Airport Information

Details for LUQA	
City	MALTA
State/Province	
Country	MLT
Latitude	N 35° 51' 27.15"
Longitude	E 14° 28' 38.78"
Elevation	300
Longest Runway	11600
Magnetic Variance	E 2.0°
Fuel Type	100 Low Lead (LL) octane fuel is available JET A-1 fuel is available
Oxygen	Oxygen facilities are unavailable.
Repair Facility	Minor airframe repairs are available. Minor engine repairs are available.
Landing Fee	There is a landing fee.
Jet Start Unit	A starting unit is not available at the airport.
Precision Approach	Availability is Unknown.
Beacon Light	A beacon light is available.
Customs Facilities	Customs are available without restriction
Usage Type	Airport/Heliport is open to the public.
Time Zone Conversion	-1:00=UTC
Daylight Savings	Airport observes daylight savings time
Change Notices Available	none

1. GENERAL

1.1. ATIS

ATIS 127.4

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are applicable to all ACFT with a MTOW of more than 5700 KGS and may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.

1.2.2. RUNWAY USAGE

Due to noise abatement and noise distribution, ATC will select RWY 13 as the main RWY for landings and take-offs between 1800-0600LT and RWY 31 between 0600-1800LT.

1.3. TAXI PROCEDURES

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.
Taxilane M MAX wingspan 171'/52m.
TWY B and Taxilane I from stand 1 thru 5, K and TWY P MAX wingspan 118'/36m.
TWY K between holding position K and THR 23 MAX wingspan 95'/29m and may be used with CAUTION by ACFT with wingspan of 79'/24m and above.
Taxilane N and TWY Q between holding position Q1 and Apron 7 MAX wingspan 79'/24m.
TWY B between holding position B and SAFI Apron towing required.
Follow-me car required at NIGHT in Apron 5 and TWY P.
Follow-me car will be provided to ACFT taxiing to stands 18X and 21X on Apron 9.
Follow-me car will be provided to code D ACFT entering Apron 4.

1.4. PARKING INFORMATION

On Apron 2, push-back mandatory. Self-manoeuvring allowed when adjacent stands vacant.
On Apron 4, use CAUTION to reduce the effects of jet blast.
On Apron 8, stands to be used with marshaller guidance. Apply MIM 55° nose-gear angle on power turn-out from all stands.
On Apron 3 and 9 all stands and on Apron LTM stand 1, to be used with marshaller guidance.
On Apron 9 stands 1 thru 8, apply MIM 55° nose-gear angle on power turn-out to maintain wingtip clearances.
Access to stands 18X and 21X only via Taxilane X.
Stands 1H and H1 available for helicopters.

1.5. RWY OPERATIONS

1.5.1. PREFERENTIAL RWY SYSTEM (PRS)

RWY in USE (RIU) for IFR is RWY 31 from 0600LT to 1800 LT and RWY 13 from 1800LT to 0600LT.
RWY 05/23 used for VFR fights.
The PRS ist not applicalble when:
- tailwind component for the selected RIU consistently exeeds 5 KT in dry conditions.
- tailwind component for the selected RIU consistently exeeds 5 KT including gusts in wet conditions.
- ILS and/or DME is not available for the selected RIU, though still available for the reciprocal RWY.

1. GENERAL

- crosswind component consistently exceeds 25 KT in dry conditions or 15 KT in wet conditions, RWY 05/23 shall be declared as RIU, with RWY 13/31. When ceiling is less than 2000' or visibility is less than 5000m, RWY 13/31 shall be declared as RIU with RWY 05/23 as departure RIU. ACFT unable to use RWY 05/23 due to instrument APCH, RWY or associated TWY limitations, will be vectored by ATC for RWY 13/31.
- wind shear has been reported or forecast or when thunderstorms are expected to affect the APCH.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

First 1969'/600m of RWY 05 not completely visible from Control Tower.

ACFT performing idle runs on LTM Apron shall be aligned along the blue centerline and nose gear markings provided to maintain wingtip clearances.

Engine ground run-ups above idle power are prohibited 2300LT - 0600LT unless exceptional overriding operational requirements exist. At all other times, ground running is to be kept to the minimum consistent with operational needs.

1.6.1. Control of circuit traffic

Standard circuit patterns are:

RWY 05: Right hand circuit.
RWY 13: Right hand circuit.
RWY 23: Left hand circuit.
RWY 31: Left hand circuit.

For Code A and B ACFT variable circuit patterns are applicable as required by ATC.
All circuits for Code A and B ACFT shall not be conducted above 1500'.
Due to heavily build-up areas and critical infrastructure to the East of the island non-standard circuit patterns for Code C, D, E and F ACFT are only authorized by ATC when required due to operational reasons. Unless otherwise advised by ATC, all circuits for Code C, D, E and F shall be conducted not above 2000'.

Circuit fligths may be transferred to Luqa APCH for vectoring into a sequence of arrivals.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

When vectoring ACFT to the ILS on RWY 13, ATC will normally clear arriving ACFT to intercept GP at 3000'. Pilots should not request to intercept GP at an altitude less than 3000' unless required for operational reasons.
ACFT using the ILS shall, unless otherwise instructed by ATC:
- leave initial approach fix at 210 KT ± 10 KT, maintain until 9 NM from touchdown (unless higher IAS is required for control purposes);
- reduce to 160 KT ± 10 KT using an intermediate flap setting with landing gear retracted;
- intercept GP not lower than prescribed GP interception altitude;
- lower landing gear, set flaps for landing and establish final approach speed between 4 NM and 5 NM from touchdown.

ACFT approaching without ILS shall, while maintaining as high an altitude as practicable:
- follow a descent path which will not result in its being, at any time, lower than the approach path which would be followed by an ACFT using the ILS GP;
- fly as much as possible over the sea if executing a visual approach for RWY 31.

2. ARRIVAL

2.2. RWY OPERATIONS

2.2.1. RWY VACATION PROCEDURES

Unless otherwise instructed by ATC, pilots should plan to vacate the RWY after landing at the appropriate exit TWYs as follows:

RWY 05: MEDIUM ACFT via TWY J.
RWY 13: MEDIUM ACFT via TWY C or D. HEAVY ACFT via TWY C or D or due to a long landing roll, vacate via TWY A.
RWY 23: MEDIUM ACFT via TWY L.
RWY 31: MEDIUM ACFT via TWY E or F. HEAVY ACFT via TWY E or F due to a long landing roll, vacate via TWY G.
ACFT assigned to Apron 1 or Apron 8 should plan to vacate via TWY G.
ACFT assigned to Apron 2 thru Apron 7 or Apron LTM should plan to vacate via TWY Y.

2.3. OTHER INFORMATION

2.3.1. GENERAL

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

2.3.2. ARRIVAL PROCEDURES

ACFT should expect to be radar vectored to a instrument APCH to the landing RWY in use (RIU) RWY 13/31 or to visual APCH on RWY 05/23.
Requests for a visual APCH on RWY 31 are allowed subject to traffic operation in the circuit and the landing sequence. When a visual APCH is approved by ATC, the pilot should expect a initial clearance to descend not below 3000'. Follow instruction to continue the APCH below 3000' should normally be expected after the ACFT crosses RWY 05/23 axis.

2.3.3. HOLDING

When Holding is anticipated, ATC will clear IFR arrivals as follows:

RWY	Navaid/Waypoint	Clearance limit
RWY 05	GZO	Clearance limit to expect radar vectors for visual APCH.
RWY 13	GZO	Clearance limit to expect ILS or NDB APCH.
RWY 23	GZO	Clearance limit to expect radar vectors for visual APCH.
RWY 31	OLBIX	Clearance limit to expect ILS APCH.
RWY 31	MLT	Clearance limit to expect NDB APCH.

3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

All flights should request clearance delivery with Ground Movement Control (GMC) prior to requesting start-up clearance.

All ACFT should request start-up clearance from GMC. 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.

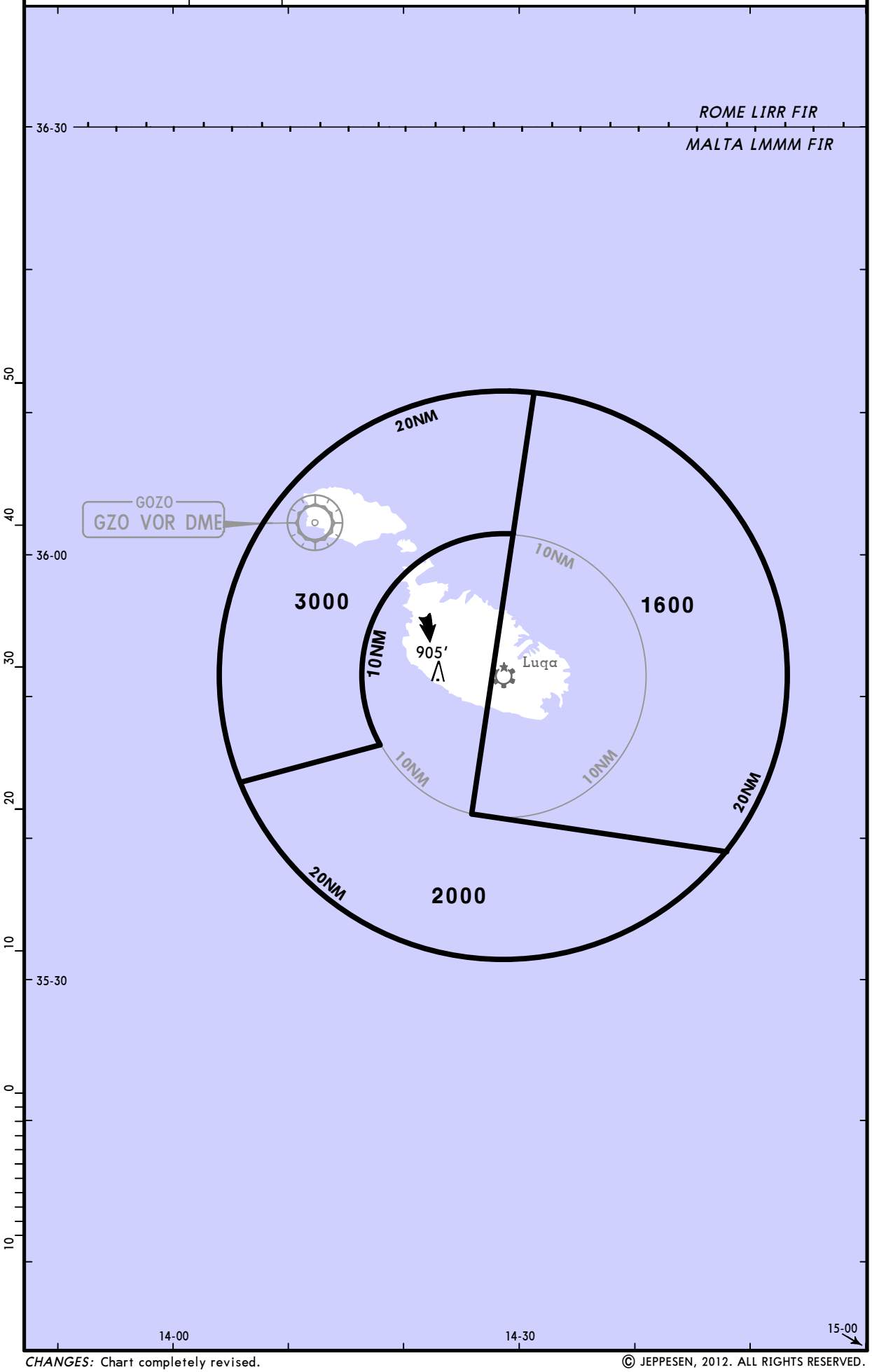
On Apron 8, use CAUTION to reduce effect of jet blast when taxiing out of apron.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

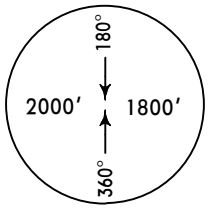
Take-off to 1800'	Take-off power Take-off flaps Climb at V_2 + 10 KT to 20 KT (or as limited by body angle).
At 1800'	Reduce thrust to not less than climb power/thrust.
1800' - 3300'	Climb at V_2 + 10 KT to 20 KT.
At 3300'	Accelerate smoothly to en-route climb speed with flap retraction on schedule.

