

AD 2 . AERODROMES**LMML — LUQA/International****LMML AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LMML — LUQA/International

LMML AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	35°51'27.15" N 014°28'38.78" E BRG 313° (MAG) / 175 M from THR RWY 13
2	Direction and distance from Valletta	215°, 5 KM from Valletta
3	Elevation/Reference temperature	297 FT / 32.5° C
4	MAG VAR	3° E 2025; annual rate of change: 4' E
5	AD Administration, address, telephone, fax, AFS, SITA	<p>Chief Executive Officer Malta International Airport Luqa LQA 4000 Malta Phone: (356) 21 24 96 00</p> <p>Head of Airport Operations Malta International Airport Luqa LQA 4000 Malta Phone: (356) 23 69 65 32 Phone: (356) 99 42 41 90 Email: martin.dalmas@maltairport.com SITA: MLAHKXH</p> <p>MIA Aerodrome Duty Officer Malta International Airport Luqa LQA 4000 Malta Phone: (356) 23 69 63 81 Phone: (356) 99 43 09 78 / 9 Email: asu@maltairport.com</p> <p>MIA Operations Duty Officer Malta International Airport Luqa LQA 4000 Malta Phone: (356) 23 69 61 59 Phone: (356) 23 69 61 68 Email: aou@maltairport.com SITA: MLAHKXH</p> <p>Schedule Facilitation c/o Malta International Airport Luqa LQA 4000 Malta Phone: (356) 23 69 66 17 Phone: (356) 23 69 62 19 Email: scm@maltairport.com SITA: MLASLXH</p>
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Airport Operator Website: www.maltairport.com

LMML AD 2.3 OPERATIONAL HOURS

1	AD Administration	Malta International Airport MON – FRI: 0800 LT – 1700 LT Aerodrome Duty Officer: H24 Operations Duty Officer: H24
2	Customs and Immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	Remarks	Nil

LMML AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Lift trucks, cargo loaders, various vehicles and equipment
2	Fuel types	JET A1 and AVGAS 100LL Oil, all types normally available
3	Fuelling facilities/capacity	Various fuelling trucks JET A1; Storage for 15,550,000 litres. AVGAS 100LL; Storage for 40,000 litres Fuel is provided by: ENEMED Co. Ltd. (356) 2124 4480 UPLIFT International Ltd. (JET A1) (356) 2169 6992 / 2169 6993
4	Hangar space for visiting aircraft	Gulf Med Aviation Services available by prior request only for up to Code B aircraft. Email: info@gulfmedaviation.com Phone: (356) 2278 5785
5	Repair facilities for visiting aircraft	Medavia - EASA Part 145 and FAA Line and Base Maintenance approvals for the following types: <ul style="list-style-type: none"> • DHC-6 Twin Otter • DHC-8 100/200/300/400 Dash 8 • B200 King Air • B1900 Airliner • ATR42-200/300/400/500 • ATR72-100/200 NDT all disciplines and support workshops. Hangarage available up to Code C aircraft. Email: maintenance@medavia.com.mt Phone: (356) 9923 3926 Maintenance Centre Malta - Business Jets and Regional Aircraft Maintenance in an EASA Part 145 approved AMO: Cessna: 206, 500/501, 525 (CJ1, CJ2 & CJ3), 550/551, 550B, 560, 560XL, 560XLS & 680. Bombardier LearJet: LJ 35/36, 40/45, 55 & 60 Bombardier Challenger: CL 300, 600, 601, 604, 605 & 850 (CL 600-2B16/19) Bombardier Global Express: Global 5000, Global XRS Gulfstream: 500/550 Hawker Beechcraft 200 series. Email: mla-engineering@mcm-airport.com.mt Phone: (356) 2397 8100

		<p>easyJet Engineering Malta Ltd - Line and Base Maintenance capability for A318/319/320/321 series with CFM56 / IAE V2500 engines, A319/320/321 NEO with CFM LEAP-1A engines. Email: maltasales@engineering.easyJet.com.mt Phone: (356) 2249 9400 Phone: (356) 9968 7266</p> <p>Gulf Med Aviation Services - EASA Part 145 Line and Base Maintenance for Leonardo Helicopters AW139, Airbus Helicopters EC135, Bell Helicopters Textron B412. Email: info@gulfmedaviation.com Phone: (356) 2278 5785</p> <p>Bravo Aircraft Technical Services (BATS) part of "SUM AVIATION GROUP" <ul style="list-style-type: none"> Approving authorities: EASA, ARUBA, CAYMAN, 2REG, TURKISH, BERMUDA. Capabilities: LINE / BASE limited to paint including NDT and sheetmetal repairs and towing. Types coverage: A320 CEO/NEO, A330, A340, B737CL/NG/MAX, B757, B767, B777, B787. Email: aog@batsaero.com Phone: (356) 9908 0050</p> <p>General Aviation Maintenance Malta (GAMM) Piston Engine aircraft EASA Part 145 Line and/or Base Maintenance capability for: Cessna 152/F152 Series (Lycoming), Cessna 172/F172 Series (Continental/Lycoming), Cessna 182/F182 Series (Lycoming), Cirrus SR20/SR22/SR22T Series (Continental), Beech 58 Series (Continental), Diamond DA40 (Austro Engine/Lycoming), Diamond DA42 Series (Austro Engine/Technify), Diamond DA62 (Austro Engine), Piper PA28 Series (Lycoming), Piper PA34 Series (Continental), Tecnam P92JS (Rotax), Tecnam P2002JF (Rotax), Tecnam P2010 (Lycoming), Tecnam P2006T (Rotax), Garmin avionics and installations Phone: (356) 2164 7888 Phone: (356) 7964 7885 Email: info@maltaflying.com</p>
6	Ramp Ground Handling Service Providers	<p>Aviation Services Handling Ltd. The Victoria Centre - Unit 2 Lower Ground Floor Valletta Road Mosta MST9012 Malta Contact: Joe Bugeja Malta Station Manager Phone: (356) 7962 6213 Email: hdqmla@as-airport.it Email: j.bugeja@as-airport.it</p> <p>Aviaserve Ltd. P.O. BOX 11 Malta International Airport Luqa LQA4000 Malta Contact: Operations Control Centre Phone: (356) 2226 5960 Phone: (356) 7988 0818 SITA: MLAGGXH Email: schedules@aviaserve.eu URL: www.aviaserve.eu</p>

7	GA Third Party Handling	<p>DC Aviation Ltd. Malta International Airport P.O. BOX 23, Gudja, LQA 5000, Malta Contact: Sandy Cassar Cardona FBO Manager Phone: (356) 2369 6059 Phone: (356) 2137 5973 Email: dispatch@dc-aviation.com.mt URL: https://www.dc-aviation.com.mt</p> <p>Executive Aviation Malta Contact: Andrea Trapani Managing Director Gate 1, Apron 3 General Aviation Park Malta International Airport, Luqa, Malta Phone: (356) 9990 0747 Email: ops@executivefbo.com URL: www.executivefbo.com</p> <p>Mediterranean Aviation Co. Ltd. Medavia Ground Handling Services Safi Aviation Park, Carmelo Caruana Road, Safi, Malta Contact: Daren Peplow Ground Handling & Charter Sales Manager Phone: (356) 2249 0120 Email: flightops@medavia.com.mt URL: http://www.medavia.com</p>
8	Fuel Ground Handling Service Providers	<p>Enemed Co. Ltd. 31st March 1979 Installation, Sacred Heart Promenade, Birżebbuġa, BBG 1604, Malta Contact: Ing. Allan Micallef Chief Corporate Officer Phone: (356) 2220 8204 Email: allan.v.micallef@enemed.com.mt URL: www.enemed.com.mt</p> <p>UPLIFT International Ltd. 53, Tanks Street, Birżebbuġa, BBG 1719, Malta Contact: Gabriele Valzecchi General Manager Phone: (356) 2169 6992 Phone: (356) 2169 6993 Phone: (356) 7969 6997 Email: gabriele.valzecchi@uplift-malta.com.mt administration@uplift-malta.com.mt URL: https://www.uplift-intl.com</p>
9	Remarks	<p><i>Note: Operators requesting an airport slot at MIA are expected to indicate their preferred ground handler. Whenever a handler is not indicated, one will be assigned to the respective movement by MIA.</i></p>

LMML AD 2.5 PASSENGER FACILITIES

1	Hotels	Adequate accommodation at a short distance from the airport
2	Restaurants	At AD and in surroundings
3	Transportation	Buses, taxis and car hire from the AD
4	Medical facilities	First aid at AD, hospitals in Malta
5	Bank and Post Office	Major banks and Foreign exchange (H24) Post office is open from Monday to Saturday between 0730 and 1245 (LT)
6	Tourist Office	Malta Tourist Office Phone: (356) 2291 5513 Phone: (356) 2291 5508 Email: info@visitmalta.com URL: https://www.visitmalta.com/en/info/tourist-information-offices/
7	Remarks	Nil

LMML AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	H24: CAT 9
2	Rescue equipment:	
	<i>Utility Vehicle and Light trailer:</i>	<p>1 x Peugeot Partner Utility vehicle containing the following items:</p> <ul style="list-style-type: none"> • Shovels • Brooms • Sand • Absorbent material • Detergent • Tarp which can also be converted into a 125 L catchment tray • Filter masks • Disposable gloves • Chemical gloves • Half face filter masks • Cones • Tyvek Suits • Disinfectant wipes • Multi-purpose ladder <p>Items on Light Trailer:</p> <ul style="list-style-type: none"> • Generator • Flood lights • Multi-purpose pump • Cones
	<i>Fire Station:</i>	Stretcher trolley x 1
	<i>Fire Fighting Vehicles:</i>	<p>Rosenbauer Panther A-146 6x6 (x2):</p> <ul style="list-style-type: none"> • Water Capacity (l): 12,500 (each) • Foam Concentrate Capacity (l): 1,500 (each) • Maximum Solution Discharge rate (l/min): 8,000 @ 10 bar (each) • Dry Powder (kg): 225 (each) • CO2 Trolley (kg): 10 (each) • Breathing Apparatus: 3 complete (each) • Auxiliary Equipment: Various (each) <p>Rosenbauer Panther A-148 8x8 (x1):</p> <ul style="list-style-type: none"> • Water Capacity (l): 15,000 • Foam Concentrate Capacity (l): 1,800 • Maximum Solution Discharge rate (l/min): 10,000 @ 10 bar • Capability: High reach extendable turret with piercing tool • Dry Powder (kg): 225 • CO2 portable fire extinguishers (kg): 9 (x2) • Breathing Apparatus: 3 complete • Auxiliary Equipment: Various <p>Rosenbauer Buffalo RIV 2800/3000 (x1):</p> <ul style="list-style-type: none"> • Water Capacity (l): 2,500 • Foam Concentrate Capacity (l): 300 • Maximum Solution Discharge rate (l/min): 2,800 @ 10 bar • Dry Powder (kg): 250 • Breathing Apparatus (kg): 3 complete • Lukas Rescue Set: Complete • Ancillary Equipment: Various • Radioactive Survey Meter: Alnor RDS for 100/1 • Thermal Image Camera
	<i>Portable Pump:</i>	Fire fighting Nissan Trailer pump (x1)
3	Capability for removal of disabled aircraft	Various tools are available for this purpose
4	Remarks	Channel 121.705 is reserved for use by airport emergency services for aerodrome surface communications between fire services and aircraft on the ground.

