AIC
MALTA

Civil Aviation Directorate
Malta Transport Centre
Pantar Road
Lija, LJA 2021
Malta
Tel: **(356) 2555 5642**
E-mail: **civil.aviation@transport.gov.mt**

All correspondence should be addressed to:
Malta NOTAM Office
Malta Air Traffic Services Ltd.
Gate No. 4
Malta International Airport
Triq tal-Isqof
L-Imqabba MQB9057
Malta
Phone: (356) 22 35 55 43
Email: aip@maltats.com

AIC:
Nr. 001 / 2023 A
EFF: 23-Mar-2023

FLIGHTS DEPARTING FROM LIBYA AND LANDING IN MALTA

All operators are advised that when requesting to land in Malta and the airport of origin is anywhere in Libya, they must submit a request to the Maltese Civil Aviation Directorate. The request shall also include a passenger manifest and also specify if any cargo and or mail will be carried on board the aircraft even if this will remain on board while the aircraft is in Malta.

Operators are advised that no aircraft originating from Libya shall be allowed to land in Malta unless a permit from the Civil Aviation Directorate has been issued.

All request should be sent on email: dutyofficer.cad@transport.gov.mt. For any information regarding these permits, the Civil Aviation Directorate Duty officer may be contacted on +356 79245202.

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AIC:
Nr. 001 / 2024 A
EFF: 28-Nov-2024

AIRAC dates and other dates relevant for aeronautical publications 2025/2026

The dates mentioned below will be applied in the years 2025 and 2026 for the deadline, the publication and the implementation of aeronautical publications.

1. 2025 AIRAC publications

Deadline	Publication date	Effective date
25 Oct 24	12 Dec 24	23 Jan 25
22 Nov 24	09 Jan 25	20 Feb 25
20 Dec 24	06 Feb 25	20 Mar 25
17 Jan 25	06 Mar 25	17 Apr 25
14 Feb 25	03 Apr 25	15 May 25
14 Mar 25	01 May 25	12 Jun 25
11 Apr 25	29 May 25	10 Jul 25
09 May 25	26 Jun 25	07 Aug 25
06 Jun 25	24 Jul 25	04 Sep 25
04 Jul 25	21 Aug 25	02 Oct 25
01 Aug 25	18 Sep 25	30 Oct 25
29 Aug 25	16 Oct 25	27 Nov 25
26 Sep 25	13 Nov 25	25 Dec 25

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2. 2026 AIRAC publications

Deadline	Publication date	Effective date
24 Oct 2025	11 Dec 2025	22 Jan 2026
21 Nov 2025	08 Jan 2026	19 Feb 2026
19 Dec 2025	05 Feb 2026	19 Mar 2026
16 Jan 2026	05 Mar 2026	16 Apr 2026
13 Feb 2026	02 Apr 2026	14 May 2026
13 Mar 2026	30 Apr 2026	11 Jun 2026
10 Apr 2026	28 May 2026	09 Jul 2026
08 May 2026	25 Jun 2026	06 Aug 2026
05 Jun 2026	23 Jul 2026	03 Sep 2026
03 Jul 2026	20 Aug 2026	01 Oct 2026
31 Jul 2026	17 Sep 2026	29 Oct 2026
28 Aug 2026	15 Oct 2026	26 Nov 2026
25 Sep 2026	12 Nov 2026	24 Dec 2026

Important note

Due the entry into force of the commission regulation (EU) No. 73/2010 it is pointed out that adherence to the deadline is required.

Publication requests received after the deadline for the intended effective date can at the earliest be considered for the next effective date.

ICAO recommendation

The use of the date in the AIRAC cycle which occurs between 21 December and 17 January (both dates inclusive) should be avoided as an effective date for the introduction of significant changes under the AIRAC system.

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AIC:
Nr. 002 / 2024 A
EFF: 28-Nov-2024

CHECKLIST OF AERONAUTICAL INFORMATION CIRCULARS (AIC)

The following AIC are in force as of 28 NOV 2024:

- **AIC 001/2023 - Flights departing from Libya and landing in Malta**
- **AIC 001/2024 - AIRAC dates and other dates relevant for aeronautical publications 2025/2026**
- **AIC 002/2024 - Checklist of aeronautical information circulars (AIC)**

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AIC:
Nr. 002 / 2025 A
EFF: 15-May-2025

FF-ICE R1 IMPLEMENTATION

1. Introduction and background

1.1 FF-ICE (Flight & Flow Information for a Collaborative Environment) is a concept from ICAO that is guided by the requirement to eliminate or reduce the limitations of the current ICAO flight plan format (FPL 2012) and to accommodate the future environment detailed in the Global ATM Operational Concept (Doc 9854).

1.2 FF-ICE refers to flight and flow information necessary for the notification, management, and coordination of flights between members of the ATM community within a collaborative environment.

1.3 FF-ICE/R1 (Release 1) primarily refers to pre-departure data and procedures. This is the first step towards full FF-ICE deployment and initiates the transition to the new types of information exchanges required by TBO (Trajectory Based Operations) and enabled by SWIM (System Wide Information Management).

1.4 The technical and operational requirements in this circular derive from European Commission implementing regulation (EU) 2021/116 (Common Project One or CP1) and the SESAR Deployment Programme 2022 (SDP2022).

1.5 FF-ICE flight plan data must be used to enhance the quality of the planned trajectory information in all systems that currently use FPL 2012.

1.6 FF-ICE/R1 will therefore be introduced as a requirement for stakeholders (ANSPs, airspace users, Network Manager) operating in the FIRs/UIRs of EU Member States plus Switzerland and Norway and the oceanic transition areas of Shanwick FIR, where flight planning is required for IFR flights.

1.7 The intention of this circular is to:

a. notify airspace users of the FF-ICE requirements that will apply to them.

b. provide airspace users with high level information on the means to comply with the FF-ICE requirements that apply to them.

c. explain where and how to find additional information and support.

2. Explanation of benefits

2.1 FF-ICE/R1 will help to overcome many limitations of FPL 2012, allowing ANSPs to optimise their resources, airspace users to fly closer to their preferred trajectories and is an enabler for future TBO.

2.2 Implementation of the (mandatory for airspace users) FF-ICE Filing Service will enable the airspace users to share more detailed trajectory information with the EUROCONTROL Network Manager (NM) and ANSPs. Airspace users will therefore, based on known constraints, be offered opportunities to optimise flight operations earlier and more accurately.

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2.3 Implementation of the (optional for airspace users) FF-ICE Trial Service will allow an airspace user to test out alternative trajectories without committing to them; with this, airspace users will be able to assess the feasibility of alternative trajectories before submitting a change to their filed flight plans.

3. Requirements & recommendations for airspace users

3.1 FF-ICE flight plan data must be exchanged to enhance the quality of the planned trajectory information, thus enhancing flight planning and complexity assessments.

3.2 Airspace users shall consume the Filing Service provided by NM in support of information exchange of FF-ICE.

3.3 Airspace users are not mandated to consume the Trial Service but are recommended to upgrade their systems to be able to use it.

4. FF-ICE compliance requirements for airspace users

4.1 For airspace users, consumption of the Filing Service (mandatory for airspace users) using NM B2B services means:

a. Use of the NM B2B Filing Service to file/update/cancel FF-ICE flight plans (also referred to as eFPLs) and to receive an immediate submission response and filing status.

b. Use of the NM B2B Data Publication Service or the NM B2B Flight Data Request Service to ensure that submission response and filing status updates can be received.

4.2 For airspace users, consumption of the Trial Service (optional but recommended for airspace users) means use of the NM B2B Trial Service. This service is similar to the request/reply interface of the NM B2B Filing Service, with the exception that Trial Service data will not be retained by the NM system. Use of the NM B2B Trial Service by airspace users is therefore expected to be a straightforward and low-cost development.

5. Area of applicability

5.1 The FIRs/UIRs of EU Member States plus Switzerland and Norway and the oceanic transition areas of Shanwick FIR, where flight planning is required for IFR flights.

