1. GENERAL

1.5. TAXI PROCEDURES

Follow-me car required at NIGHT in Apron 5 and TWY P.
Taxilane I from stand 1 thru 5 MAX wingspan 118'/36m.
TWY K MAX wingspan 118'/36m.
TWY K between holding position K and THR 24 MAX wingspan 95'/29m and may be used with caution by ACFT with wingspan of 79'/24m and above.
Taxilane M MAX wingspan 171'/52m.
Taxilane N MAX wingspan 69'/21m.
TWY P MAX wingspan 79'/24m and not equipped with edge lights.
TWY Q between holding position Q2 and Apron 7 MAX wingspan 79'/24m.

1.6. PARKING INFORMATION

On Apron 2, push-back mandatory. Self-manoeuvring allowed when adjecent stands vacant.
On Apron 4, use caution to reduce the effects of jet blast.
On Apron 8, stands to be used with marshaller guidance. Apply a minimumof 55° nose-gear angle on power turn-out from all stands.
On Apron 9, all stands to be used with marshaller guidance.
On Apron 9 stands 1 thru 8, apply a minimum of 55° nose-gear angle on power turn-out to maintain wingtip clearances.
Access to stands 18X and 21X only via Taxilane X.
Stand H1 available for helicopters.

1.7. OTHER INFORMATION

Birds in vicinity of APT.
RWYs 06 & 14 right-hand circuit.

First 1669'/600m of RWY 06 not completly visible from Control Tower.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

When vectoring ACFT to the ILS on RWY 14, ATC will normally clear arriving ACFT to intercept GP at 3000'.
ACFT using the ILS shall, unless otherwise instructed by ATC:
- leave initial approach fix at 210 KT ± 10 KT, maintain until 9 NM from touchdown (unless higher IAS is required for control purposes);
- reduce to 160 KT ± 10 KT using an intermediate flap setting with landing gear retracted;
- intercept GP not lower than prescribed GP interception altitude;
- lower landing gear, set flaps for landing and establish final approach speed between 4 NM and 5 NM from touchdown.

ACFT approaching without ILS shall, while maintaining as high an altitude as practicable:
- follow a descent path which will not result in its being, at any time, lower than the approach path which would be followed by an ACFT using the ILS GP;
- fly as much as possible over the sea if executing a visual approach for RWY 32.

2.2. RWY OPERATIONS

2.2.1. 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 06: Vacate the RWY at the end via TWY J.
Rwy 14: Vacate the RWY at TWY D or C. When these exits are missed due to a long landing roll, continue to the end of RWY, vacate via TWY B and reposition on TWY A.
Rwy 24: Vacate the RWY at the end via TWY L.
Rwy 32: ACFT assigned to Apron 9 should plan to vacate the RWY at TWY E or F. When these exits are missed due to a long landing roll, continue to the end of RWY. ATC will instruct ACFT to backtrack or vacate the RWY via TWY G.
ACFT assigned to Apron 1 thru Apron 4 or Apron 7 should plan to vacate via TWY Y.
ACFT assigned to Apron 8 should plan to vacate via TWY G.

2.3. TAXI PROCEDURES

Access to stands 18X & 21X is only allowed via Taxilane X.

2.4. OTHER INFORMATION

2.4.1. MISSED APCH PROCEDURE

2.4.1.1. ALL RWYS

The standard missed approach procedure for all RWYs is to climb STRAIGHT AHEAD to 3000', then continue as directed. Procedures in the event of a communication failure during a missed approach are specified in the relevant Instrument Approach Chart.

2.4.1.2. RWY 06

In the event of communication failure during a missed approach on RWY 06, climb STRAIGHT AHEAD to 3000' until D10.0 LQ, then turn LEFT to GZO VOR and climb to 4000' to perform an instrument approach procedure to land on RWY 14. If landing on RWY 14 is not possible, continue visually to land on RWY 06.

2.4.1.3. RWY 24

In the event of communication failure during a missed approach on RWY 24, climb STRAIGHT AHEAD to 3000' until D10.0 LQ, then turn LEFT to MLT NDB an climb to 4000' to perform an instument approach procedure to land on RWY 32. If landing on RWY 32 is not possible, continue visually to land on RWY 24.

3. DEPARTURE

3.1. TAXI PROCEDURES

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

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

Take-off to 1800'	Take-off power Take-off flaps Climb at V_2 + 10 KT to 20 KT (or as limited by body angle).
At 1800'	Reduce thrust to not less than climb power/thrust.
1800' - 3300'	Climb at V_2 + 10 KT to 20 KT.
At 3300'	Accelerate smoothly to en-route climb speed with flap retraction on schedule.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

1. GENERAL

1.1. ATIS

ATIS 127.4

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are applicable between 2300-0600LT to all ACFT with a MTOW of more than 17000 KGS and may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.
ACFT registered in, or operating to or from Malta must be noise certified according to ICAO Annex 16, VOL I Standards.
The Director of Civil Aviation is empowered to grant temporary exemption in certain cases if the operator furnishes proof of the economic or technical impossibility of operating to or from Malta by means of ACFT that comply with the ICAO Annex 16, VOL I Standards.

1.2.2. RUNWAY USAGE

Between 2300-0600LT ATC will select RWY 14 for departures and arrivals in accordance with the RWY selection system. This system is applied by ATC on a daily basis as follows:
- RWY 32 is selected as the preferred main RWY for landings and departures between 0600-2300LT unless the tailwind component exceeds 5 KT and/or the RWY surface is wet.
- RWY 14 is selected as the main RWY for landings and departures between 2300-0600LT due to noise abatement regulations, unless the tailwind component exceeds 5 KT and/or the RWY surface is wet.

This RWY selection system is not applicable when wind shear has been reported or forecast or when thunderstorms are expected to affect the approach or departure.
When crosswind component on preferred RWYs 14/32 exceeds 15 KT, RWY 06/24 will be used instead. ACFT unable to use RWY 06/24 due to RWY or associated TWY limitations inform ATC as soon as possible.
Delays may be expected for ACFT requesting alternative RWYs from those declared by ATC.

1.2.3. RUN-UP TESTS

Engine ground run-ups above idle power are prohibited between 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.

