GENERAL

Operational Hours

ATS Hours: 0500-2100‡

AD ADMIN Hours: Winter 0500-2100
Summer SUN-FRI 0400-2000, SAT 0400-2100

Other times AVBL O/R

Airport Information

RFF: CAT 7
Fuel: 0500-1800‡, other times AVBL 3HR PN
PCN: RWY 08/26: 39/F/B/W/T
Customs: Not AVBL

Operation

Low Visibility Procedure
VIS below 1200m: Only one movement at a time permitted from APN to RWY and vice versa.
VIS below 800m: OPS prohibited.

RWY Restrictions
Concrete areas of 60m / 200ft located before RWY heads AVBL for OPS.

TKOF and LDG prohibited in presence of OBST (boat) in harbour near THR 08. Schedule of presence per NOTAM, but prohibitions may be imposed on short notice.

180°-turns on paved concrete area turn pad before heads of RWYs 08 and 26 only.

TWY Restriction
TWY A and B width 18m / 59ft

Taxi/Parking
Stand A1 push back compulsory.

During night hours, use caution and strictly follow markings in turning on turn pad due to lack of lights.

Warnings

LPD NDB MAINT: 1st TUE each month 0700-1000‡.
LPD DVOR/DME MAINT: 1st WED each month 0700-0900‡.
ILMA DME MAINT: 1st MON of May and November 0700-0900‡.
RWY 26 LOC: 2nd WED each month 0700-0900‡.

ILMA DME limitations at 25NM:
- R040-R290 MRA 2000ft.
- R290-R040 MRA 3000ft.

Continuous laser beam emissions on N 35 31.1 E012 37.8 (approx 400m NW of THR 26).

Caution when LDG/TKOF in presence of tail wind component, windshear, wet/contaminated RWY.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: Designated radio aid for descent is **LPD NDB**.

Arrival Procedure

VFR Traffic Pattern: RWY 08 right-hand circuit

Visual APCH: Report GND contact and RWY in sight, before starting VIS APCH and LDG.

Noise Abatement Procedure: See CRAR.

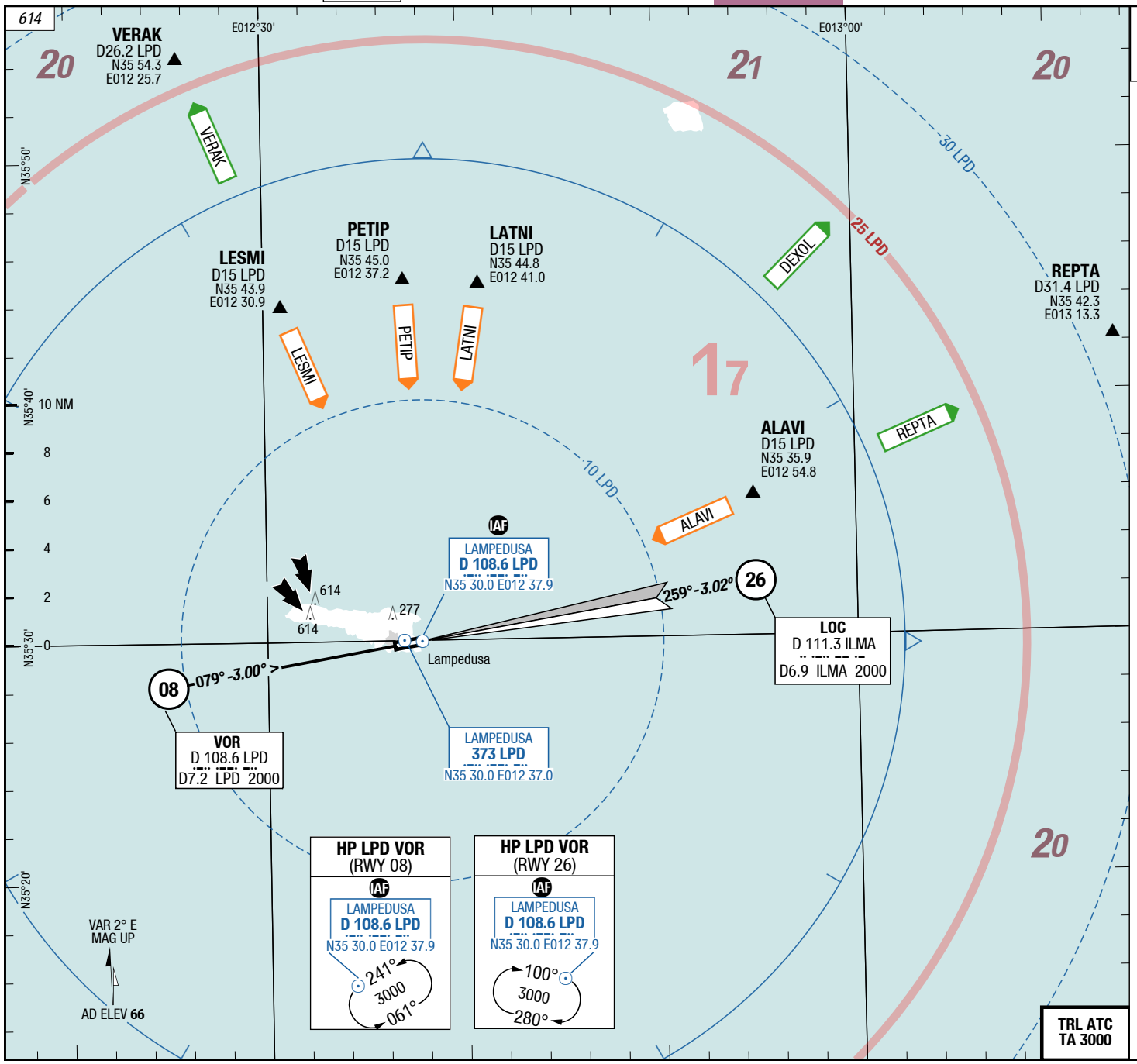
DEPARTURE

Take-off Minima

RWY		08/26	
All ACFT	ft - m/km	0 - 800v	-

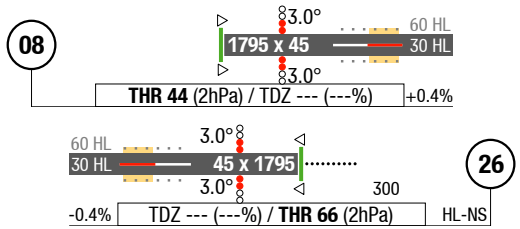
Departure Procedure

Noise Abatement Procedure: See CRAR.

