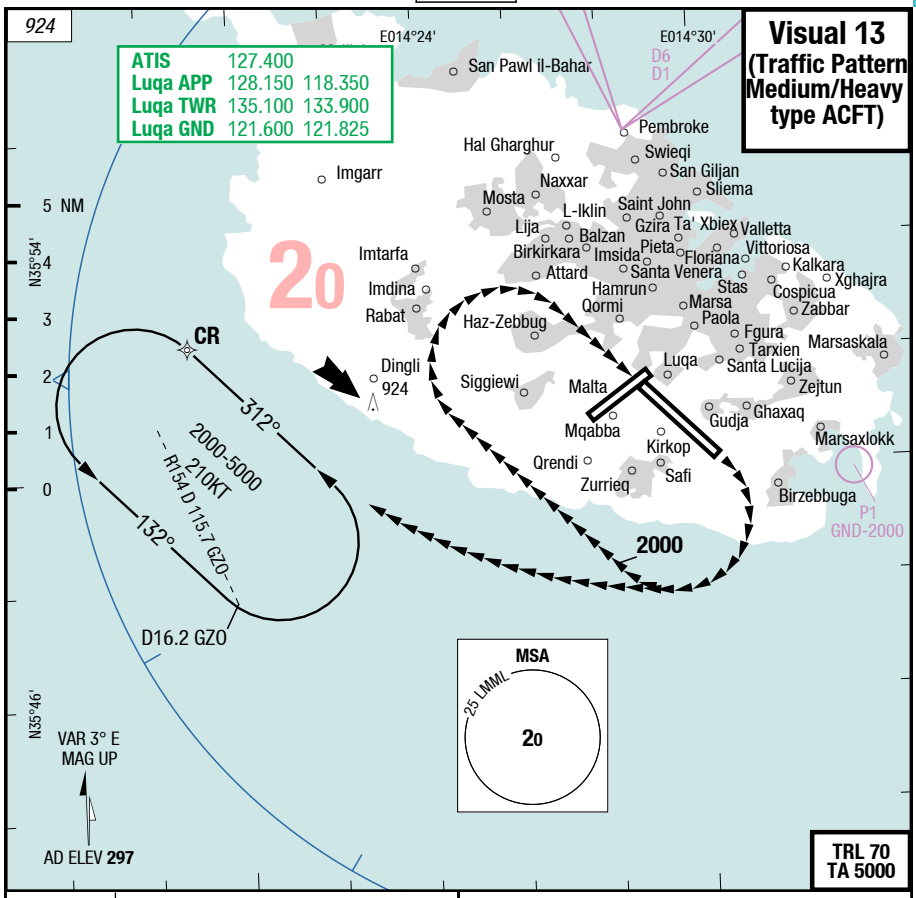
312°
at **3000** (D10 **LM**) **LT**
direct TIVOR
maintain **3000**

Changes: APL, SUAs

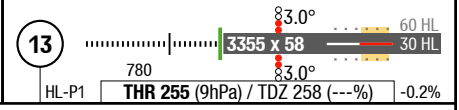
MLA-LMML

7-80

Visual 13 (Traffic Pattern Medium/Heavy type ACFT)



VISUAL



VAC Visual 13
TFC Circuit 13
-Climb to and maintain **2000** before joining right downwind
-Commence base turn South of Rabat village to intercept final 13

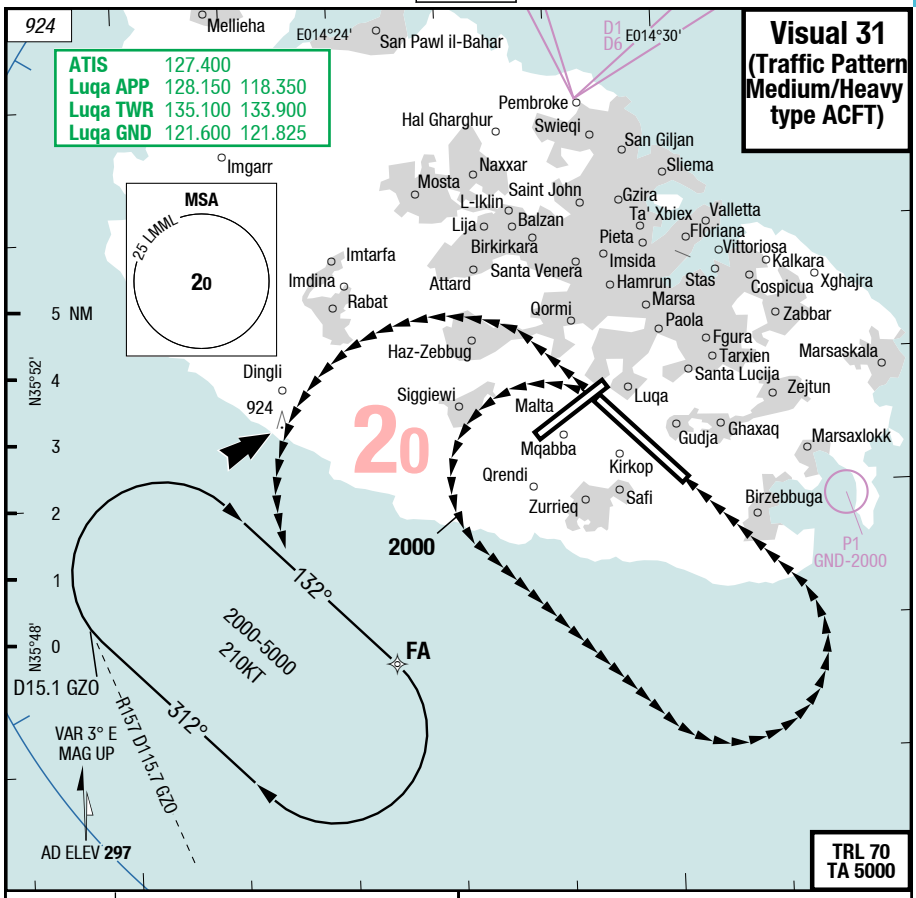
If instructed to hold over **CR** enter HP as charted.