LUQA Radar (APP)	Apt Elev	
128.15	300′	Alt Set: hPa Trans level: FL70 Trans alt: 5000′

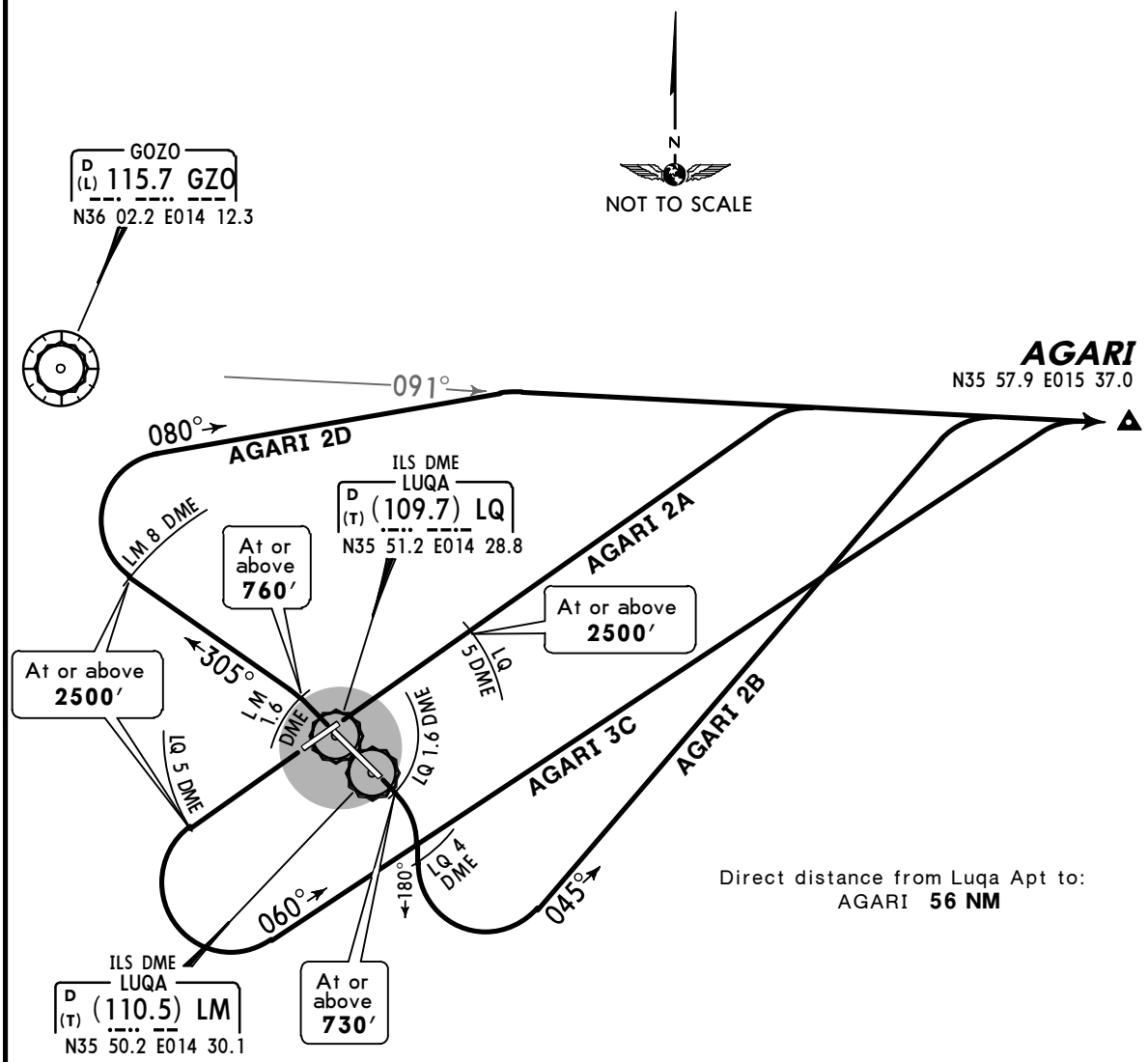


CHANGES: Chart completely revised.

LUQA Radar	Apt Elev	
128.15	300′	Trans level: FL70 Trans alt: 5000′ 1. After passing 2000′ on assigned SID, contact LUQA Radar. On first contact, report call-sign, assigned SID, current altitude and assigned altitude. 2. If unable to conform to the published altitude restrictions, inform ATC prior to departure. 3. SIDs include noise abatement routings.



AGARI 2A *[AGAR2A]*, AGARI 2B *[AGAR2B]* AGARI 3C *[AGAR3C]*, AGARI 2D *[AGAR2D]* RWYS 05, 13, 23, 31 DEPARTURES



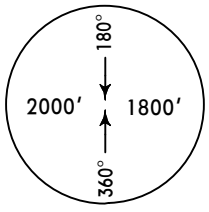
Direct distance from Luqa Apt to:
AGARI **56 NM**

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

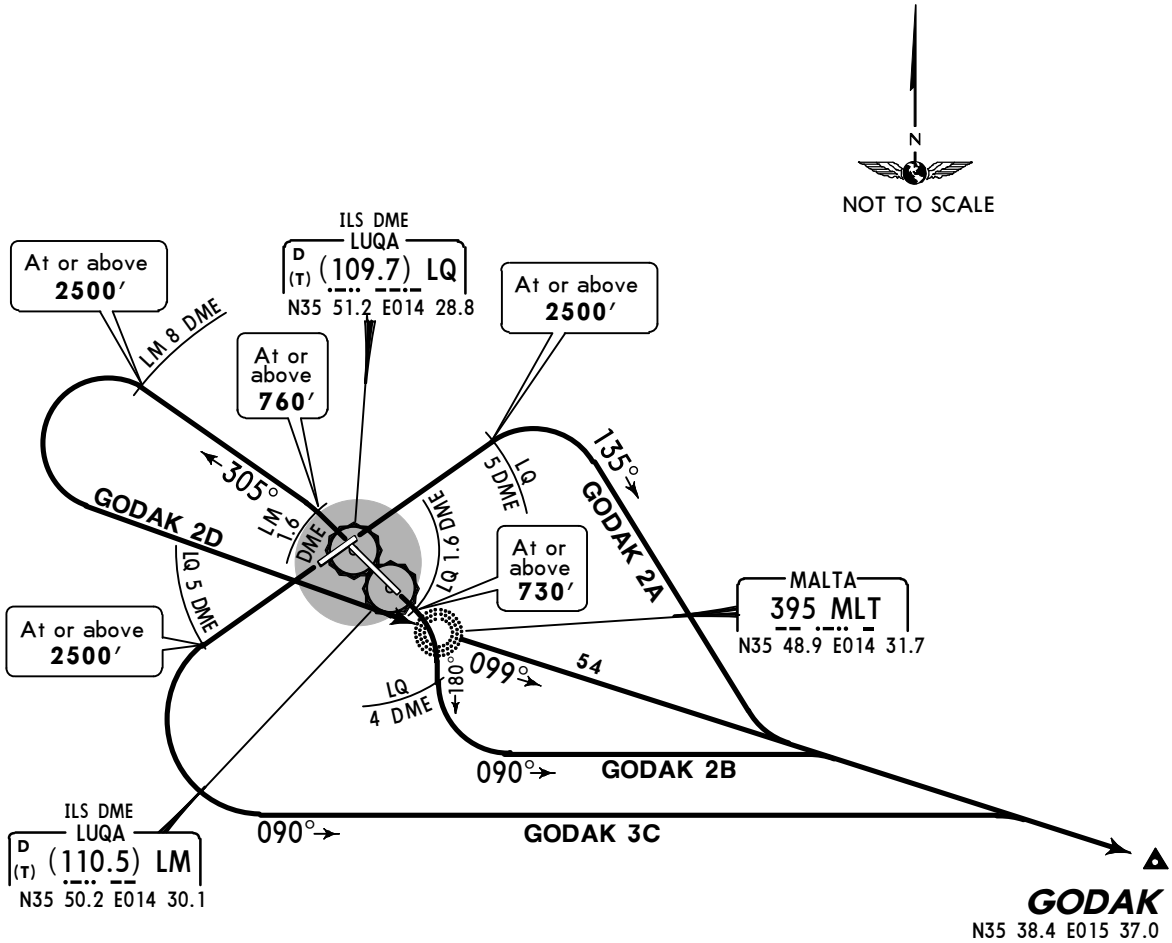
SID	RWY	ROUTING
AGARI 2A	**05**	Straight ahead, intercept GZO R-091 to AGARI.
AGARI 2B	**13**	To LQ 1.6 DME, turn RIGHT, 180° track until LQ 4 DME, turn LEFT, 045° track, intercept GZO R-091 to AGARI.
AGARI 3C	**23**	To LQ 5 DME, turn LEFT, 060° track, intercept GZO R-091 to AGARI.
AGARI 2D	**31**	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn RIGHT, 080° track, intercept GZO R-091 to AGARI.

CHANGES: MSA.

LUQA Radar	Apt Elev	
128.15	300′	Trans level: FL70 Trans alt: 5000′ 1. After passing 2000′ on assigned SID, contact LUQA Radar. On first contact, report call-sign, assigned SID, current altitude and assigned altitude. 2. If unable to conform to the published altitude restrictions, inform ATC prior to departure. 3. SIDs include noise abatement routings.



GODAK 2A *[GODA2A]*, GODAK 2B *[GODA2B]* GODAK 3C *[GODA3C]*, GODAK 2D *[GODA2D]* RWYS 05, 13, 23, 31 DEPARTURES



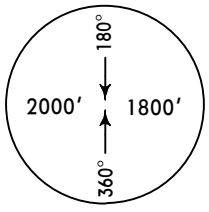
Direct distance from Luqa Apt to:
GODAK **57 NM**

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

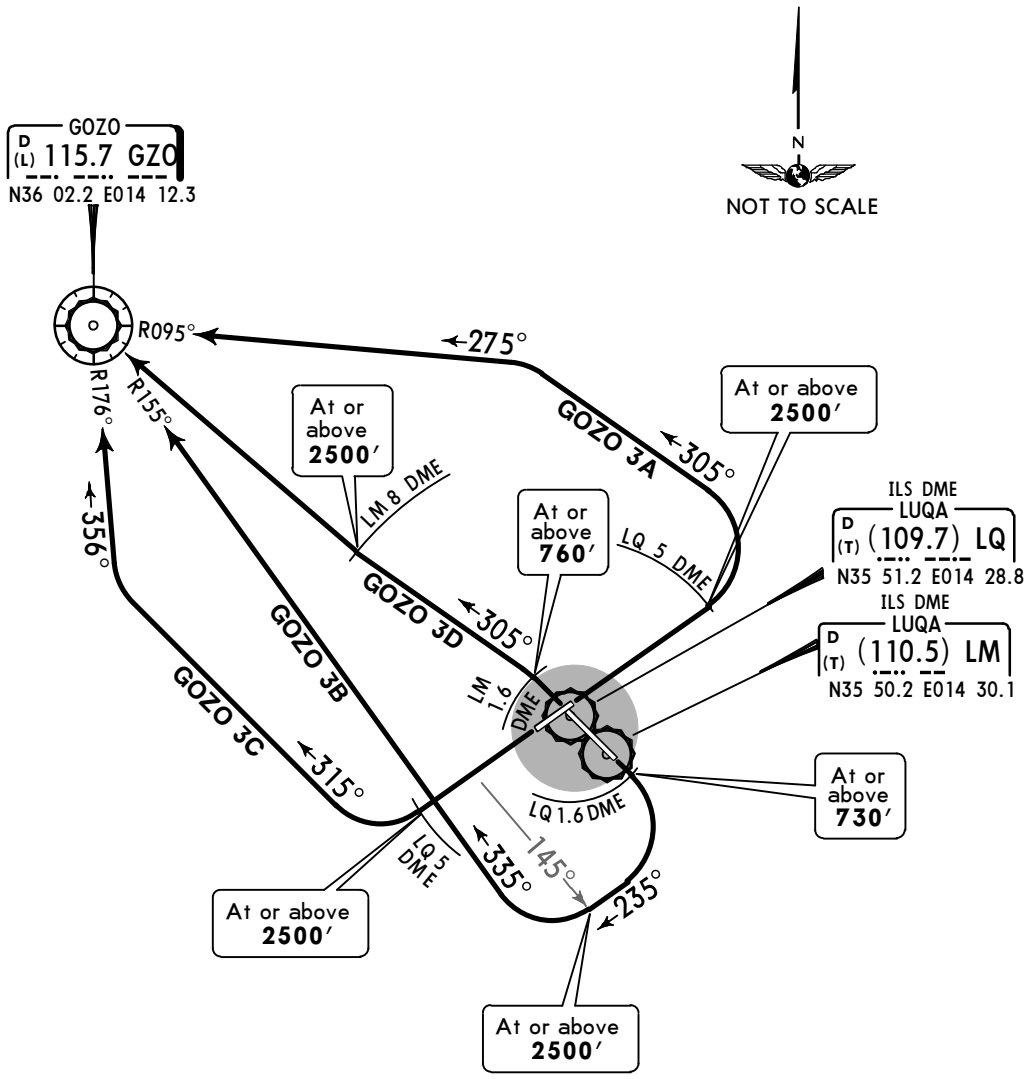
SID	RWY	ROUTING
GODAK 2A	**05**	To LQ 5 DME, turn RIGHT, 135° track, intercept 099° bearing from MLT to GODAK.
GODAK 2B	**13**	To LQ 1.6 DME, turn RIGHT, 180° track until LQ 4 DME, turn LEFT, 090° track, intercept 099° bearing from MLT to GODAK.
GODAK 3C	**23**	To LQ 5 DME, turn LEFT, 090° track, intercept 099° bearing from MLT to GODAK.
GODAK 2D	**31**	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn LEFT to MLT, 099° bearing to GODAK.