5.2 Upper airspace: Amsterdam FIR (EHAA), Barcelona UIR (LECB), Bratislava FIR (LZBB), Brindisi UIR (LIBB), Brussels UIR (EBUR), Bucuresti FIR (LRBB), Budapest FIR (LHCC), Canarias UIR (GCCC), FIR Praha (LKAA), France UIR (LFFF), Hannover UIR (EDVV), Hellas UIR (LGGG), Helsinki FIR (EFIN), Koebenhavn FIR (EKDK), Lisboa FIR (LPPC), Ljubljana FIR (LJLA), Madrid UIR (LECM), Malta UIR (LMMM), Milano UIR (LIMM), Nicosia FIR (LCCC), Polaris FIR (ENOR), Rhein UIR (EDUU), Riga FIR (EVRR), Roma UIR (LIRR), Shannon UIR (EISN), Sofia FIR (LBSR), Sweden FIR (ESAA), Switzerland UIR (LSAS), Tallinn FIR (EETT), Vilnius UIR (EYVL), Warszawa FIR (EPWW), Wien FIR (LOVV), Zagreb FIR/ UIR (LDZO)

5.3 Lower airspace: Amsterdam FIR (EHAA), Athinai FIR (LGGG), Barcelona FIR (LECB), Bordeaux (LFBB), Bratislava FIR (LZBB), Brest (LFRR), Bremen FIR (EDWW), Brindisi FIR (LIBB), Brussels FIR (EBBU), Bucuresti FIR (LRBB), Budapest FIR (LHCC), Canarias FIR (GCCC), FIR Praha (LKAA), Helsinki FIR (EFIN), Koebenhavn FIR (EKDK), Langen FIR (EDGG), Lisboa FIR (LPPC), Ljubljana FIR (LJLA), Madrid FIR (LECM), Malta FIR (LMMM), Marseille (LFMM), Milano FIR (LIMM), Muenchen FIR (EDMM), Nicosia FIR (LCCC), Paris FIR (LFFF), Polaris FIR (ENOR), Reims (LFEE), Riga FIR (EVRR), Roma FIR (LIRR), Shannon FIR (EISN), Sofia FIR (LBSR), Sweden FIR (ESAA), Switzerland FIR (LSAS), Tallinn FIR (EETT), Vilnius FIR (EYVL), Warszawa FIR (EPWW), Wien FIR (LOVV), Zagreb FIR/UIR (LDZO).

5.4 Shanwick FIR: NOTA (Northern Atlantic Transition Area), SOTA (Shannon Oceanic Transition Area) and BOTA (Brest Oceanic Transition Area).

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5.5 For flights operated in other FIRs/UIRs within the IFPZ (Integrated Initial Flight Plan Processing System Zone) in addition to those listed above, the EUROCONTROL Network Manager will continue to support FPL 2012 and will provide an eFPL to FPL 2012 translation service for the FIRs/UIRs that are not listed above, where FF-ICE/R1 is not mandated to be implemented.

6. Applicable airspace users

6.1 The requirements for airspace users set out in paragraph 4 apply to all GAT (General Air Traffic) operating under IFR (Instrument Flight Rules) in the area of applicability, including non-EU based airspace users.

6.2 This includes military GAT but does not include OAT (Operational Air Traffic).

7. Filing of FF-ICE flight plans through ATS reporting offices

7.1 Information will be available from EUROCONTROL - LLSIP MALTA document.

8. Date of applicability

8.1 The requirements set out in this circular shall be applicable from 31 December 2025.

9. Exemptions

9.1 The following are exempt from the requirements of this circular:

a. VFR flights

b. OAT flights

10. Reference documentation

- European SWIM Registry
- EUROCONTROL Network Manager IFPS Users Manual
- NM B2B Reference Manual
- Commission Implementing Regulation (EU) 2021/116 (Common Project One)

11. Further Information

11.1 For additional information on FF-ICE, please contact the EUROCONTROL FF-ICE Support by email: ffice@eurocontrol.int

11.2 Further information on the policy, planning and implementation of FF-ICE R1 in Malta are available from EUROCONTROL - LLSIP MALTA document.

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PART 1 - GENERAL (GEN)

GEN 0

GEN 0.1 PREFACE

1. Name of the publishing authority

1.1 The AIP MALTA is published by the Civil Aviation Directorate ─ Transport Malta.

2. Applicable ICAO documents

2.1 The AIP is prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 to the Chicago Convention and the *Aeronautical Information Services Manual* (ICAO Doc. 8126 - AN 872). Charts contained in the AIP are produced in accordance with Annex 4 to the Chicago Convention and the *Aeronautical Chart Manual* (ICAO Doc. 8697 - AN 889). Differences from ICAO Standards, Recommended Practices and Procedures are given in Subsection GEN 1.7.

3. The AIP structure and amendment interval

3.1 *The AIP structure*

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1. The principal AIP structure is shown in graphic form on page GEN 0.1-3. The AIP is made up of three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

3.2 *Part 1 — General (GEN)*

3.2.1 Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0. — Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

GEN 1. National regulations and requirements — Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. Tables and codes — Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables.

GEN 3. Services — Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue.

GEN 4. Charges for aerodromes/heliports and air navigation services — Aerodrome/heliport charges; and Air navigation services charges.

3.3 *Part 2 — En-route (ENR)*

3.3.1 Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0 — Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 2.

ENR 1. General rules and procedures — General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2. Air traffic services airspace — Detailed description of Flight information region (FIR); Upper flight information region (UIR); Terminal control area (TMA); and Other regulated airspace.

ENR 3. ATS routes — Detailed description of Lower ATS routes; Upper ATS (RNAV) routes; Area navigation routes; Helicopter routes; Other routes; and En-route holding.

Note: Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and subsections of Part 3 — Aerodromes.

ENR 4. Radio navigation aids/systems — Radio navigation aids - en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights — en-route.

ENR 5. Navigation warnings — Prohibited, restricted and danger areas; Military exercise and training areas; Other activities of a dangerous nature; Air navigation obstacles - en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6. En-route charts

3.4 *Part 3 - Aerodromes (AD)*

3.4.1 Part 3 consists of four sections containing information as briefly described hereafter.

AD 0. — Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 3.

AD 1. Aerodromes/Heliports - Introduction — Aerodrome/heliport availability; Rescue and fire fighting services; Index to aerodromes and heliports; and Grouping of aerodromes/heliports.

AD 2. Aerodromes — Detailed information about aerodromes, listed under 24 subsections.

AD 3. Heliports — Detailed information about heliports (not located at aerodromes), listed under 14 subsections.

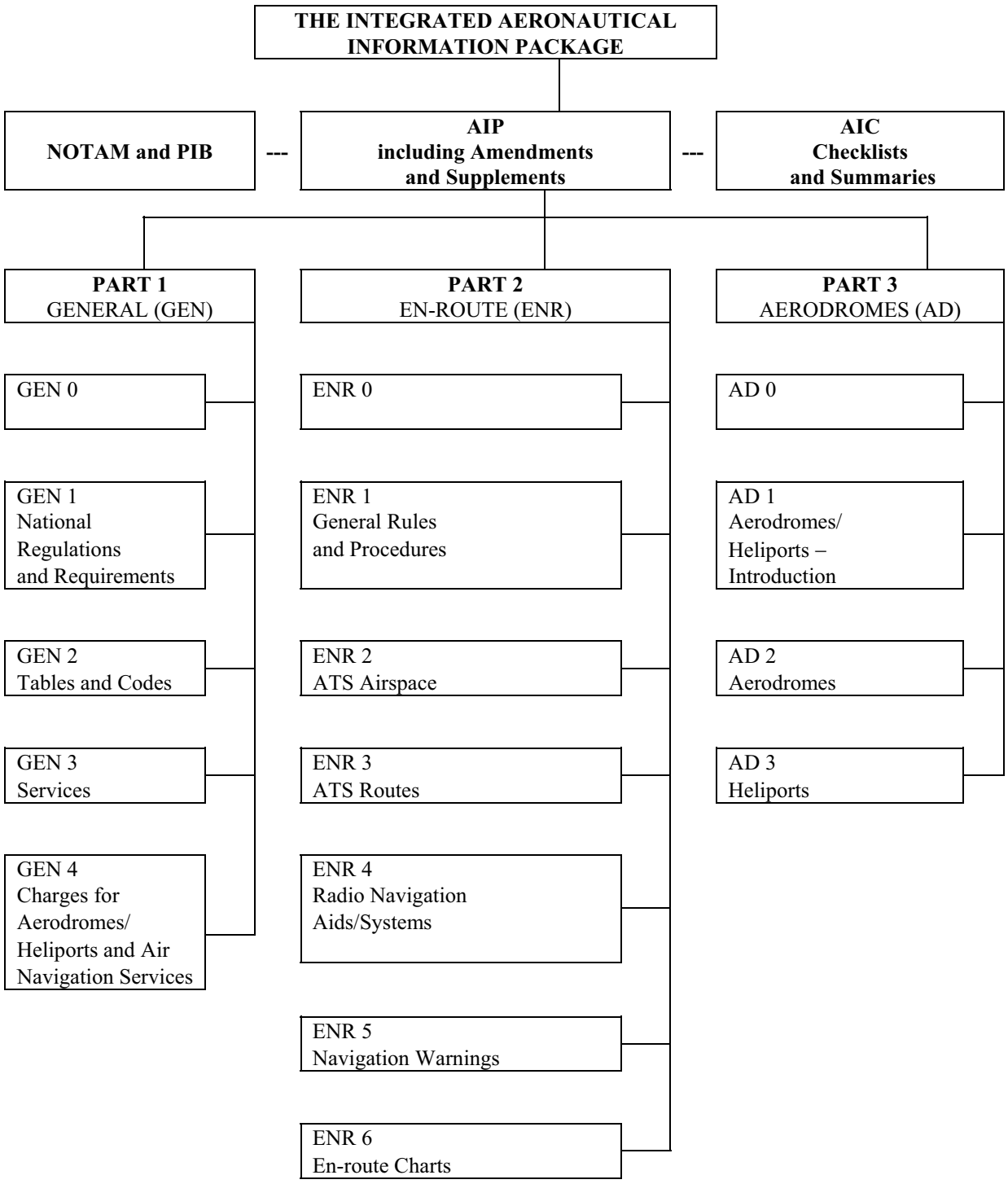
3.5 *Regular amendment interval*

3.5.1 Amendment intervals will follow those established in the Table of AIRAC Amendment Dates, GEN 3.1-3 section 4.3, however if no new information or amendments are submitted for publication for the forthcoming AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

