General Info
Malta, MLT
N 35° 51.4’ E 14° 28.6’ Mag Var: 1.3°E
Elevation: 300’
Public, Control Tower, IFR, No Fee, Rotating Beacon, No Customs
Fuel: 100LL, Jet A-1
Time Zone Info: GMT+1:00 uses DST

Runway Info
Runway 06-24  7799’ x 148’ asphalt
Runway 14-32 11627’ x 197’ asphalt

Runway 06  (56.0°M)  TDZE 297’
  Lights: Edge, ALS
  Right Traffic
Runway 14  (135.0°M) TDZE 256’
  Lights: Edge, ALS, Centerline
  Right Traffic
Runway 24  (236.0°M) TDZE 247’
  Lights: Edge, ALS
Runway 32  (315.0°M) TDZE 230’
  Lights: Edge, ALS, Centerline
  Displaced Threshold Distance 620’
  Stopway Distance 656’

Communications Info
ATIS 127.4
Luqa Tower 135.1
Luqa Tower 133.9 Secondary
Luqa Tower 284.50
Luqa Apron Ramp/Taxi Control 133.9 Secondary
Luqa Apron Ramp/Taxi Control 121.825
Luqa Apron Ramp/Taxi Control 284.50 Military
Luqa Approach Control 128.15
Luqa Approach Control 118.35 Secondary
Luqa Approach Control 284.50 Military
Luqa Radar 128.15
Luqa Radar 118.35 Secondary
Luqa Radar 284.50 Military

Notebook Info
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 KG 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.

1.5. TAXI PROCEDURES

Follow-me car required at NIGHT in Apron 5 and TWY P.

Taxi from stand 1 thru 5 MAX wingspan 183'/56m.

TWY K MAX wingspan 183'/56m.

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.

Taxi from stand 1 thru 8, apply a minimum of 55° nose-gear angle on power turn-out to ensure windtipe clearance.

Access to stands 18X and 21X only via Taxi Lane X.

Stand H1 available for helicopters.

1.6. PARKING INFORMATION

On Apron 2, use caution to reduce the effects of jet blast.

On Apron 4, use caution to reduce wind shear.

On Apron 9, apply a minimum of 55° nose-gear angle on power turn-out to ensure windtipe clearances.

Access to stands 18X and 21X only via Taxi Lane 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 completely visible from Control Tower.
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
- 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 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
RWY 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. ACFT will instruct ACFT to backtrack or vacate the RWY via
RWY G.
ACFT assigned to Apron 1 thru Apron 4 or Apron 7 should plan to vacate via
RWY H.

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
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 instrument 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 B, 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.

3300'
- Accelerate smoothly to en-route climb speed with flap
retraction on schedule.

3.2.2. 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.

3.2.3. 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 instrument approach procedure to land on RWY 32. If landing on
RWY 32 is not possible, continue visually to land on RWY 24.
For the purpose of vectoring within the final approach area, the minimum vectoring altitudes shall be:

a) 1900’ on the final approach track of RWYs 06 and 14.
b) 1800’ on the final approach track of RWYs 24 and 32.

Climb to the applicable MSA and continue approach either visually or in accordance with the radio communication failure procedures in flight manual.

Initial climb clearance 5000’, maintain unless directed otherwise by ATC.
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 LQ 1.6 DME, turn LEFT, 305° track until LQ 8 DME, turn LEFT to MLT, 101° bearing to GODAK.
GODAK 2B | 14 | To LQ 1.6 DME, turn RIGHT, 180° track until passing GZO R-145, turn RIGHT, intercept GZO R-155 inbound to GZO.
GODAK 3D | 32 | To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn LEFT to GODAK.
GODAK 2C | 14 | To LQ 1.6 DME, turn RIGHT, 315° track, intercept GZO R-175 inbound to GZO.
GODAK 3B | 14 | To LQ 1.6 DME, turn RIGHT, 235° track until passing GZO R-146, turn RIGHT, intercept GZO R-155 inbound to GZO.
GODAK 2A | 06 | To LQ 5 DME, turn LEFT, 305° track, intercept GZO R-095 inbound to GZO.
GODAK 3A | 06 | To LQ 5 DME, turn LEFT, 305° track, intercept GZO R-095 inbound to GZO.
GODAK 2B | 14 | To LQ 1.6 DME, turn RIGHT, 235° track until passing GZO R-146, turn RIGHT, intercept GZO R-155 inbound to GZO.
GODAK 3C | 24 | To LQ 5 DME, turn RIGHT, 315° track, intercept GZO R-175 inbound to GZO.
GODAK 3D | 32 | To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn LEFT to GODAK.
GODAK 2C | 14 | To LQ 1.6 DME, turn RIGHT, 180° track until passing GZO R-145, turn RIGHT, intercept GZO R-155 inbound to GZO.
GODAK 3B | 14 | To LQ 1.6 DME, turn RIGHT, 180° track until passing GZO R-145, turn RIGHT, intercept GZO R-155 inbound to GZO.
GODAK 2A | 06 | To LQ 5 DME, turn LEFT, 305° track, intercept GZO R-095 inbound to GZO.
GODAK 3A | 06 | To LQ 5 DME, turn LEFT, 305° track, intercept GZO R-095 inbound to GZO.
GODAK 2B | 14 | To LQ 1.6 DME, turn RIGHT, 180° track until passing GZO R-145, turn RIGHT, intercept GZO R-155 inbound to GZO.
GODAK 3C | 24 | To LQ 5 DME, turn RIGHT, 315° track, intercept GZO R-175 inbound to GZO.
GODAK 3D | 32 | To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn LEFT to GODAK.