LMML AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING

1	Types of clearing equipment	Mechanical sweepers (x2)
2	Clearance priorities	1. Runway in use over a width of 15M, left and right of the centreline 2. Intersection TWY C, D, E, F 3. TWY A, H, J
3	Use of material for movement area surface treatment	Not applicable
4	Specially prepared winter runways	Not applicable
5	Remarks	For Runway Condition Report refer to AD 1.2

LMML AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Apron 2	PCN 65/F/B/X/U Up to Code C
		Apron 3	PCN 45/R/B/X/U General Aviation up to Code C
		Apron LTM	PCN 100/R/A/W/T Parking up to Code F reserved for LTM maintenance operations
		Apron 5	PCN 40/F/C/Y/U Up to Code A
		Apron 6	PCN to be surveyed Up to Code C
		Apron 7	PCN 50/F/D/X/U AFM ramp
		Apron 8 (Stands 29 - 34)	PCN 45/R/B/Y/U Up to Code C
		Apron 8 (Stands 17 - 28)	PCN 100/R/A/W/T Up to Code E
		Apron 9	PCN 100/F/B/X/U Up to Code F
		Aprons LSP/USP	PCN 100/F/B/X/U
		Apron EEM	PCN 55/R/A/X/T Parking up to Code E reserved for easyJet maintenance operations
2	Taxiway width, TWY surface and strength	TWY A, B	25M, PCN 100/F/B/X/U Up to Code E ¹
		TWY B (between Hold B1 and USP)	17M, PCN 100/F/B/X/U Up to Code E ¹
		TWY B (up to Hold B1), BN, BS	25M, PCN 100/F/B/X/U Up to Code E ¹
		TWY C, D, E and F	23M, PCN 100/F/B/X/U Up to Code E ¹
		TWY G	31M, PCN to be surveyed Up to Code E ¹
		TWY H, HN and HS	23M, PCN 100/F/B/X/U Up to Code E ¹
		TWY J	15M, PCN 80/F/C/X/U Up to Code C
		TWY K	18M, PCN 80/F/C/X/U Up to Code C
		TWY L (between THR RWY 05 and Apron EEM)	18M, PCN 65/F/B/X/U Up to Code C
		TWY L (between Apron EEM and TWY S)	25M, PCN 53/F/BW/T Up to Code E

		TWY P	15M, PCN 50/F/D/X/U Up to Code C
		TWY Q	18M, PCN 50/F/D/X/U Up to Code C
		TWY R	18M, PCN 65/F/B/X/U Up to Code C
		TWY S	25M, PCN 100/F/B/X/U Up to Code E ¹
		TWY T (between stands 17 and 28)	23M, PCN 85/F/A/W/T Up to Code E
		TWY T (between stands 29 and 34)	23M, PCN 45/R/B/Y/U Up to Code C
		TWY Y	10.5M, PCN 50/F/B/Y/U Up to Code B
		TWY Z1	26M, PCN 100/F/B/X/U Up to Code E
		TWY Z2	45M, PCN 75/F/D/X/U Up to Code C
	Taxilane surface and strength	Taxilane BL	PCN 100/F/B/X/U Up to Code E
		Taxilane M	PCN 65/F/B/X/U Up to Code B
		Taxilane MB	PCN 65/F/B/X/U Up to Code B ²
		Taxilane N	PCN 45/F/C/X/U Up to Code B ³
		Taxilane P	PCN 50/F/D/X/U Up to Code C
		Taxilane PA	PCN 40/F/C/Y/U Up to Code A
		Taxilane T, U and W	PCN 100/F/B/X/U Up to Code E
		Taxilane V	PCN 100/F/B/X/U Up to Code D
	Notes:	1. Taxiways A, B, BN, BS, C, D, E, F, G, H, HN, HS and S available for Code F aircraft subject to prior approval by the aerodrome operator. 2. Taxilane MB between Stands 15C and 17C on Apron 2 available for aircraft up to Code C. 3. Taxilane N available for Code C aircraft allocated on Apron 3 Stand 14C. 4. Taxiway T between Taxiway H and Apron 8 Stand 34 available for aircraft up to Code D.	
3	Altimeter check location and elevation	Location:	Elevation:
		The stand area immediately in front of the Terminal building on Apron 9	243 FT
		Apron 2	246 FT
		Apron 3	249 FT
		Apron LTM	254 FT
		Apron 5	281 FT
		Apron 6	265 FT
		Apron 8	250 FT
		Apron 9	239 FT
		Apron EEM	269 FT
4	INS Checkpoints	See INS Checkpoints table below	
5	Remarks	Nil	

INS CHECKPOINTS

Aircraft Stand	WGS 84 co-ordinates	
APRON 2		
1	355133.30 N	0142837.39 E
2	355134.19 N	0142836.28 E
3	355135.08 N	0142835.17 E
4	355135.98 N	0142834.07 E
5	355136.87 N	0142832.96 E
6	355137.76 N	0142831.85 E
7	355138.66 N	0142830.75 E
8	355139.55 N	0142829.64 E
9	355140.54 N	0142831.97 E
10	355139.35 N	0142833.45 E
11	355138.15 N	0142834.57 E
12	355136.98 N	0142836.60 E
13	355136.06 N	0142838.47 E
14	355134.92 N	0142839.94 E
15C	355137.45 N	0142836.51 E
16C	355136.42 N	0142838.97 E
17C	TO BE SURVEYED	

Aircraft Stand	WGS 84 co-ordinates	
APRON 5		
1	TO BE SURVEYED	
2	TO BE SURVEYED	
3	355111.05 N	0142823.26 E
4	355110.75 N	0142822.79 E
5	355110.45 N	0142822.32 E
6	355110.14 N	0142821.85 E
7	355109.84 N	0142821.38 E
8	355109.54 N	0142820.91 E
9	TO BE SURVEYED	
10	TO BE SURVEYED	
11	355108.64 N	0142819.50 E

Aircraft Stand	WGS 84 co-ordinates	
APRON 9		
1	TO BE SURVEYED	
1L	355058.87 N	0142934.70 E
2	355058.74 N	0142936.09 E
3	355057.05 N	0142938.19 E
4	355055.30 N	0142940.37 E
5	355053.60 N	0142942.48 E
6	355052.00 N	0142944.60 E
7	TO BE SURVEYED	
7M	355049.14 N	0142947.33 E
8	TO BE SURVEYED	
8L	355049.83 N	0142946.03 E

Aircraft Stand	WGS 84 co-ordinates	
APRON 3		
1	355129.19 N	0142825.12 E
2	355130.23 N	0142825.10 E
3	355131.26 N	0142825.08 E
4A	355132.01 N	0142824.99 E
5A	355132.50 N	0142824.60 E
6A	355132.99 N	0142824.21 E
7A	355133.47 N	0142823.82 E
8A	355133.96 N	0142823.42 E
9A	355134.45 N	0142823.03 E
10B	355129.76 N	0142823.09 E
11B	355128.74 N	0142823.17 E
13A	355128.29 N	0142825.46 E
14C	355129.79 N	0142825.14 E

Aircraft Stand	WGS 84 co-ordinates	
APRON LTM		
1A	355123.30 N	0142816.74 E
1B	355120.87 N	0142812.01 E

Aircraft Stand	WGS 84 co-ordinates
APRON 6	
1	TO BE SURVEYED
2	TO BE SURVEYED

Aircraft Stand	WGS 84 co-ordinates	
APRON 8		
17	355104.37 N	0142922.57 E
18	355102.40 N	0142924.79 E
19	355104.16 N	0142922.61 E
20	TO BE SURVEYED	
21	355105.19 N	0142921.34 E
22	355106.95 N	0142919.15 E
23	TO BE SURVEYED	
24	TO BE SURVEYED	
25	TO BE SURVEYED	
26	Unassigned	
27	TO BE SURVEYED	
28	TO BE SURVEYED	
29	TO BE SURVEYED	
30	355115.19 N	0142906.58 E
31	355116.89 N	0142904.56 E
32	355118.56 N	0142902.49 E
33	355120.21 N	0142900.44 E
34	355122.33 N	0142858.33 E

INS CHECKPOINTS					
Aircraft Stand		WGS 84 co-ordinates		Aircraft Stand	
APRON 9				APRON 9	
9		355047.34 N	0142941.58 E	22	
9L		TO BE SURVEYED		23	
9R		TO BE SURVEYED		24	
10		355049.15 N	0142939.50 E	25	
11		355049.47 N	0142938.18 E	26	
12		355050.55 N	0142937.79 E	27	
13		355052.12 N	0142935.82 E	28	
14		355052.44 N	0142934.50 E	29	
15		355053.51 N	0142934.10 E	30	
16		355055.18 N	0142931.87 E	31	
16L		TO BE SURVEYED		32	
16R		TO BE SURVEYED			

LMML AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and guide lines on aircraft stands	Lighted aircraft stand ID signs on Apron 9 Standard markings
2	RWY and TWY markings	Threshold, centreline and runway designators – all runways Touchdown zone markings – all runways Aiming points – all runways Edge markings – all runways Taxiway holding positions – all taxiways Taxiway centrelines – all taxiways
3	Holding points	All taxiways
4	Remarks	Nil

LMML AD 2.10 AERODROME OBSTACLES

In circling area and at AD					
OBST ID/ Designation	OBST Type	OBST position	ELEV (FT)	Markings/ Type, colour	Remarks
a	b	c	d	e	f
LMMLOB001	ATC Tower 1	355113.03N 0142838.44E	358.79	LGTD	
LMMLOB002	Building (Portomaso)	355519.32N 0142932.25E	444.36	LGTD	
LMMLOB003	Building (Barumbara Siġġiewi)	354952.46N 0142624.49E	474.97		
LMMLOB004	Building (Palace Verdala)	355142.01N 0142401.97E	812.80	LGTD	
LMMLOB005	Building (Verdala Mansions)	355241.73N 0142412.25E	750.49		
LMMLOB006	Chapel (San Niklaw Siġġiewi)	355006.98N 0142628.90E	470.90		
LMMLOB007	Chapel (Ta' Loretu)	355030.00N 0143002.45E	314.71	LGTD	
LMMLOB008	Church (Luqa)	355137.24N 0142920.14E	379.23	LGTD	
LMMLOB009	Church (Notabile Cathedral)	355311.06N 0142414.94E	771.85	LGTD	
LMMLOB010	Church (Qrendi)	355004.02N 0142726.69E	462.89		
LMMLOB011	Church (Safi)	355001.82N 0142900.96E	411.06		
LMMLOB012	Church (Siġġiewi)	355116.84N 0142616.99E	528.42		
LMMLOB013	Church (Żebbug)	355216.61N 0142632.19E	427.23		
LMMLOB014	Church (Żurrieq)	354949.84N 0142830.71E	462.17		
LMMLOB021	Mast (Hal Far)	354856.00N 0143047.00E	298.55	LGTD	