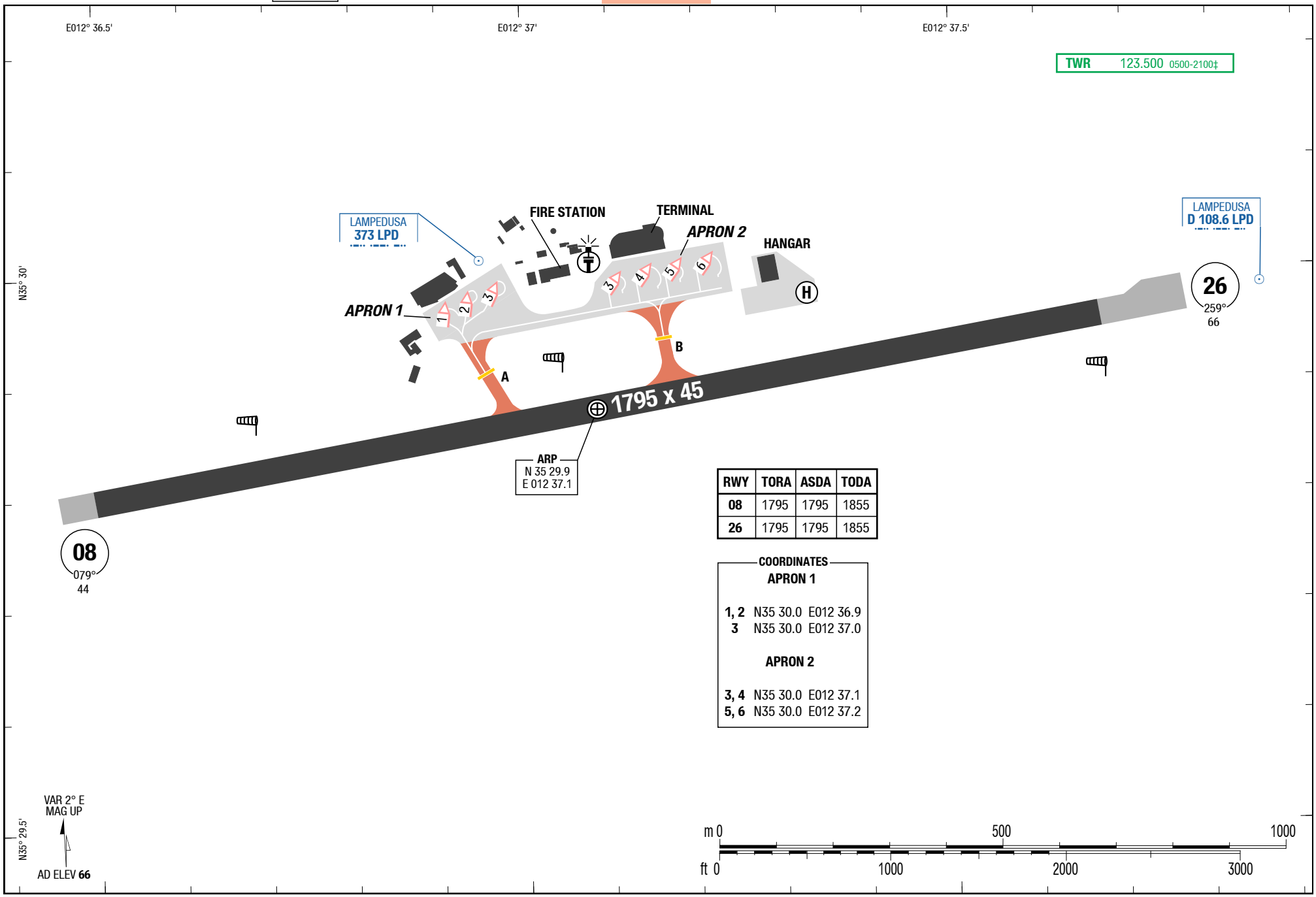


TWR	123.500	0500-2100‡
Luqa RAD	128.150	Malta APP
	118.350	Malta APP

Landing RWY system:



Changes: FREQ, OBST



RWY	TORA	ASDA	TODA
08	1795	1795	1855
26	1795	1795	1855

COORDINATES

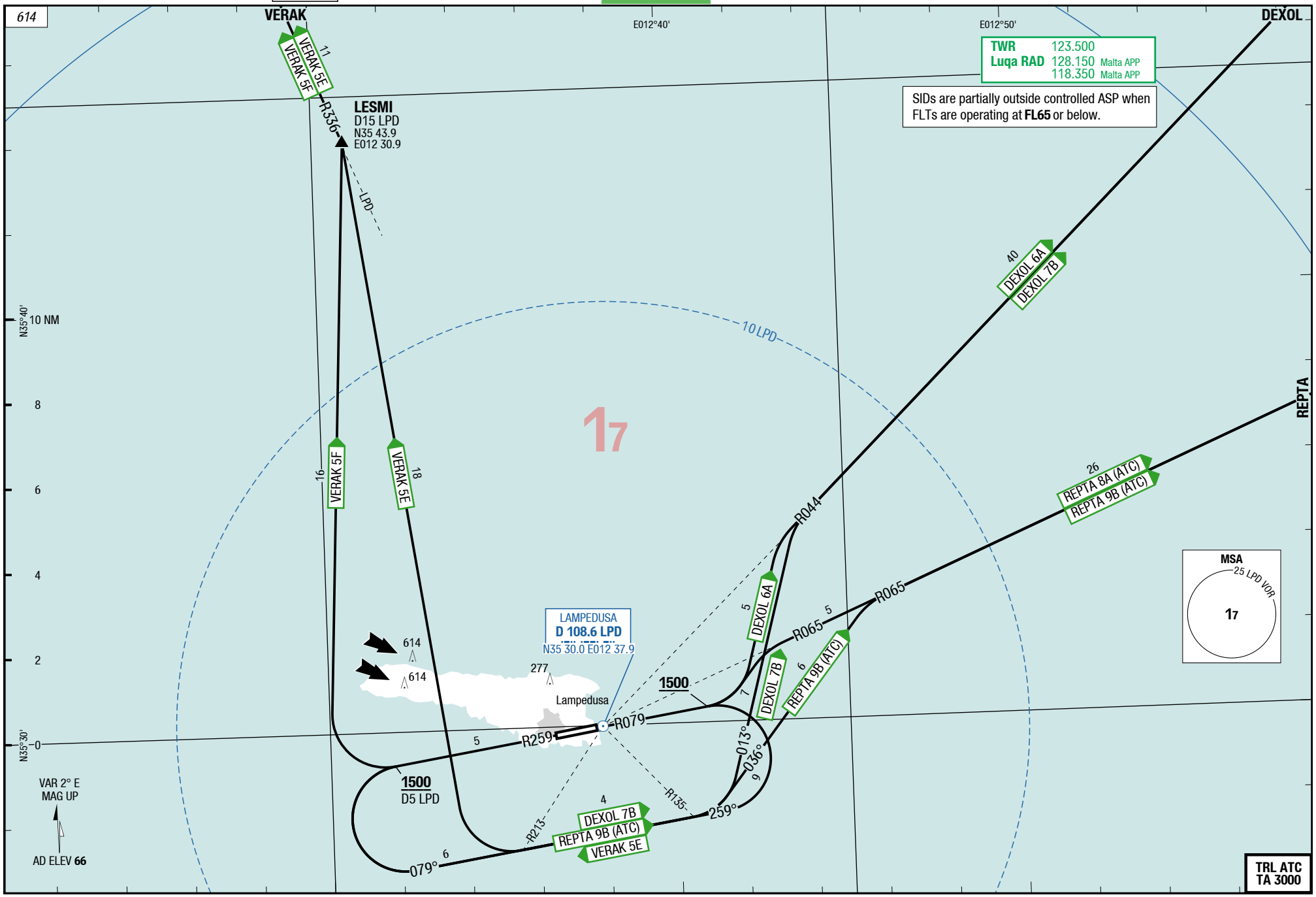
APRON 1

1, 2 N35 30.0 E012 36.9
3 N35 30.0 E012 37.0

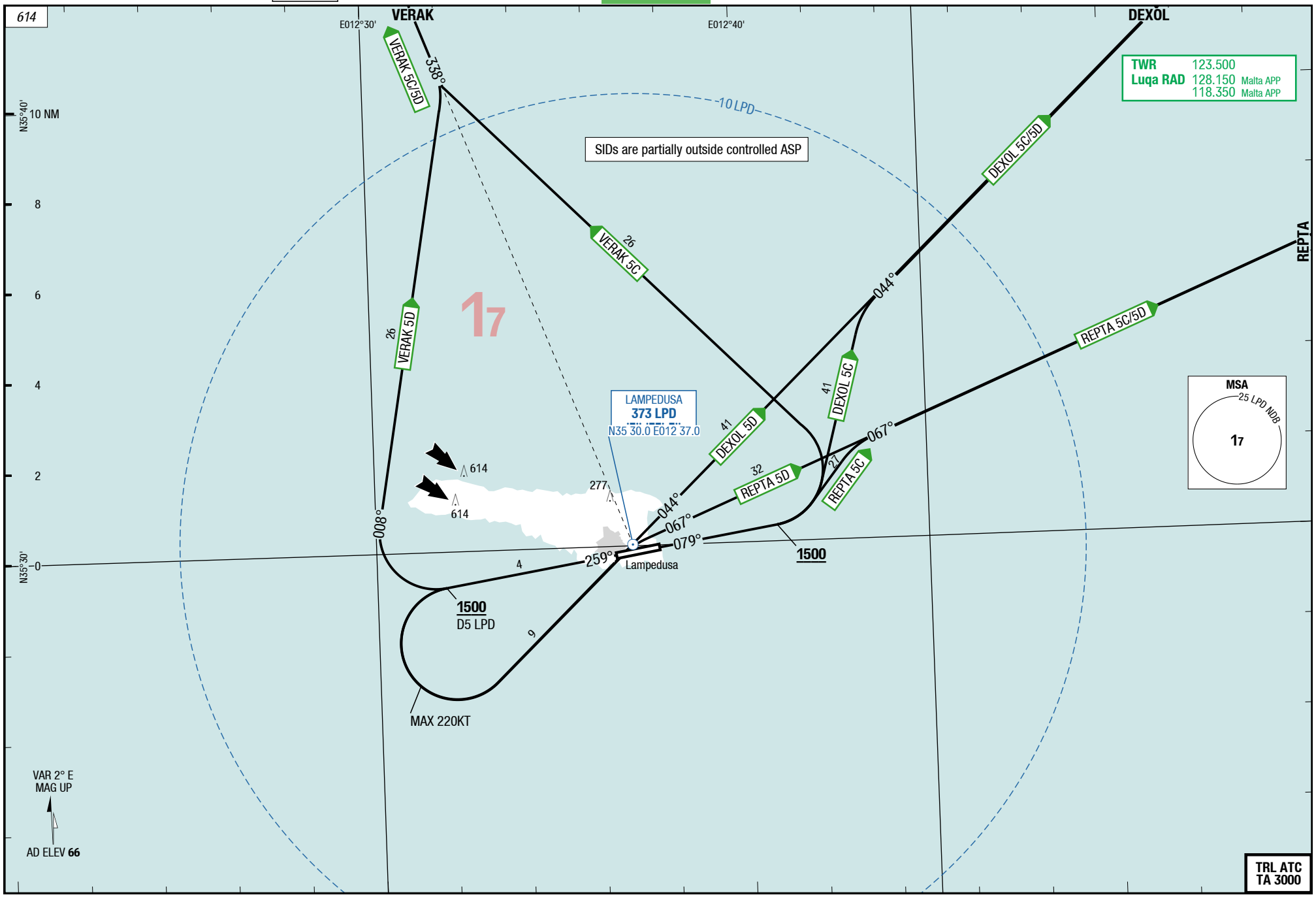
APRON 2

3, 4 N35 30.0 E012 37.1
5, 6 N35 30.0 E012 37.2

Changes: Nil



Changes: FREQ, OBST



Changes: FREQ, OBST

DEXOL 6A / REPTA 8A / VERAK 5E / DEXOL 7B / REPTA 9B / VERAK 5F

RWYs 08 (079°) / 26 (259°)

	GS	120	150	180	210	240	270
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
DEXOL 6A **123.500** ①	R079 **LPD** - at MNM **1500 LT** intercept R044 **LPD** to DEXOL	
REPTA 8A (ATC) **123.500** ①	R079 **LPD** - at MNM **1500 LT** intercept R065 **LPD** to REPTA	
VERAK 5E **123.500** ①	R079 **LPD** - at MNM **1500 RT** 259° - crossing R213 **LPD RT** direct LESMI - **LT** intercept R336 **LPD** to VERAK	
	Runway 26	
DEXOL 7B 6.2% to 1500 **123.500** ①	R259 **LPD** - at D5 **LPD LT** 079° - crossing R135 **LPD LT** 013° - intercept R044 **LPD** to DEXOL	D5 **LPD** MNM **1500**
REPTA 9B (ATC) 6.2% to 1500 **123.500** ①	R259 **LPD** - at D5 **LPD LT** 079° - crossing R135 **LPD LT** 036° - intercept R065 **LPD** to REPTA	D5 **LPD** MNM **1500**
VERAK 5F 6.2% to 1500 **123.500** ①	R259 **LPD** - at D5 **LPD RT** direct LESMI - **LT** intercept R336 **LPD** to VERAK	D5 **LPD** MNM **1500**

① SIDs are partially outside controlled ASP when FLTs operating at FL65 or below.

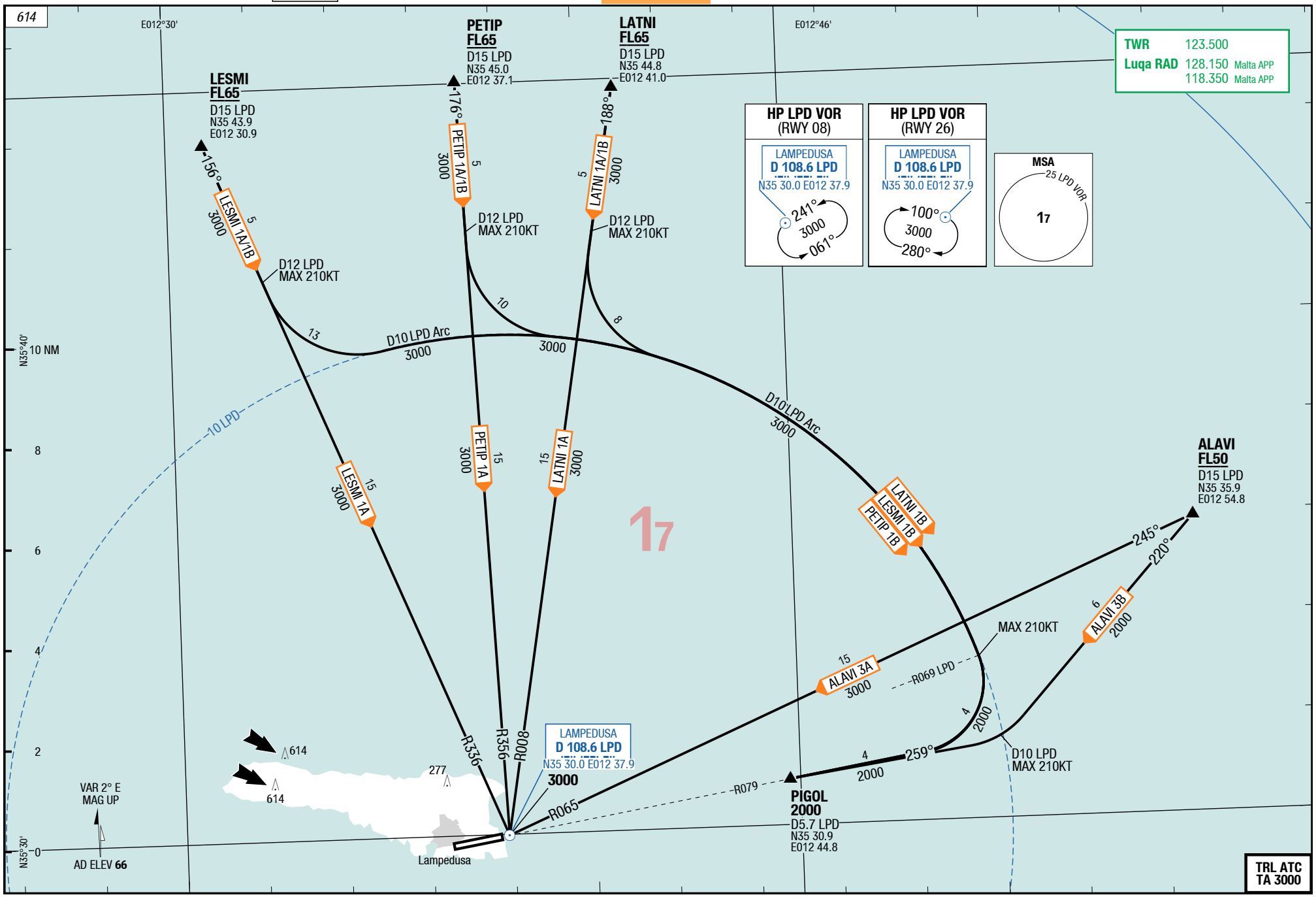
DEXOL 5C / REPTA 5C / VERAK 5C / DEXOL 5D / REPTA 5D / VERAK 5D