CHANGES: MSA.

LUQA Radar	Apt Elev	
128.15	300′	Trans level: FL70 Trans alt: 5000′ 1. After passing 2000′ on assigned SID, contact LUQA Radar. On first contact, report call-sign, assigned SID, current altitude and assigned altitude. 2. If unable to conform to the published altitude restrictions, inform ATC prior to departure. 3. SIDs include noise abatement routings.



GOZO 3A (GZO 3A), GOZO 3B (GZO 3B) GOZO 3C (GZO 3C), GOZO 3D (GZO 3D) RWYS 05, 13, 23, 31 DEPARTURES



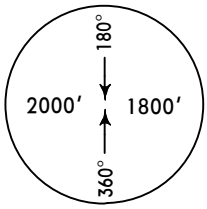
Direct distance from Luqa Apt to:
GZO **17 NM**

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

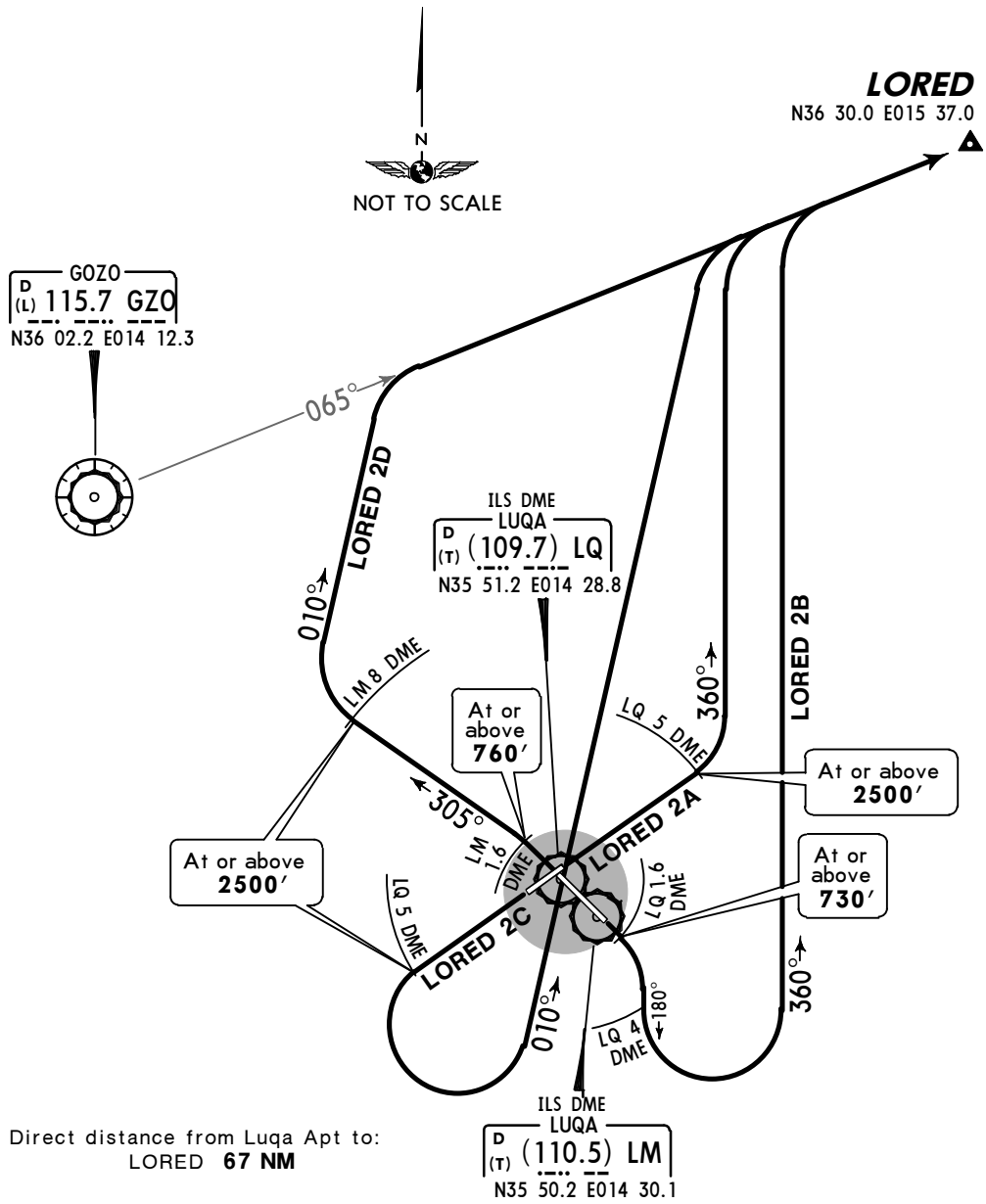
SID	RWY	ROUTING
GOZO 3A	**05**	To LQ 5 DME, turn LEFT, 305° track, intercept GZO R-095 inbound to GZO.
GOZO 3B	**13**	To LQ 1.6 DME, turn RIGHT, 235° track until passing GZO R-145, turn RIGHT, intercept GZO R-155 inbound to GZO.
GOZO 3C	**23**	To LQ 5 DME, turn RIGHT, 315° track, intercept GZO R-176 inbound to GZO.
GOZO 3D	**31**	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn RIGHT to GZO.

CHANGES: MSA.

LUQA Radar	Apt Elev	
128.15	300′	Trans level: FL70 Trans alt: 5000′ 1. After passing 2000′ on assigned SID, contact LUQA Radar. On first contact, report call-sign, assigned SID, current altitude and assigned altitude. 2. If unable to conform to the published altitude restrictions, inform ATC prior to departure. 3. SIDs include noise abatement routings.



LORED 2A *[LORE2A]*, LORED 2B *[LORE2B]* LORED 2C *[LORE2C]*, LORED 2D *[LORE2D]* RWYS 05, 13, 23, 31 DEPARTURES



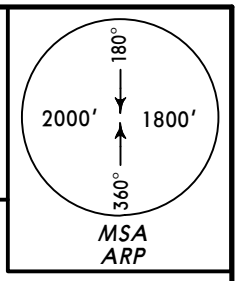
Direct distance from Luqa Apt to:
LORED **67 NM**

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

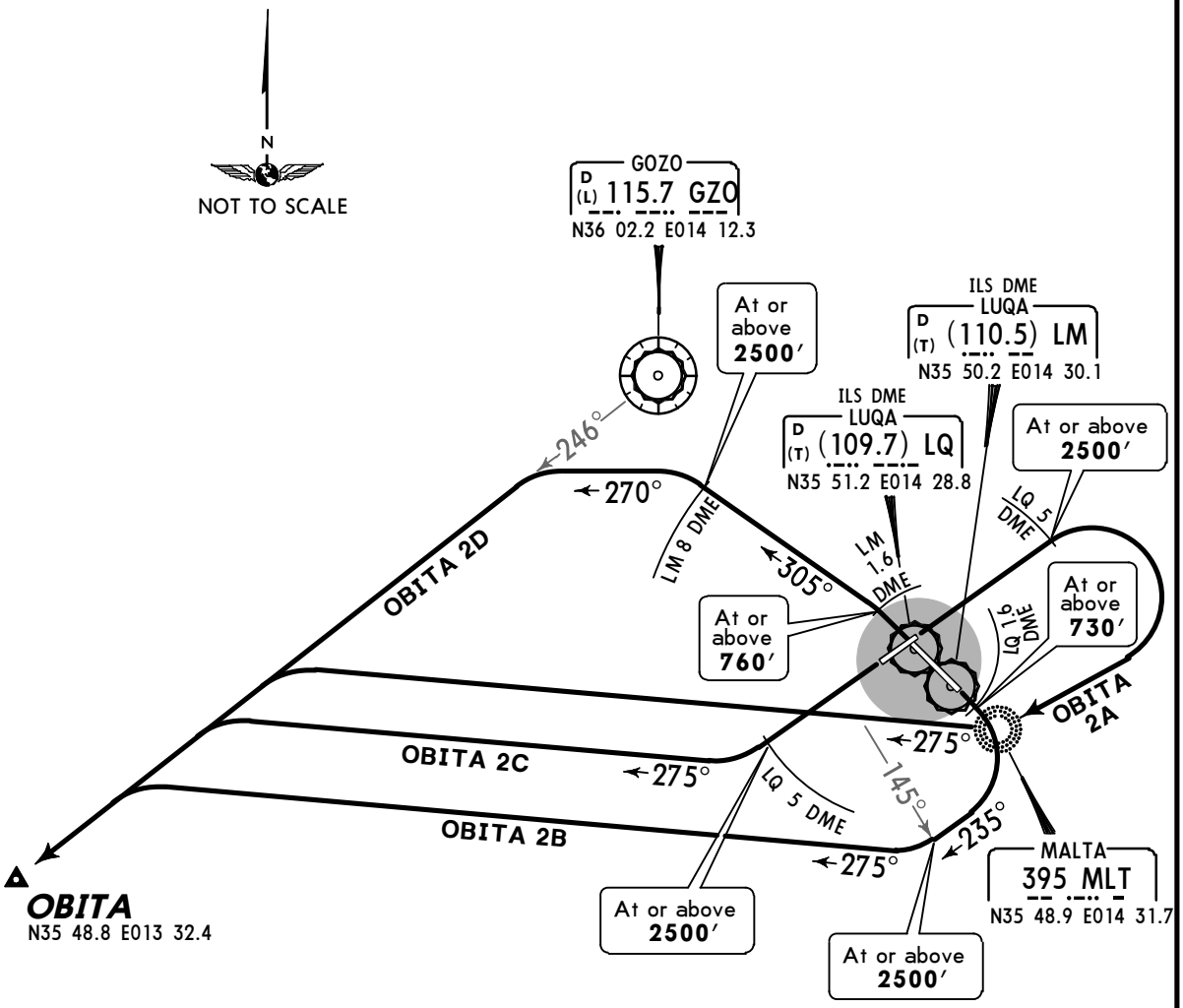
SID	RWY	ROUTING
LORED 2A	**05**	To LQ 5 DME, turn LEFT, 360° track, intercept GZO R-065 to LORED.
LORED 2B	**13**	To LQ 1.6 DME, turn RIGHT, 180° track until LQ 4 DME, turn LEFT, 360° track, intercept GZO R-065 to LORED.
LORED 2C	**23**	To LQ 5 DME, turn LEFT, 010° track, intercept GZO R-065 to LORED.
LORED 2D	**31**	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn RIGHT, 010° track, intercept GZO R-065 to LORED.