In circling area and at AD					
OBST ID/ Designation	OBST Type	OBST position	ELEV (FT)	Markings/ Type, colour	Remarks
a	b	c	d	e	f
LMMLOB023	Mast (Nigret 1)	354921.97N 0142822.23E	568.11		
LMMLOB024	Mast (Nigret 2)	354922.74N 0142826.15E	565.35		
LMMLOB025	Mast (Nigret 3)	354925.03N 0142823.45E	570.60		
LMMLOB026	Mast (Nigret 4)	354919.41N 0142823.46E	524.11		
LMMLOB027	Mast (Ta' Kandja 1)	355111.51N 0142709.45E	413.68	LGTD	
LMMLOB028	Mast (Ta' Kandja 2)	355108.16N 0142715.40E	432.58	LGTD	
LMMLOB029	Mast (Ta' Kandja 3)	355105.69N 0142710.15E	433.96	LGTD	
LMMLOB030	Mast (Ta' Kandja 4)	355102.01N 0142706.88E	447.90	LGTD	
LMMLOB031	Mast (Ta' Kandja 5)	355101.19N 0142702.47E	456.79	LGTD	
LMMLOB032	Mast (Ta' Kandja 6)	355054.72N 0142706.59E	387.83	LGTD	
LMMLOB033	Mast (Ta' Kandja 7)	355054.94N 0142708.30E	391.83	LGTD	
LMMLOB034	Mast (Ta' Kandja 8)	355055.28N 0142702.95E	465.88	LGTD	
LMMLOB035	Mast (Ta' Kandja 9)	355056.64N 0142705.16E	390.52	LGTD	
LMMLOB036	Mast (Ta' Kandja 10)	355054.39N 0142708.14E	391.73	LGTD	
LMMLOB037	Mast (Ta' Kandja 11)	355104.65N 0142656.14E	476.27	LGTD	
LMMLOB038	Mast (Ta' Kandja 12)	355059.62N 0142704.14E	393.67	LGTD	
LMMLOB039	Mast (Ta' Kandja 13)	355058.59N 0142657.06E	464.86	LGTD	
LMMLOB040	Mast (Madliena Melita)	355548.03N 0142745.56E	527.49	LGTD	
LMMLOB041	Mast (Madliena AFM)	355551.56N 0142740.59E	525.46	LGTD	
LMMLOB042	Monument (Laferla Cross)	355100.84N 0142459.81E	797.15		
LMMLOB043	Radar Dome (Dingli)	355109.28N 0142253.81E	923.75	LGTD	
LMMLOB044	Reservoir (San Niklaw)	355015.60N 0142653.13E	450.82		
LMMLOB045	Reservoir (Schinas Tower)	355144.76N 0142856.54E	275.07		
LMMLOB046	Mast (Searidge 1)	355103.94N 0142744.63E	342.75	LGTD	
LMMLOB047	Mast (Searidge 2)	355035.63N 0142934.41E	281.43	LGTD	
LMMLOB048	Terrain (Ġebel Ciantar)	355031.92N 0142454.65E	773.71		
LMMLOB049	Terrain (Nigret Żurrieq)	354914.78N 0142821.14E	465.62		
LMMLOB050	Terrain (Faqqanija Siġġiewi)	355043.50N 0142348.20E	829.48		
LMMLOB051	Terrain (Qasam il-Kbir - Qrendi)	354951.28N 0142619.64E	458.12		
LMMLOB052	Tower (Mtarfa)	355334.91N 0142400.78E	734.88	LGTD	
LMMLOB053	TV Antenna (Għargħur)	355502.70N 0142650.37E	619.78	Marked / LGTD	
LMMLOB054	TV Antenna (Net)	355439.38N 0142727.14E	649.80	LGTD	
LMMLOB055	TV Antenna (Tarġa Gap)	355447.52N 0142441.28E	629.76	LGTD	
LMMLOB056	Radar Dome (Fawwara)	355031.80N 0142456.00E	906.00	LGTD	
LMMLOB057	Radar Dome (Ħal Far)	354917.37N 0143017.36E	394.00	LGTD	
LMMLOB058	Hangar 1 (Lufthansa)	355122.32N 0142811.72E	363.00	LGTD	
LMMLOB059	Hangar 2 (Lufthansa)	355124.09N 0142814.65E	363.00	LGTD	
LMMLOB060	Hangar 3 (Lufthansa)	355125.35N 0142818.06E	346.00	LGTD	
LMMLOB061	Apron 2 Hangar 5	355137.07N 0142841.02E	327.00	LGTD	
LMMLOB062	Reservoir (Schinas)	355139.35N 0142852.55E	259.32		

In circling area and at AD					
OBST ID/ Designation	OBST Type	OBST position	ELEV (FT)	Markings/ Type, colour	Remarks
a	b	c	d	e	f
LMMLOB071	TV Antenna (Go)	355242.73N 0143327.82E	362.50	LGTD	
LMMLOB073	Trees	355027.68N 0142708.74E	404.43		
LMMLOB074	Tree	355044.98N 0142731.13E	325.43		
LMMLOB075	Tree (Gum Tree 1)	355031.90N 0142706.88E	383.79		
LMMLOB076	Tree (Gum Tree 2)	355035.81N 0142720.27E	367.36		
LMMLOB077	Tree (Gum Tree 3)	355045.58N 0142730.20E	326.02		
LMMLOB078	Tree (Gum Tree 4)	355139.91N 0142904.27E	272.74		
LMMLOB079	Tree (Cypress Tree)	355143.16N 0142859.88E	270.24		
LMMLOB080	Tree (Palm Tree)	355137.88N 0142902.47E	262.53		
LMMLOB081	Pole	355043.50N 0142731.10E	330.38		
LMMLOB082	Sign (LIDL Sign)	355138.35N 0142903.70E	259.22		
LMMLOB084	Mast (Searidge 3)	355018.09N 0142955.14E	275.47	LGTD	
LMMLOB085	Cranes (Malta Freeport T1 - 1)	354916.24N 0143202.70E	471.00	LGTD	Cranes Malta Freeport extended obstacle boundary area.
LMMLOB086	Cranes (Malta Freeport T1 - 4)	354903.80N 0143220.74E	471.00	LGTD	
LMMLOB087	Cranes (Malta Freeport T2 - 2)	354919.39N 0143236.51E	471.00	LGTD	
LMMLOB088	Cranes (Malta Freeport T2 - 3)	354909.71N 0143247.95E	471.00	LGTD	
LMMLOB090	Fence (Bravo Checkpoint)	355019.48N 0142953.76E	239.17	LGTD	
LMMLOB091	Light mast 2 (Apron 2)	355140.04N 0142833.38E	312.73	LGTD	
LMMLOB092	Light mast 7 (Apron 8)	355101.60N 0142926.98E	365.50	LGTD (LED)	
LMMLOB093	Light mast 6 (Apron 8)	355103.35N 0142925.58E	366.60	LGTD (LED)	
LMMLOB094	Light mast 5 (Apron 8)	355105.34N 0142923.11E	368.20	LGTD (LED)	
LMMLOB095	Light mast 4 (Apron 8)	355107.33N 0142920.65E	369.90	LGTD (LED)	
LMMLOB096	Light mast 3 (Apron 2)	355138.57N 0142835.24E	292.00	LGTD	
LMMLOB097	Tower crane (STM - 1)	355050.34N 0142901.74E	456.69	LGTD	STM tower cranes extended obstacle boundary area.
LMMLOB098	Tower crane (STM - 2)	355044.44N 0142907.02E	456.69	LGTD	
LMMLOB099	Tower crane (STM - 3)	355047.99N 0142912.09E	456.69	LGTD	
LMMLOB100	Tower crane (STM - 4)	355052.45N 0142907.67E	456.69	LGTD	
LMMLOB101	Light mast 3 (Apron 8)	355109.32N 0142918.18E	368.50	LGTD (LED)	
LMMLOB102	Tower crane (SKP - 1)	355106.64N 0142936.52E	452.40	LGTD	SKP tower cranes extended obstacle boundary area
LMMLOB103	Tower crane (SKP - 2)	355110.45N 0142941.81E	452.40	LGTD	
LMMLOB104	Tower crane (SKP - 3)	355105.08N 0142948.61E	452.40	LGTD	
LMMLOB105	Tower crane (SKP - 4)	355101.20N 0142943.88E	452.40	LGTD	

LMML AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	LUQA (MWO)
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	LUQA 24 HR
4	Type of landing forecast Interval of issuance	TAF (long range) every 6 hours and valid for 24 hours TREND every 30 minutes with 2 hours validity and broadcast on ATIS METAR every 30 minutes and broadcast on ATIS SPECI METAR as required and broadcast on ATIS
5	Briefing/consultation provided	P
6	Flight documentation Language used	C English
7	Charts and other information available for briefing or consultation	S, U, P, W, T
8	Supplementary equipment available for providing information	Weather Radar METEOSAT Briefnet
9	ATS units provided with information	Luqa TWR Luqa APP Malta ACC
10	Additional information (limitation of service, etc.)	Nil

LMML AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimensions of RWY (M)	Strength and surface of RWY and SWY	THR co-ordinates
				RWY END co-ordinates
				THR Geoid Undulation
1	2	3	4	5
05	054.53	2373 x 45	PCN 54 F/B/W/T	355050.97N 0142736.40E
				355135.64N 0142853.41E
				121.683 FT
23	234.54	2373 x 45	PCN 54 F/B/W/T	355135.64N 0142853.41E
				355050.97N 0142736.40E
				121.890 FT
13	134.74	3350 x 58	PCN 100 F/B/X/U	355123.07N 0142843.84E
				355006.55N 0143018.66E
				121.841 FT
31	314.76	3350 x 58	PCN 100 F/B/X/U	355006.55N 0143018.66E
				355123.07N 0142843.84E
				123.432 FT

THR ELEV and highest ELEV of TDZ of precision APP RWY	Slope of RWY-SWY	Dimensions of SWY (M)	Dimensions of CWY (M)	Dimensions of Strip (M)
6	7	8	9	10
THR 296 FT	0% (548 M) -0.85% (1829 M)	-	90 x 150	2493 x 150
THR 245 FT	0.85% (1829 M) 0% (548 M)	-	170 x 150	2493 x 150
THR 255 FT TDZ 258 FT	0.1% (650 M) -0.6% (1377 M) -0.1% (1328 M) 0% (189 M)	-	250 x 150	3470 x 300
THR 231 FT TDZ 234 FT	0.1% (1328 M) 0.6% (1377 M) -0.1% (650 M) SWY -0.45%	102 x 58	235 x 300	3572 x 300

Dimensions of RESA (M)	Arresting System	OFZ	Remarks
11	12	13	14
92 x 90	Nil	Nil	See Notes 1, 2 and 4
91 x 90	Nil	Nil	See Notes 1, 2 and 4
192 x 120	Nil	AVBL	See Note 3
288 x 120	Nil	AVBL	See Note 3

Notes:

1. Runway 23/05 available for take-off and landing of aircraft up to Code C.
2. The last 600 M of RWY 23 / first 600 M of RWY 05 are not visible from the ATC tower.
3. The overall slope of RWY 13/31 is 0.24%.
4. The overall slope for RWY 23/05 is 0.64%.
5. The paved width of RWY 13/31 is 60 M; however the runway edge markings are recessed by 1 M on each side to allow for pavement maintenance.