RWYs 08 (079°) / 26 (259°)

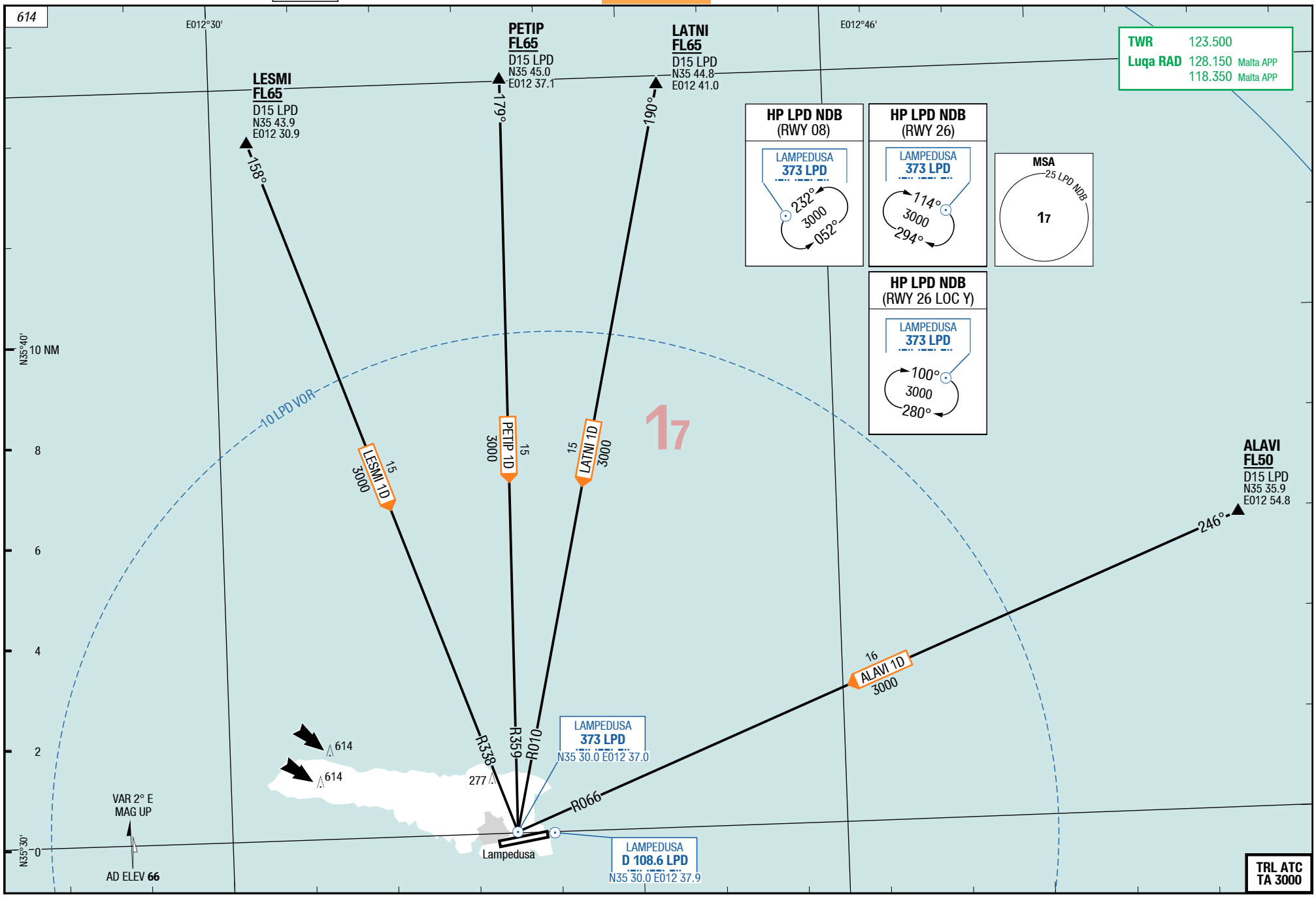
	GS	120	150	180	210	240	270
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
DEXOL 5C **123.500** ①	at MNM **1500 LT** intercept QDR 044 **LPD** to DEXOL	
REPTA 5C **123.500** ①	at MNM **1500 LT** intercept QDR 067 **LPD** to REPTA	
VERAK 5C **123.500** ①	at MNM **1500 LT** intercept QDR 338 **LPD** to VERAK	
	Runway 26	
DEXOL 5D 6.2% to 1500 **123.500** ①	at D5 **LPD LT** (MAX 220KT) direct **LPD** - intercept QDR 044 **LPD** to DEXOL	D5 **LPD** MNM **1500**
REPTA 5D 6.2% to 1500 **123.500** ①	at D5 **LPD LT** (MAX 220KT) direct **LPD** - intercept QDR 067 **LPD** to REPTA	D5 **LPD** MNM **1500**
VERAK 5D 6.2% to 1500 **123.500** ①	at D5 **LPD RT** 008° - intercept QDR 338 **LPD** to VERAK	D5 **LPD** MNM **1500**

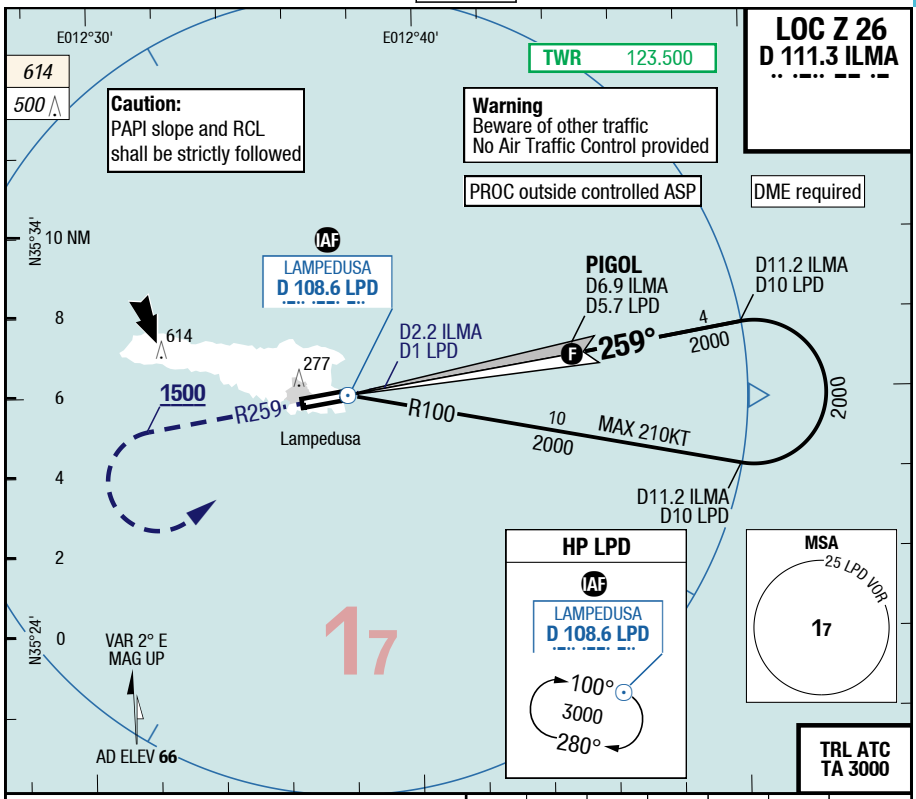
① SIDs are partially outside controlled ASP.