CHANGES: MSA.

LUQA Radar	Apt Elev	
128.15	300′	Trans level: FL70 Trans alt: 5000′ 1. After passing 2000′ on assigned SID, contact LUQA Radar. On first contact, report call-sign, assigned SID, current altitude and assigned altitude. 2. If unable to conform to the published altitude restrictions, inform ATC prior to departure. 3. SIDs include noise abatement routings.



OBITA 2A *[OBIT2A]*, OBITA 2B *[OBIT2B]* OBITA 2C *[OBIT2C]*, OBITA 2D *[OBIT2D]* RWYS 05, 13, 23, 31 DEPARTURES



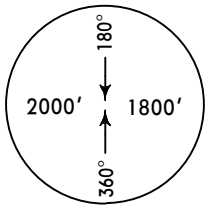
Direct distance from Luqa Apt to:
OBITA **46 NM**

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

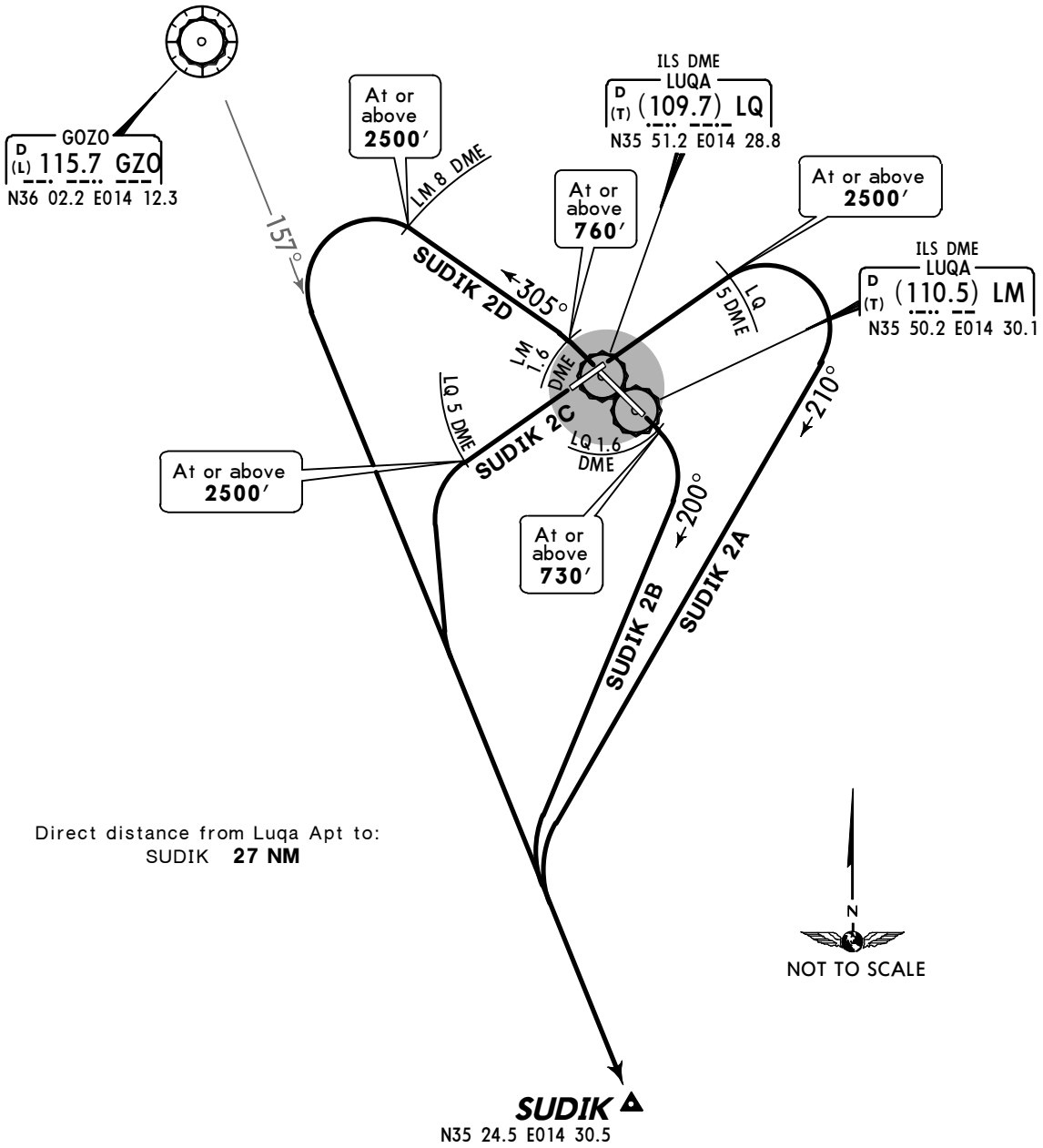
SID	RWY	ROUTING
OBITA 2A	**05**	To LQ 5 DME, turn RIGHT to MLT, 275° bearing, intercept GZO R-246 to OBITA.
OBITA 2B	**13**	To LQ 1.6 DME, turn RIGHT, 235° track until passing GZO R-145, turn RIGHT, 275° track, intercept GZO R-246 to OBITA.
OBITA 2C	**23**	To LQ 5 DME, turn RIGHT, 275° track, intercept GZO R-246 to OBITA.
OBITA 2D	**31**	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn LEFT, 270° track, intercept GZO R-246 to OBITA.

CHANGES: MSA.

LUQA Radar	Apt Elev	
128.15	300′	Trans level: FL70 Trans alt: 5000′ 1. After passing 2000′ on assigned SID, contact LUQA Radar. On first contact, report call-sign, assigned SID, current altitude and assigned altitude. 2. If unable to conform to the published altitude restrictions, inform ATC prior to departure. 3. SIDs include noise abatement routings.



SUDIK 2A *[SUDI2A]*, SUDIK 2B *[SUDI2B]* SUDIK 2C *[SUDI2C]*, SUDIK 2D *[SUDI2D]* RWYS 05, 13, 23, 31 DEPARTURES



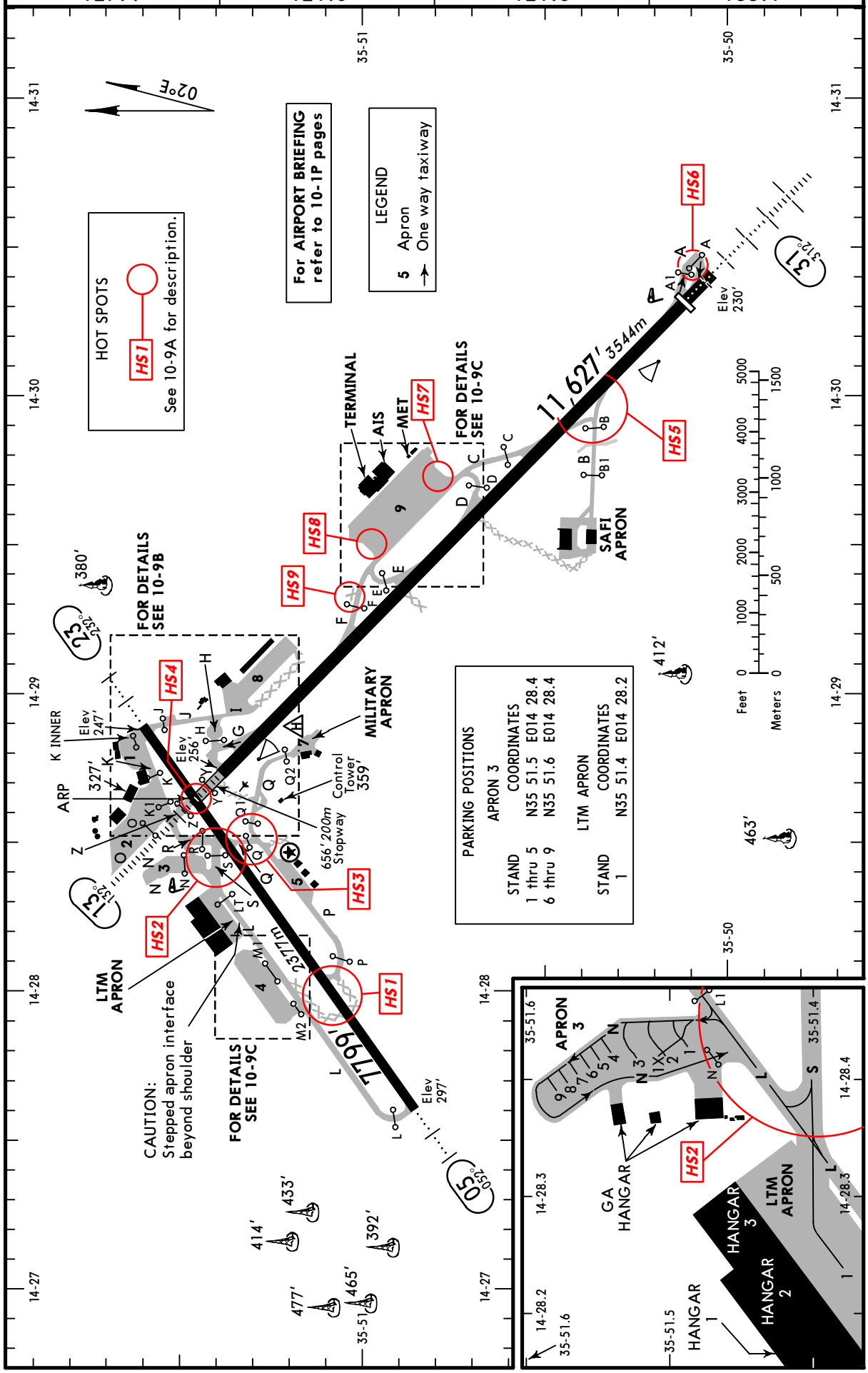
Direct distance from Luqa Apt to:
SUDIK **27 NM**

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

SID	RWY	ROUTING
SUDIK 2A	**05**	To LQ 5 DME, turn RIGHT, 210° track, intercept GZO R-157 to SUDIK.
SUDIK 2B	**13**	To LQ 1.6 DME, turn RIGHT, 200° track, intercept GZO R-157 to SUDIK.
SUDIK 2C	**23**	To LQ 5 DME, turn LEFT, intercept GZO R-157 to SUDIK.
SUDIK 2D	**31**	To LM 1.6 DME, turn LEFT, 305° track until LM 8 DME, turn LEFT, intercept GZO R-157 to SUDIK.