LMML AD 2.13 DECLARED DISTANCES

Runway 23/05 Code C operations				
RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)
1	2	3	4	5
05	2373	2463	2373	2373
05P	1592	1682	1592	-
23	2373	2543	2373	2373
23Q	1646	1816	1646	-
23R	1702	1872	1702	-
23Z2	1945	2115	1945	-

Runway 23/05 Code A and B operations				
RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)
1	2	3	4	5
05	2155	2155	2373	2155
05P	1374	1374	1592	-
23	2373	2543	2373	2373
23Q	1646	1816	1646	-
23R	1702	1872	1702	-
23Z2	1945	2115	1945	-

Runway 13/31 Code A - Code F operations				
RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)
1	2	3	4	5
13	3350	3600	3350	3350
13E	2025	2275	2025	-
13F	2497	2747	2497	-
31	3350	3585	3452	3350
31BN	2521	2756	2623	-
31C	2416	2651	2518	-
31D	1940	2175	2042	-
31Y	1847	2082	1949	-

Note: The declared take off run available (TORA) for intersection take-offs initiates at the point where the referenced taxiway downwind edge meets the runway edge line and ends at the referenced runway end-bar. The distance shown on aerodrome intersection take-off signs (in metres) at the corresponding runway holding positions is based on this principle.

LMML AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	PAPI (MEHT)	TDZ LGT LEN
1	2	3	4	5
05	Simple approach lighting system; 180 M LED type High intensity barrette centreline; White; Variable	Green (LED type) Nil	Left (LED type) 3.0° 20.5 M	Nil
23	Simple approach lighting system; 180 M LED type High intensity barrette centreline; White; Variable	Green (LED type) Nil	Left (LED type) 3.0° 20.5 M	Nil
13	Precision approach lighting system; 810 M High intensity barrette centreline and cross bar; White; Variable	Green Green	Left (LED type) 3.0° 17.6 M	Nil
31	Precision approach lighting system; 900 M High intensity centreline and five bars; White; Variable	Green Green	Left (LED type) 3.0° 17.6 M	Nil

RWY centre line LGT LEN, spacing, colour INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN colour	Remarks
6	7	8	9	10
29 M White (LED type); White/ Red; Red High intensity; Variable	58 M White; Yellow/White High intensity	Red (LED type) Nil	Nil	Nil
29 M White (LED type); White/ Red; Red High intensity; Variable	58 M White; Yellow/White High intensity	Red (LED type) Nil	Nil	Nil
30 M White (LED type); White/ Red; Red High intensity; Variable	60 M White; Yellow/White High intensity	Red Nil	Nil	Nil
30 M White (LED type); White/ Red; Red High intensity; Variable	60 M White; Yellow/White High intensity	Red Nil	100 M Red (LED type)	Nil
<i>Note: RWY 23/05 provided with LED type Runway Threshold Identification Lights flashing white.</i>				

LMML AD 2.15 AERODROME LIGHTING AND SECONDARY POWER SUPPLY

1	Aerodrome beacon	Location: Terminal building roof (Apron 9) Characteristics: Flashing white/green at a rate of 20 cycles per minute Hours of operation: Sunset to Sunrise
2	WDI location and LGT	WDI RWY 31: To the right of THR, lighted WDI RWY 05, RWY 13, RWY 23: To the left of THR, lighted
	Anemometer location and LGT	Anemometers: Co-located with each GP antenna
3	TWY edge, centreline and stop bar lighting	Edge: All TWY, blue, both sides <i>Note: Retro-reflective blue markers along the edges of TWY P.</i>
		Centreline: TWY A, C, D, E, F, G and HS; green (LED type) <i>Note 1: TWY A, C, D, E, F and HS have centreline lights showing alternate green and yellow when exiting the runway and show green when approaching the runway.</i> <i>Note 2: TWY F centreline lights are unidirectional for aircraft entering Runway 13/31.</i>
		Stop bar: All runway holding points except Hold K1; red <i>Note: The 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.</i>
4	Apron taxiway centreline and aircraft stand lead-in lighting	Centreline: Green (LED type) on Apron 9
		Edge Lights: Blue on Aprons 2, 8 and 9
5	Secondary power supply/Switch-over time	All aerodrome lighting and landing aids/15 SEC
6	Remarks	RWY 13/31 lighting complies with ICAO CAT 1 requirements. The lighting intensity of all lights is variable on request. SWY 31 is delineated in yellow markings and provided with perimeter red LED type lights.

LMML AD 2.16 HELICOPTER LANDING AREA

No area is designated as a helicopter landing area.

Helicopters operating at Luqa are required to make use of taxiways and runways, as directed by Malta ATC.

LMML AD 2.17 ATS AIRSPACE

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Hours of service	Channel
1	2	3	4
LUQA CTR — LMMLCTR Luqa CTR radius 20 NM centred on Luqa ARP consisting of Luqa CTR INNER (LMMLINN) and Luqa CTR OUTER (LMMLOUT) separated by a circle 10 NM centred on Luqa ARP. Vertical limits: SFC to 2000 FT AMSL Class of airspace: D	Luqa TWR (LMMLTWR)	Luqa Tower ENG H24	135.105
LUQA ATZ — LMMLATZ A circle, centre ARP, radius 4 NM. Vertical limits: SFC to 2000 FT AMSL Class of airspace: D			
Notes: 1. A graphical representation of the Malta CTR and Luqa ATZ is shown on page AD 2-LMML-MISC-CA - 1. 2. Luqa APP provides service to SVFR flights when Malta CTR is in IMC.			

LMML AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Luqa Ground	121.605 121.830 (Backup)	H24	(1) UHF 284.500 MHz is available for military aircraft not equipped with VHF radios. (2) Distress frequency 121.500 MHz is monitored (H24).
	Luqa Tower	135.105 133.905 (Backup)		
	Luqa Radar	128.155 118.355 (Backup)		
DEP ATIS	Luqa Information	127.005		
ARR ATIS		127.405		

LMML AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS (VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna co- ordinates	Elevation of DME transmitting antenna (M)	Remarks
1	2	3	4	5	6	7
GOZO VOR/DME (3° 02' E)	GZO	115.7 MHz CH104X	H24	360214.43N 0141218.95E	159	MRA limitations at 40 NM sectors: 020° - 050° MRA 7000 FT 050° - 150° MRA 3000 FT 150° - 020° MRA 2000 FT
LUQA DME (3° 02' E)	LQ	(CH 34X)	H24	355113.28N 0142849.28E	85	
MALTA DME (3° 02' E)	LM	(CH 42X)	H24	355009.73N 0143005.27E	76	
MALTA NDB (3° 02' E)	MLT	395 KHz	H24	354855.77N 0143144.94E	24	
LLZ 13 - ILS CAT I (3° 02' E)	LQ	109.7 MHz	H24	355000.59N 0143026.03E	69	See Note 1
GP 13	LQ	333.2 MHz	H24	355113.54N 0142848.86E	80	3.0°, RDH 50 FT
LLZ 31 – ILS CAT I (3° 02' E)	LM	110.5 MHz	H24	355133.79N 0142830.55E	76	See Note 1
GP31	LM	329.6 MHz	H24	355010.01N 0143005.86E	70	3.0°, RDH 50 FT

Note: (1) ILS 13 and ILS 31 are electronically interlocked and only one is available at any one time.

LMML AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport Regulations

- 1.1 All flights require prior notification to MIA Airport Operations. Notifications of landing slots at LMML should also be submitted to the MATS Operations by email to ops.planning@maltats.com. The filing of a flight plan does not imply permission to operate to LMML. Non-planned technical or operational diversions will be coordinated directly by Malta ATC with the appropriate airport authorities.
- 1.2 Technical test flights necessary for the purpose of ascertaining the airworthiness of an aircraft must only be made after permission has been obtained in writing from the Airworthiness Inspectorate of the CAD-TM.
- 1.3 Runway and approach lighting will not normally be operated if the runway is not in use for landing, take-off or taxiing unless required for inspections or maintenance. Runway and approach lights, as well as obstacle lights, will remain switched on at night or when the visibility is less than 5000 M.
- 1.4 The responsibility for the removal of disabled aircraft shall be jointly and severally borne by the aircraft owner and operator. If such an aircraft is not removed as quickly as possible, the aircraft will be removed at the owner's or the operator's expense by the aerodrome operator. Any action leading to the aircraft's removal shall be subject to obtaining the permission of the Chief Inspector of Air Accidents or any other interested parties.
- 1.5 Wearing of high visibility clothing by all personnel on the apron areas and manoeuvring areas is mandatory.
- 1.6 The pilot of a VFR flight with departure and destination Luqa aerodrome shall fill in the required flight notification form that can be obtained from MIA.

2. Ground Movement

- 2.1 All surface movement of aircraft, vehicles and personnel on the manoeuvring area are subject to ATC clearance. Vehicular traffic lights are operated by ATC on THR RWY 23 and constitute instructions to vehicles to cross or hold in the designated vehicular holding positions. Prior coordination and ATC clearance are required for works to be carried out on the movement area. All vehicles shall always give way to aircraft under own power or on tow. Walking is not permitted on all movement areas except in the vicinity of aircraft

for the purpose of embarkation, disembarkation, servicing, handling or security.

- 2.2 All vehicles employed on the manoeuvring area shall be capable of maintaining two-way communications with ATC, except when the vehicle is only occasionally used on the manoeuvring area and is accompanied or escorted by a vehicle with the required communications capability.
- 2.3 Directions issued by ATC should be followed at all times. RTF transmissions must be brief, concise and kept to a minimum consistent with operational requirements.
- 2.4 On the movement area, aircraft will be cleared to proceed under direction from ATC and pilots are reminded of the importance of maintaining a careful lookout at all times especially on aprons. ATC instructions will specify the taxi route to be followed. Aircraft and vehicles must only proceed beyond the stop bar if ATC clearance is received and the stop bar lighting is switched off.
- 2.5 A follow-me vehicle will be provided by MIA for Code E aircraft taxiing via Taxilane BL to stands 9, 11, 14 and 16 on Apron 9.
- 2.6 Only locally based Code A aircraft are permitted to enter aircraft stands on Apron 2, 3, and 5 without the guidance of a marshaller, subject to aircraft operator discretion and undertaking. Aircraft assigned to Apron 7 should follow marshalling instructions as provided by personnel of the AFM.