4. Service to contact in case of detected AIP errors or omissions

4.1 In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors or omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

Malta AIP Office
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THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE
NOTAM and PIB

AIP including Amendments and Supplements

AIC Checklists and Summaries
PART 1 GENERAL (GEN)
PART 2 EN-ROUTE (ENR)
PART 3 AERODROMES (AD)
GEN 0
GEN 1 National Regulations and Requirements
GEN 2 Tables and Codes
GEN 3 Services
GEN 4 Charges for Aerodromes/ Heliports and Air Navigation Services
ENR 0
ENR 1 General Rules and Procedures
ENR 2 ATS Airspace
ENR 3 ATS Routes
ENR 4 Radio Navigation Aids/Systems
ENR 5 Navigation Warnings
ENR 6 En-route Charts
AD 0
AD 1 Aerodromes/ Heliports – Introduction
AD 2 Aerodromes
AD 3 Heliports

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GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP Amendments			
NR/Year	Publication date	Effective date	Inserted by
001/2014	17-Apr-2014	29-May-2014	
002/2014	12-Jun-2014	24-Jul-2014	
003/2014	02-Oct-2014	13-Nov-2014	
004/2014	30-Oct-2014	11-Dec-2014	
005/2015	19-Mar-2015	30-Apr-2015	
006/2015	14-May-2015	25-Jun-2015	
007/2015	03-Sep-2015	15-Oct-2015	
008/2015	29-Oct-2015	10-Dec-2015	
009/2015	24-Dec-2015	04-Feb-2016	
010/2016	25-Jan-2016	31-Mar-2016	
011/2016	18-Feb-2016	28-Apr-2016	
012/2016	23-Mar-2016	26-May-2016	
013/2016	09-Jun-2016	21-Jul-2016	
014/2016	01-Sep-2016	13-Oct-2016	
015/2016	16-Oct-2016	08-Dec-2016	
016/2017	24-Nov-2016	05-Jan-2017	
017/2017	11-May-2017	22-Jun-2017	
018/2017	06-Jul-2017	17-Aug-2017	
019/2018	15-Nov-2017	04-Jan-2018	
020/2018	15-Feb-2018	29-Mar-2018	
021/2018	29-Mar-2018	24-May-2018	
022/2018	10-May-2018	21-Jun-2018	
023/2018	05-Jul-2018	16-Aug-2018	
024/2018	02-Aug-2018	13-Sep-2018	
025/2018	30-Aug-2018	11-Oct-2018	
026/2018	27-Sep-2018	08-Nov-2018	
027/2018	25-Oct-2018	06-Dec-2018	
028/2019	20-Dec-2018	31-Jan-2019	
029/2019	14-Feb-2019	28-Mar-2019	
030/2019	14-Mar-2019	25-Apr-2019	
031/2019	09-May-2019	20-Jun-2019	
032/2019	01-Aug-2019	12-Sep-2019	
033/2019	26-Sep-2019	07-Nov-2019	
034/2020	19-Dec-2019	30-Jan-2020	
035/2020	12-Mar-2020	23-Apr-2020	
036/2020	02-Jul-2020	13-Aug-2020	
037/2020	27-Aug-2020	08-Oct-2020	
038/2020	24-Sep-2020	05-Nov-2020	

AIRAC AIP Amendments			
NR/Year	Publication date	Effective date	Inserted by
039/2020	22-Oct-2020	03-Dec-2020	
040/2021	11-Mar-2021	22-Apr-2021	
041/2021	08-Apr-2021	20-May-2021	
042/2021	03-Jun-2021	15-Jul-2021	
043/2021	26-Aug-2021	07-Oct-2021	
044/2021	23-Sep-2021	04-Nov-2021	
045/2021	04-Nov-2021	30-Dec-2021	
046/2022	16-Dec-2021	27-Jan-2022	
047/2022	13-Jan-2022	24-Feb-2022	
048/2022	10-Feb-2022	24-Mar-2022	
049/2022	05-May-2022	16-Jun-2022	
050/2022	02-Jun-2022	14-Jul-2022	
051/2022	25-Aug-2022	06-Oct-2022	
052/2022	17-Nov-2022	29-Dec-2022	
053/2023	09-Feb-2023	23-Mar-2023	
054/2023	09-Mar-2023	20-Apr-2023	
055/2023	06-Apr-2023	18-May-2023	
056/2023	04-May-2023	15-Jun-2023	
057/2023	01-Jun-2023	13-Jul-2023	
058/2023	29-Jun-2023	10-Aug-2023	
059/2023	24-Aug-2023	05-Oct-2023	
060/2023	21-Sep-2023	02-Nov-2023	
061/2023	19-Oct-2023	30-Nov-2023	
062/2023	16-Nov-2023	28-Dec-2023	
063/2024	11-Jan-2024	22-Feb-2024	
064/2024	07-Mar-2024	18-Apr-2024	
065/2024	02-May-2024	13-Jun-2024	
066/2024	30-May-2024	11-Jul-2024	
067/2024	27-Jun-2024	08-Aug-2024	
068/2024	19-Sep-2024	31-Oct-2024	
069/2024	17-Oct-2024	28-Nov-2024	
070/2025	12-Dec-2024	23-Jan-2025	
071/2025	06-Mar-2025	17-Apr-2025	
072/2025	03-Apr-2025	15-May-2025	
073/2025	01-May-2025	12-Jun-2025	
074/2025	26-Jun-2025	07-Aug-2025	
075/2025	24-Jul-2025	04-Sep-2025	
076/2025	21-Aug-2025	02-Oct-2025	

AIP Amendments			
NR/Year	Publication date	Date inserted	Inserted by
001/2014	21-Nov-2014	21-Nov-2014	

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GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
001/2014	Upgrading Works on Taxiway E at Malta International Airport (LMML)	AD	From 11-Feb-2014	End Date: 30-Mar-2014
002/2014	Temporary Diversion of Vehicular Traffic on Apron 9 at Malta International Airport	AD	From 14-Feb-2014	End Date: 30-Mar-2014
001/2015	Upgrading Works on Taxiway Charlie at Malta International Airport (LMML)	AD	From 05-Feb-2015	End Date: 28-Mar-2015
002/2015	New Aircraft Parking Layout on Apron 2	AD	From 20-Aug-2015	End Date: 15-Oct-2015
003/2015	Turn and Hold Markings on Taxiway H	AD	From 20-Aug-2015	End Date: 15-Oct-2015
001/2016	Pavement Rehabilitation Works on Apron 9 at Malta International Airport	AD	From 12-Feb-2016	End Date: 09-Apr-2016
002/2016	Construction of Code B Hangar Access Route at Malta International Airport (Opposite Taxiway Delta)	AD	From 12-Feb-2016	End Date: 31-Mar-2016
003/2016	Pavement Rehabilitation Works at Malta International Airport Apron 9 West	AD	From 27-Sep-2016	End Date: 27-Nov-2016
004/2016	Replacement of Instrument Landing System (ILS) at Malta International Airport (LMML)	AD	From 03-Oct-2016	End Date: 30-Oct-2016
001/2017	Upgrading of Taxiway Bravo at Malta International Airport (LMML)	AD	From 09-Jan-2017	End Date: 12-Feb-2017
002/2017	Upgrading of Taxiway Bravo at Malta International Airport (LMML)	AD	From 13-Feb-2017	End Date: 31-May-2017
003/2017	Reconstruction of Service Drive — Pre-Threshold Area Runway 23 Malta International Airport (LMML)	AD	From 16-Oct-2017	End Date: 12-Dec-2017
001/2018	Upgrading Works on Taxiway Delta at Malta International Airport (LMML)	AD	From 05-Feb-2018	End Date: 26-Mar-2018
002/2018	Pavement Rehabilitation Works at Malta International Airport Apron 8 — Phase II and Phase III	AD	From 10-Dec-2018	End Date: 30-Mar-2019
001/2019	Pavement Rehabilitation Works on Taxiway Echo at Malta International Airport (LMML)	AD	From 14-Jan-2019	End Date: 22-Mar-2019
001/2020	Pavement Rehabilitation of Taxilane India (Apron 8) at Malta International Airport	AD	From 06-Jan-2020	End Date: 27-Mar-2020
002/2020	Pavement Rehabilitation and Upgrading of the Fire Lane leading to Runway 13/31 at Malta International Airport	AD	From 13-Jan-2020	End Date: 27-Mar-2020
003/2020	Replacement of Runway 05 Approach Lights at Malta International Airport (MIA)	AD	From 05-May-2020	End Date: 17-Jul-2020
001/2022	Pavement Rehabilitation Works on Apron 9 Outer Stands 13 & 14 and Sections of Taxilanes Tango and Victor at Malta International Airport (LMML)	AD	From 01-Dec-2022	End Date: 10-Apr-2023
001/2023	Preparatory trenchwork for stopbars on Taxiway Zulu and Hold Short Runway 23/ 05 at Malta International Airport (LMML)	AD	From 20-Apr-2023	End Date: 08-Jun-2023
002/2023	Apron X Extension of Works (Airside) at Malta International Airport (LMML)	AD	From 15-Jun-2023	End Date: 28-Jun-2023