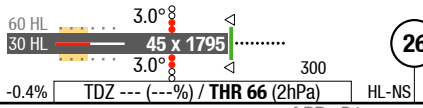


Changes: FREQ, OBST



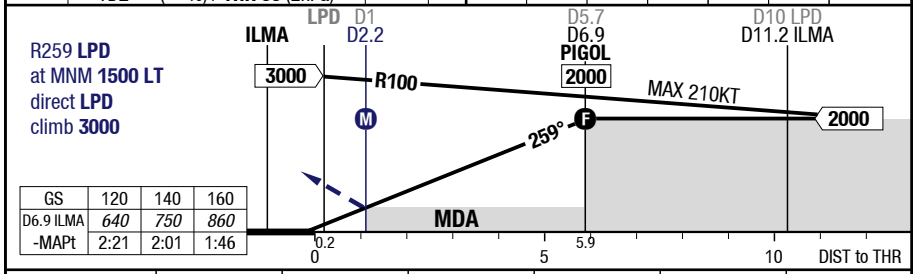
Changes: FREQ, OBST





-0.4% TDZ --- (---%) / **THR 66** (2hPa) HL-NS

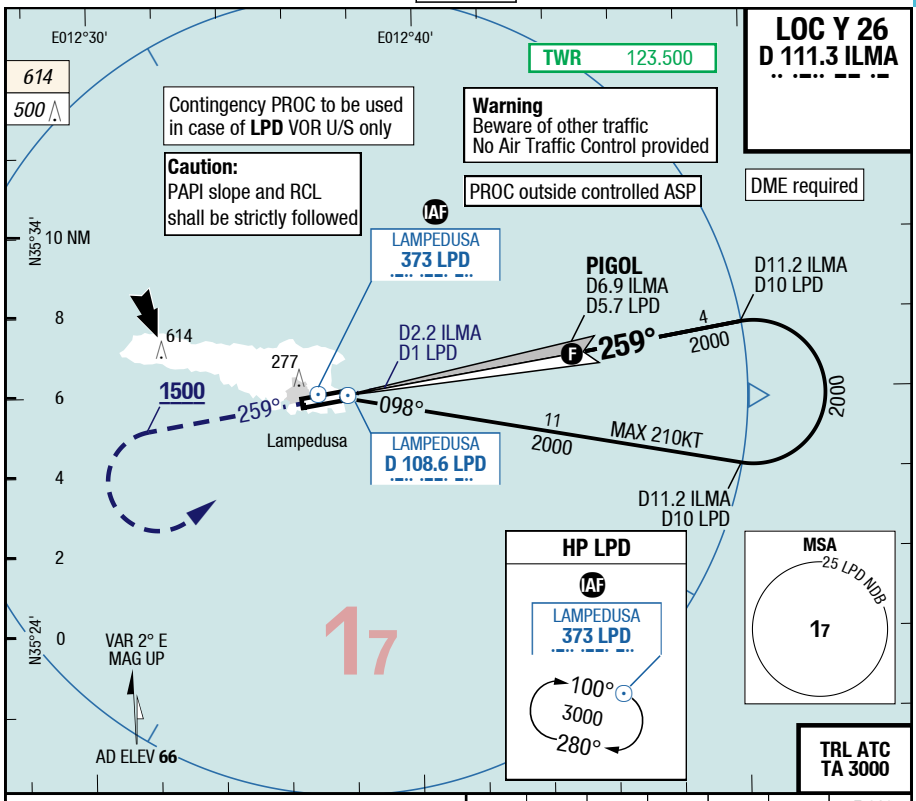
2	3	4	5	6	6.9	3.02°
430	*750*	*1070*	*1390*	*1710*	2000	**D ILMA**

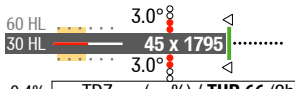


GS	120	140	160
D6.9 ILMA	*640*	*750*	*860*
-MAPt	2:21	2:01	1:46

26		**LOC DME**					**Circling**
C	ft - m/km ft	360 - 1.4 **420**					1040 - 2.4V **1100**
D	ft - m/km ft	360 - 1.4 **420**					1040 - 3.6V **1100**

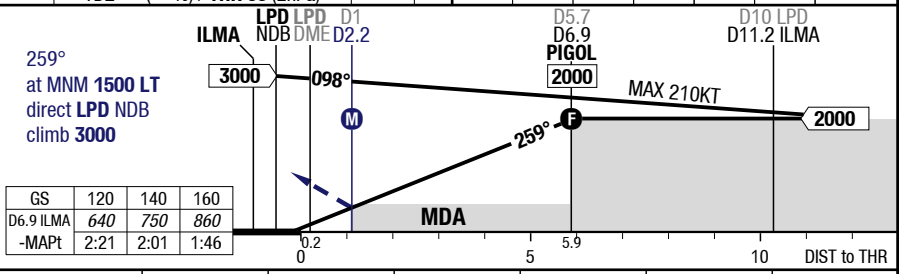
Changes: FREQ, APL, MIN, Editorial





-0.4% TDZ --- (---%) / **THR 66** (2hPa) HL-NS

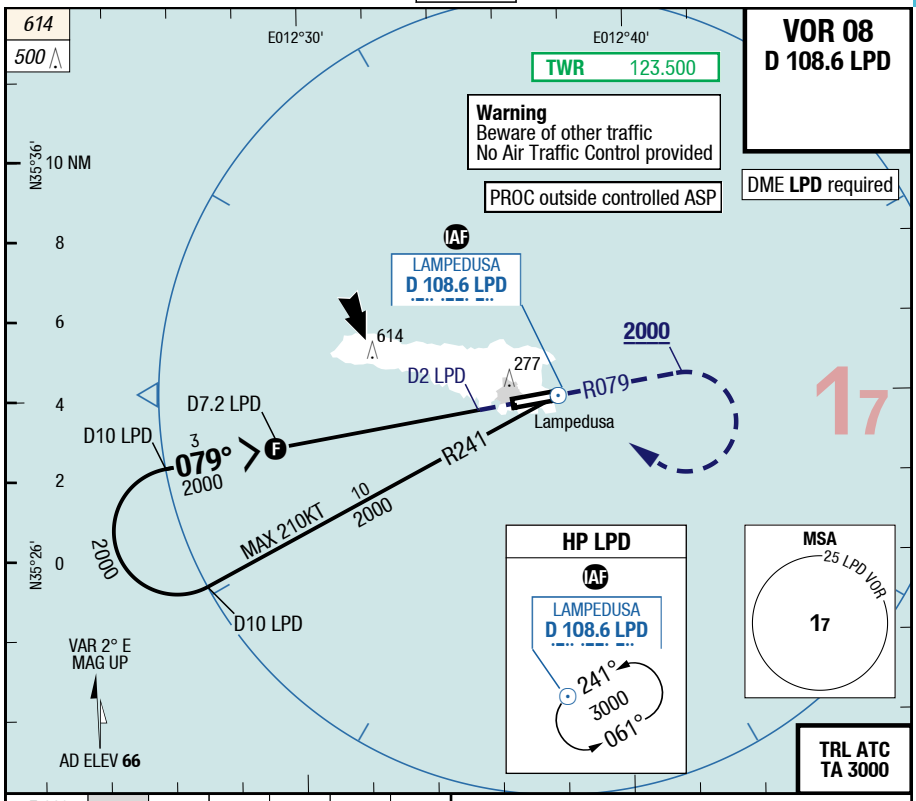
2	3	4	5	6	6.9	3.02°
430	750	1070	1390	1710	2000	**D ILMA**



GS	120	140	160
D6.9 ILMA	*640*	*750*	*860*
-MAPt	2:21	2:01	1:46

26		**LOC DME**					**Circling**
C	ft - m/km ft	360 - 1.4 **420**					1040 - 2.4V **1100**
D	ft - m/km ft	360 - 1.4 **420**					1040 - 3.6V **1100**

