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AIRAC AIP SUP: 005 / 2023
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Resurfacing of Runway 23/05 (Runway Intersection) at Malta International Airport (LMML)

As a continuation of Runway 23/05 resurfacing works detailed within AIRAC AIP SUP 003/2023, AIRAC AIP SUP 005/2023 details arrangements for additional works (designated as Phase 4 and Phase 4A) that will be executed within the runway intersection area during November and December 2023.

During the course of works detailed within AIRAC AIP SUP 005/2023, code E aircraft movements between Runway 13/31 and Runway 23/05 will not be permitted.

AIRAC AIP SUP 005/2023 contains all the differences from the facilities and procedures as published within the AIP that will become effective beyond the start date. AIRAC AIP SUP 005/2023 shall be read in conjunction with the AIP.

- All times stated are in UTC.
- Additional information and late changes to this AIRAC AIP SUP will be announced via NOTAM.
- Operational information will be available on the ATIS.

Further information can be obtained from Malta International Airport as follows:

- Head Airport Operations on email address martin.dalmas@maltairport.com; or
- Head Aerodrome Safety & Compliance on email address robert.mizzi@maltairport.com.

1. Description of Works

The civil works consist of excavation, resurfacing of Runway 23/05 pavement and the upgrading of AGL system.

Works shall impact the following operational areas with details being provided under Clause 3 of this AIRAC AIP SUP:

- i. Runway 23/05
- ii. Runway 13/31
- iii. Taxiway Zulu

Due to the nature of the intervention required, changes to the stipulated works period defined within this AIRAC AIP SUP may be required and will be promulgated by NOTAM.

Refer to Appendix 1 for work area.

2. General

During the course of works, flight crews are expected to:

- a. Be familiar with the operating restrictions published under this AIRAC AIP SUP and supporting NOTAM.

- b. Comply with taxi routes provided by ATC when proceeding along the taxiways associated with the infrastructure indicated under Clause 1.
- c. Apply caution when taxiing in the vicinity of the work sites and assure visual capture of the restricted areas and closure of taxiways as provided under Clause 3.
- d. Request a follow-me vehicle in the event of assistance being required when taxiing along or in the proximity of Runway 23/05.
- e. Apply caution due to the proximity of works and uneven ground. Delineated areas will be marked with red/white markers during the day which will be supplemented with unserviceability red lights for night-time visibility.

3. General restrictions covered by this AIRAC AIP SUP

3.1 Duration of effective period

- Start date: 2nd November 2023
- End date: 10th December 2023

Changes to the effective period may vary due to unforeseen circumstances. Information on the effective period of AIRAC AIP SUP 005/2023 will be promulgated by NOTAM.

Due to the nature of the intervention required, overlap between phases as published under this AIRAC AIP SUP may be necessary and will be promulgated by NOTAM.

3.2 Work periods

While the daily working period is expected to cover night-time hours, the respective timings for work periods shall be promulgated by NOTAM.

3.3 General restrictions applicable throughout the effective period of AIRAC AIP SUP 005/2023

- a. Runway 23/05 shall be closed for take-off and landing;
- b. Runway 23/05 will not be available in case of an emergency;
- c. Taxiing along available sections of Runway 23/05 and associated taxiways where possible shall be executed as directed by ATC;
- d. All aircraft towing movements shall be pre-emptively coordinated with the aerodrome operator (Malta International Airport);
- e. Permitted periods of operation on Runway 13/31 for ultralight, microlight and Code A aircraft shall be pre-emptively published and promulgated by the aerodrome operator (Malta International Airport);
- f. In the event of crosswind component on Runway 13/31 exceeding 9 knots, microlight and ultralight aircraft operations shall not be permitted;
- g. In the event of crosswind component on Runway 13/31 exceeding 15 knots, locally based, non-AFM Code A aircraft operations shall not be permitted;
- h. The lighting pattern over a limited section of the approach lights located between 240m and 120m of Threshold Runway 13 may appear missing;
- i. Taxiway Zulu closed;
- j. Taxiing between Threshold Runway 13 and Runway 23/05 not available;
- k. Code E aircraft movements between Runway 13/31 and Apron LTM not available;
- l. Stopway Runway 31 unavailable;
- m. RESA Runway 31 reduced to 50m length and 120m width.

3.4 Phase 4: Intersection of Runway 23/05 and Runway 13/31

The effective period of these works and duration will be promulgated via NOTAM.

3.4.1 During work periods

- a. Runway 13 closed for landing;
- b. Runway 13 departures limited to intersection departures 13E and 13F;
- c. Full length departures for Code E aircraft available in exceptional circumstances and only by prior coordination with aerodrome operator (Malta International Airport);
- d. ILS Runway 31 unavailable, expect RNP approach;
- e. In the event of:
 - i. Tailwind component on Runway 31 exceeding 8 knots in dry conditions;
 - ii. Tailwind component on Runway 31 exceeding 5 knots in wet conditions;
 - iii. Wind shear being reported or when thunderstorms affect the approach;
 - iv. Crosswind component exceeding 25 knots in dry or wet conditions;
 - v. Runway surface condition falling to RWYCC 3 or lower on any runway third;
 - vi. RVR being less than 1500m;
 - vii. A declared aircraft emergency being communicated by crew in flight.

Full runway operations on Runway 13 will be reinstated within 30 minutes.

Note: Tailwind component, crosswind components, wind shear reports or significant weather affecting the use of Runway 31 and/or exceeding those indicated above (i - iv), reported and confirmed by more than one flying crew, may induce ATC to request the use of Runway 13.

- f. Flight deck crew landing Runway 31 shall take due consideration to:
 - i. After landing, plan to vacate Runway 31 via Taxiway Echo to reduce runway occupancy time;
 - ii. Take due account of reduced declared distances on Runway 31 (stopway unavailable).

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)
31	3350	3585	3350	3350

3.4.2 Outside work periods

- a. Full length take-off and landing on Runway 13 permitted;
- b. Reduced declared distances on Runway 31 (stopway unavailable).

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)
31	3350	3585	3350	3350

3.5 Other restrictions during the effective period

Any other extraordinary requirements or conditions will be covered by NOTAM