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
003/2023	Runway 23/05 resurfacing at Malta International Airport (LMML)	AD	From 05-Oct-2023	End Date: 31-Mar-2024
004/2023	Extension of Apron X works (Airside) requiring the temporary diversion of service road and pavement repairs on Apron 9 at Malta International Airport (LMML)	AD	From 02-Nov-2023	End Date: 30-Mar-2024
005/2023	Resurfacing of Runway 23/05 (Runway Intersection) at Malta International Airport (LMML)	AD	From 02-Nov-2023	End Date: 10-Dec-2023
001/2024	Renumbering of Stands on Apron 8 and Apron 9 at Malta International Airport (LMML)	AD	From 11-Jul-2024	End Date: 08-Aug-2024
002/2024	Opening of New Apron (Apron 8 South) at Malta International Airport (LMML)	AD	From 08-Aug-2024	End Date: 05-Sep-2024
003/2024	Pavement Rehabilitation Works on Apron 9 Outer Stand 9 and Section of Taxilane Victor at Malta International Airport (LMML)	AD	From 31-Oct-2024	End Date: 31-Mar-2025

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1. Civil aviation

1.1 Director General for Civil Aviation

Transport Malta
Civil Aviation Directorate
Malta Transport Centre
Pantar Road
Lija, LJA 2021
Malta
Phone: (356) 77 42 95 49 (Mobile)
Phone: (356) 25 55 56 42 (Office)
Email: civil.aviation@transport.gov.mt
URL: http://www.transport.gov.mt/

2. Meteorology

2.1 Manager Meteorological Services

Malta International Airport plc.
Luqa LQA 4000
Malta
Phone: (356) 23 69 60 21
AFS: LMMLYMYX
Email: metoffice@maltairport.com

3. Customs

3.1 Director General

Customs House
Lascaris Wharf
Valletta VLT1920
Malta
Phone: (356) 25 68 51 01
Fax: (356) 25 68 53 00
Fax: (356) 21 24 61 50

3.2 Manager

Customs and Excise Section
Malta International Airport
Malta
Phone: (356) 21 24 98 68
Phone: (356) 21 24 80 44
Phone: (356) 21 22 34 68
Fax: (356) 21 80 87 57

3.3 Officer in charge

Customs Air Freight Section
Malta International Airport
Malta
Phone: (356) 21 22 29 65
Phone: (356) 21 25 05 16
Phone: (356) 21 25 05 17
Fax: (356) 21 23 38 15

3.4 Senior Inspector in charge

Customs Express Freight Office
Malta International Airport
Malta
Phone: (356) 21 25 70 28
Fax: (356) 21 22 60 76

4. Immigration

4.1 The Commissioner of Police

Police Headquarters
Floriana
Malta
Phone: (356) 22 94 00 00
Fax: (356) 21 23 54 67

4.2 Police Immigration Control

Malta International Airport
Malta
Phone: (356) 23 69 61 89 (arrivals)
Phone: (356) 23 69 61 90 (arrivals)
Phone: (356) 23 69 64 16 (departures)
Fax: (356) 21 22 29 41

4.3 Airport Police Station

Malta International Airport
Malta
Phone: (356) 23 69 63 99

5. Aviation security

5.1 Ministry for Home Affairs, Security, Reforms and Equality

201, Strait Street
Valletta
Malta
Phone: (356) 25 68 90 00
Fax: (356) 25 68 93 50
URL: http://www.mhas.gov.mt/

5.2 Aviation Security Malta

Malta International Airport
Luqa
Malta
Phone: (356) 23 69 63 17
Phone: (356) 23 69 63 06
Phone: (356) 23 69 66 72
Fax: (356) 21 80 29 79
Email: avsec@gov.mt

6. Health

6.1 Director (Environmental Health)

Environmental Health Directorate
Continental Business Centre, Level 1
Old Railway Road
Santa Venera SVR 9018
Malta
Phone: (356) 21 33 73 33
Fax: (356) 21 34 47 67
Email: mhi@gov.mt

6.2 Senior Medical Officer

Port Health Services
Environmental Health Directorate
Continental Business Centre, Level 1
Old Railway Road
Santa Venera, SVR 9018
Malta
Phone: (356) 21 33 73 33
Phone: (356) 23 69 61 70/1/2 (airport)
Fax: (356) 21 22 66 96

7. En-route and aerodrome charges

7.1 En-route charges

EUROCONTROL
CENTRAL ROUTE CHARGES OFFICE
Rue de la Fusée 96
B-1130 Brussels
Belgium
Phone: (32) 2 729 90 11
Fax: (32) 2 729 90 44
Telex: 21173 EUROC B

7.2 Aerodrome charges

Chief Financial Officer
Malta International Airport plc.
Luqa LQA 05
Malta
Phone: (356) 23 69 62 69
Fax: (356) 21 24 95 63

8. Animal and Agricultural quarantine

8.1 Animal Health and Welfare Department

The Abattoir,
Albert Town
Marsa MRS 1123
Malta
Phone: (356) 23 39 70 42
Phone: (356) 23 39 70 54
Fax: (356) 22 92 51 82
Email: infoahwd.mafa@gov.mt

8.2 Plant Health Directorate

110, Annibale Preca Street
Lija LJA1915
Malta
Phone: (356) 22 92 65 35
Phone: (356) 79 00 81 01
Email: plantprotection@gov.mt
URL: http://agrikoltura.gov.mt/en/phd

9. Aircraft accident investigation

9.1 Ministry for Transport, Infrastructure and Capital Projects

Casa Leoni
476, St Joseph High Road
Santa Venera
Malta
Phone: (356) 23 88 61 10
Email: infrastructure@gov.mt
URL: http://mtip.gov.mt

9.2 Bureau of Air Accident Investigation

c/o Ministry for Transport, Infrastructure and Capital Projects
Block J, Antonio Maurizio Valperga Street
Floriana FRN1710
Malta
Phone: (356) 99 38 27 25
Phone: (356) 99 01 07 85
Email: baai@gov.mt
URL: http://www.baai.gov.mt

10. Foreign affairs

10.1 Ministry for Foreign and European Affairs and Trade

Palazzo Parisio
Merchants Street
Valletta VLT1171
Phone: (356) 21 24 21 91
Phone: (356) 22 04 00 00
URL: https://foreign.gov.mt

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. General

1.1 Malta International Airport (Luqa Airport) is the only Customs airport in Malta. All commercial international flights to, or from, Malta are therefore required to land, or depart from, Luqa aerodrome, unless otherwise authorized by the Director General for Civil Aviation.

1.2 The Civil Aviation Directorate may be reached by telephone during office hours 08.00 till 16.00 Monday to Friday, excluding Public Holidays.

Enquiries by post should be addressed to:

Post: Civil Aviation Directorate
Malta Transport Centre
Pantar Road
Lija, LJA 2021
Malta
Phone: (356) 2555 5653
Phone: (356) 2555 5642

1.3 Flight Authorizations

1.3.1 Under Maltese Law, the types of air services listed in Paragraph 1.4 do not require prior approval. Notwithstanding this, all operators requesting to land in Malta are required to notify the Civil Aviation Directorate on email dutyofficer.cad@transport.gov.mt and Malta Air Traffic Services on email ops.planning@maltats.com. In addition, operators will be required to submit the documentation listed in Paragraph 1.6 below when required by the Director General.