1.3. LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures will come into effect when RVR is less than 1500m.

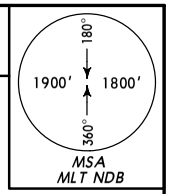
When RVR is less than 1500m
- RWY 14/32 will be the preferential RWY;
- only one ACFT will be given taxi instructions at any one time and no taxi instructions will be issued if another ACFT is shortly expected on the RWY;
- vehicular traffic will be restricted to a minimum and will be required to have the hazard light beacon switched on.

When RVR is less than 800m, additionally
- all RWY lights will be on a maximum power setting and no adjustments to the lighting controls will be made unless requested by the pilot,
- failure of any visual aids will be immediately reported to the pilot;
- maintenance and works personnel will be removed from RWYs and TWYs.

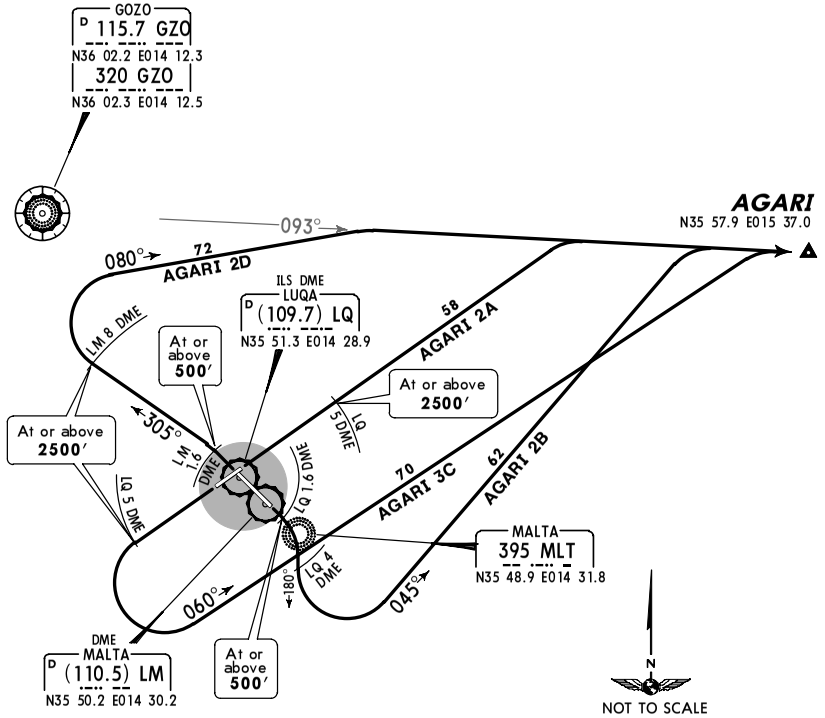
1.4. RWY OPERATIONS

When associated crosswind component on the preferred RWY 14/32 exceeds 15 KT, RWY 06/24 will be used. Pilots of ACFT unable to use RWY 06/24 should inform ATC as soon as possible. Delays may be expected for ACFT requesting alternative RWYs from those declared by ATC.

Apt Elev	
300′	Trans level: FL70 Trans alt: 5000′ When GZO VOR unserviceable equivalent bearing from GZO NDB shall be used.



AGARI 2A *[AGAR2A]*, AGARI 2B *[AGAR2B]*
AGARI 3C *[AGAR3C]*, AGARI 2D *[AGAR2D]*
RWYS 06, 14, 24, 32 DEPARTURES



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

SID	RWY	ROUTING
AGARI 2A	**06**	Straight ahead, intercept GZO R-093 to AGARI.
AGARI 2B	**14**	To LQ 1.6 DME, turn RIGHT, 180° track until LQ 4 DME, turn LEFT, 045° track, intercept GZO R-093 to AGARI.
AGARI 3C	**24**	To LQ 5 DME, turn LEFT, 060° track, intercept GZO R-093 to AGARI.
AGARI 2D	**32**	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn RIGHT, 080° track, intercept GZO R-093 to AGARI.

CHANGES: DME ident MLA replaced by LM.

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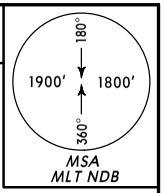
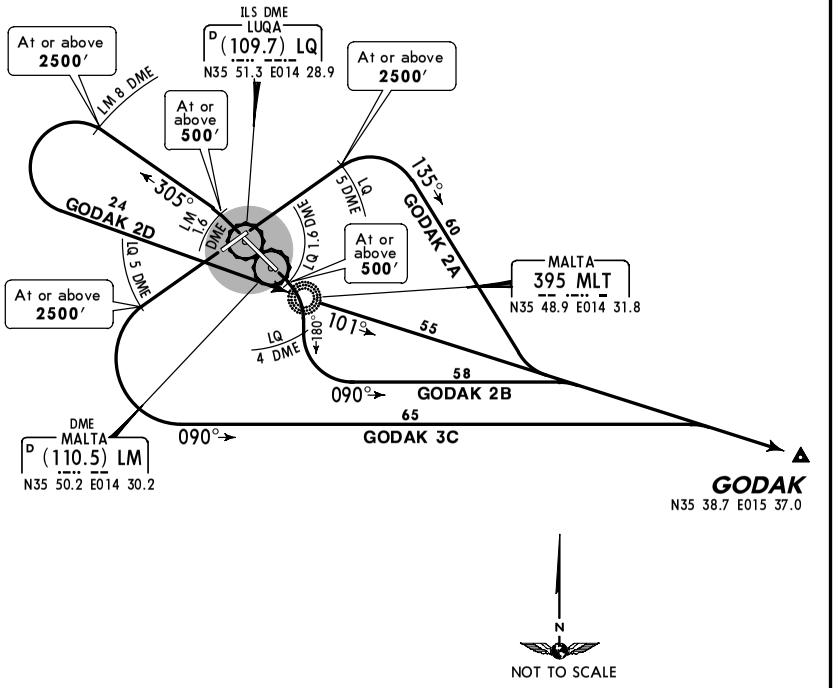
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

Apt Elev	
300′	Trans level: FL70 Trans alt: 5000′



GODAK 2A *[GODA2A]*, GODAK 2B *[GODA2B]*
GODAK 3C *[GODA3C]*, GODAK 2D *[GODA2D]*
RWYS 06, 14, 24, 32 DEPARTURES



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

SID	RWY	ROUTING
GODAK 2A	**06**	To LQ 5 DME, turn RIGHT, 135° track, intercept 101° bearing from MLT to GODAK.
GODAK 2B	**14**	To LQ 1.6 DME, turn RIGHT, 180° track until LQ 4 DME, turn LEFT, 090° track, intercept 101° bearing from MLT to GODAK.
GODAK 3C	**24**	To LQ 5 DME, turn LEFT, 090° track, intercept 101° bearing from MLT to GODAK.
GODAK 2D	**32**	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn LEFT to MLT, 101° bearing to GODAK.