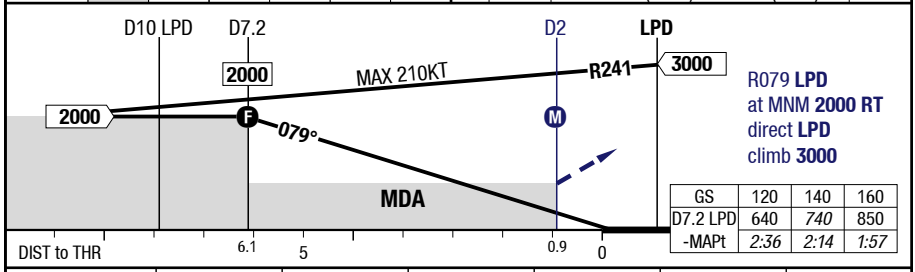
Changes: FREQ, APL, MIN, Editorial



3.00° D LPD		7.2	6	5	4	3
		2000	1640	*1330*	*1010*	690

08

3.0°
60 HL
1795 x 45
30 HL
3.0°
THR 44 (2hPa) / TDZ --- (---%) +0.4%



R079 **LPD**
at MNM **2000** RT
direct **LPD**
climb **3000**

GS	120	140	160
D7.2 LPD	640	*740*	850
-MAPt	*2:36*	*2:14*	*1:57*

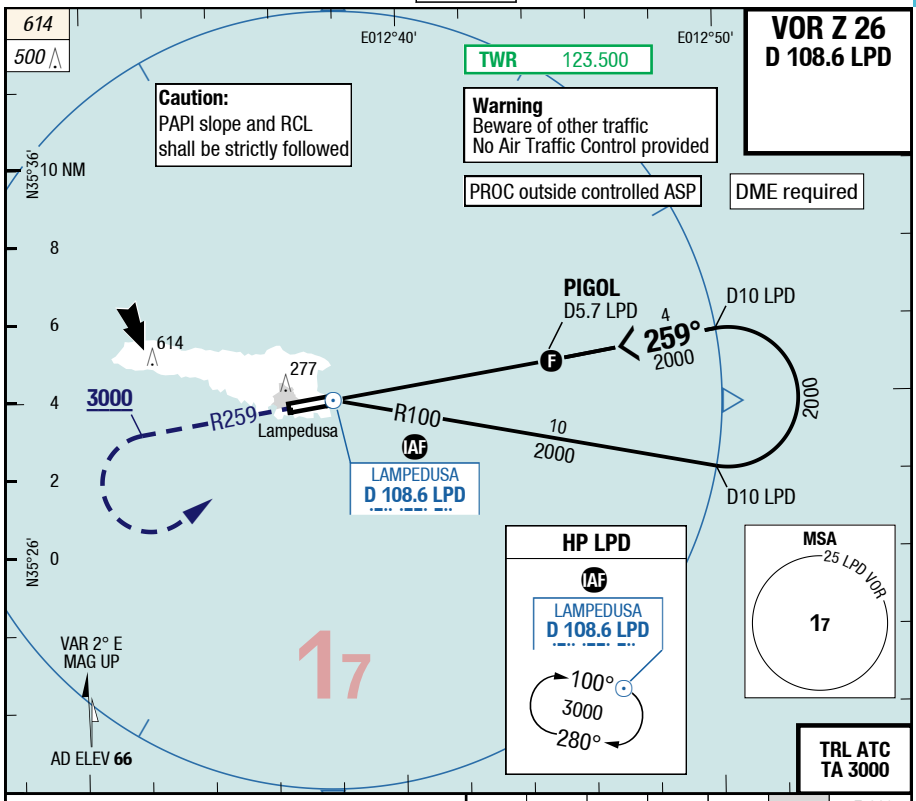
08		**VOR DME**					**Circling**
C	ft - m/km ft	460 - 2.1 **500**					1040 - 2.4V **1100**
D	ft - m/km ft	460 - 2.1 **500**					1040 - 3.6V **1100**

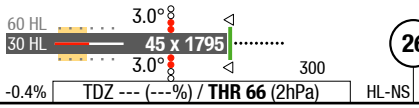
Changes: FREQ, MIN, Editorial

LMP-LICD

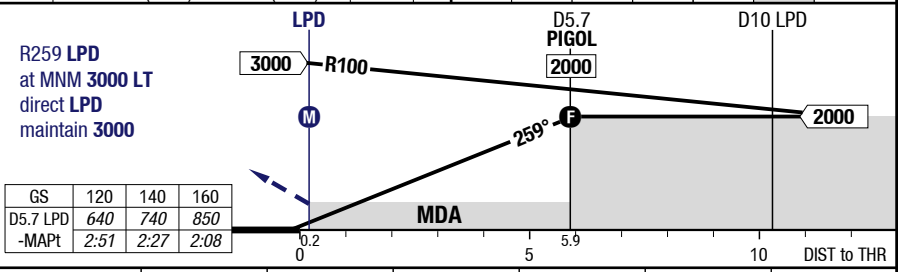
7-40

VOR Z 26





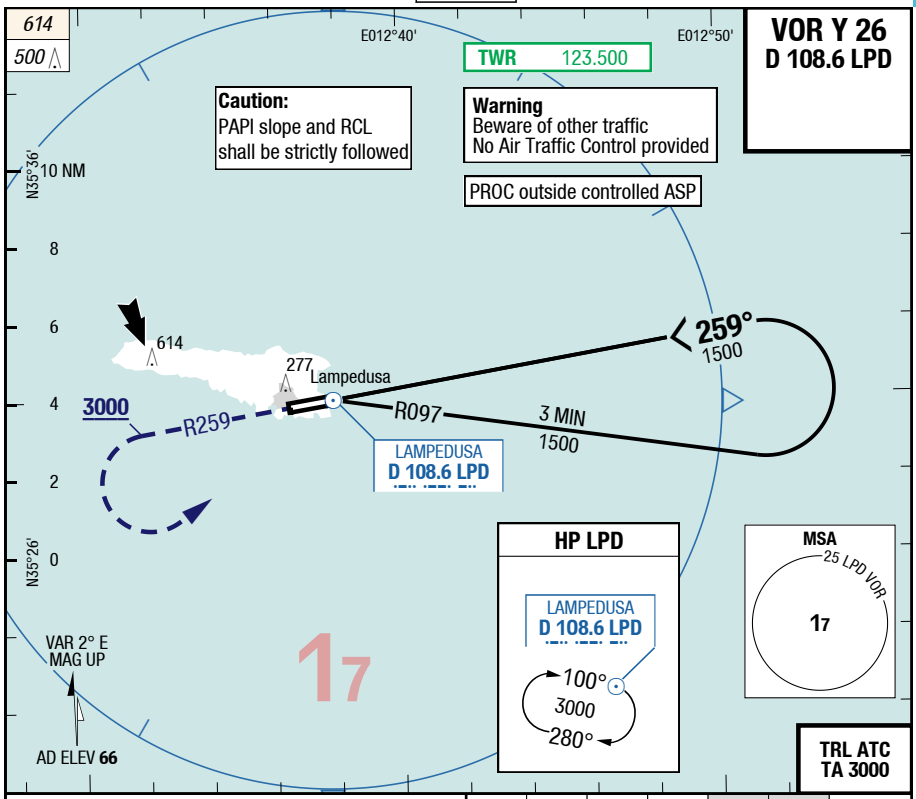
2	3	4	5	5.7		3.00° D LPD
820	1140	1460	1770	2000		

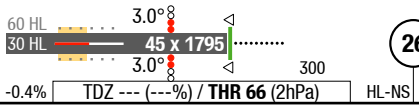


GS	120	140	160
D5.7 LPD	640	740	850
-MAPt	2:51	2:27	2:08

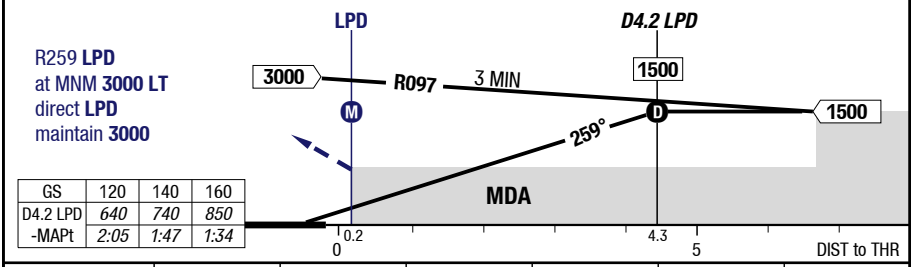
26		VOR DME					Circling
C	ft - m/km ft	440 - 1.8 **500**					1040 - 2.4V **1100**
D	ft - m/km ft	440 - 1.8 **500**					1040 - 3.6V **1100**