1.4 Authorized Types of Air Services

1.4.1 Air Service consisting of non-stop flights over the territory of Malta by an aircraft of a Contracting State to the Convention on International Civil Aviation signed at Chicago on the 7th day of December 1944, in transit and not engaged on an international scheduled service, and landings for non traffic purposes by such aircraft at the Maltese aerodrome.

1.4.2 Air services consisting of non-stop flights over the territory of Malta by an aircraft of a Contracting State to the International Air Services Transit Agreement signed at Chicago on the 7th day of December 1944, engaged in international scheduled service, and landings for non-traffic purposes by such aircraft at the Maltese aerodrome.

1.4.3 Air services operated by an undertaking that holds a valid AOC issued by the EU or EEA, to and from an EU Member State.

1.4.4 Air services operated by an undertaking designated and agreed upon under the provisions of any bilateral agreement made between Malta and any other State and subject to the provisions of this agreement and is in possession of a valid AOC and a TCO Certificate.

1.4.5 Air services operated to, from and over the territory of Malta in pursuance of an authorization to proceed, issued by the organization, commission or agency, established by the International Convention relating to Cooperation for the Safety of Air Navigation, signed at Brussels on the 13th day of December 1960.

1.4.6 Air Services operated by carriers in possession of an EASA TCO Certificate.

1.4.7 Non-commercial flights operated for any purpose other than trade or business, including the trade or business of the person operating the service.

1.5 Any flight which does not fall into one of the categories outlined in Paragraph 1.4 above, must obtain a specific permission from the Director General for Civil Aviation. All notifications and requests for permission should be made through the respective ground handler by email to dutyofficer.cad@transport.gov.mt using the Flight Application/Notification Form, together with the documents listed in Paragraph 1.6.

1.6 Documentation

1.6.1 All flights operated by aircraft not registered in the European Economic Area operating flights into Malta are required to submit beforehand a copy of the following documents to the Civil Aviation Directorate - Transport Malta. The documents must follow the ICAO standard format as set out in the relevant appendices to Annex 9 and are acceptable when furnished with a certified English translation.

Documents to be provided:

a. a copy of the Air Operator's Certificate;
b. a copy of a valid verifiable Insurance Certificate meeting the criteria laid down in Regulation (EC) 785/ 2004
c. a copy of the Noise Certificate;
d. a declaration of any cargo on board together with an ACC3 where relevant with reference to Regulation (EC) 185/2010 Air Cargo and Mail Carrier operating into the Union from a Third Country Airport; Documentary Requirements for all Aircrafts at the International Aerodrome.
e. a copy of the airworthiness certificate and airworthiness review certificate.
f. Schedule, including start date, of the proposed service; and
g. Third Country Operator's (TCO) Certificate.

1.7 Munitions of war cannot be carried on civil aircraft operating in, or over, the territory of Malta except with the written permission of the Director General for Civil Aviation.

1.8 Customs Requirements

All aircraft arriving in Malta from non-EU countries are, prima facie, liable to Customs duty. However, duty will not be called for in the following cases:

a. aircraft registered in Malta which are shown to the satisfaction of Customs to be returning after temporary exportation and which have not undergone any process of repair or renovation whilst abroad, other than ordinary running repairs;

b. aircraft registered outside Malta which are engaged in international scheduled services;

c. aircraft for which a valid Carnet de Passage en Douane is produced;

d. aircraft registered outside the European territory which are remaining in Malta for not more than seven (7) days; and

e. aircraft temporarily imported into Malta by persons principally resident outside the European territory, provided that a deposit is paid or bond is given to cover the Customs duty payable.

1.9 Fees may be applicable for services provided in special cases/outside office hours.

1.10 Emergency mobile number

Phone: +356 79245202

Note: Applications for scheduled seasonal permits and all flights not listed in Paragraph 1.4, will be considered only during normal office hours. Operating permits will be refused to any airline, type or specific aircraft or aircraft registered in States where evidence suggests that they do not comply with international safety standards, including those banned from operating within the European Union.

2. Scheduled flights

2.1 *General*

2.1.1 Scheduled air services to Malta operate in accordance with the terms of the relevant bilateral Air Services Agreement in force. In such cases, an airline operating scheduled services to Malta is required to submit its operating schedule to the Civil Aviation Directorate – Transport Malta for endorsement together with the documents listed in paragraph 1.6, above. Scheduled air services not covered by an appropriate Air Services Agreement require a specific approval by the Civil Aviation Directorate – Transport Malta.

2.2 *Documentary requirements for clearance of aircraft*

2.2.1 For the clearance of aircraft on entry and departure from/to a non-EU country, Non-Schengen aircraft operators are required to submit one copy of the General Declaration, one copy of the Passenger Manifest and three copies of the Cargo Manifest. One copy of the Cargo Manifest is to be attached to the General Declaration, one copy will be retained by Customs and one copy is to be sent to the L&W Branch (Customs). Operators are to ensure that all passengers are in possession of the required travel documentation and visas where applicable.

2.2.2 The Health and Environment Sections recommend that the General Declaration should also include data covering live animals carried on board, if any, whether as freight, accompanied or in transit.

2.2.3 The same documentation is required in the case of transit aircraft.

3. Non-scheduled flights

3.1 *General*

3.1.1 All non-scheduled flights operated by commercial operators into and out of Malta for traffic or technical stop purposes, are to notify Civil Aviation Directorate and Malta Air Traffic Services of the flight and such notification must be done through the respective ground handler via email to dutyofficer.cad@transport.gov.mt and ops.planning@maltats.com, using the required Form, together with the documents listed in Paragraph 1.6.

4. Non-Commercial Flights

4.1 *General*

4.1.1 All private flights operated into and out of Malta for traffic, or for technical stop purposes, are to notify Civil Aviation Directorate and Malta Air Traffic Services of the flight and such notification must be done through the respective ground handler via email to dutyofficer.cad@transport.gov.mt and ops.planning@maltats.com, using the required Form, together with the documents listed in Paragraph 1.6.

4.2 *Documentary requirements for clearance of aircraft*

4.2.1 For clearance of aircraft on entry and departure from/to a non-European country, aircraft operators are required to submit one copy of the General Declaration only. This shall include the names of all persons on board the aircraft. It is desirable that documents of arriving aircraft are produced to Customs at least within fifteen minutes of the aircraft's arrival while those for departing aircraft are to be produced to Customs at least one hour before the aircraft's departure.

5. State aircraft

5.1 *General*

5.1.1 The operation of State aircraft (military, customs or police) in, or over, the territory of Malta is subject to the approval of the Ministry for Foreign Affairs. These flights are subject to regulations listed in ENR 1.1 Paragraph 1.1.1 which are based on the Standards and Recommended Practices determined in Annex 9 to the Convention on International Civil Aviation.

5.2 *Documentary requirements for clearance of State aircraft*

5.2.1 Three copies of the General Declaration, which includes the names of all persons on board, are required for the clearance of State aircraft.

6. Public health measures applied to aircraft

6.1 No public health measures are required to be carried out in respect of aircraft entering Malta except when it is known that the aircraft is coming from a country or area that may have been considered as necessitating quarantine measures during a specific period. In such an event, the Airport Medical Officer may take any necessary measure for preventing danger to public health.

7. Aircraft noise standards

7.1 Civil registered subsonic jet aircraft or propeller driven aircraft operating into or out of Luqa aerodrome, must be noise certified in accordance with ICAO Annex 16, Volume 1 standards as follows:

a. jet aircraft with a take-off mass less than 34,000kg and a seating capacity of less than nineteen, must be certified to Annex 16, Chapter 2 standards;

b. jet aircraft with a take-off mass of 34,000kg or more and a seating capacity of more than nineteen, must be certified to Annex 16, Chapter 3 standards; and

c. propeller aircraft with a take-off mass less than 5,700kg, must be certified to Annex 16, Chapter 6 standards.

7.2 Aircraft operators wishing to conduct commercial or transport flights to, or from, Malta with aircraft that fall within the categories shown in paragraph 7.1 above, will be required to submit a copy of the noise certificate issued by the aircraft's State of Registry in order to ascertain that they meet the above requirements.

7.3 The Director General for 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 aircraft that comply with the above standards. Further details may be found in LN162/2001, the Air Navigation (Noise Certification and Operation of Aircraft) Order, 2001.

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. Customs requirements

1.1 Baggage or articles belonging to disembarking passengers and crew are immediately released except for those declared to contain dutiable/restricted/prohibited items and/or selected for inspection by the Customs authorities. All baggage may be subject to inspection by the Customs authorities.