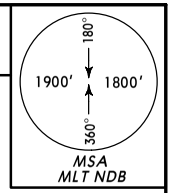
CHANGES: DME ident MLA replaced by LM.

LMML/MLA
LUQA

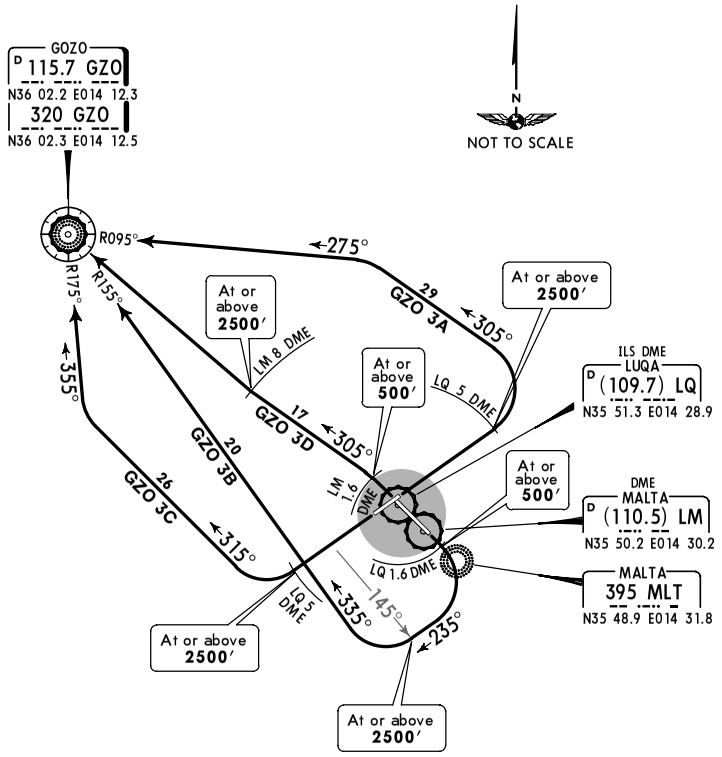
JEPPESEN
10 DEC 04 (10-3B) Eff 23 Dec

MALTA, MALTA
SID

Apt Elev	
300′	Trans level: FL70 Trans alt: 5000′ When GZO VOR unserviceable equivalent bearing from GZO NDB shall be used.



GOZO 3A (GZO 3A), GOZO 3B (GZO 3B)
GOZO 3C (GZO 3C), GOZO 3D (GZO 3D)
RWYS 06, 14, 24, 32 DEPARTURES



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

SID	RWY	ROUTING
GZO 3A	06	To LQ 5 DME, turn LEFT, 305° track, intercept GZO R-095 inbound to GZO VORDME.
GZO 3B	14	To LQ 1.6 DME, turn RIGHT, 235° until passing GZO R-145, turn RIGHT, intercept GZO R-155 inbound to GZO VORDME.
GZO 3C	24	To LQ 5 DME, turn RIGHT, 315° track, intercept GZO R-175 inbound to GZO VORDME.
GZO 3D	32	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn RIGHT to GZO VORDME.

CHANGES: DME ident MLA replaced by LM.

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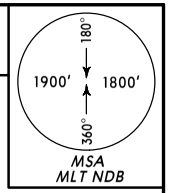
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LMML/MLA
LUQA

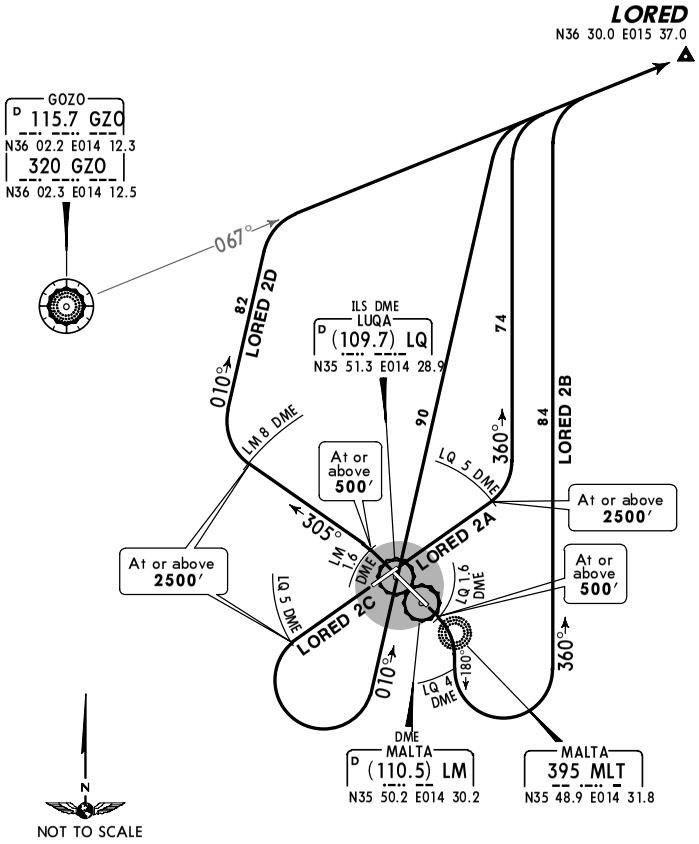
JEPPESEN
10 DEC 04 (10-3C) Eff 23 Dec

MALTA, MALTA
SID

Apt Elev	
300′	Trans level: FL70 Trans alt: 5000′ When GZO VOR unserviceable equivalent bearing from GZO NDB shall be used.