3. Departing aircraft

3.1 Clearance Delivery

- 3.1.1 Pilots of departing aircraft shall contact Luqa GND for ATC clearance not earlier than 15 minutes before planned start-up / push-back stating aircraft type, apron location, stand number and the code letter of the latest DEP ATIS information received. Pre-departure clearance will not be issued by Luqa GND for international flights unless a flight plan has been received. Pilots shall notify Luqa GND of any subsequent changes to SID / routing within the LMMM FIR following receipt of clearance.
- 3.1.2 IFR/GAT flight plans should be addressed to IFPS on EUCHZMFP/EUCBZMFP while VFR/OAT flight plans should be addressed to LMMM ZQZX.
- 3.1.3 When an aircraft is subject to ATFM regulations, the pilot will be advised of the Calculated Take-Off time (CTOT) as received from the NM. Luqa GND will provide ATFM assistance to aircraft as required.
- 3.1.4 International flights may also be subject to re-routings or restrictions due to unplanned military activity or contingency procedures in force. Flights affected will be informed on first contact with ATC when requesting clearance delivery.

3.1.5 Start-up taxi clearance

- 3.1.5.1 All aircraft should request start-up clearance from Luqa GND. 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.
- 3.1.5.2 Aircraft operated by the AFM are permitted to start-up at their own discretion without informing ATC. It is the responsibility of the pilots concerned to ensure that appropriate rescue and fire-fighting protection is available. Malta ATC provides limited alerting service on Apron 7 due to hangars that obstruct the view from ATC Tower. Before start-up on Apron 7, pilots should also ensure compliance with the applicable flight planning provisions as specified in ENR 1.10. Fixed-wing aircraft should then taxi out of Apron 7, stop at holding point Q2, and establish communication with Luqa GND for further clearance. AFM helicopters should establish control with Luqa TWR before requesting taxi to the TLOF point.

3.2 Line-up clearance

- 3.2.1 ATC will consider every aircraft at the holding point as able to commence line-up and take-off roll immediately after clearance is issued. Pilots not ready when reaching the holding position (no aircraft in front on the same taxiway) shall advise ATC as soon as possible.
- 3.2.2 For intersection departures, no backtracking beyond start of published TORA is permitted.

3.2.3 Multiple line-ups on the same runway

- 3.2.3.1 Multiple line-ups is a technique to expedite the departure of aircraft from the runway. It concerns departing aircraft being instructed to line-up on the same runway at different points using different access taxiways. The application of this procedure is at the discretion of Luqa TWR and subject to the procedures indicated below.
- 3.2.3.2 The use of multiple line-ups from the same runway access point is not considered as an application of multiple line-ups on the same runway but an application of a conditional ATC clearance for sequencing of departing traffic.
- 3.2.3.3 Multiple line-up instructions on the same runway from different runway intersections may be issued by Luqa TWR subject to the following provisions:
- i. Multiple line-up instructions shall only be issued by Luqa TWR;
 - ii. Not more than two aircraft may be lined-up at different points on the same runway as indicated below:
 - THR RWY 13 and RWY 13 intersection F or intersection E;
 - THR RWY 31 and RWY 31 intersection BN or intersection C or intersection D or intersection Y;
 - THR RWY 23 and RWY 23 intersection Q or intersection R or intersection Z2;
 - THR RWY 05 and RWY 05 intersection P.
 - iii. Multiple line-up instructions shall not be issued when the visibility is less than 5 KM;
 - iv. Multiple line-ups may only be authorised when both aircraft are continuously visible to Luqa TWR on the manoeuvring area either by visual observation or by the use of video cameras.

3.3 Intersecting Runway Operations

- 3.3.1 Unrestricted operations on RWY 13/31 are allowed when aircraft have been cleared for take-off from RWY 23 intersection R.

3.4 Standard Taxi Routing Scheme

- 3.4.1 When RWY 13 is the departure runway in use:
- i. Departures on Apron 8 stands 17 - 34 should plan for full-length departure via TWY H;
 - ii. Departures on Apron 9 intending to take-off from an intersection E or F departure shall notify GMC when requesting start-up clearance. In the absence of this notification, ATC will plan for a full-length departure via TWY H.
- 3.4.2 When RWY 31 is the departure runway in use:
- i. Departures shall notify GMC when requesting start-up clearance if intending to take-off from an intersection departure;
 - ii. Departures on all aprons should expect to taxi via TWY T to Holding Point C;
 - iii. Departures of aircraft up to code C on Apron EEM / Apron LTM / Apron 3 / Apron 2 may request RWY 05/23. Approval of these requests will be at the discretion of ATC depending on runway availability, aerodrome restrictions and the overall traffic situation.
- 3.4.3 When RWY 23 is the departure runway in use in single runway operations, departures of aircraft up to code C:
- i. on Apron 8 / Apron 9 / Apron USP should expect to taxi via TWY T to Holding Point J;
 - ii. on Apron EEM / Apron LTM / Apron 3 / Apron 2 should expect to taxi via TWY L to Holding Point K;
- 3.4.4 When RWY 05 is the departure runway in use in single runway operations, departures of aircraft up to code C:

- i. on Apron 8 / Apron 9 / Apron USP should expect to taxi via RWY 13/31 to Holding Point L;
- ii. on Apron EEM / Apron LTM / Apron 3 / Apron 2 should expect to taxi to Holding Point L.

4. Engine ground runs

- 4.1 An engine ground run is defined as any engine start-up not associated with the planned aircraft departure.
- 4.2 Requests for engine ground runs at idle power settings are permitted on all aprons (except for Apron 6) at all times subject to ATC clearance. Engine ground runs at higher power settings must be authorised by MIA and are not permitted between 2300 - 0600 LT unless required due to exceptional operational reasons.
- 4.3 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 aircraft is positioned in a way which does not harm persons or cause damage to aircraft, vehicles or equipment especially in the area behind the aircraft which is subjected to blast and immediately in front of the engine intakes. Care must also be taken to minimise the potential scattering of material from adjacent grass areas.
- 4.4 Engine ground runs on Apron 7 will be conducted at the discretion of the AFM.

5. Airfield Warnings

- 5.1 Intense activity of flocks of starlings may be expected throughout the year especially during October and November. As far as practicable, Aerodrome Control will inform pilots of this bird activity. Dispersal activities normally include the playing back of distress calls from tape together with the firing of shell crackers.
- 5.2 Fireworks associated with both national and local events may be let off at various localities. Pilots of VFR flights are therefore advised to exercise caution while flying over areas where such activities are taking place. NOTAM will be published only in the event of fireworks taking place in the Luqa ATZ.

6. Use of Runways

6.1 *RWY 13/31 IFR Preferential Runway Scheme (IFR PRS)*

- 6.1.1 The RIU selected in LMML shall be RWY 31 from 0600 LT to 1800 LT and RWY 13 from 1800 LT to 0600 LT.
- 6.1.2 Requests by pilots for departure and landing on the runway reciprocal to the declared RIU will not be allowed except in cases of emergency, urgency or priority landing.
- 6.1.3 The IFR PRS on RWY 13/31 is not applicable when:
 - a. the tailwind component for the selected RIU exceeds 8 KT in dry conditions;
 - b. the tailwind component for the selected RIU exceeds 5 KT in wet conditions;
 - c. The crosswind component exceeds 25 KT in dry or wet conditions. In these conditions RWY 23 or RWY 05 shall be declared as the RIU, with RWY 31 or RWY 13 available for Code E/F operations only;
 - d. Wind shear has been reported or forecast or when thunderstorms are expected to affect the approach;
 - e. The runway is closed due to pre-notified events.

6.1.4 The following exceptions to the application of the PRS apply:

6.1.4.1 Configuration 1: RIU 23 for VFRs and RIU 13/31 for IFRs

In this configuration, IFR flights requesting to depart on RWY 23, may be allowed in so far as operationally practical, IFR (civil + military) flights will have priority over VFR flights operating on RWY 23. Departures or landings on RWY 05 are not allowed when this configuration is in force.

6.1.4.2 Configuration 2: RIU 05 for VFRs and RIU 13/31 for IFRs

In this configuration, IFR flights requesting to depart on RWY 05, may be allowed in so far as operationally practical. IFR (civil + military) flights will have priority over VFR flights operating on RWY 05. Departures or

landings on RWY 23 are not allowed when this configuration is in force.

6.2 RWY 23/05 VFR Preferential Runway Scheme (VFR PRS) applicable to LIGHT aircraft

- 6.2.1 The VFR PRS for domestic and international VFR flights shall be RWY 23 or RWY 05. This is applicable to all VFR departures and arrivals. Tailwind components exceeding 5 KT will determine whether RWY 23 or RWY 05 is selected as the preferred VFR runway.
- 6.2.2 The VFR PRS is not applicable when the crosswind component on RWY 23/05 exceeds 15 KT, in which case RWY 13/31 is declared as the RIU, as applicable for IFR flights. In this configuration departures, circuits and arrivals on RWY 23/05 are allowed at the discretion of ATC.
- 6.2.3 The VFR RIU is promulgated on ATIS for all domestic and international VFR flights. VFR pilots should monitor DEP ATIS broadcasts before requesting start-up clearance with Luqa GND.

6.3 Runway vacating procedures

- 6.3.1 in order to enable minimum runway occupancy time, the following runway vacating procedures are applicable unless otherwise advised by ATC:
- a. Arrivals RWY 13 should plan to vacate via TWY D. If unable, vacate via TWY C. In case of long landing runs, advise ATC and vacate via TWY A.
 - b. Arrivals RWY 31 should plan to vacate via TWY E when assigned to Apron 9. If unable, vacate via TWY F.
 - c. Arrivals RWY 31 should plan to vacate via TWY H when assigned to Apron 8.
 - d. Arrivals RWY 05 should plan to vacate via TWY J when assigned to Apron 8 or Apron 9.
 - e. Arrivals RWY 05 should plan to vacate via TWY K when assigned to Apron 2, Apron 3, Apron LTM or Apron EEM.
 - f. Arrivals RWY 23 should plan to vacate via TWY L.

7. Test & Training Flights

- 7.1 Except for locally-based LIGHT aircraft planning to conduct visual circuits / VFR local flights, aircraft intending to conduct visual circuit / instrument approach training require an ATC slot which should be approved by the MATS Aerodrome Cell (email: aerodrome.cell@maltats.com). Aircraft planning to conduct test flights (air work, maintenance checks, training, etc.) within the Test & Training Areas require an ATC slot which should be approved by the MATS Airspace Cell (email: airspace.cell@maltats.com). For the purpose of pre-notification and approval, a MATS User Request Form is available on request. A notification is required with any requested changes or cancellations to slots which have already been approved.
- 7.2 Instrument approach training flights are not permitted between 0000 - 0500 LT. There are no time restrictions for flights requesting to operate within the designated Test & Training Areas (refer to ENR 6-LMMM-TTA1 - 1, ENR 6-LMMM-TTA2 - 1 and ENR 6-LMMM-TTA3 - 1).
- 7.3 Test and Training flights will not normally be given priority over other flights and may therefore be subject to delays depending on the traffic situation. When required by ATC for arrival sequencing or delay purposes, aircraft should expect holding in one of the Circuit Holding Patterns (refer to AD 2-LMML-MISC-VC4 - 1/2 and AD 2-LMML-MISC-VC8 - 1/2) or Circuit Holding Areas (refer to AD 2-LMML-MISC-CHA2 - 1 and AD 2-LMML-MISC-CHA3 - 1). Alternatively, radar vectoring may be given by Luqa APP for re-integration in the circuit. The number of simultaneous training flights in the circuit may be temporarily restricted or suspended by ATC.
- 7.4 Microlight / ultralight aircraft may perform circuits on RWY 23/05 at the discretion of ATC depending on the traffic situation.
- 7.5 Except for locally-based LIGHT aircraft, the deliberate simulation of engine failure, practice rejected take-offs and the deliberate simulation of asymmetric flight are not permitted without prior permission from the Aerodrome Cell.