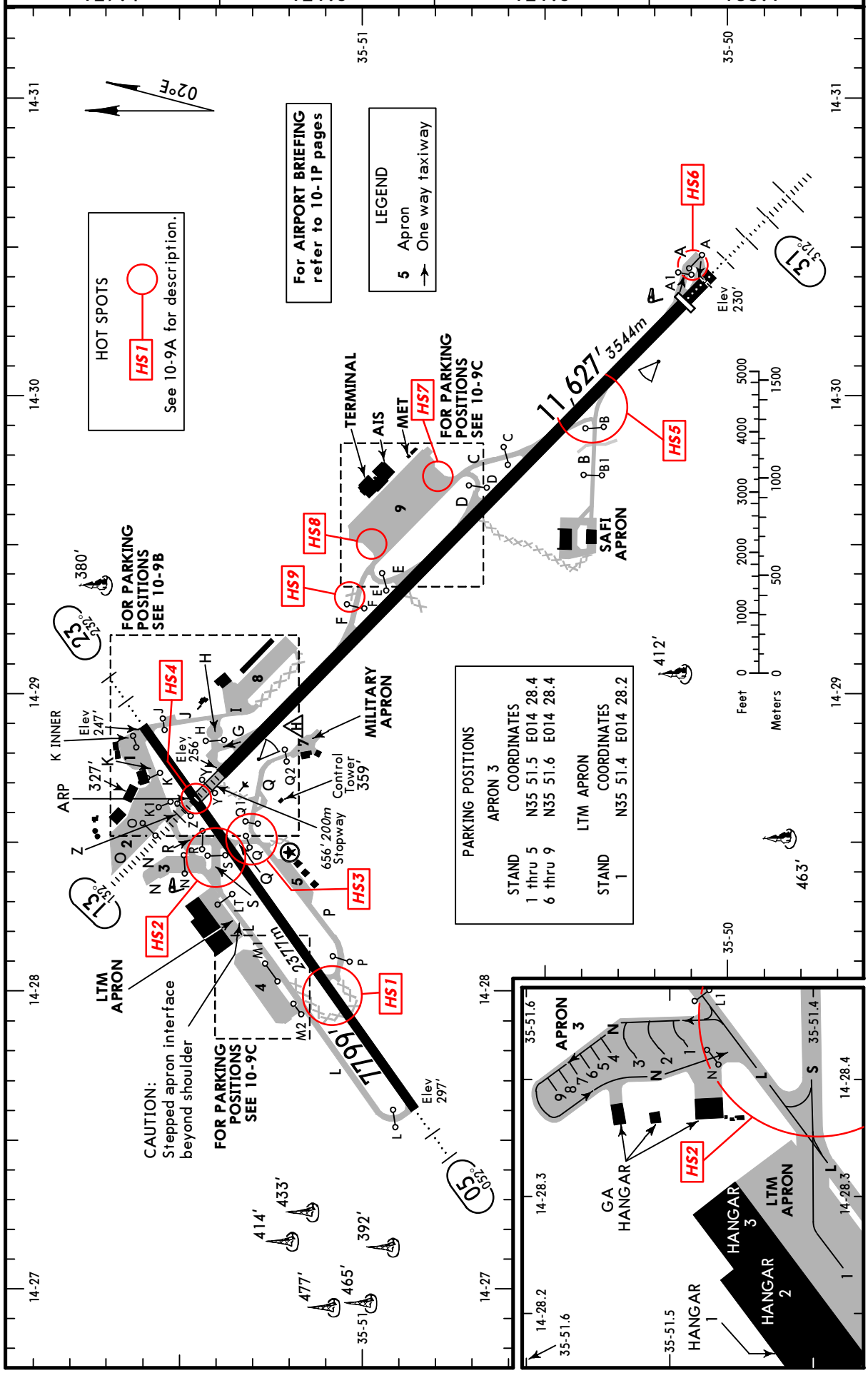
CHANGES: MSA.

ATIS	LUQA Ground	LUQA Clearance	Tower
127.4	121.6	121.6	135.1



CHANGES: Stand 1X added.

ATIS	LUQA Ground	LUQA Clearance	Tower
127.4	121.6	121.6	135.1



CHANGES: Rwy bearings. Holding position B1. Hot spots. Twy A.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05 23	HIRL *(60m)* HIALS PAPI (angle 3.00°)			❶	148′ *45m*

❶ TAKE-OFF RUN AVAILABLE

RWY 05:
From rwy head 7799′ (2377m)
twy P int 5184′ (1580m)
twy R int 2198′ (670m)

RWY 23:
From rwy head 7799′ (2377m)
twy Y int 6234′ (1900m)
twy Q int 5249′ (1600m)

13	HIRL *(60m)* HIALS CL *(30m)* PAPI ❷ HST-F&D RVR		10,655′*3248m*	❸	197′ *60m*
31	HIRL *(60m)* HIALS CL *(30m)* PAPI ❷ HST-C&E RVR	11,007′*3355m*	9974′*3040m*		

❷ angle 3.00°.

❸ TAKE-OFF RUN AVAILABLE

RWY 13:
From rwy head 11,627′ (3544m)
twy F int 8199′ (2499m)
twy E int 6850′ (2088m)

RWY 31:
From displ thresh 11,007′ (3355m)
twy C int 6729′ (2051m)
twy D int 5381′ (1640m)

"HOT SPOTS"

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

HS1 Confusing twy crossing. Vehicular route closed for acft.

HS2 Confusing twy & rwy crossing.

HS3 Confusing twy intersection on to holding point Q.

HS4 Rwy intersection. Acft and vehicles to request ATC clearance.

HS5 Rwy entry. Acft and vehicles must request ATC clearance.

HS6 Rwy entry across holding points. Request ATC clearance.

HS7 Taxilane X restricted to Acft proceeding to stand 18X or 21X. Follow me
HS8 required on taxilane X. Blue markings provided for taxilane X.

HS9 Confusing twy entry. Vehicular road closed to acft.

Standard TAKE-OFF ❶

	LVP must be in Force: RL & CL	LVP must be in Force: RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*200m*	*250m*	*400m*	*500m*
B				
C				
D	*250m*	*300m*		

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

CHANGES: None.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05 23	HIRL *(60m)* HIALS PAPI (angle 3.00°)			❶	148′ *45m*

❶ TAKE-OFF RUN AVAILABLE

RWY 05:
From rwy head 7799′ (2377m)
twy P int 5184′ (1580m)
twy R int 2198′ (670m)

RWY 23:
From rwy head 7799′ (2377m)
twy Y int 6234′ (1900m)
twy Q int 5249′ (1600m)

13	HIRL *(60m)* HIALS CL *(30m)* PAPI ❷ HST-F&D RVR		10,655′*3248m*	❸	197′ *60m*
31	HIRL *(60m)* HIALS CL *(30m)* PAPI ❷ HST-C&E RVR	11,007′*3355m*	9974′*3040m*		

❷ angle 3.00°.

❸ TAKE-OFF RUN AVAILABLE

RWY 13:
From rwy head 11,627′ (3544m)
twy F int 8199′ (2499m)
twy E int 6850′ (2088m)

RWY 31:
From displ thresh 11,007′ (3355m)
twy C int 6729′ (2051m)
twy D int 5381′ (1640m)

"HOT SPOTS"

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

HS1 Confusing twy crossing. Vehicular route closed for acft.

HS2 Confusing twy & rwy crossing.

HS3 Confusing twy intersection on to holding point Q.

HS4 Rwy intersection. Acft and vehicles to request ATC clearance.

HS5 Rwy entry. Acft and vehicles must request ATC clearance.

HS6 Rwy entry across holding points. Request ATC clearance.

HS7 Taxilane X restricted to Acft proceeding to stand 18X or 21X. Follow me
HS8 required on taxilane X. Blue markings provided for taxilane X.

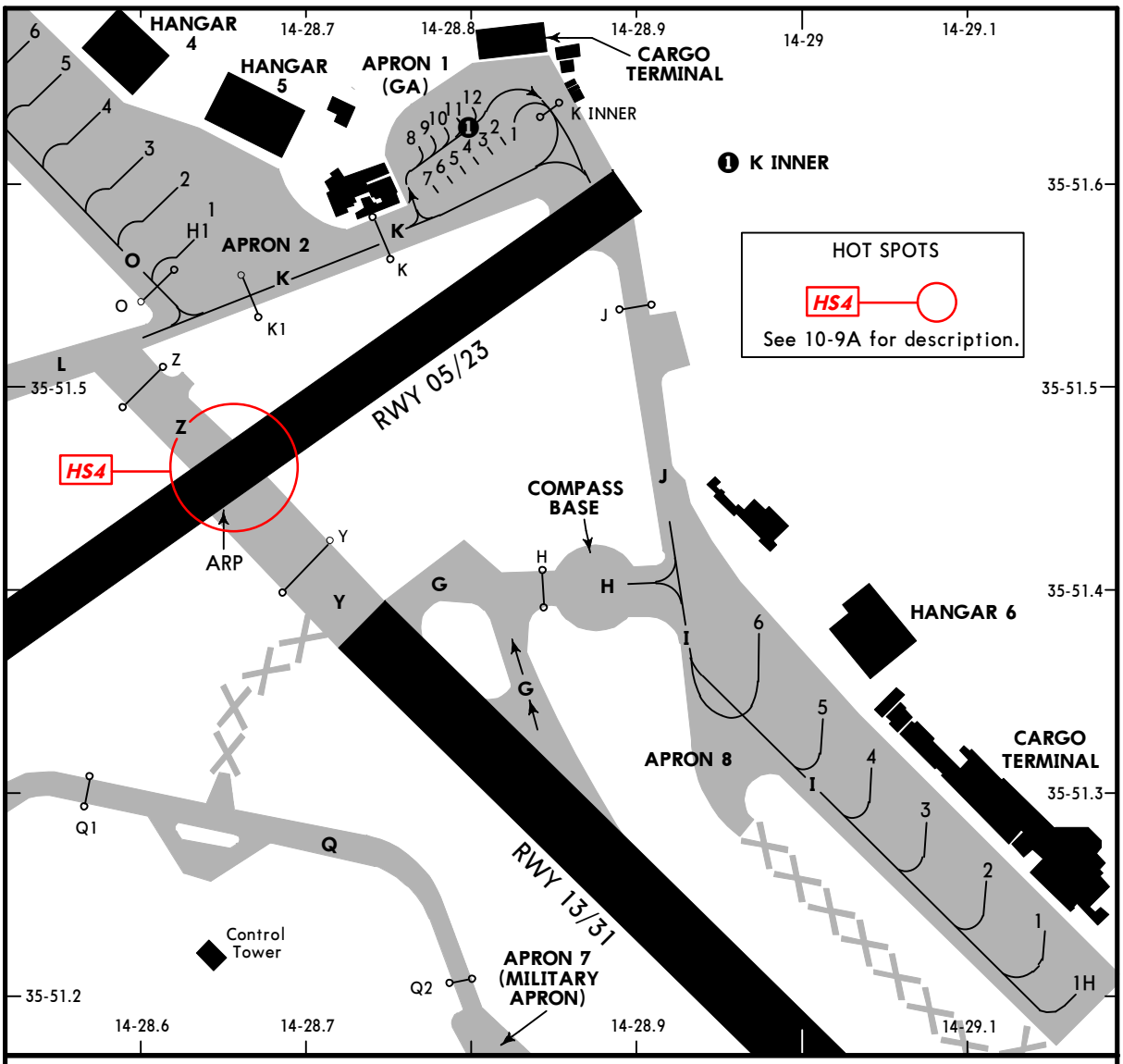
HS9 Confusing twy entry. Vehicular road closed to acft.

Standard TAKE-OFF ❶

	LVP must be in Force: RL & CL	LVP must be in Force: RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*200m*	*250m*	*400m*	*500m*
B				
C				
D	*250m*	*300m*		

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

CHANGES: PAPI. Hot spots.



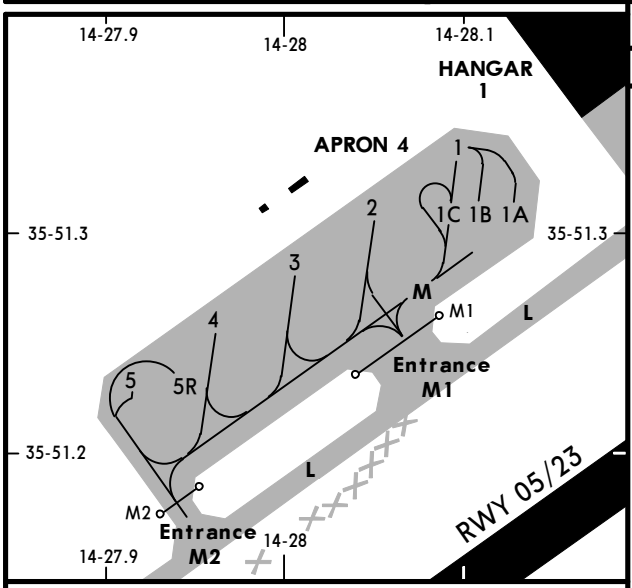
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
	APRON 1		**APRON 8**
1 thru 12	N35 51.6 E014 28.8	1	N35 51.2 E014 29.1
	APRON 2	1H	N35 51.2 E014 29.2
1 thru 4	N35 51.6 E014 28.6	2, 3	N35 51.3 E014 29.1
5	N35 51.7 E014 28.6	4, 5	N35 51.3 E014 29.0
6	N35 51.7 E014 28.5	6	N35 51.4 E014 29.0
H1	N35 51.6 E014 28.6		

CHANGES: Hot spot.