LORED 2A *[LORE2A]*, LORED 2B *[LORE2B]*
LORED 2C *[LORE2C]*, LORED 2D *[LORE2D]*
RWYS 06, 14, 24, 32 DEPARTURES

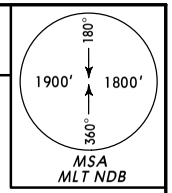


Initial climb clearance **5000′**, maintain unless directed otherwise by ATC.

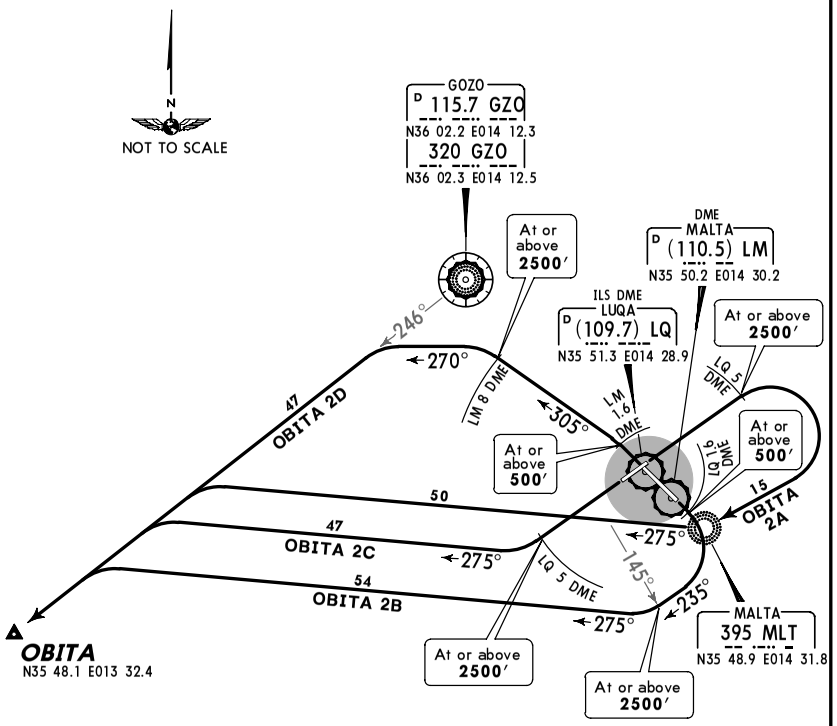
SID	RWY	ROUTING
LORED 2A	06	To LQ 5 DME, turn LEFT, 360° track, intercept GZO R-067 to LORED.
LORED 2B	14	To LQ 1.6 DME, turn RIGHT, 180° track until LQ 4 DME, turn LEFT, 360° track, intercept GZO R-067 to LORED.
LORED 2C	24	To LQ 5 DME, turn LEFT, 010° track, intercept GZO R-067 to LORED.
LORED 2D	32	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn RIGHT, 010° track, intercept GZO R-067 to LORED.

CHANGES: DME ident MLA replaced by LM.

Apt Elev	
300′	Trans level: FL70 Trans alt: 5000′ When GZO VOR unserviceable equivalent bearing from GZO NDB shall be used.



OBITA 2A *[OBIT2A]*, OBITA 2B *[OBIT2B]*
OBITA 2C *[OBIT2C]*, OBITA 2D *[OBIT2D]*
RWYS 06, 14, 24, 32 DEPARTURES



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

SID	RWY	ROUTING
OBITA 2A	**06**	To LQ 5 DME, turn RIGHT to MLT, 275° bearing, intercept GZO R-246 to OBITA.
OBITA 2B	**14**	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	**24**	To LQ 5 DME, turn RIGHT, 275° track, intercept GZO R-246 to OBITA.
OBITA 2D	**32**	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn LEFT, 270° track, intercept GZO R-246 to OBITA.

CHANGES: DME ident MLA replaced by LM.

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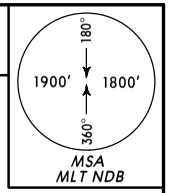
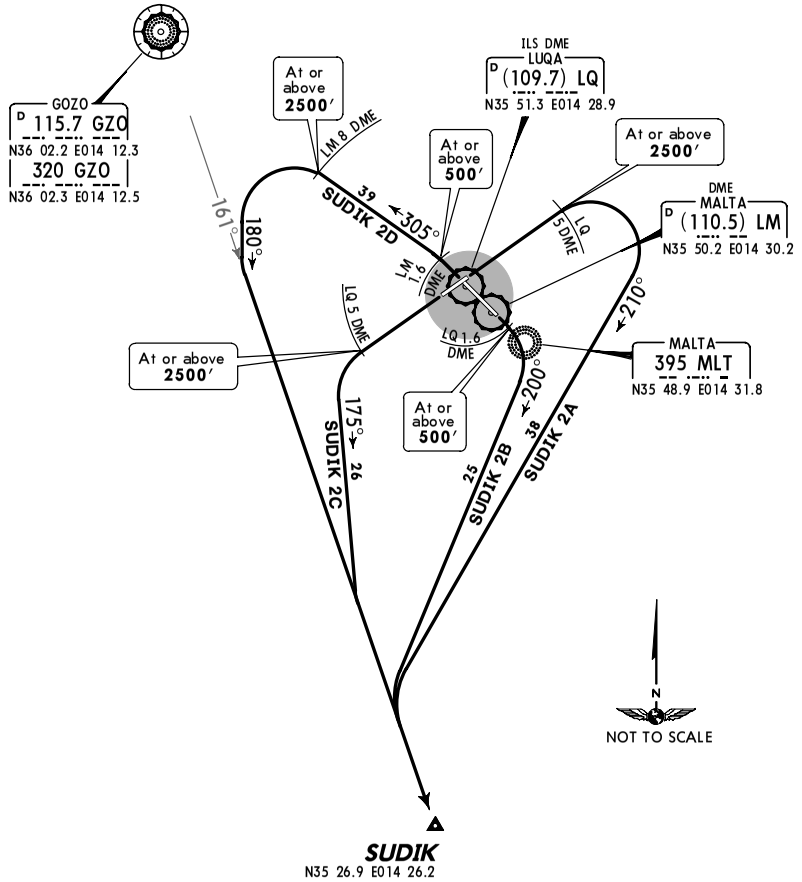
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

Apt Elev	
300′	Trans level: FL70 Trans alt: 5000′ When GZO VOR unserviceable equivalent bearing from GZO NDB shall be used.