LMML AD 2.21 NOISE ABATEMENT PROCEDURES

1. Use of runways

- 1.1 SIDs are an integral part of Noise Abatement Procedures and should be strictly adhered to within the limits of aircraft performance.
- 1.2 Aircraft which are unable to conform to the published altitude restrictions shall inform ATC prior to departure.

LMML AD 2.22 FLIGHT PROCEDURES

1. General Procedures

- 1.1 The Luqa CTR is a circle of 20 NM centred on the Luqa ARP. The Luqa CTR includes the Luqa ATZ which is as a circle of 4 NM centred on the Luqa ARP, an INNER zone (INNER CTR) and an OUTER zone (OUTER CTR). The INNER zone is a circle of 10NM centred on the Luqa ARP.
- 1.2 The Luqa CTR is further sub-divided into four sectors: NORTH, SOUTH, WEST AND EAST. ATC clearance is required for VFR flights operating in the INNER zone to transit from one sector to another unless otherwise instructed by ATC or if cleared on a standard VFR arrival/departure route. Unless otherwise instructed by ATC, clearance for VFR flights to transit from one sector to another is not required when operating in the OUTER zone.
- 1.3 Within the Luqa CTR standard VFR arrival and departure routes are published based on Visual Reporting Points. It is mandatory for all international VFR arrivals and departures to flight plan the appropriate route as indicated in AD 2-LMML-MISC-SVA and AD 2-LMML-MISC-SVD.
- 1.4 Deemed separations from STARs and SIDs are based on VFR flights operating in the Luqa CTR at 2000 FT or below within the INNER zone. If ATC is in positive visual contact with an aircraft, 'reduced separation in the vicinity of the aerodrome' can be applied by ATC in the Luqa ATZ.
- 1.5 VFR flights requesting to cross from one sector to the other when the visual patterns are active will be instructed by ATC to keep clear of the Luqa ATZ and traffic information given on the status of the circuit or specific position of the aircraft in the circuit. If required due to traffic in the circuit, aircraft requesting to transit the sectors may be instructed by ATC to proceed via alternative routes not to infringe the circuit pattern.
- 1.6 Aircraft operating in Class G airspace below the Luqa TMA should monitor the Luqa APP control frequency.
- 1.7 A flight plan is not required for domestic VFR flights intending to operate within the Luqa CTR. In order to facilitate the assignment of SSR codes a dedicated code is allocated to LMML-based VFR aircraft. On start-up with ATC the pilot will confirm the assigned code.
- 1.8 The pilot of an aircraft is responsible for determining whether or not the meteorological conditions permit flight in accordance with Visual Flight Rules.
- 1.9 Except when a clearance is obtained from ATC, VFR flights shall not take-off or land at LMML or enter the Luqa ATZ or traffic pattern:
 - a. when the ceiling is less than 1500 FT; or
 - b. when the ground visibility is less than 5 KM.

2. Special VFR flights

- 2.1 When traffic conditions permit VFR operations in meteorological conditions below those prescribed in paragraph 1.9 above, VFR flights may be permitted at the discretion of ATC as Special VFR flights.
- 2.2 ATC will not issue a Special VFR clearance when the ground visibility is less than 1500 M or for helicopters less than 800 M, or when the ceiling is less than 600 FT.

3. Night VFR flights

- 3.1 Night VFR flights may be allowed to operate between sunset and sunrise within the Luqa CTR subject to the following conditions:
 - a. the flight must be conducted not later than 0000 LT and not earlier than 0500 LT;

- b. the ground visibility must not be less than 5 KM and the ceiling must not be less than 1500 FT; and
- c. the VMC visibility and distance from cloud minima in the table shown in ENR 1.2 shall apply provided that the pilot maintains continuous sight of the surface;
- d. the flight must be operated as a local flight with LMML as departure and arrival aerodrome.
- e. microlights and ultralights are not allowed to conduct VFR flights all night

Note: Clearance to these flights does not constitute a Special VFR Clearance.

4. International VFR arrivals

- 4.1 International VFR arrivals should flight plan via the standard arrival routes as indicated in AD 2-LMML-MISC-SVA chart.
- 4.2 Aircraft entering the Luqa CTR from Class G airspace should contact Luqa APP for entry clearance.
- 4.3 Pilots should be well briefed before entering the Luqa CTR as the standard arrival route to be followed may vary according to runway in use for VFR flights.
- 4.4 The end of the standard VFR arrival route is the last VRP on the published route. Unless ATC instructions to join the applicable visual pattern have been given, pilots should orbit over the last VRP or intermediate VRP in the direction of the coast. Caution should be exercised during holding due to the possibility of other aircraft orbiting over the same location, aircraft established in the visual patterns and aircraft landing/take-off.

5. Domestic VFR arrivals

- 5.1 Domestic VFR flights operating in the VFR sectors and requesting to recover to LMML should advise ATC with their intentions in sufficient time. ATC will clear the aircraft via the published VFR arrival routes or direct to one of the published VRPs.
- 5.2 Aircraft planning to enter the Luqa CTR from uncontrolled airspace (Class G below 2000 FT outside the Luqa CTR) should request prior clearance for entry from Luqa APP.
- 5.3 Domestic VFR flights planning to enter the Luqa CTR via controlled airspace (Class C from 2000 FT outside the CTR) and requesting to recover to LMML should normally expect to follow the same procedures as specified for international VFR arrivals in paragraph 4 above or expect clearance by ATC to proceed direct to specific VRPs.
- 5.4 Clearance to operate via the published VFR arrival routes denotes that the clearance limit is the end of the VFR arrival route unless instructed to hold in the intermediate VRPs.
- 5.5 ATC clearance is required for VFR flights operating in the INNER zone to transmit from one VFR sector to another unless otherwise advised by ATC or if cleared on a standard VFR arrival/departure route. Unless otherwise advised by ATC, clearance for VFR flights to transit from one VFR sector to another is not required when operating in the OUTER zone.
- 5.6 To minimize taxiing time and reduce runway occupancy, VFR traffic landing on RWY 31 may request, or be asked to perform, a midfield landing. When midfield landing is approved, aircraft are expected to touch down at a point on the runway between (abeam) Taxiway C and Taxiway F. Due to unavailability of standard markings and other visual aids, aircrew must ensure that they can perform such a maneuver and in case of doubt shall request to conduct a standard full-length approach and landing.

6. International VFR departures

- 6.1 International VFR departures should flight plan via the standard departure routes as indicated in AD 2-LMML-MISC-SVD chart.
- 6.2 DEP ATIS broadcasts should be monitored in advance in order to pre-plan the route which ATC will assign depending on the VFR runway in use. Pilots should be well briefed before departure as the standard departure route to be followed will vary according to runway in use for VFR departures.
- 6.3 Luqa GND will clear departures to an altitude of 1500 FT or below on the assigned VFR departure route. Departing VFR flights should expect to be transferred to APP after exit from the INNER zone and ATC will subsequently clear the VFR departures to their Requested Flight Level depending on the traffic situation. For

planning purposes pilots should expect to remain at an altitude of 1500 FT until exiting the Luqa CTR if the traffic situation does not permit clearance to higher levels after exit from the INNER zone.

7. Domestic VFR departures

7.1 Pilots of VFR domestic departures should advise their intentions on initial contact with Luqa GND order to operate in a VFR sector or within the visual pattern.

7.2 If circuit training is planned and approved by ATC, pilots will be advised to expect VFR patterns at the applicable circuit altitude.

7.3 Standard VFR clearances for circuit training will be assigned by ATC as follows:

EXPECT VFR CIRCUITS RWY [05]

7.4 If planned to operate within the VFR sectors or to exit the Luqa CTR, pilots should expect the following standard ATC clearances:

7.4.1 RIU 23 for VFR flights and RIU 31 for IFR flights

If planning to operate in the WEST / NORTH sectors, aircraft will be cleared VFR to DINGLI RADAR NOT ABOVE 1500 FT.

If planning to operate in the SOUTH / EAST sectors, aircraft will be cleared VFR to BLUE GROTTA NOT ABOVE 1500 FT.

7.4.2 RIU 23 for VFR flights and RIU 13 for IFR flights

If planning to operate in the WEST / NORTH sectors, aircraft will be cleared VFR to DINGLI RADAR NOT ABOVE 1500 FT.

7.4.3 RIU 05 for VFR flights and RIU 31 for IFR flights

If planning to operate in the WEST / NORTH sectors, aircraft will be cleared VFR to MADLIENA FORT VIA GRAND HARBOUR NOT ABOVE 1500 FT.

If planning to operate in the SOUTH / EAST sectors, aircraft will be cleared VFR to MARSASCALA BAY NOT ABOVE 1500 FT.

7.4.4 RIU 31 for both IFR and VFR flights

If planning to operate in the NORTH sector, aircraft will be cleared VFR to MADLIENA FORT NOT ABOVE 1500 FT.

If planning to operate in the EAST sector, aircraft will be cleared VFR to MARSASCALA BAY NOT ABOVE 1500 FT.

If planning to operate in the WEST sector, aircraft will be cleared VFR to DINGLI RADAR NOT ABOVE 1500 FT.

If planning to operate in the SOUTH sector, aircraft will be cleared VFR to BLUE GROTTA NOT ABOVE 1500 FT.

7.4.5 RIU 05 for VFR flights and RIU 13 for IFR flights

If planning to operate in the WEST / NORTH sectors, aircraft will be cleared VFR to MADLIENA BAY FORT VIA GRAND HARBOUR NOT ABOVE 1500 FT.

If planning to operate in the EAST sectors, aircraft will be cleared VFR to MARSASCALA BAY NOT ABOVE 1500 FT.

7.4.6 RIU 13 for both IFR and VFR flights

If planning to operate in the NORTH sector, aircraft will be cleared VFR to MADLIENA FORT VIA GRAND HARBOUR NOT ABOVE 1500 FT.

If planning to operate in the EAST sector, aircraft will be cleared VFR to MARSASCALA BAY NOT ABOVE 1500 FT.

If planning to operate in the WEST sector, aircraft will be cleared VFR to DINGLI RADAR NOT ABOVE 1500 FT.

Note 1: If traffic permits and no delays are expected for IFR departures, ATC may modify the standard clearance before departure.