HOT SPOTS
HS4 See 10-9A for description.

HS8
HS7
APRON 9
TERMINAL
AIS
MET
RWY 13/31
14-29.4
14-29.5
14-29.6
14-29.7
14-29.8
35-51
35-50.9
35-50.8
35-50.7



INS COORDINATES

STAND No.	COORDINATES
	APRON 4
1 thru 1C	N35 51.3 E014 28.1
2 thru 4	N35 51.3 E014 28.0
5, 5R	N35 51.2 E014 27.9
	APRON 9
1, 1R, 2	N35 51.0 E014 29.6
3	N35 50.9 E014 29.6
4 thru 6	N35 50.9 E014 29.7
7 thru 8V	N35 50.8 E014 29.8
9, 10	N35 50.8 E014 29.7
11	N35 50.8 E014 29.6
12, 13	N35 50.9 E014 29.6
14, 15	N35 50.9 E014 29.5
16 thru 20	N35 50.9 E014 29.6
21	N35 50.8 E014 29.7
21X	N35 50.8 E014 29.6
22 thru 24	N35 50.8 E014 29.7

CHANGES: Apron 4. Hot spots.

MALTA, MALTA
ILS DME Rwy 13

BRIEFING STRIP ™

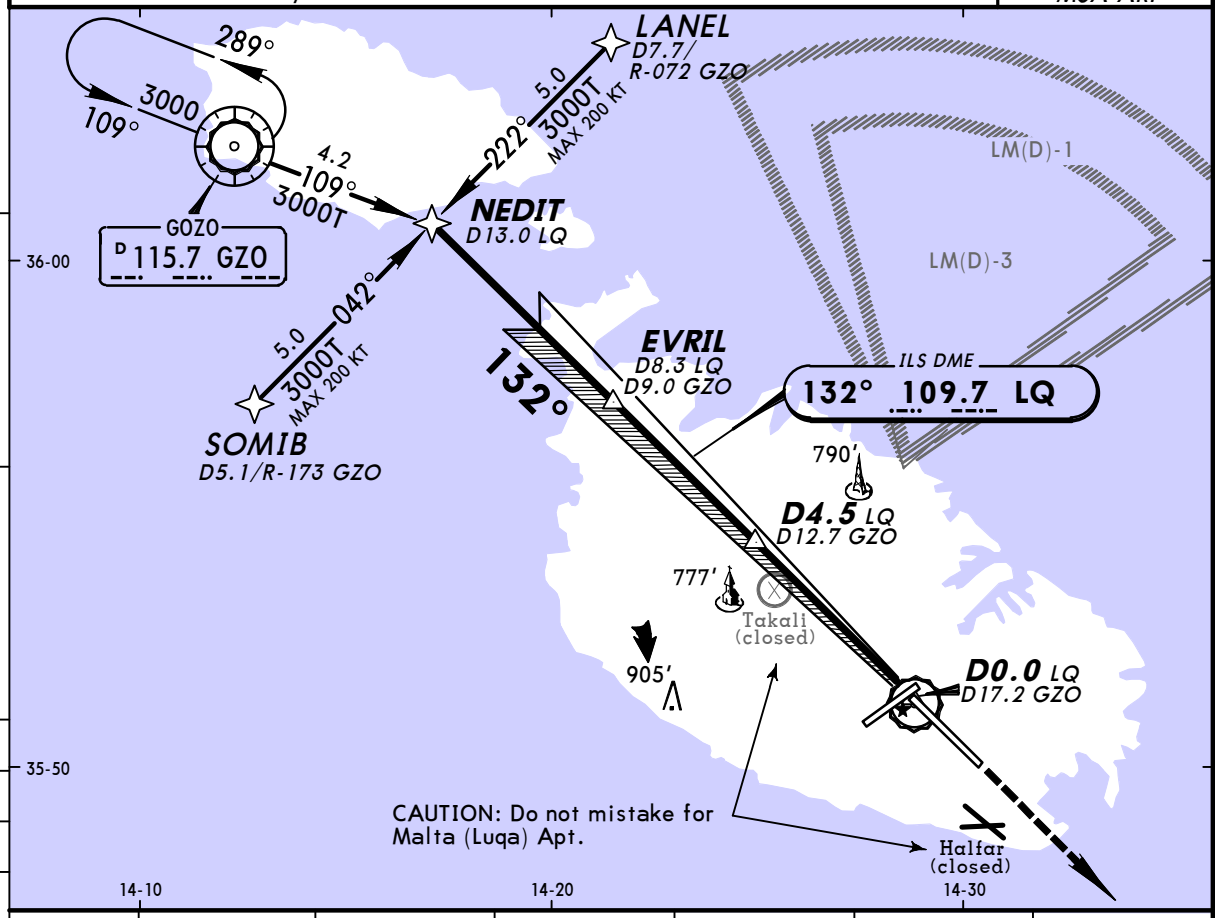
ATIS	LUQA Approach/Radar	LUQA Tower	Ground
127.4	128.15	135.1	121.6

LOC LQ	Final Apch Crs	GS D4.5 LQ	ILS DA(H)	Apt Elev 300′
109.7	132°	1743′ (1487′)	456′ (200′)	RWY 256′

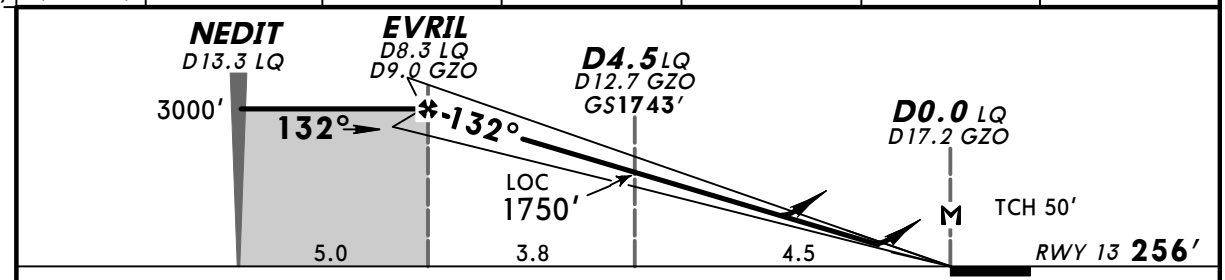
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and as directed.
In case of Radio Comm Failure climb STRAIGHT AHEAD to 3000′ until D10.0 LQ, then turn RIGHT to SOMIB for another approach.

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

MSA ARP: 180°, 2000′, 1800′, 360°



LOC (GS out)						
	LQ DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1930′	1600′	1280′	950′	630′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.0 LQ/D17.2 GZO						

HIALS PAPI PAPI 3000′

Standard STRAIGHT-IN LANDING RWY 13

PANS OPS	ILS DA(H) 456′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) with DME DA(H) 670′ (414′)	LOC (GS out) with DME ALS out	LOC (GS out) w/o DME DA(H) 910′ (654′)	LOC (GS out) w/o DME ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1500m	
B							
C					RVR 1900m	CMV 2300m	CMV 2400m
D							

CHANGES: Procedure.

MALTA, MALTA
ILS DME Rwy 13

BRIEFING STRIP ™

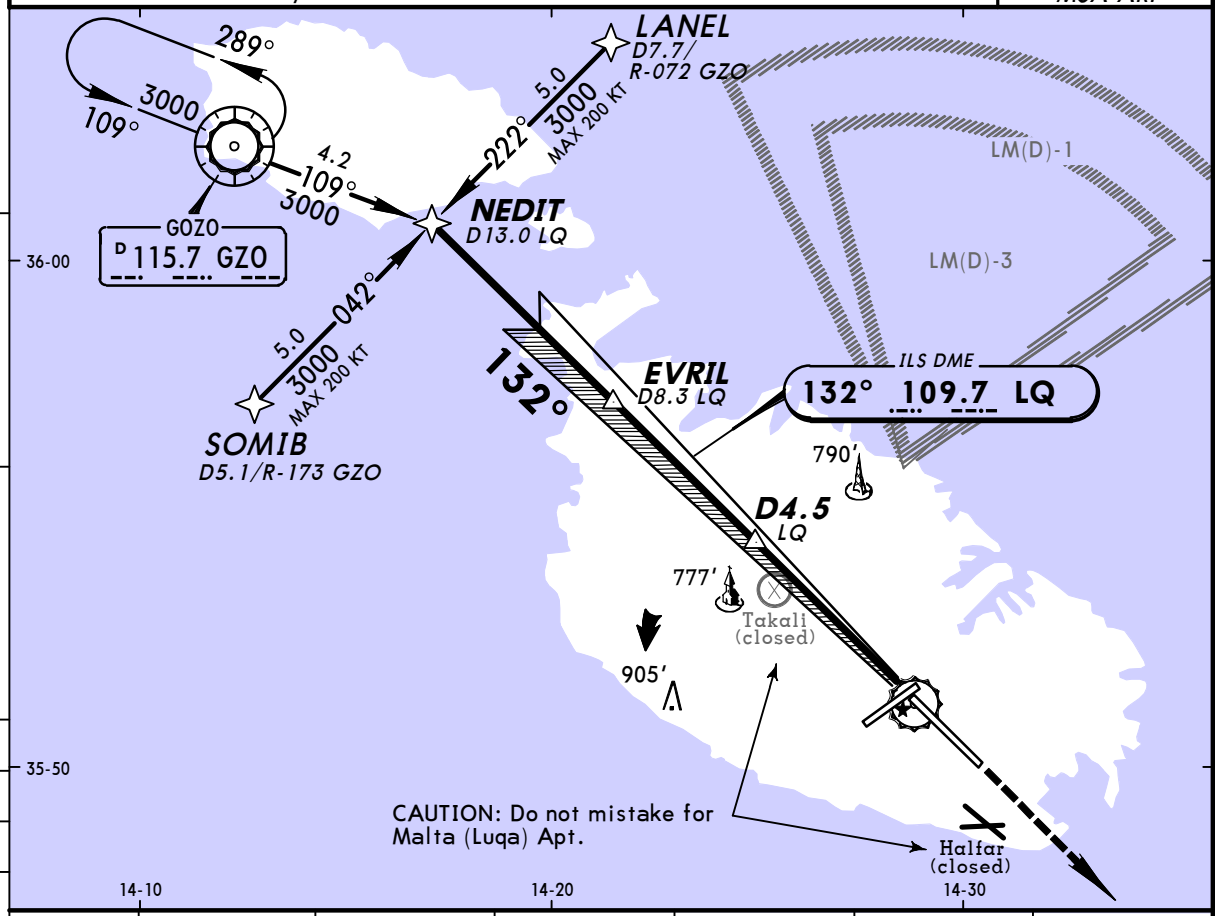
ATIS	LUQA Approach/Radar	LUQA Tower	Ground
127.4	128.15	135.1	121.6

LOC LQ	Final Apch Crs	GS D4.5 LQ	ILS DA(H)	Apt Elev 300′
109.7	132°	1743′ (1487′)	456′ (200′)	RWY 256′

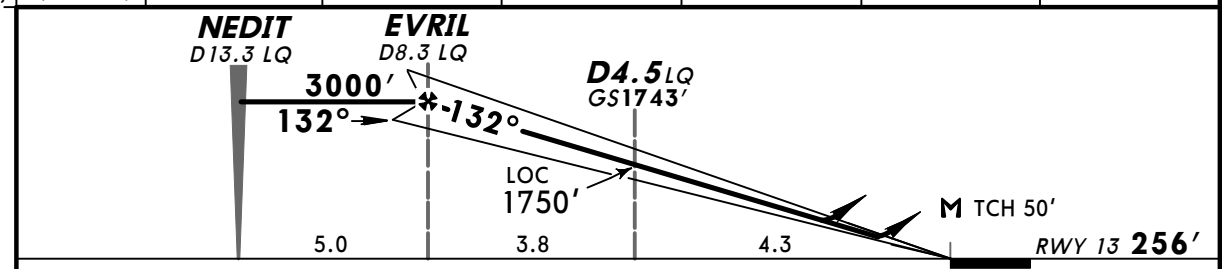
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and as directed.
In case of Radio Comm Failure climb STRAIGHT AHEAD to 3000′ until D10.0 LQ, then turn RIGHT to SOMIB for another approach.