SUDIK 2A *[SUDI2A]*, SUDIK 2B *[SUDI2B]*
SUDIK 2C *[SUDI2C]*, SUDIK 2D *[SUDI2D]*
RWYS 06, 14, 24, 32 DEPARTURES



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

SID	RWY	ROUTING
SUDIK 2A	**06**	To LQ 5 DME, turn RIGHT, 210° track, intercept GZO R-161 to SUDIK.
SUDIK 2B	**14**	To LQ 1.6 DME, turn RIGHT, 200° track, intercept GZO R-161 to SUDIK.
SUDIK 2C	**24**	To LQ 5 DME, turn LEFT, 175° track, intercept GZO R-161 to SUDIK.
SUDIK 2D	**32**	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn LEFT, 180° track, intercept GZO R-161 to SUDIK.

CHANGES: DME ident MLA replaced by LM.

LMML/MLA

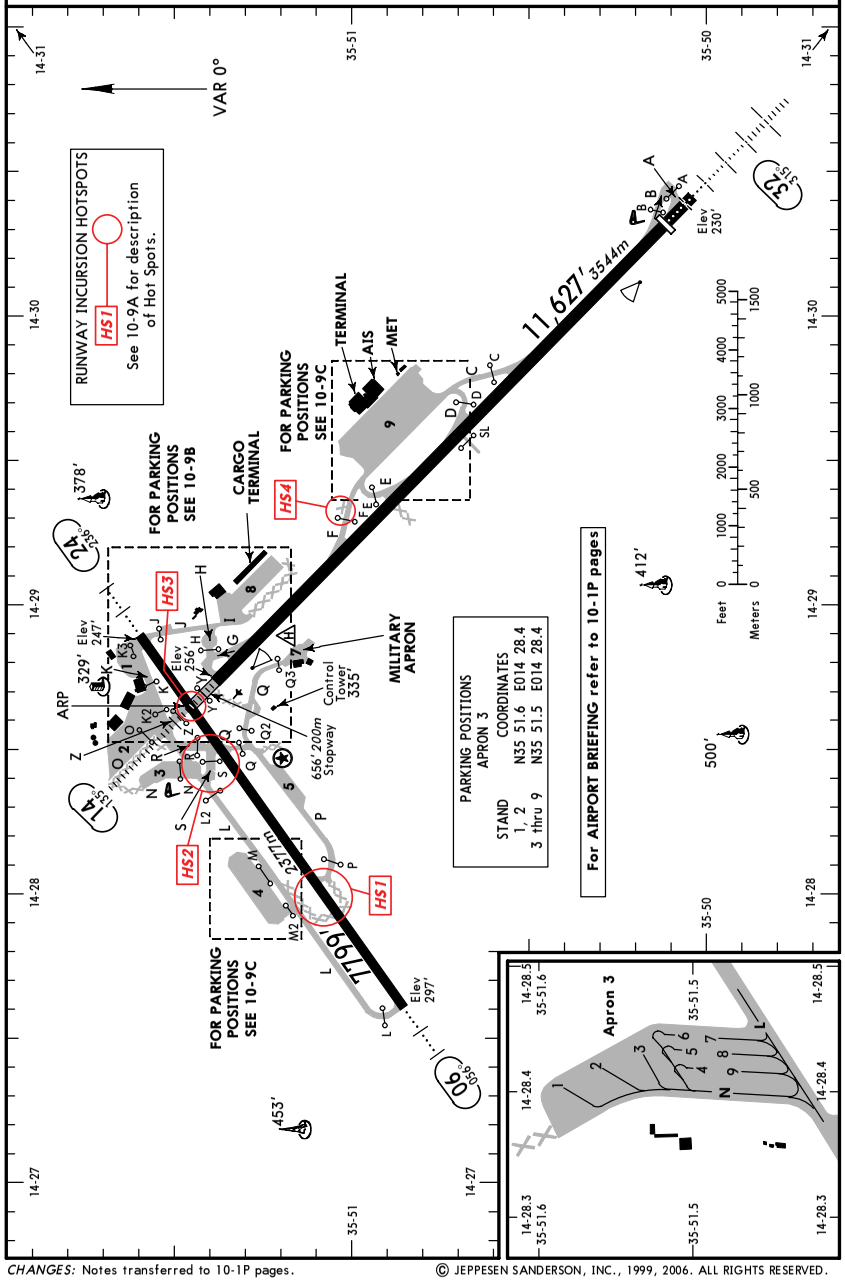
Apt Elev **300′**
N35 51.5 E014 28.7

JEPPESEN
8 SEP 06 (10-9)

MALTA, MALTA
LUQA

ATIS	*LUQA Apron ❶	Tower ❷
127.4	121.82	135.1

❶ All intl flights shall request clearance delivery with LUQA Apron.
Acft parked on apron 9 shall request subsequent start-up and taxi instructions with LUQA Apron.
❷ Acft parked outside apron 9 shall request start-up and taxi instructions from LUQA Tower.



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LMML/MLA

JEPPESEN
8 SEP 06 (10-9A)

MALTA, MALTA
LUQA

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06 24	HIRL *(60m)* HIALS PAPI (angle 3.00°)			❶	148′ *45m*
14	HIRL *(60m)* HIALS CL *(30m)* PAPI ❷ HST-F&D RVR		10,677′*3255m*	❸	197′
32	HIRL *(60m)* HIALS CL *(30m)* PAPI ❷ HST-C&E RVR	11,007′*3355m*	10,007′*3050m*		*60m*

❶ TAKE-OFF RUN AVAILABLE

RWY 06:
From rwy head 7799′ (2377m)
twy P int 5184′ (1580m)
twy R int 2198′ (670m)

RWY 24:
From rwy head 7799′ (2377m)
twy Y int 6234′ (1900m)
twy Q int 5249′ (1600m)

❷ angle 2.85°.

❸ TAKE-OFF RUN AVAILABLE

RWY 14:
From rwy head 11,627′ (3544m)
twy F int 8199′ (2499m)
twy E int 6850′ (2088m)

RWY 32:
From rwy thresh 11,007′ (3355m)
twy C int 6729′ (2051m)
twy D int 5381′ (1640m)

RUNWAY INCURSION "HOT SPOTS"

(For information only, not to be construed as ATC instuctions.)