1.2 No customs formalities are normally required on departure.

2. Immigration requirements

2.1 All disembarking passengers are required to hold a valid passport or, in certain cases, a valid means of identification. All disembarking passengers who are not citizens of the EU, EEA and Switzerland, are required to complete a landing card on entry.

2.2 Certain disembarking passengers who are citizens of certain countries may also require an entrance visa. Further details on the requirement of an entrance visa may be obtained from the Immigration Office, contact details of which are given in GEN 1.1, section 4.

2.3 For flight crew members on scheduled services who keep possession of their licences when embarking or disembarking, remain at the airport and depart on the same aircraft, the crew member licence or certificate is accepted in lieu of a passport or visa for temporary admission into Malta.

2.4 Embarking passengers are required to present a valid passport or, in certain cases, a valid means of identification.

3. Public health requirements

3.1 The Airport Medical Officer may examine and take all necessary precautions with respect to those disembarking or embarking passengers who are believed, or known, to be suffering from, or incubating, a communicable or quarantine disease.

3.2 A yellow fever vaccination certificate is required from disembarking passengers who are more than 9 months old and coming from an infected area. Infants under 9 months may be subject to isolation or surveillance if coming from an infected area.

3.3 Should there be an ill passenger on board an aircraft, it is desirable that notification of this case occurs 30 minutes prior to landing.

3.4 Disembarking passengers may not import meat, poultry, milk, including their products, and fish and crustaceans unless a health certificate is produced which will allow release of such items. All such foodstuffs are to be prepared and properly labelled. If such requirements are not observed, such items will be confiscated by Customs authorities and handed over to the Port Health authorities.

4. EASA licences

4.1 Article 1 (3) (c) of the Basic Regulation 2018/1139, as amended allows, unless the Director General for Civil Aviation in the particular case gives a direction to the contrary, the holder of an EASA licence to exercise the privileges of that licence on aircraft registered in Malta.

4.2 For the purposes of Article 1 (3) (c), a certificate means a licence granted in accordance with EASA by an EASA Member State whose procedures have been assessed as satisfactory by EASA licensing standardisation team and the Competent Authority has been recommended by EASA for mutual recognition of its licences.

4.3 The list of EASA Member States with mutual recognition may be found on the EASA website.

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GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. Customs requirements concerning cargo and other articles

1.1 Normally an invoice is required for the clearance of goods through customs. However, other internal documentation may be required.

1.2 An invoice is also required for air cargo that is simply being transshipped from one flight to another under Customs supervision.

1.3 No clearance documents are required with respect to goods retained on board for on-carriage to another destination.

1.4 All air cargo shipments are free of charges as long as clearance of cargo is made within a period of eight days. Clearance of cargo made after office hours is not free of charges.

1.5 A Customs document is required for the clearance of shipments to be exported by air.

1.6 Further information may be obtained from the Customs Air Freight, contact details of which are given in GEN 1.1, section 3.3.

2. Agricultural quarantine requirements

2.1 Information on the sanitary certificates or related documents that may be required in respect of animal and plant shipments may be obtained from the Department of Veterinary Service, contact details of which are given in GEN 1.1, section 8.

2.1.1 MIA Border Inspection Post (BIP)

2.1.1.1 The MIA Border Inspection Post (BIP), (TRACES Unit No. MTLUQ4) is approved under Commission Decision 2009/821 and allowed to carry out veterinary checks on consignments of animals and products introduced into the Community from third countries. The following codes explain the type of products and animals that are allowed to be checked at the MIA BIP.

HC(2): All products for human consumption which must be packed products;
NHC(2): Other products not for human consumption which must be packed products;
Live Animals: O,U,E: Those animals mentioned in the below legend are allowed to enter into the Community through the BIP;

legend:
HC - Human Consumption;
NHC - Non Human Consumption;
O - Other animals (including zoo animals);
U - Ungulates: cattle, pigs, sheep, goats, wild and domestic solipeds;
E - Registered Equidae as defined in Council Directive 90/426/EEC

2.1.1.2 All above consignments (products and animals) must arrive with the necessary certificates. The certificates required vary according to the type of consignments. All consignments must be accompanied by a Heath Certificate issued by the veterinary authority of the Third Country of origin, together with TRACES certificate (CVEDP, CVEDA part 1) which has to be done here in Malta by the importer. Once the Official veterinarians have carried out the inspection, a TRACES certificate (CVEDP, CVEDA part 2) is issued and the consignments are released for free circulation in all EU.

Further information can be found on:
http://agriculture.gov.mt/en/vprd/Pages/home.aspx

2.1.2 Plants and plant material (seeds, cuttings, etc.) Shipments

2.1.2.1 EU plant shipments can enter Malta without phytosanitary certificates but plants listed in Annex IV of the 'Guide to marketing requirements and plant passports' need to be accompanied by a plant passport and/or a Plant Health Movement Document (PHMD) as stipulated under such guidelines, until their final destination.

The document is available here:
http://agriculture.gov.mt/en/phd/Documents/guide_to_marketing_requirements_and_plant_passports.pdf.

2.1.2.2 Regulated third country, importing of plant and plant material shall be accompanied by Phytosanitary Certificate issued by exporting country and copy of the bill of laiding or airway bill. Documentary checks have to be done before shipment arrives; identity checks and plant health checks are done by Plant Health Inspectors within the Surveillance and Inspectorate Unit when shipments arrive.
For further information on these please check with page GEN 1.1-4 paragraph 8.

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. General

1.1 Commercial air transport aircraft operating in Malta must adhere to the provisions of ICAO Annex 6 — *Operation of Aircraft*, Part 1 — *International Commercial Air Transport — Aeroplanes*, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

2. Equipment to be carried by aircraft

2.1 All aircraft operating within controlled airspace in the Malta FIR/UIR, Malta CTA and Luqa TMA are required to operate with serviceable transponder having mode A4096 code and mode C altitude reporting capability.

2.2 Pursuant to Commission Implementing Regulation (EU) No 1079/2012, the carriage and operation of 8.33 kHz channel spacing radio equipment is mandatory to all aircraft flying in IFR or VFR in the Malta FIR/UIR.

2.3 All aircraft flying under IFR within Malta FIR/UIR shall carry radio equipment capable of:

a. maintaining two-way communication with the appropriate aeronautical radio stations;

b. enabling the aircraft to be navigated on the intended route (RNAV 5 capability); and

c. providing a continuous indication of the aircraft's distance from the appropriate aeronautical radio stations.

2.4 In addition to the above, all aircraft registered in Malta flying under IFR shall carry radio equipment capable of:

a. receiving from the appropriate aeronautical radio stations meteorological broadcasts relevant to the intended flight;

b. receiving signals from one or more aeronautical radio stations on the surface to enable the aircraft to be guided to a point from which a visual landing can be made at the aerodrome at which the aircraft is to land; and

c. enabling the aircraft to make an approach to landing using the Instrument Landing System.

2.5 All aircraft flying under VFR within controlled airspace shall carry radio equipment capable of maintaining two-way communication with the appropriate aeronautical radio stations and secondary surveillance radar equipment.

2.6 Additionally, aircraft may be required to carry such other special radio or radio navigation equipment for the purpose of facilitating navigation in accordance with ICAO Doc. 7030/4, Regional Supplementary Procedures (see ENR 1.8).

2.7 State aircraft that are not equipped with FM immune VOR equipment in accordance with ICAO Annex 10, Vol. I, Chapter 3, are permitted to operate within the Malta FIR/UIR provided that they carry alternative navigational equipment that can guarantee RNP 5 navigational accuracy.

3. Reduced Vertical Separation Minimum

3.1 Except for the purpose of RVSM transition, only RVSM approved aircraft and non-RVSM approved State aircraft shall be permitted to operate in the RVSM airspace within the Malta UIR.

3.2 RVSM approved aircraft are those aircraft for which the operator has obtained an RVSM approval, either from the State in which the operator is based, or from the State in which the aircraft is registered.

3.3 Guidance material on the airworthiness, continued airworthiness and the operational practices and procedures for the EUR RVSM airspace is provided in the Joint Aviation Authorities (JAA) Temporary Guidance Leaflet (TGL) Number 6 and the ICAO EUR Regional Supplementary Procedures (Doc. 7030/4 – EUR).

3.4 Except for State aircraft, RVSM approval is required for aircraft to operate in the RVSM airspace within the Malta UIR (see ENR 2.1).