Changes: FREQ, APL, MIN, Editorial





2	3	4	4.2			3.00°
820	1140	1460	1500			D LPD



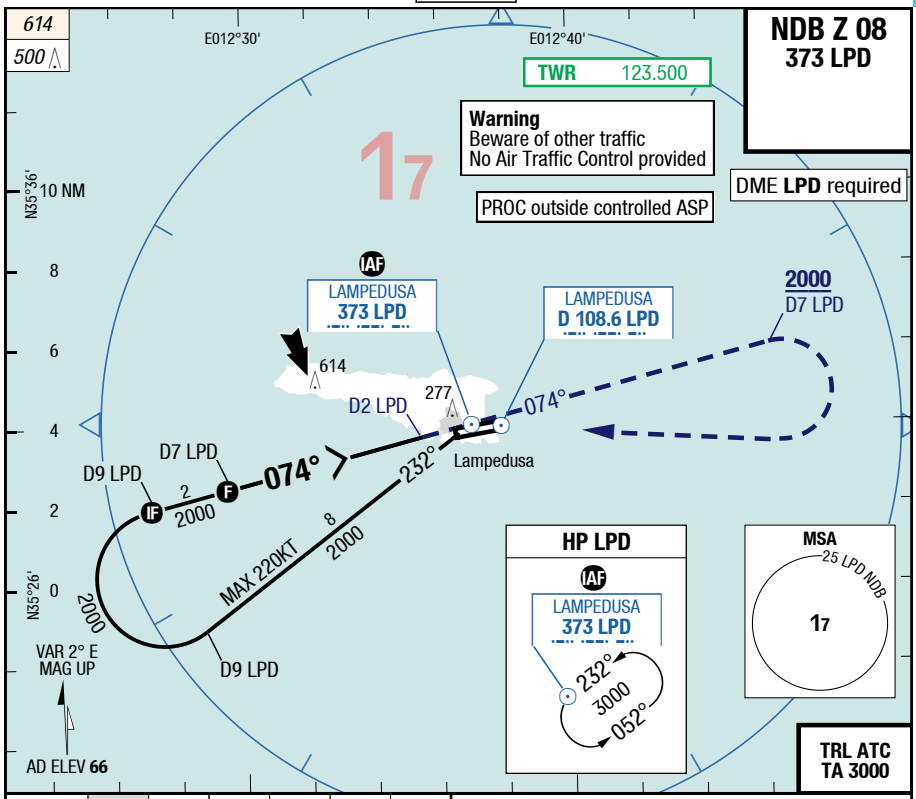
GS	120	140	160
D4.2 LPD	640	740	850
-MAPt	2:05	1:47	1:34

26		**VOR**					**Circling**
C	ft - m/km ft	440 - 1.8 **500**					1040 - 2.4V **1100**
D	ft - m/km ft	440 - 1.8 **500**					1040 - 3.6V **1100**

Changes: FREQ, APL, MIN, Editorial

LMP-LICD

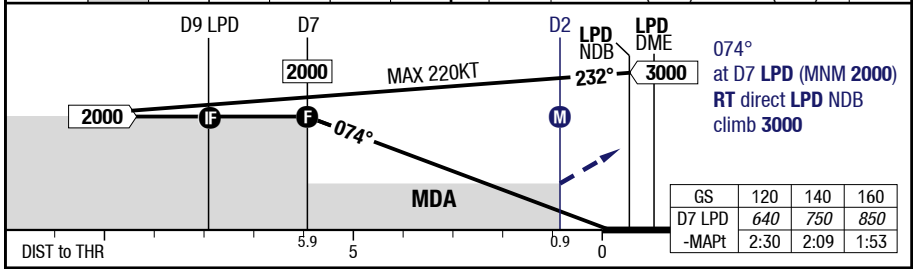
NDB Z 08



3.02°		7	6	5	4	3
D LPD						
074°		2000	*1660*	*1340*	*1020*	*700*
RWY 079°						

08

3.0°
60 HL
1795 x 45
30 HL
3.0°
THR 44 (2hPa) / TDZ --- (---%)
+0.4%

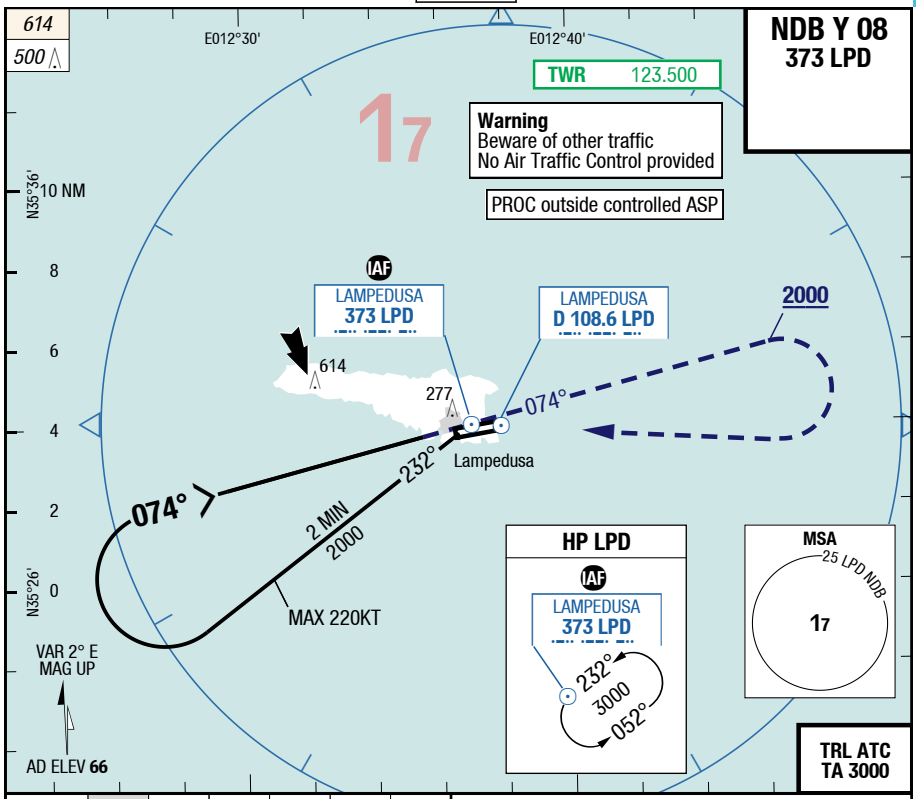


074°
at D7 **LPD** (MNM **2000**)
RT direct **LPD** NDB
climb **3000**

GS	120	140	160
D7 LPD	*640*	*750*	*850*
-MAPt	2:30	2:09	1:53

08		NDB DME LPD					Circling
C	ft - m/km ft	460 - 2.1 **500**					1040 - 2.4V **1100**
D	ft - m/km ft	460 - 2.1 **500**					1040 - 3.6V **1100**