Note 2: VFR departures cleared to MADLIENA FORT will be notified by ATC when LMD-01 or LMD-06 are active.

Note 3: Requests by VFR to operate in the SOUTH sector with RIU RWY 13 will only be approved by ATC when there are no planned IFR departures.

Note 4: During periods of intensive traffic in the Luqa ATZ, VFR pilots should exercise caution to avoid conflicting with other traffic operating in the visual patterns. Transmissions should be kept to a minimum at all times.

8. RCF procedures for VFR flights operating in the Luqa CTR

8.1 In the event of RCF VFR flights operating in the Luqa CTR are expected to squawk A7600 and to operate as follows:

- If operating in the NORTH sector proceed to orbit over MADLIENA FORT (MF) and await visual signals from the aerodrome control tower.
- If operating in the EAST sector proceed to orbit east of LUQA and await visual signals from the aerodrome control tower.
- If operating in the WEST sector proceed to orbit over DINGLI RADAR (DR) and await visual signals from the aerodrome control tower.
- If operating in the SOUTH sector proceed to orbit over BLUE GROTTTO (BG) and await visual signals from the aerodrome control tower.

8.2 If operating as aerodrome traffic pilots should squawk A7600 and await visual signals from the aerodrome control tower.

8.3 If able pilots should also attempt to contact the aerodrome control tower by cell phone on +356 22 35 53 33.

9. Control of circuit traffic

9.1 **Standard circuit patterns are as follows:**

RWY 31 - LEFT HAND circuit
RWY 13 - RIGHT-HAND circuit
RWY 23 - LEFT-HAND circuit
RWY 05 - RIGHT-HAND circuit

Note 1: Variable direction circuit patterns are applicable for LIGHT aircraft as required by ATC. All the circuit patterns for LIGHT aircraft are considered to be usable when LMD-1/6 is active.

9.2 Due to heavily built-up areas and critical infrastructure to the east of the island non-standard circuit patterns for MEDIUM/HEAVY aircraft are only authorized by ATC when required due to operational reasons.

9.3 Visual circuits for LIGHT aircraft shall be conducted not above 1500 FT. Unless otherwise advised by ATC all circuits for MEDIUM/HEAVY aircraft shall be conducted not above 2000 FT. Visual circuits shall be carried out as indicated in the charts AD 2-LMML-MISC-VC1 - 1 to AD 2-LMML-MISC-VC8 - 1 in order to reduce noise levels over built-up areas unless otherwise instructed by ATC.

9.4 When aircraft operating in the visual circuit are required by ATC to operate outside the Luqa ATZ (e.g. due to an ATC instruction to extend the circuit pattern), traffic information will be provided by ATC on other VFR flights operating in the vicinity, in so far as operationally practical. This includes traffic holding over the end of the VFR arrival routes or on the extended approach of the runway.

- 9.5 Designated circuit holding areas have been established for holding LIGHT aircraft operating in the Luqa ATZ as indicated in AD 2-LMML-MISC-CHA1 - 1. Aircraft instructed by ATC to hold over these areas shall be considered as forming part of the aerodrome traffic circuit. The location and direction of the holding points are prescribed in a way to enable aircraft to join the circuit without delay when ATC clearance is given.
- 9.6 Due to international arrivals and departures and when required by ATC, circuit flights may expect to be transferred to Luqa APP for vectoring into a sequence of arrivals.
- 9.7 VFR circuits on RWY 23/05 may also be allowed subject to the restrictions applicable to crossing circuits.
- 9.8 In order to maintain circuit efficiency and reduce delays to non-circuit traffic a maximum number of three aircraft will normally be allowed by ATC to conduct circuits simultaneously and subject to the restrictions below:
- The maximum number of aircraft conducting VFR circuits on crossing runways is restricted to one per runway irrespective of aircraft category;
 - When the VFR circuits on the crossing runways are active by LIGHT aircraft and a third aircraft requests VFR circuits, all circuit flying will be restricted to the VFR RIU;
 - When two MEDIUM or HEAVY aircraft are conducting VFR circuits, LIGHT aircraft will not be allowed to conduct circuit flights.

10. IFR flights

10.1 Arrival procedures

- 10.1.1 On establishing contact with Luqa APP arriving flights should state their cleared level, type of aircraft and receipt of ARR ATIS information.
- 10.1.2 Aircraft should expect to be radar vectored / directly routed via the appropriate waypoints to an ILS approach procedure for RWY 13/31 or an RNP approach procedure for RWY 13/31/23/05 subject to RIU.
- 10.1.3 Requests for visual approach on RWY 13/23/05 will not be accepted by ATC unless aircraft report unable ILS/RNP approach due to lack of equipment.
- 10.1.4 Requests for a visual approach on RWY 31 are allowed subject to traffic operating in the circuit and the landing sequence. When a visual approach is approved by ATC the pilot should expect an initial clearance to descend not below an altitude of 3000 FT. A follow on instructions to continue the approach below 3000 FT should normally be expected after the aircraft crosses the RWY 23/05 axis.

Note: At crew's request, ATC may be able to approve RNAV Visual Approach for RWY 31.

10.2 Holding

- 10.2.1 When holding is anticipated ATC will clear IFR arrivals to the appropriate published holding fix as follows:

Landing RWY	Holding Fix	Description of Holding Pattern	MNM ALT (FT)
13	OMBER	Inbound track 042 left-hand turns	3000
	NOLER	Inbound track 132 right-hand turns	
	GUDER	Inbound track 222 right-hand turns	
31	TIVOR	Inbound track 042 right-hand turns	3000
	SOFOR	Inbound track 312 right-hand turns	
	KEKOR	Inbound track 222 left-hand turns	
23	MONAM	Inbound track 142 left-hand turns	3000
	EVLAM	Inbound track 232 right-hand turns	
	INTAM	Inbound track 322 right-hand turns	
05	METIM	Inbound track 141 right-hand turns	3000
	VEKIM	Inbound track 051 right-hand turns	
	BEVIM	Inbound track 321 left-hand turns	

Note: Holding may be given by ATC for tactical sequencing.

- 10.2.2 IFR arrivals will normally be issued an Expected Approach Time (EAT) when aircraft are expected to hold for 10 MIN or more (i.e., more than two holding patterns).
- 10.2.3 Arrival flights are given 'Delay not determined' when the landing runway cannot be used for landing and it is not possible to predict when the runway will become available.

10.3 **Departure procedures**

- 10.3.1 The departure clearance will be provided by Luqa GND following a clearance delivery request by the pilot. The clearance will contain the Standard Instrument Departure (SID) to be followed based on the departure runway in use, the initial standard cleared level, a discrete SSR code and CTOT if applicable. Whenever a SID cannot be issued, aircraft will be given a radar departure consisting of the initial track or heading to be followed after take-off and the cleared level.
- 10.3.2 Strict compliance with the issued ATC clearance is necessary at all times. Non-compliance may result in less than standard separation between aircraft. If a flight is unable to comply with issued clearances, the ATC unit concerned should be informed before take-off and an alternative clearance requested.
- 10.3.3 When the pilot intends to take-off from an intersection, the pilot shall notify ATC on requesting start-up clearance. The requirements of the assigned standard instrument departure procedure to be followed must be met at all times.

10.3.4 **Standard Instrument Departure procedures**

- 10.3.4.1 The Standard Instrument Departure procedures applicable to aircraft departing from Luqa aerodrome reflect Noise Preferential Routings. Pilots should not deviate from these procedures and should not request alternative departure routings unless required to do so due to adverse weather.
- 10.3.4.2 Pilots of departing aircraft should climb to the initial cleared level specified in the clearance delivery unless otherwise instructed by ATC.
- 10.3.4.3 On first contact with Luqa APP, pilots of departing aircraft should report:
- a. call sign,
 - b. SID designator,
 - c. current altitude and
 - d. cleared altitude.
- 10.3.4.4 En-route cruising level will be issued after departure by Malta ATC.

LMML AD 2.23 **ADDITIONAL INFORMATION**

1. **Low visibility procedures**

- 1.1 The low visibility procedures detailed below will come into effect at Luqa when the Runway Visual Range (RVR) is observed to be less than 1500 M.
- 1.1.1 **Procedures to be followed when the RVR is less than 1500 M**
- 1.1.1.1 When the RVR is reported to be less than 1500 M:
- a. Runway 13/31 will be the preferential runway;
 - b. only one aircraft will be given taxi instructions at any one time and no taxi instructions will be issued if another aircraft is shortly expected on the runway; and
 - c. vehicular traffic will be restricted to a minimum and will be required to have the beacon switched on.
- 1.1.2 **Additional procedures to be followed when the RVR is less than 800 M**
- 1.1.2.1 When the RVR is reported to be less than 800 M, in addition to the procedures set out in 1.1.1.1, above:
- a. all runways lights will be on maximum power setting and no adjustments to the lighting controls will

be made unless requested by the aircraft commander;

- b. failure of any visual aids will be immediately reported to the pilot; and
- c. maintenance and works personnel will be removed from the runways and taxiways;
- d. a follow-me vehicle will be provided to taxiing aircraft in order to provide guidance in/out of their allocated stand.

1.1.3 Additional procedures to be followed when the RVR is less than 550 M

1.1.3.1 When the RVR is reported to be less than 550 M, in addition to the procedures set out in 1.1.1 and 1.1.2, above:

- a. aircraft arrivals shall not be permitted to land at LMML while aircraft departures shall be permitted to take-off from Runway 13/31 only;
- b. a follow-me vehicle will be provided taxiing aircraft in order to provide guidance in/out of their allocated stand.

1.1.4 Additional procedures to be followed when the RVR is less than 350 M

1.1.4.1 When the RVR is reported to be less than 350 M, LMML shall be temporarily closed for aircraft operations.

2. Minimum level of insurance cover for passenger, baggage, cargo and for third party liability

2.1 General

2.1.1 The minimum level of insurance for aircraft flying within, into, out of, or over the territory of Malta is that established by Regulation (EC) No 785/2004 of the European Parliament and of the Council of 21 April 2004 on insurance requirements for air carriers and aircraft operators. Air carriers and aircraft operators are to be insured in accordance with this Regulation in respect of passengers, baggage, cargo and third parties. The insured risks shall include acts of war, terrorism, hijacking, acts of sabotage, unlawful seizure of aircraft and civil commotion.

2.2 Insurance in respect of liability for passengers, baggage and cargo

2.2.1 For liability in respect of passengers, the minimum insurance cover shall be 250,000 Special Drawing Rights (SDR) per passenger.

2.2.2 For liability in respect of baggage, the minimum insurance cover shall be 1000 SDRs per passenger in commercial operations.

2.2.3 For liability in respect of cargo, the minimum insurance cover shall be 17 SDRs per kilogram in commercial operations.

2.2.4 These liability measures do not apply with respect to flights overflying Malta carried out by non-Community air carriers and by aircraft operators using aircraft registered outside the Community and which do not land or take-off for Malta.