HS1 Confusing twy crossing. Vehicular route closed for acft.
HS2 Confusing twy & rwy crossing.
HS3 Rwy intersection. Acft and vehicles to request ATC clearance.
HS4 Confusing twy entry. Vehicular road closed to acft.

JAR-OPS TAKE-OFF ❶

	Rwy 14/32 LVP must be in Force	All Rwys LVP must be in Force		
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	*200m*	*250m*	*400m*	*500m*
D	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Notes transferred to 10-1P pages.
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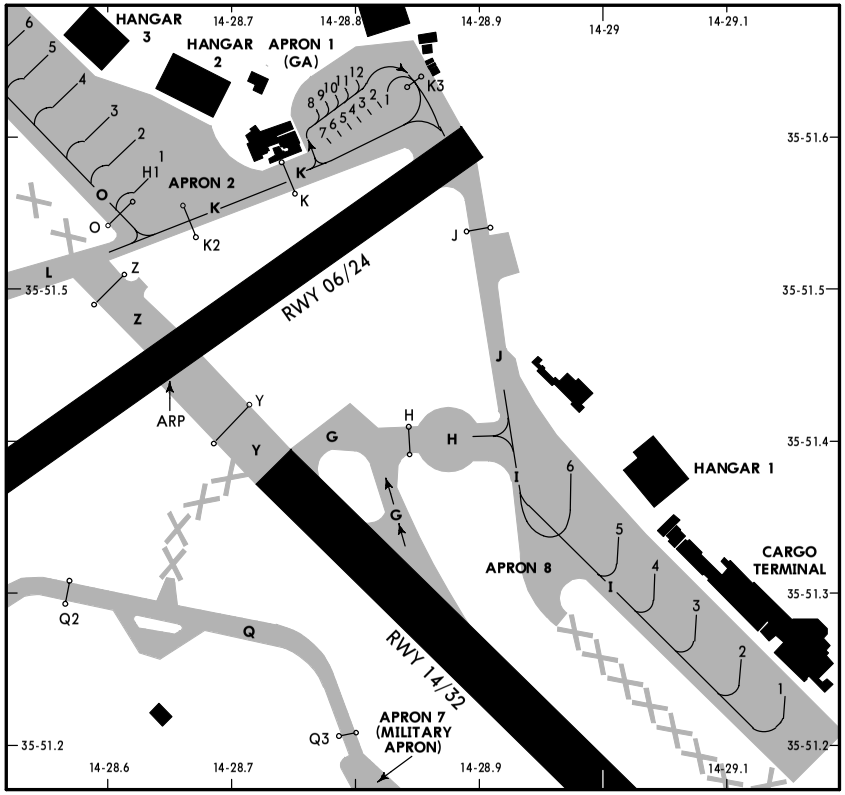

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
	APRON 1		**APRON 8**
1 thru 12	N35 51.6 E014 28.8	1	N35 51.2 E014 29.1
	APRON 2	2, 3	N35 51.3 E014 29.1
1 thru 4	N35 51.6 E014 28.6	4, 5	N35 51.3 E014 29.0
5	N35 51.7 E014 28.6	6	N35 51.4 E014 29.0
6	N35 51.7 E014 28.5		
H1	N35 51.6 E014 28.6		

CHANGES: Notes transferred to 10-1P pages.

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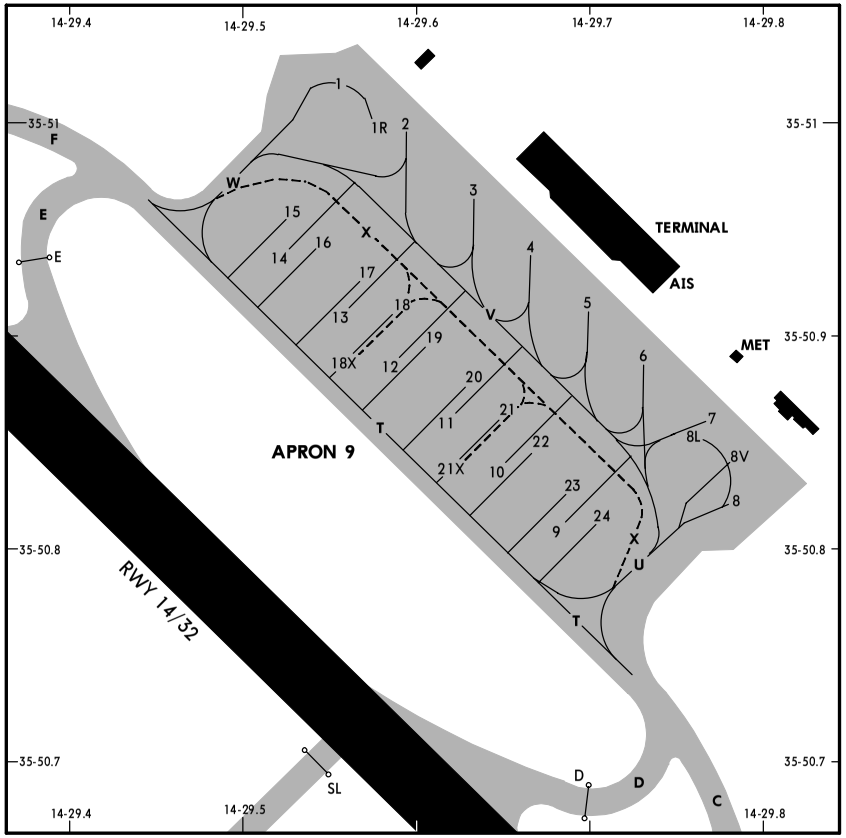
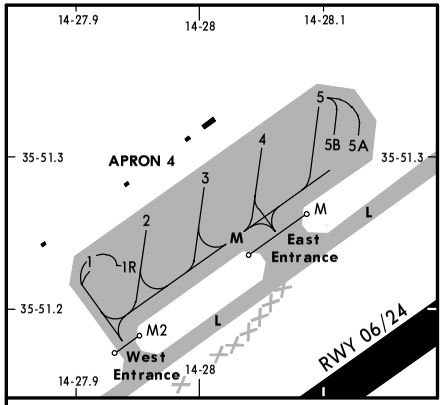




INS COORDINATES

STAND No.	COORDINATES
	APRON 4
1, 1R	N35 51.2 E014 27.9
2 thru 4	N35 51.3 E014 28.0
5 thru 5B	N35 51.3 E014 28.1
	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 8V	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 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: Notes transferred to 10-1P pages.