4. Airborne Collision Avoidance System (ACAS II)

4.1 Excerpt from “Commission Regulation (EU) No 1332/2011 of 16 December 2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance”:

Aircraft* undertaking flights into, within or out of the Union shall be equipped with collision avoidance logic version 7.1 of ACAS II as follows:

a. turbine-powered aeroplanes with a maximum certificated take-off mass exceeding 5700 kg; or

b. turbine-powered aeroplanes authorised to carry more than 19 passengers.

* ref Article 4(1)(b) and (c) of Regulation (EC) No 216/2008

4.2 All civil fixed-wing turbine-engined aircraft having a maximum certified take-off mass exceeding 5,700 kg, or a maximum approved passenger seating configuration of more than nineteen, are required to be equipped with ACAS II.

4.3 Information and guidance material on any ACAS II matter associated with flight within the airspace of Malta, may be obtained from EUROCONTROL:

ACAS Support Unit (ASU)
EUROCONTROL
Rue de la Fusée, 96
B-1130 Brussels
Belgium
Phone: (32) 2 729 3133 / 3170 / 3113
Fax: (32) 2 729 3719
SITA: BRUAC7X
Email: acas@eurocontrol.int
URL: http://www.eurocontrol.int/acas

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/ CONVENTIONS

1. General

1.1 The following is a list of civil aviation and aviation related legislation in force in Malta. It is essential that anyone engaged in air operations be acquainted with the relevant regulations.

1.2 These documents may be viewed and downloaded from the official website

URL: http://www.justice.gov.mt

or from:

Department of Information
Auberge de Castille
Valletta
Malta
Phone: (356) 21 22 49 01
Fax: (356) 21 23 71 70

2. Laws and regulations

List of Aviation Legislation (as on 1 March 2007)

The text of the following legislation may be accessed through the internet site:

http://www.justice.gov.mt/

CAP 80 **Aircraft (Application of Laws) Ordinance**

[to apply to aircraft certain provisions of law]

Ordinance X of 1934 as amended by LN 4 of 1963, Act XI of 1973, LN 148 of 1975, and Act XXII of 1976

CAP 218 **Civil Aviation (Air Operators' Certificates) Act**

[to provide for the issue, variation, suspension and revocation of air operator's certificates to companies operating aircraft for the purpose of public transport]

Act XXI of 1970, as amended by Act LVIII of 1974, LN 148 of 1975 and Acts XIII of 1983 , X of 1993 and VIII of 2002

218.01 Fees for Air Operators Certificates Regulations
LN 191/1991; LN 338/2002;LN 298/2003

Cap 230 **Malta Summer Time Act**

[to provide for the advance of time in Malta during certain periods of the year]

230.01 Summer Time Order

LN 76 of 2001 and 150 of 2006, consolidated

Cap 232 **Civil Aviation Act**

[to regulate civil aviation]

Act XLIII of 1972,amended by Acts XXXII of 1979, XIII of 1983, XXXVII of 1998, XX of 1989 and IX of 2003

232.01 Carriage by Air (International and Non-International Carriage) Order
LN 63/2003; LN 246/2004; LN 154/2006

232.03 Civil Aviation (Investigation of Air Accidents and Incidents) Regulations
LN 135/2002; LN 276/2002

Cap 232	**Civil Aviation Act**
232.04	Civil Aviation (Exemption from Air Service Licence) Order LN 79/1987; LN 72/1993
232.05	Air Navigation Order LN 176/1990; LN 57/1991; LN 34/1992; LN 202/1998; LN 52/2001; LN 339/2002; LN 130/2003; LN 124/2004; LN 157/2004; LN 385/2004; LN 445/2004; LN 58/2005; LN 321/2005
232.06	Passenger Service Charge at Airport Regulations LN 118/1997; 218/1997; 60/2005
232.07	Civil Aviation Joint Aviation Requirements Order LN 203/1998; LN 190/2002; LN 67/2003; LN 81/2004; LN 59/2005; LN 254/2005; LN 39/2006; LN 169/2006; LN 24/2007
232.08	Statistical Returns in respect of Carriage of Passengers, Freight and Mail Regulations LN 51/2001; LN 82/2004
232.09	Civil Aviation (Denied Boarding Compensation and Assistance to Passengers) (Designation of Competent Authority) Regulations LN 63/2005; LN 13/2007
232.10	Definition and Use of Compatible Technical Specifications for the Procurement of Air Traffic Management Equipment and Systems Regulations LN 161/2001; 336/2002
232.11	Air Navigation (Noise Certification and Operation of Aircraft) Order LN 162/2001; 83/2004
232.12	Airport Economic Regulations LN 299/2001; LN 448/2004
232.13	Allocation of Slots at Airport Regulations LN 300/2001
232.14	Civil Aviation (Restriction of Flying) Regulations LN 122/2002
232.15	Airport (Ground Handling Services) Regulations LN 66/2003; LN 84/2004
232.16	Civil Aviation (Air Fares) Regulations LN 77/2004; LN 244/2004
232.17	Civil Aviation (Air Transport Licensing) Regulations LN 78/2004; LN 245/2004
232.18	Civil Aviation (Provision of Air Navigation Services) Order LN 281/2006
232.19	Civil Aviation (Aerodrome Licensing) Regulations LN 80/2004; LN 62/2005
232.20	Civil Aviation (Air Transport Licensing) (Fees) Regulations LN 429/2004
232.21	Civil Aviation (Noise Related Operating Restrictions at Airports) Regulations LN 296/2005
232.22	Civil Aviation (Denied Boarding Compensation and Assistance to Passengers) Regulations LN 297/2005
232.23	Civil Aviation (Insurance Requirements for Air Carriers and Aircraft Operators) Order LN 377/2005
232.24	Air Navigation (Dangerous Goods) Regulations LN 233/2006

CAP 304	**Ratification of Treaties Act** *[to provide for the ratification of certain treaties]* Act v of 1983

CAP 333	**Eurocontrol Act** *[to provide for Malta's membership to Eurocontrol]* Act X of 1989, as amended by Act XIII of 1997 and Act IX of 2003

CAP 333 **Eurocontrol Act**

333.01 Civil Aviation (Route Charges for Navigation Services) Regulations
LN386/2002 + annual update

CAP 353 **Civil Aviation (Security) Act**

[to give effect to the Convention on Offences and Certain Other Acts Committed on Board Aircraft (Tokyo, 1963); the Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague, 1970); and the convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation (Montreal 1971); and the Protocol to the Montreal Convention (1988)]

Act XX of 1991

CAP 405 **Airports and Civil Aviation (Security) Act**

[to give effect to certain enactments relating to aviation security]

Act XX of 1998

405.01 Regulated Agents Regulations
LN 286/2001

405.02 Designated Airports (Policing) Order
LN 213/2003

405.03 Civil Aviation Security Regulations
LN 25/2004

CAP 434 **Code of Conduct for Computerised Reservation Systems Act**

[to provide for a code of conduct for computerised reservation systems]

Act XIX of 2001

CAP 452 **Employment and Industrial Relations Act**

[to consolidate, with amendments, the Conditions of Employment (Regulation) Act (Cap 135) and the Industrial Relations Act (Cap 266)]

Act No XXII of 2002

452.90 Organisation of Working Time (Civil Aviation) Regulations
LN 306/2003

CAP 460 **European Union Act**

[to provide for Malta's accession to the European Union and to make provision consequent and ancillary thereto]

Act No V of 2003

NOTE: Article 3 of Act No V of 2003, the European Union Act (Cap 460), makes the provisions of the Treaties of the European Community part of domestic law in Malta. Article 249 of the 'Consolidated Version of the Treaty Establishing the European Community' specifies that regulations made by the European Parliament / EC Council / EC Commission shall be binding and directly applicable in all EC member States.

All EC Regulations relating to air transport are therefore legal in Malta, and any provision of any other legislation incompatible with such EC Regulations is without effect and unenforceable (Article 3 (2) Act V of 2003 - CAP 460).

EC aviation-related Regulations may be accessed through the internet site:

http://ec.europa.eu/transport/air/handbook/handbook_en.htm

and comprise the following subjects:

CAP 460 **European Union Act**

Regulation (EU) 2017/386 of 6 March 2017 amending Implementing Regulation (EU) No 1207/2011 laying down requirements for the performance and the interoperability of surveillance for the single European sky.

Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011.

Regulation (EU) 2017/363 of 1 March 2017 amending Regulation (EU) No 965/2012 as regards the specific approval of single-engined turbine aeroplane operations at night or in instrument meteorological conditions and the approval requirements for the dangerous goods training relating to commercial specialised operations, non-commercial operations of complex motor-powered aircraft and non-commercial specialised operations of complex motor-powered aircraft.

Regulation (EU) 2016/2345 of 14 December 2016 amending Regulation (EC) No 262/2009 and Implementing Regulation (EU) No 1079/2012 as regards references to ICAO provisions.