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

MSA ARP: 180° 2000′ 1800′ 360°



LOC (GS out)						
	LQ DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1930′	1600′	1280′	950′	630′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
EVRIL to MAP	8.1	6:57	5:24	4:52	4:03	3:28	3:02

HIALS PAPI PAPI 3000′

Standard STRAIGHT-IN LANDING RWY 13

	ILS DA(H) 456′ (200′)			LOC (GS out) with DME DA(H) 670′ (414′)		LOC (GS out) w/o DME DA(H) 910′ (654′)	
	FULL	Limited	ALS out		ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1500m	
B							
C					RVR 1900m	CMV 2300m	CMV 2400m
D							

PANS OPS

CHANGES: Speed restriction.

MALTA, MALTA
ILS DME Rwy 31

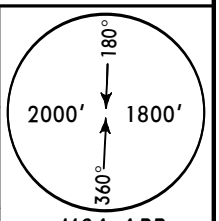
BRIEFING STRIP ™

ATIS	LUQA Approach/Radar	LUQA Tower	Ground
127.4	128.15	135.1	121.6

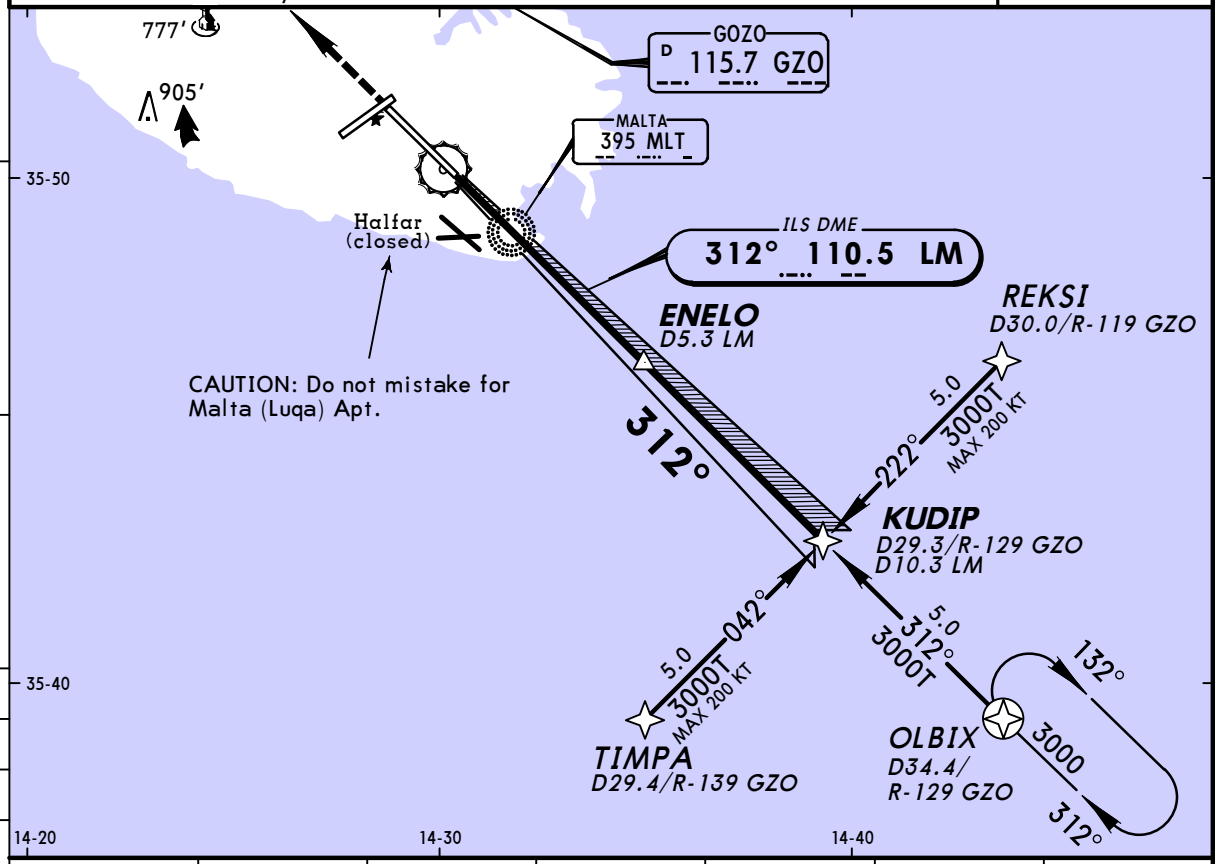
LOC LM	Final Apch Crs	GS ENELO	ILS DA(H)	Apt Elev 300′
110.5	312°	2000′ (1770′)	430′ (200′)	RWY 230′

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

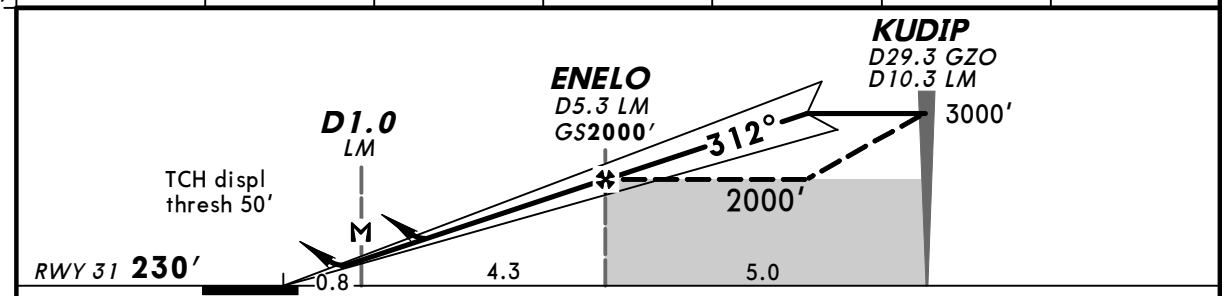
Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: FL 70 | Trans alt: 5000′



MSA ARP



LOC (GS out)	LM DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	610′	930′	1250′	1580′	1910′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
ENELO to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

HIALS
PAPI PAPI
3000′

Standard STRAIGHT-IN LANDING RWY 31

	ILS DA(H) 430′(200′)			LOC (GS out) DA(H) 570′(340′)	
	FULL	Limited	ALS out		ALS out
PANS OPS A, B, C, D	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m

CHANGES: Procedure.

MALTA, MALTA
ILS DME Rwy 31

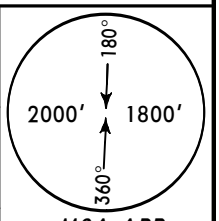
BRIEFING STRIP ™

ATIS	LUQA Approach/Radar	LUQA Tower	Ground
127.4	128.15	135.1	121.6

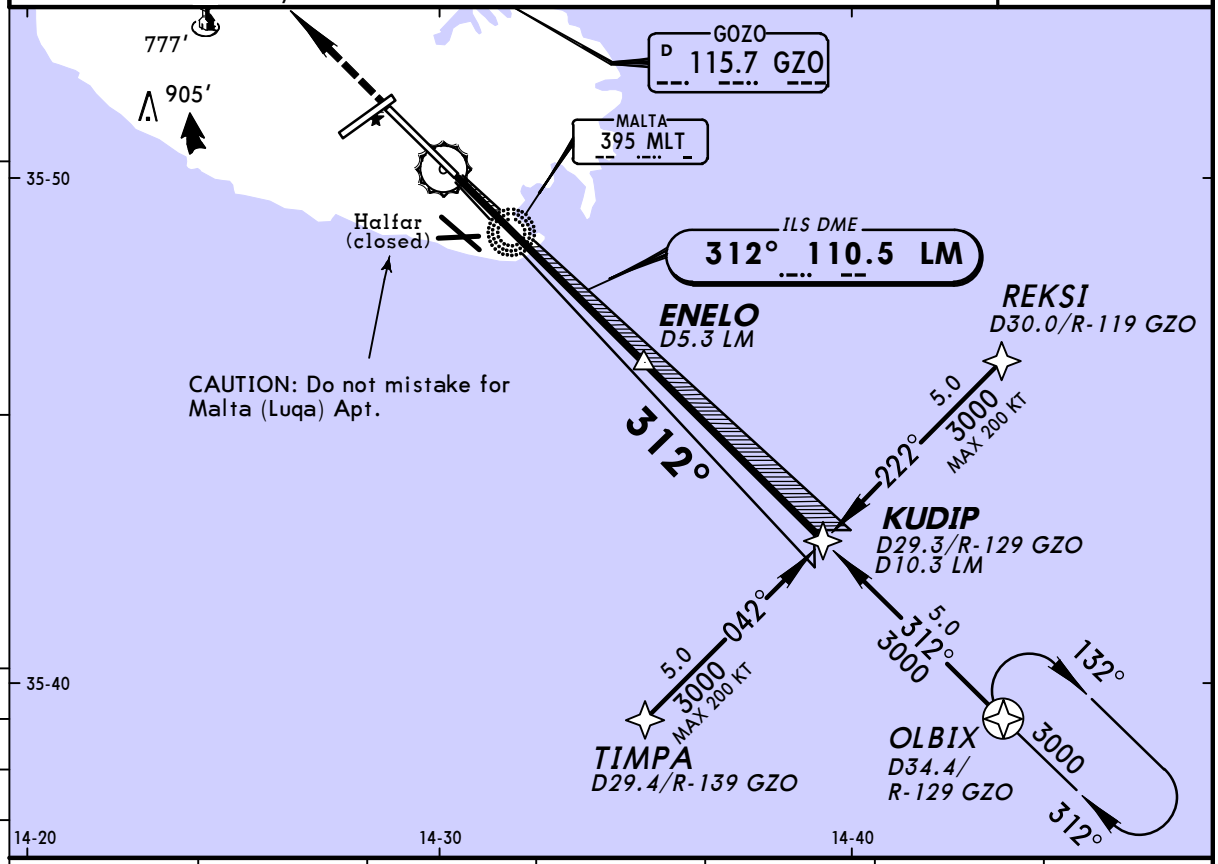
LOC LM	Final Apch Crs	GS ENELO	ILS DA(H)	Apt Elev 300′
110.5	312°	2000′ (1770′)	430′ (200′)	RWY 230′

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

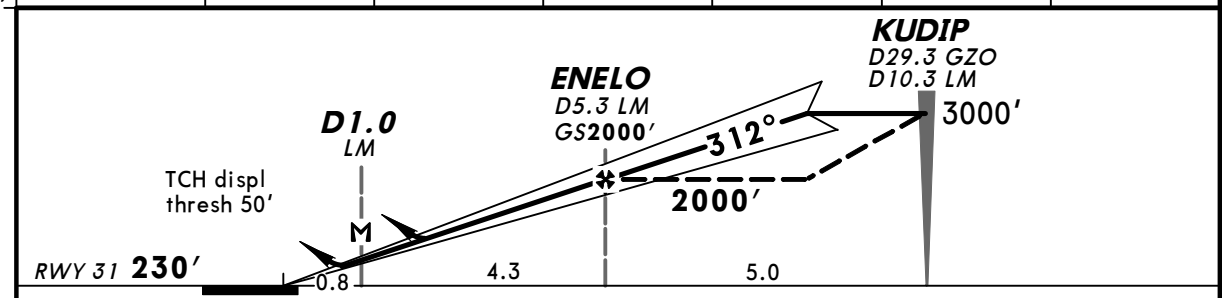
Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: FL 70 | Trans alt: 5000′



MSA ARP



LOC (GS out)	LM DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	610′	930′	1250′	1580′	1910′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
ENELO to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

HIALS
PAPI PAPI
3000′

Standard STRAIGHT-IN LANDING RWY 31

	ILS DA(H) 430′ (200′)			LOC (GS out) DA(H) 570′ (340′)	
	FULL	Limited	ALS out		ALS out
PANS OPS A, B, C, D	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m

CHANGES: Speed restriction.