LMML/MLA
LUQA

JEPPESEN
10 DEC 04 (11-1) Eff 23 Dec

MALTA, MALTA
ILS DME Rwy 14

ATIS	LUQA Approach/Radar	LUQA Tower
127.4	128.15	135.1

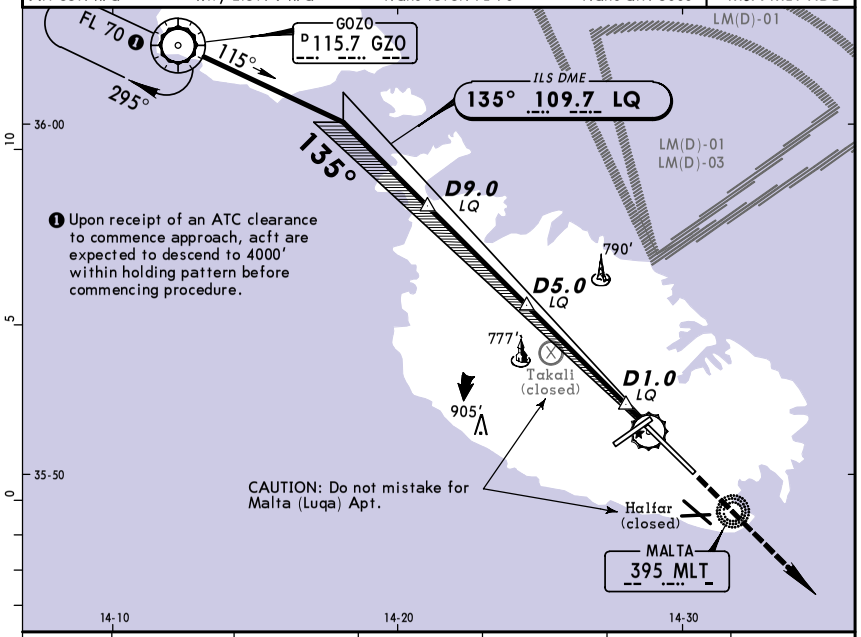
LOC LQ	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
109.7	135°	D5.0 LQ 1769′ (1513′)	Refer to Minimums	Apt Elev 300′ RWY 256′

BRIEFING STRIP

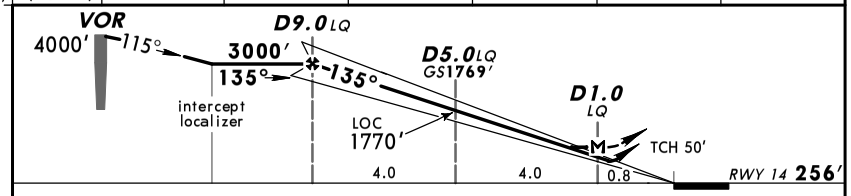
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and as directed.
In case of Radio Comm Failure climb STRAIGHT AHEAD to 3000′, continue until D10.0 LQ, then turn RIGHT to VOR, climb to 4000′ for another approach.

MSA MLT NDB (1900′ / 1800′ / 360° / 180°)

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



LOC (GS out)	LQ DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1770′	1470′	1170′	870′	560′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.85° or LOC Descent Gradient 5.0%	359	461	512	615	717	820
MAP at D1.0 LQ						

HIALS PAPI PAPI 3000′

JAR-OPS STRAIGHT-IN LANDING RWY 14

	ILS DA(H)		LOC (GS out) MDA(H)	
	FULL	ALS out		ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D	RVR 600m		RVR 1400m	RVR 2000m

ABC: 456′ (200′)
D: 461′ (205′)
LOC (GS out) MDA(H) 670′ (414′)

CIRCLE-TO-LAND
Prohibited North of rwy 06/24

Max Kts	MDA(H)	VIS
100	860′ (560′)	1500m
135	860′ (560′)	1600m
180	960′ (660′)	2400m
205	1000′ (700′)	3600m

PANS OPS 3

CHANGES: None.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LMML/MLA
LUQA

JEPPESEN
10 DEC 04 Eff 23 Dec (11-2)

MALTA, MALTA
ILS DME or NDB DME Rwy 32

ATIS	LUQA Approach/Radar	LUQA Tower
127.4	128.15	135.1

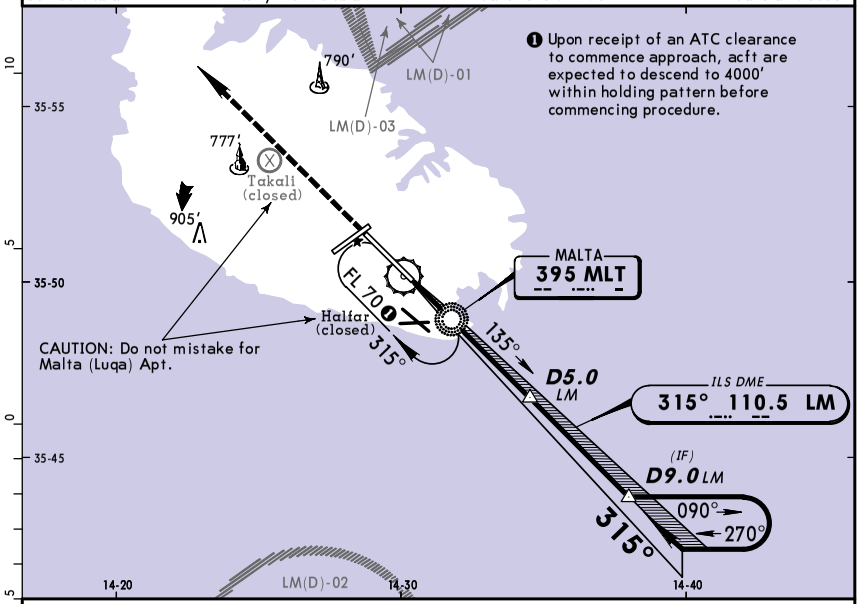
LOC LM / NDB MLT	Final Apch Crs	GS/ Minimum Alt	ILS DA(H) / NDB MDA(H)	Apt Elev / RWY
LOC LM 110.5 / NDB MLT 395	315°	D5.0 LM 1750′ (1520′)	Refer to Minimums / NDB MDA(H) 560′ (330′)	Apt Elev 300′ RWY 230′