Changess: Crossing initial turn.
Initial climb clearance 5000', maintain unless directed otherwise by ATC.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
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</thead>
<tbody>
<tr>
<td>SUDIK 2A</td>
<td>06</td>
<td>To LQ 5 DME, turn RIGHT, 210° track, intercept GOZO R-161 to SUDIK.</td>
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<tr>
<td>SUDIK 2B</td>
<td>14</td>
<td>To LQ 1.6 DME, turn RIGHT, 200° track, intercept GOZO R-161 to SUDIK.</td>
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<tr>
<td>SUDIK 2C</td>
<td>24</td>
<td>To LQ 5 DME, turn LEFT, 175° track, intercept GOZO R-161 to SUDIK.</td>
</tr>
<tr>
<td>SUDIK 2D</td>
<td>32</td>
<td>To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn LEFT, 180° track, intercept GOZO R-161 to SUDIK.</td>
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</tbody>
</table>

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

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

**RWY 06:**
- From rwy head 7799' (2377m)
- twy P int 5184' (1580m)
- twy Y int 6234' (1900m)
- twy R int 2198' (670m)
- twy Q int 5249' (1600m)

**RWY 24:**
- From rwy head 7799' (2377m)
- twy RCLM (DAY only) 250m
- twy RCLM (DAY only) 300m
- twy RCLM (DAY only) 400m
- twy RCLM (DAY only) 500m

**RL & CL**

**RCLM (DAY only)**

**RCLM (DAY only)**

**RCLM (DAY only)**

**RCLM (DAY only)**

**TAKE-OFF RUN AVAILABLE**

**RWY 14:**
- From rwy head 11,627' (3544m)
- twy P int 8199' (2499m)
- twy E int 6550' (2088m)

**RWY 32:**
- From rwy head 11,007' (3355m)
- twy F int 7799' (2377m)
- twy Q int 5184' (1580m)

**RUNWAY INCURSION “HOT SPOTS”**

- Confusing twy crossing. Vehicular route closed for act.
- Confusing twy & rwy crossing.
- Confusing twy entry. Acft and vehicles to request ATC clearance.
- Confusing twy entry. Vehicular road closed to act.

**ADDITIONAL RUNWAY INFORMATION**

- **RWY**
  - **HRL (ft)**
  - **HALS**
  - **PAPI (angle 3.00°)**

- **TAKE-OFF WIDTH**

**WIDTHTAKE-OFFGlide Slope**

- **RWY**
  - **Threshold**
  - **Glide Slope**
  - **TAKE-OFF WIDTH**

**INS COORDINATES**

<table>
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<th>COORDINATES</th>
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<tr>
<td>1 thru 12</td>
<td>N35 51.6</td>
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<td>N35 51.2</td>
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<td>E014 28.8</td>
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<tr>
<td>H1</td>
<td>N35 51.6</td>
<td></td>
<td>E014 28.6</td>
</tr>
</tbody>
</table>

**JAR-OPS.**

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

**CHANGES:** None.

**LMML/MLA**

**MALTA, MALTA**

**LUQA**

**CHANGES:** Notes transferred to 10-1P pages.

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**JEPPESEN**

**JeppView 3.5.2.0**

**TAKE-OFF**

**A**

**B**

**C**

**D**

**RCLM (DAY only)**

**250m**

**300m**

**400m**

**500m**

**HANGAR 1**

**CARGO TERMINAL**

**APRON 8**

**APRON 7**

**APRON 2**

**APRON 1**

**APRON 3**

**APRON 4**

**APRON 5**

**APRON 6**

**APRON 1**

**APRON 2**

**APRON 3**

**APRON 4**

**APRON 5**

**APRON 6**

**APRON 7**

**APRON 8**

**CARGO TERMINAL**

**APRON 1**

**APRON 2**

**APRON 3**

**APRON 4**

**APRON 5**

**APRON 6**

**APRON 7**

**APRON 8**

**CARGO TERMINAL**

**APRON 1**

**APRON 2**

**APRON 3**

**APRON 4**

**APRON 5**

**APRON 6**

**APRON 7**

**APRON 8**

**CARGO TERMINAL**

**APRON 1**

**APRON 2**

**APRON 3**

**APRON 4**

**APRON 5**

**APRON 6**

**APRON 7**

**APRON 8**

**CARGO TERMINAL**

**APRON 1**

**APRON 2**

**APRON 3**

**APRON 4**

**APRON 5**

**APRON 6**

**APRON 7**

**APRON 8**

**RUNWAY INCURSION “HOT SPOTS”**

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