2.3 Insurance in respect of liability for third parties

2.3.1 In respect of liability for third parties, the minimum insurance cover per accident, for each and every aircraft, shall be:

Category	Maximum Take Off Mass (KG)	Minimum Insurance (Million SDRs)
1	<500	0.75
2	<1000	1.5
3	<2700	3
4	<6000	7
5	<12,000	18

Category	Maximum Take Off Mass (KG)	Minimum Insurance (Million SDRs)
6	<25,000	80
7	<50,000	150
8	<200,000	300
9	<500,000	500
10	>500,000	700

2.4 *Production of documentary evidence*

2.4.1 Non-Community air carriers and, when so required, aircraft operators, shall demonstrate compliance with the above-mentioned insurance requirements by providing to the CAD-TM (attention of the Duty Management Officer) with a copy of the insurance certificate or other evidence of valid insurance.

2.4.2 Community air carriers may also, at the discretion of the CAD-TM, be required to submit evidence of valid insurance.

3. *Aircraft involved in fishing operations*

3.1 Operators and owners of aircraft in support of fishing operations in the Mediterranean Sea shall not take-off from, or land at, Luqa aerodrome throughout the month of June.

3.2 Further details may be found in LN122/2002, the Civil Aviation (Restriction of Flying) Regulations, 2002.

4. *Seaplane operations*

4.1 Sea plane operations may not be conducted unless prior approval has been obtained from the CAD-TM.

5. LMML Deviations from Certification Specifications

<i>Deviation Type</i>	<i>Reference</i>	<i>Location</i>	<i>Description</i>
1	2	3	4
Special Condition	TM/CAD/CB/SC/LMML/001/211217	RWY 05	Following landing on Runway 05, visibility along the LDA may be limited to the runway midpoint.
	TM/CAD/CB/SC/LMML/002/211217		Longitudinal slope of the graded portion may exceed the 1.5% requirement.
	TM/CAD/CB/SC/LMML/003/211217		The 2.5% transverse slope requirement may be exceeded in the proximity of Runway 05.
	TM/CAD/CB/SC/LMML/005/211217		Transitional surface to the starboard side marginally breached at the initial 385m of the runway by the airfield fence line and vegetation.
	TM/CAD/CB/SC/LMML/001/211217	RWY 23	Following landing on Runway 23, the last 565m of the LDA may not be visible.
	TM/CAD/CB/SC/LMML/002/211217		Longitudinal slope of the graded portion may exceed the 1.5% requirement.
	TM/CAD/CB/SC/LMML/003/211217		The 2.5% transverse slope requirement may be exceeded in the proximity of Runway 05.
	TM/CAD/CB/SC/LMML/005/211217		Transitional surface to the port side marginally breached at the final 385m of the runway by the airfield fence line and vegetation.
	TM/CAD/CB/SC/LMML/002/211217	RWY 13	Longitudinal slope of the graded portion may exceed the 1.5% requirement.
	TM/CAD/CB/SC/LMML/008/010424		Penetration of the approach surface at the extreme portside edge at approximately 560m from Threshold Runway 13.
	TM/CAD/CB/SC/LMML/009/240624		Penetration to the portside transitional surface at a distance of 305m from Runway 13 centreline.
	TM/CAD/CB/SC/LMML/002/211217	RWY 31	Longitudinal slope of the graded portion may exceed the 1.5% requirement.
	TM/CAD/CB/SC/LMML/009/240624		Penetration to the starboard side transitional surface at a distance of 305m from Runway 31 centreline.
	TM/CAD/CB/SC/LMML/004/211217	TWY L	Taxiway strip transverse slope located short of Holding Point L may exceed the 2.5% requirement.
	TM/CAD/CB/SC/LMML/006/200722	All holding points	'RWY AHEAD' markings provided at all holding points.
	TM/CAD/CB/SC/LMML/ 007/010222	TWY K	Due to topographic limitations, the information markings provided on Taxiways K, L and P are limited to a 2m inscription height.
		TWY L	
		TWY P	

<i>Deviation Type</i>	<i>Reference</i>	<i>Location</i>	<i>Description</i>
1	2	3	4
Deviation Acceptance and Action Document	TM/CAD/CB/DAAD/ LMML/005/211217	RWY 13/31	The operation of stop bars on the runway holding points are not interlocked with the operation of the taxiway centreline lights.
	TM/CAD/CB/DAAD/ LMML/008/211217		Minor deviations to ground lighting chromaticity may be expected.
	TM/CAD/CB/DAAD/ LMML/009/240321		Marginal irregularity present along Runway 13/31 pavement / graded area interface.
	TM/CAD/CB/DAAD/ LMML/011/240321	RWY 23/05	Grading quality and transverse slopes' requirements on the area located between Runway 05 TDZ and Hold Lima are not met.
	TM/CAD/CB/DAAD/ LMML/015/290121		Simple Approach Lighting System for Runway 23/05 limited to 180m. RTILs provided at both thresholds and runway centreline lights available.
	TM/CAD/CB/DAAD/ LMML/012/010222	TWY D	Code E and F aircraft taxiing along Taxiway D may experience reduced main gear clearance from the taxiway edge. Hard shoulder along taxiway edge provided.
	TM/CAD/CB/DAAD/ LMML/014/230319	TWY A	Aircraft holding at Holding Point A and A1 infringe the approach surface to Runway 31 but have no consequence on ICAO PANS-OPS surfaces associated with Runway 13/31.
	TM/CAD/CB/DAAD/ LMML/016/290121	RWY 13	Precision Approach Lighting System for Runway 13 (CAT I) limited to 810m.
	TM/CAD/CB/DAAD/ LMML/018/290121	Aprons 2	Taxiway designators O and O Inner (Apron 2), P Inner (Apron 5) and I (Apron 8) are not compliant.
		Apron 5	
		Apron 8	
Equivalent Level of Safety	TM/CAD/CB/ELoS/ LMML/001/211217	Apron 2	Blue surface markings provided on these aprons and on Taxiway H.
		Apron 3	
		Apron 8 South	
		Apron 9	
		TWY H	

LMML AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart — ICAO	AD 2-LMML-ADC - 1
Aircraft Parking Chart — ICAO (Apron 2)	AD 2-LMML-APDC-APN2 - 1
Aircraft Parking Chart — ICAO (Apron 3)	AD 2-LMML-APDC-APN3 - 1
Aircraft Parking Chart — ICAO (Apron LTM)	AD 2-LMML-APDC-APNLTM - 1
Aircraft Parking Chart — ICAO (Apron 5)	AD 2-LMML-APDC-APN5 - 1
Aircraft Parking Chart — ICAO (Apron 6)	AD 2-LMML-APDC-APN6 - 1
Aircraft Parking Chart — ICAO (Apron 7)	AD 2-LMML-APDC-APN7 - 1
Aircraft Parking Chart — ICAO (Apron 8)	AD 2-LMML-APDC-APN8 - 1
Aircraft Parking Chart — ICAO (Apron 9)	AD 2-LMML-APDC-APN9 - 1
Aircraft Parking Chart — ICAO SAP (LSP / USP APRONS)	AD 2-LMML-APDC-APNSAF - 1
Aircraft Parking Chart — ICAO (Apron EEM)	AD 2-LMML-APDC-APNEEM - 1
Aerodrome Ground Movement Chart — ICAO	AD 2-LMML-AGMC - 1
Aerodrome Obstacle Chart — ICAO Type A (Operating Limitations) RWY 23/05	AD 2-LMML-AOC-A-RWY23-05 - 1
Aerodrome Obstacle Chart — ICAO Type A (Operating Limitations) RWY 13/31	AD 2-LMML-AOC-A-RWY13-31 - 1
Aerodrome Obstacle Chart — ICAO Type B	AD 2-LMML-AOC-B - 1
Precision Approach Terrain Chart — ICAO (RWY 13)	AD 2-LMML-PATC13 - 1
Precision Approach Terrain Chart — ICAO (RWY 31)	AD 2-LMML-PATC31 - 1
Standard Departure Chart — Instrument — ICAO (RWY 05)	AD 2-LMML-SID05 - 1
Standard Departure Chart — Instrument — ICAO (RWY 13)	AD 2-LMML-SID13 - 1
Standard Departure Chart — Instrument — ICAO (RWY 23)	AD 2-LMML-SID23 - 1
Standard Departure Chart — Instrument — ICAO (RWY 31)	AD 2-LMML-SID31 - 1
Instrument Approach Chart — ICAO (ILS OR LOC RWY 13)	AD 2-LMML-IAC ILS13 - 1
Instrument Approach Chart — ICAO (ILS OR LOC RWY 31)	AD 2-LMML-IAC-ILS31 - 1
Instrument Approach Chart — ICAO (RNP RWY 05)	AD 2-LMML-IAC-RNP05 - 1
Instrument Approach Chart — ICAO (RNP RWY 13)	AD 2-LMML-IAC-RNP13 - 1
Instrument Approach Chart — ICAO (RNP RWY 23)	AD 2-LMML-IAC-RNP23 - 1
Instrument Approach Chart — ICAO (RNP RWY 31)	AD 2-LMML-IAC-RNP31 - 1
Areas Requiring Special Attention (ARSA) Chart	AD 2-LMML-MISC-ARSA - 1
ATC Surveillance Minimum Altitude Chart	AD 2-LMML-SMAC - 1
RNAV Visual Approach Chart (RWY 31)	AD 2-LMML-MISC-VAC31 - 1
Luqa Control Zone (CTR)	AD 2-LMML-MISC-CA - 1
Visual Reporting Points (VRP)	AD 2-LMML-MISC-VRP - 1
Standard VFR Arrival Routes	AD 2-LMML-MISC-SVA - 1
Standard VFR Departure Routes	AD 2-LMML-MISC-SVD - 1
Circuit Holding Areas in the Luqa ATZ for LIGHT aircraft	AD 2-LMML-MISC-CHA1 - 1
Grand harbour (GH) Circuit Holding Area	AD 2-LMML-MISC-CHA2 - 1
Temples (TP) Circuit Holding Area	AD 2-LMML-MISC-CHA3 - 1
Visual Circuit RWY 05 for LIGHT aircraft	AD 2-LMML-MISC-VC1 - 1
Visual Circuit RWY 13 for LIGHT aircraft	AD 2-LMML-MISC-VC2 - 1
Visual Circuit RWY 13 for LIGHT aircraft - low-level circuit	AD 2-LMML-MISC-VC3 - 1
Standard Right-Hand Visual Circuit RWY 13 for MEDIUM/HEAVY aircraft	AD 2-LMML-MISC-VC4 - 1
Visual Circuit RWY 23 for LIGHT aircraft	AD 2-LMML-MISC-VC5 - 1
Visual Circuit RWY 31 for LIGHT aircraft	AD 2-LMML-MISC-VC6 - 1
Visual Circuit RWY 31 for LIGHT aircraft - low-level circuit	AD 2-LMML-MISC-VC7 - 1
Standard Left-Hand Visual Circuit RWY 31 for MEDIUM/HEAVY aircraft	AD 2-LMML-MISC-VC8 - 1

THIS PAGE INTENTIONALLY LEFT BLANK