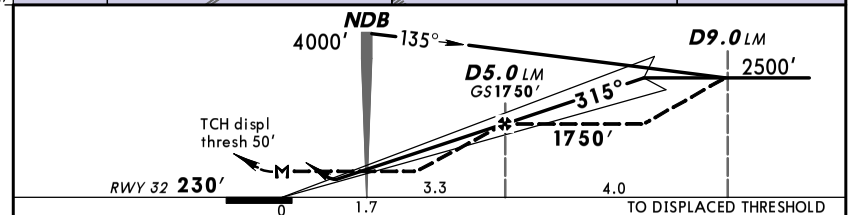
BRIEFING STRIP

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and as directed.
In case of Radio Comm Failure climb STRAIGHT AHEAD to 3000′, continue until D10.0 LM, then turn LEFT to NDB, climb to 4000′ for another approach.

MSA MLT NDB (1900′ / 1800′ / 360° / 180°)

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





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.85°	359	461	512	615	717	820
D5.0 LM to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS PAPI PAPI 3000′

JAR-OPS STRAIGHT-IN LANDING RWY 32

	ILS DA(H)		LOC (GS out) MDA(H)		NDB MDA(H)	
	FULL	ALS out		ALS out		ALS out
A	RVR 600m	RVR 1000m	RVR 800m	RVR 1500m	RVR 900m	RVR 1500m
B			RVR 1000m			
C				RVR 1800m	RVR 1000m	RVR 1800m
D			RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m

ILS DA(H) A:445′ (215′) C:465′ (235′) B:455′ (225′) D:475′ (245′)
LOC (GS out) MDA(H) A:520′ (290′) C:540′ (310′) B:530′ (300′) D:570′ (340′)
NDB MDA(H) 560′ (330′)

CIRCLE-TO-LAND
Prohibited North of rwy 06/24

Max Kts	MDA(H)	VIS
100	860′ (560′)	1500m
135	860′ (560′)	1600m
180	960′ (660′)	2400m
205	1000′ (700′)	3600m

PANS OPS 3

CHANGES: DME ident.

LMML/MLA
LUQA

JEPPESEN
18 AUG 06
Eff 31 Aug
16-1

MALTA, MALTA
VOR NDB DME Rwy 14

BRIEFING STRIP

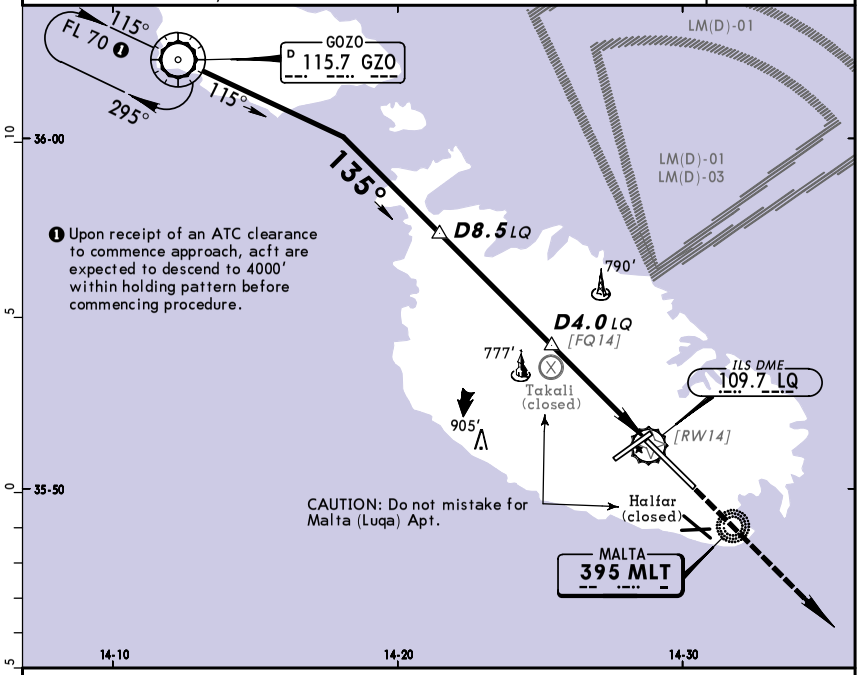
ATIS	LUQA Approach/Radar	LUQA Tower
127.4	128.15	135.1

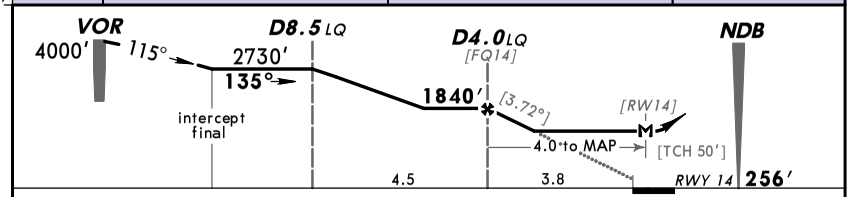
NDB MLT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 300′
395	135°	D4.0 LQ 1840′ (1584′)	830′ (574′)	RWY 256′

MSA MLT NDB: 1900′ (180°–360°) 1800′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and as directed.
In case of Radio Comm Failure climb STRAIGHT AHEAD to 3000′, continue until D10.0 LQ, then turn RIGHT to VOR, climb to 4000′ for another approach.

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





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.50% or Descent angle [3.72°]	461	593	658	790	922	1053
D4.0 LQ to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

HIALS PAPI PAPI

3000′

PANS OPS 3

JAR-OPS STRAIGHT-IN LANDING RWY 14

MDA(H) 830′ (574′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND
Prohibited North of rwy 06/24

Max Kts	MDA(H)	VIS
100	860′ (560′)	1500m
135	860′ (560′)	1600m
180	960′ (660′)	2400m
205	1000′ (700′)	3600m

CHANGES: Descent angle.