Changes: APL, SUAs

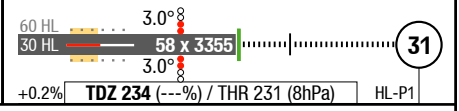
MLA-LMML

7-90

Visual 31 (Traffic Pattern Medium/Heavy ACFT)



VISUAL



VAC Visual 31
TFC Circuit 31
-Climb to and maintain **2000** before joining left downwind
-Commence base turn over sea to intercept final 31

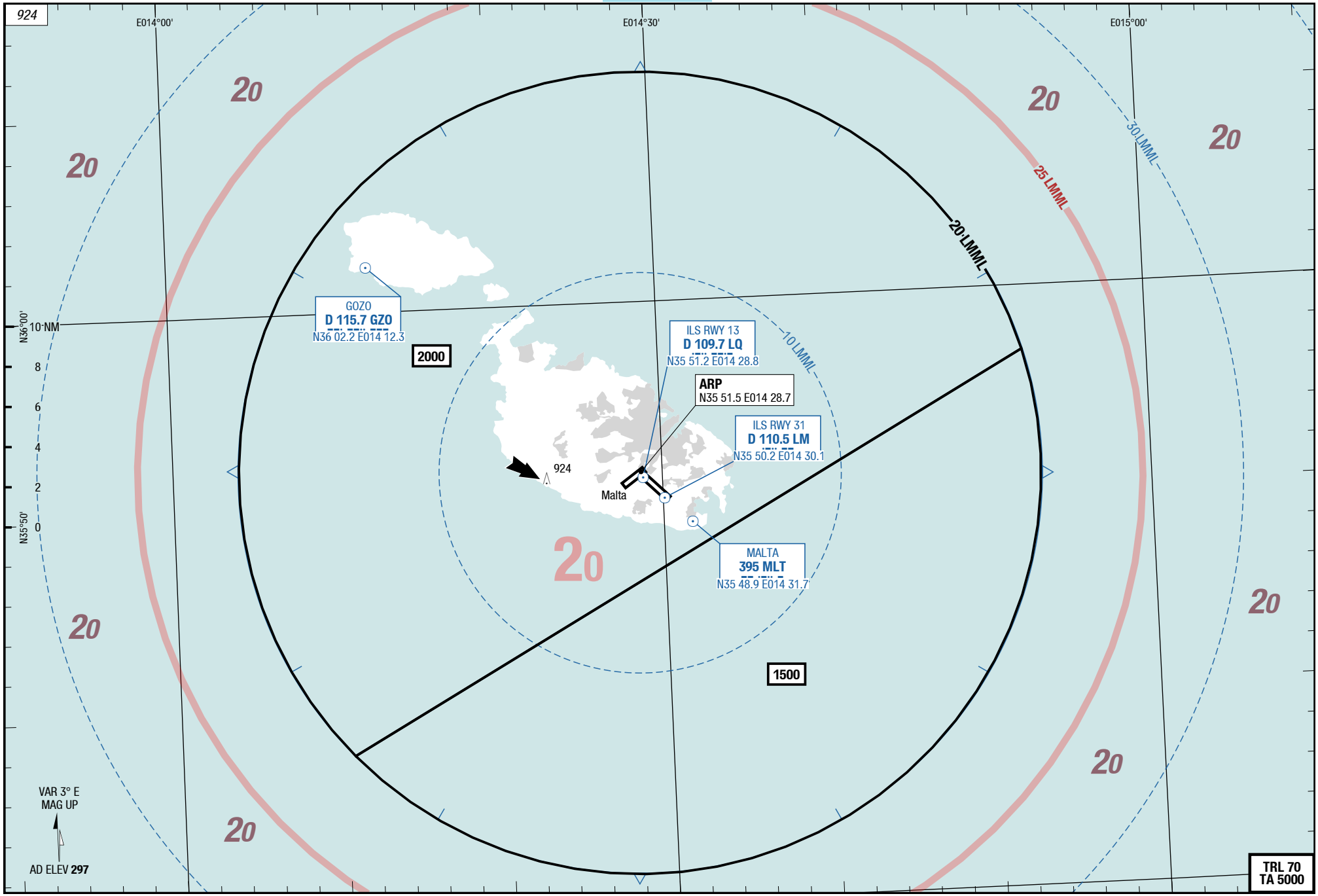
If instructed to hold over **FA** enter HP as charted.

Changes: APL, SUAs

Malta **Malta** Luqa
NIL
MRC

MRC **MRC**

Luqa **Malta** Malta
NIL
MRC



Changes: MSA, AD ELEV