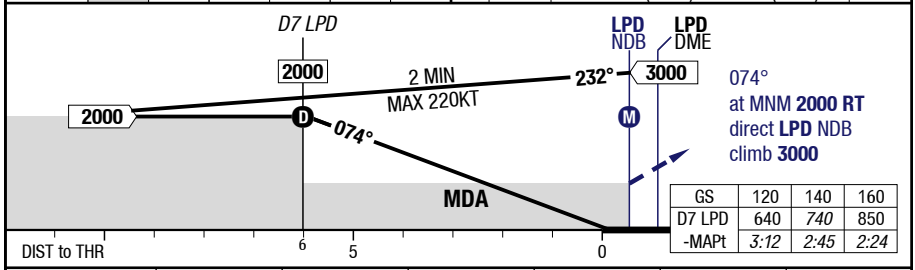
Changes: FREQ, MIN, Editorial



3.00°		7	6	5	4	3
D LPD						
074°		2000	*1690*	*1370*	*1050*	*740*
RWY 079°						

08

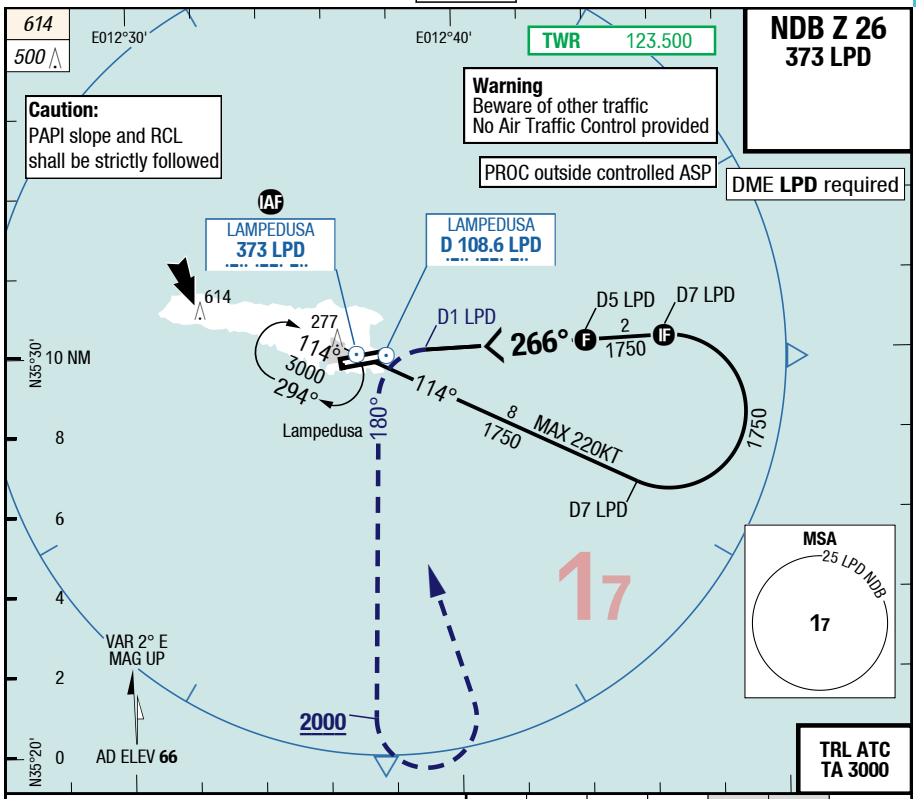
3.0°
1795 x 45 60 HL 30 HL
3.0°
THR 44 (2hPa) / TDZ --- (---%) +0.4%

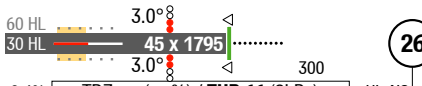


GS	120	140	160
D7 LPD	640	*740*	850
-MAPt	*3:12*	*2:45*	*2:24*

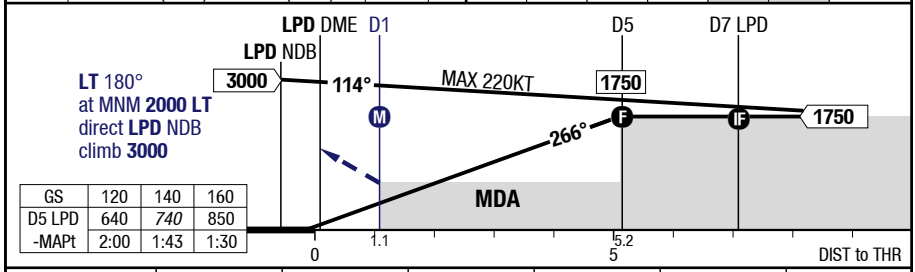
08		NDB					Circling
C	ft - m/km ft	510 - 2.4 **550**					1040 - 2.4V **1100**
D	ft - m/km ft	510 - 2.4 **550**					1040 - 3.6V **1100**

Changes: FREQ, MIN, Editorial





2	3	4	5			3.00°
820	1140	*1460*	1750			D LPD 266° RWY 259°



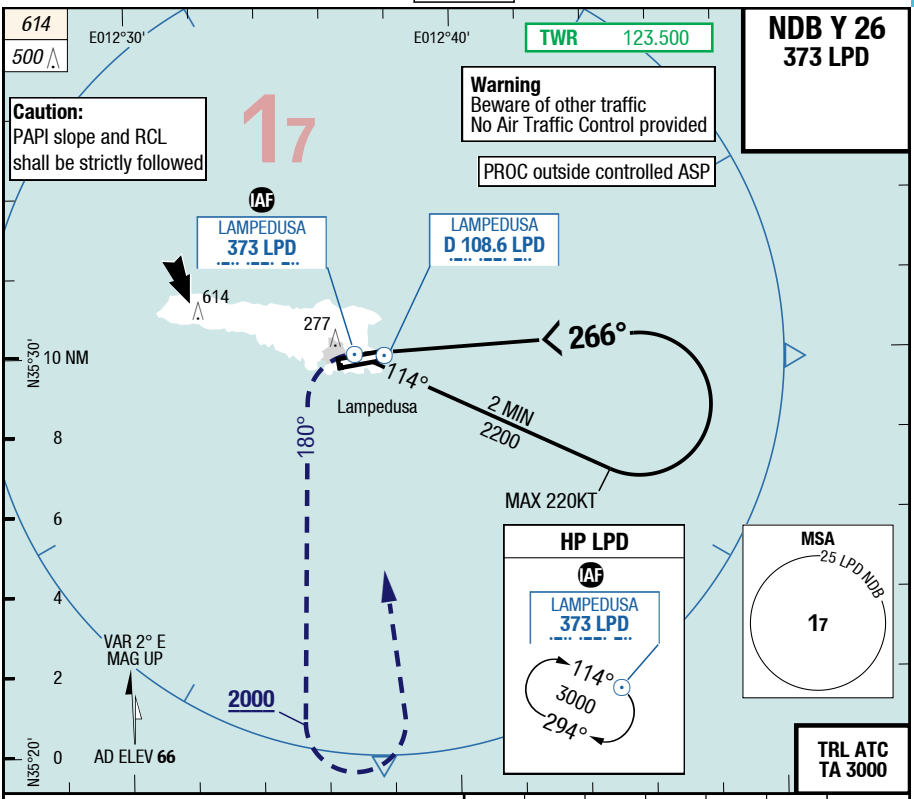
26		NDB DME LPD					Circling
C	ft - m/km ft	440 - 1.8 **500**					1040 - 2.4V **1100**
D	ft - m/km ft	440 - 1.8 **500**					1040 - 3.6V **1100**

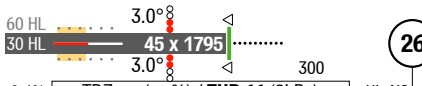
Changes: FREQ, APL, MIN, Editorial

LMP-LICD

7-90

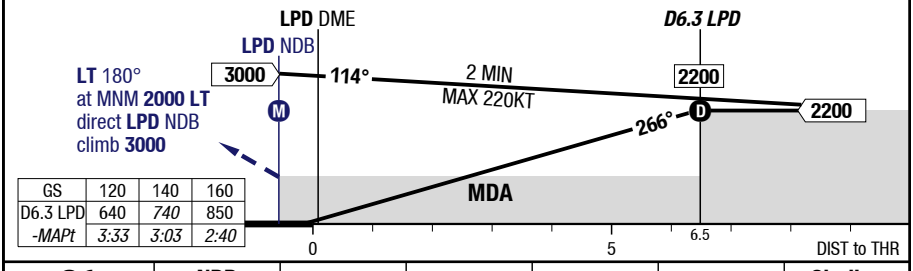
NDB Y 26





2	3	4	5	6	6.3
840	1160	1480	1800	2120	2200

3.00°
D LPD
266°
RWY 259°



26		NDB					Circling
C	ft - m/km ft	520 - 2.1 **580**					1040 - 2.4V **1100**
D	ft - m/km ft	520 - 2.1 **580**					1040 - 3.6V **1100**

Changes: FREQ, APL, MIN, Editorial