MALTA, MALTA
NDB DME Rwy 13

BRIEFING STRIP ™

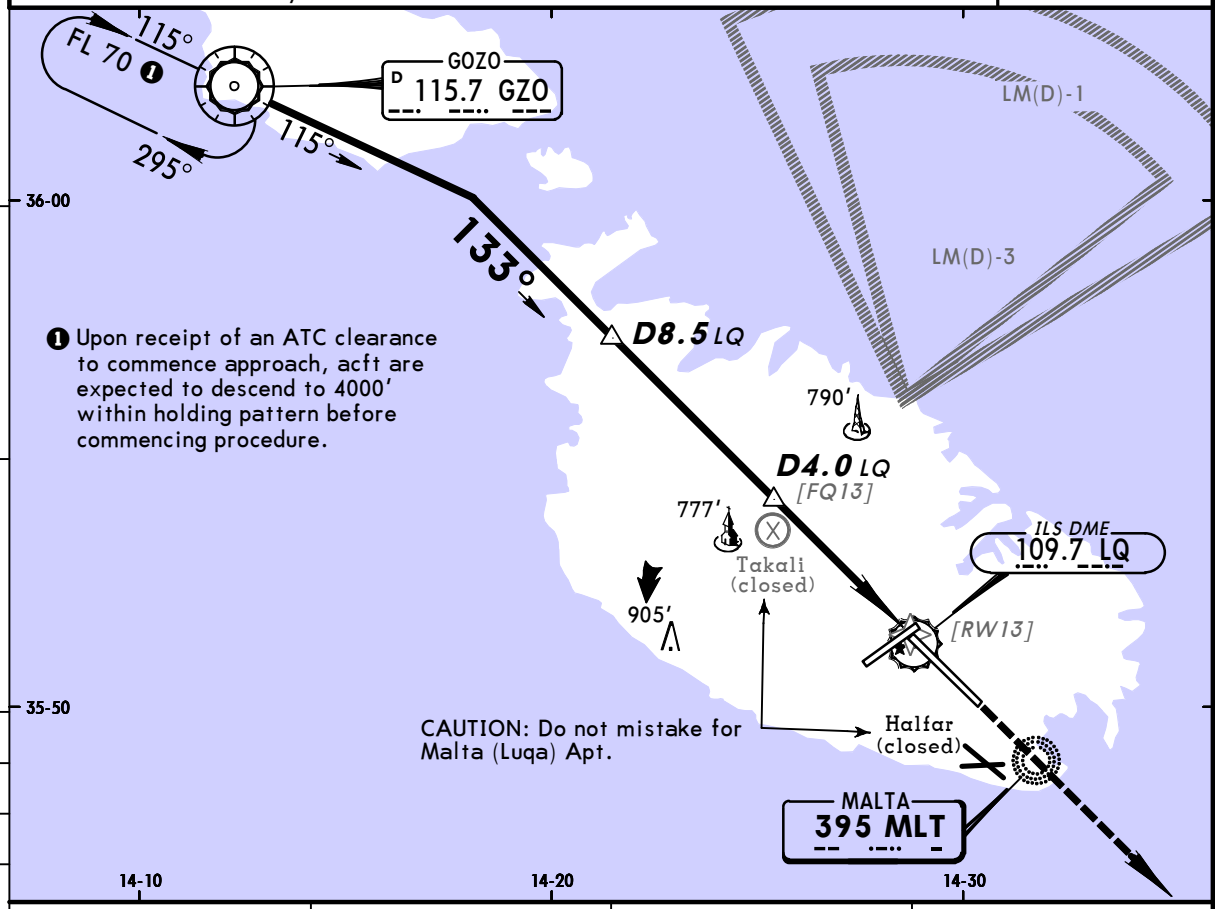
ATIS	LUQA Approach/Radar	LUQA Tower	Ground
127.4	128.15	135.1	121.6

NDB MLT	Final Apch Crs	Minimum Alt D4.0 LQ	DA(H)	Apt Elev 300′
395	133°	1840′ (1584′)	830′ (574′)	RWY 256′

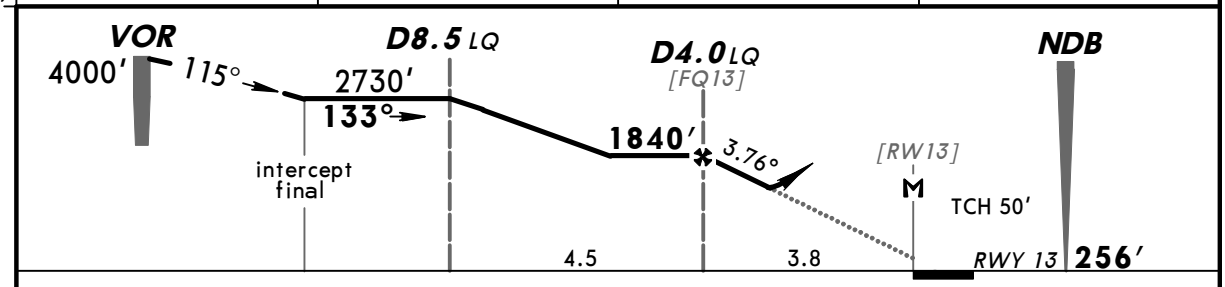
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and as directed.
In case of Radio Comm Failure climb STRAIGHT AHEAD to 3000′, continue until D10.0 LQ, then turn RIGHT to VOR, climb to 4000′ for another approach.

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

MSA ARP: 180° 2000′ 1800′ 360°



LQ DME	4.0	3.0	2.0
ALTITUDE	1840′	1450′	1050′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.76°	466	599	666	799	932	1065
D4.0 LQ to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

HIALS PAPI PAPI 3000′

Standard STRAIGHT-IN LANDING RWY 13

DA(H) 830′ (574′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m
D		

CHANGES: MSA.

LMML/MLA
LUQA

JEPPESEN
18 MAY 12 (16-2) Eff 31 May

MALTA, MALTA
NDB DME Rwy 31

BRIEFING STRIP ™

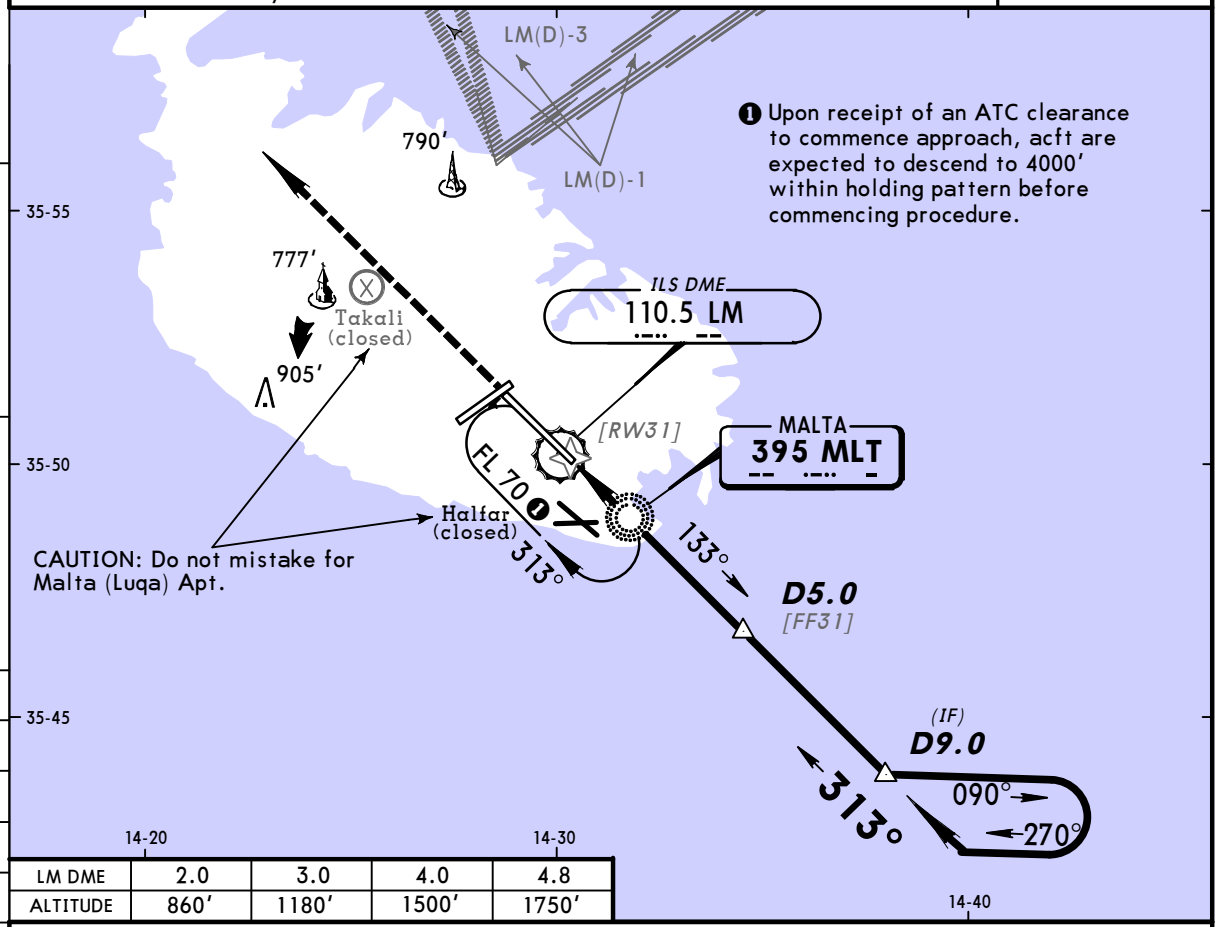
ATIS	LUQA Approach/Radar	LUQA Tower	Ground
127.4	128.15	135.1	121.6

NDB MLT	Final Apch Crs	Minimum Alt D5.0	DA(H)	Apt Elev 300′
395	313°	1750′ (1520′)	560′ (330′)	RWY 230′

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

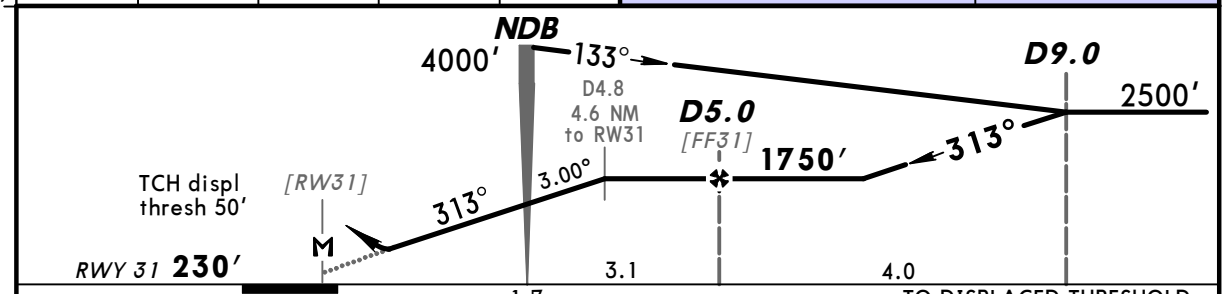
Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: FL 70 | Trans alt: 5000′

MSA ARP: 180°, 2000′, 1800′, 360°



❶ Upon receipt of an ATC clearance to commence approach, acft are expected to descend to 4000′ within holding pattern before commencing procedure.

LM DME	2.0	3.0	4.0	4.8
ALTITUDE	860′	1180′	1500′	1750′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
D5.0 to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

HIALS PAPI PAPI 3000′

Standard STRAIGHT-IN LANDING RWY 31

DA(H) 560′(330′)

PANS OPS		ALS out
A		
B	RVR 800m	RVR 1500m
C		
D		

CHANGES: MSA.