Regulation (EU) 2016/2214 of 8 December 2016 amending Regulation (EC) No 474/2006 as regards the list of air carriers which are subject to an operating ban within the Union.

Regulation (EU) 2016/2120 of 2 December 2016 amending Regulation (EC) No 1033/2006 as regards the provisions referred to in Article 3(1).

Regulation (EU) 2016/2096 of 30 November 2016 amending Regulation (EU) No 1254/2009 as regards certain criteria to allow Member States to derogate from the common basic standards on civil aviation security and to adopt alternative security measures.

Regulation (EU) 2016/1649 of 8 July 2016 supplementing Regulation (EU) No 1316/2013 of the European Parliament and of the Council establishing the Connecting Europe Facility.

Regulation (EU) 2016/1199 of 22 July 2016 amending Regulation (EU) No 965/2012 as regards operational approval of performance-based navigation, certification and oversight of data services providers and helicopter offshore operations, and correcting that Regulation.

Applicable provisions of (EU) 2016/1185 of 20 July 2016 amending Implementing Regulation (EU) No 923/ 2012 as regards the update and completion of the common rules of the air and operational provisions regarding services and procedures in air navigation (SERA Part C) and repealing Regulation (EC) No 730/ 2006.

Regulation (EU) 2016/1158 of 15 July 2016 amending Regulation (EU) No 452/2014 as regards the deletion of templates for the authorisations issued to third country operators and for the associated specifications.

Regulation (EU) 2016/1006 of 22 June 2016 amending Regulation (EU) No 255/2010 as regards the ICAO provisions referred to in Article 3(1).

Regulation (EU) 2016/963 of 16 June 2016 amending Regulation (EC) No 474/2006 as regards the list of air carriers which are subject to an operating ban within the Union.

Regulation (EU) 2016/583 of 15 April 2016 amending Regulation (EU) No 1332/2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance.

Regulation (EU) 2016/539 of 6 April 2016 amending Regulation (EU) No 1178/2011 as regards pilot training, testing and periodic checking for performance-based navigation.

Regulation (EU) 2016/5 of 5 January 2016 amending Regulation (EU) No 748/2012 as regards the implementation of essential requirements for environmental protection.

Regulation (EU) 2016/4 of 5 January 2016 amending Regulation (EC) No 216/2008 of the European Parliament and of the Council as regards essential requirements for environmental protection.

Regulation (EU) 2426/2015 of 18 December 2015 amending Regulation (EU) 1998/2015 as regards third countries recognised as applying security standards equivalent to the common basic standards on civil avation security.

Regulation (EU) 1998/2015 of 5 November 2015 laying down detailed measures for the implementation of the common basic standards on aviation security.

Regulation (EU) 1536/2015 of 16 September 2015 amending Regulation (EU) No 1321/2014 as regards aligment of rules for continuing airworthiness with Regulation (EC) No 216/2008, critical maintenance tasks and aircraft continuing airworthiness monitoring.

Regulation (EU) 1329/2015 of 31 July 2015 amending Regulation (EU) No 965/2012 as regards operations by Union air carriers of aircraft registered in a third country.

Regulation No. 1088/2015 of 3 July 2015 amending Regulation (EU) No 1321/2014 as regards alleviations for maintenance procedures for general aviation aircraft.

Regulation No. 1039/2015 of 30 June 2015 amending Regulation (EU) No 748/2012 as regards flight testing.

Regulation No. 1018/2015 List classifying occurrences to be mandatorily reported.

CAP 460 **European Union Act**

Regulation No. 640/2015 of 23 April 2015 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012.

Regulation No. 445/2015 of 17 March 2015 amending Regulation (EU) No 1178/2011 as regards technical requirements and administrative procedures related to civil aviation aircrew.

Regulation No. 340/2015 ATCO Licences & Certificates.

Regulation No. 310/2015 of 26 February 2015 amending Regulation (EC) No 29/2009 laying down requirements on data link services for the single European sky and repealing Implementing Regulation (EU) No 441/2014.

Regulation No. 140/2015 of 29 January 2015 amending Regulation (EU) No 965/2012 as regards sterile flight crew compartment and correcting that Regulation.

Regulation No. 1321/2014 Continuing Airworthiness.

Regulation No. 1029/2014 of 26 September 2014 amending Regulation (EU) No 73/2010 laying down requirements on the quality of aeronautical data and aeronautical information for the single European sky.

Regulation No. 1028/2014 of 26 September 2014 amending Implementing Regulation (EU) No 1207/2011 laying down requirements for the performance and the interoperability of surveillance for the single European sky.

Regulation No. 970/2014 of 12 September 2014 amending Regulation (EU) No 677/2011 laying down detailed rules for the implementation of air traffic management (ATM) network functions.

Regulation No. 721/2014 of 16 June 2014 amending Regulation (EC) No 219/2007 on the establishment of a Joint Undertaking to develop the new generation European air traffic management system (SESAR) as regards the extension of the Joint Undertaking until 2024.

Regulation No. 716/2014 Pilot Common Project.

Regulation No. 598/2014 Introduction of noise-related operating restrictions at EU airports.

Regulation No. 512/2014 of the European Parliament and of the Council of 16 April 2014 amending.

Regulation No. 452/2014 Third Country Operators Regulation.

Regulation No. 448/2014 of 2 May 2014 amending Implementing Regulation (EU) No 1035/2011 by updating references to the Annexes to the Chicago Convention.

Regulation No. 441/2014 of 30 April 2014 amending Regulation (EC) No 29/2009 laying down requirements on data link services for the single European sky.

Regulation No. 379/2014 of 7 April 2014 amending Commission Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

Regulation No. 376/2014 Reporting, Analysis and Follow-Up of Occurrences in Civil Aviation.

Regulation No. 319/2014 Fees & Charges Levied by EASA.

Regulation No. 245/2014 of 13 March 2014 amending Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew.

Regulation No. 139/2014 Aerodromes.

Regulation No. 83/2014 of 29 January 2014 amending Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

Regulation No. 71/2014 of 27 January 2014 amending Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to Air Operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

Regulation No. 70/2014 of 27 January 2014 amending Regulation (EU) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

Regulation No. 69/2014 of 27 January 2014 amending Regulation (EU) No 748/2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations.

Regulation No. 1316/2013 Connecting Europe Facility (CEF).

Regulation No. 1315/2013 Union guidelines for the development of the Trans-European network (Trans-European Transport Network Connecting Europe Facility (CEF)).

Regulation No. 1291/2013 of the European Parliament and of the Council of 11 December 2013 establishing Horizon 2020 - the Framework Programme for Research and Innovation (2014-2020) and repealing Decision No 1982/2006/EC.

CAP 460 **European Union Act**

Regulation No. 1285/2013 Implementation & Exploitation of European Satellite Navigation Systems.

Regulation No. 800/2013 of 14 August 2013 amending Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/ 2008 of the European Parliament and of the Council.

Regulation No. 657/2013 of 10 July 2013 amending Implementing Regulation (EU) No 1079/2012 laying down requirements for voice channels spacing for the single European sky.

Regulation No. 628/2013 Standardisation Inspections.

Regulation No. 526/2013 of the European Parliament and of the Council of 21 May 2013 concerning the European Union Agency for Network and Information Security (ENISA) and repealing Regulation (EC) No 460/2004.

Regulation No. 428/2013 of 8 May 2013 amending Regulation (EC) No 1033/2006 as regards the ICAO provisions referred to in Article 3(1) and repealing Regulation (EU) No 929/2010.

Regulation No. 409/2013 Common Projects & Governance.

Regulation No. 391/2013 Common Charging Scheme.

Regulation No. 390/2013 Performance Scheme.

Regulation No. 7/2013 of 8 January 2013 amending Regulation (EU) No 748/2012 laying down Implementing Rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations.

Regulation No. 6/2013 of 8 January 2013 amending Regulation (EC) No 216/2008 of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC.

Regulation No. 1079/2012 Air Ground Voice Channel Spacing.

Regulation No. 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/ EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/ 2006/EC of the European Parliament and of the Council.

Regulation No. 965/2012 Air Operations.

Regulation No. 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/ 2006 and (EU) No 255/2010.

Regulation No. 748/2012 Initial Airworthiness.

Regulation No. 646/2012 Fines & Periodic Penalty Payments.

Regulation No. 290/2012 of 30 March 2012 amending Regulation (EU) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

Regulation No. 1332/2011 Airspace Usage Requirements – Part-ACAS.

Regulation No. 1207/2011 Surveillance Performance & Interoperability (SPI).

Regulation No. 1206/2011 Aircraft Identification.

Regulation No. 1178/2011 Civil Aviation Aircrew.

Regulation No. 1035/2011 Common Requirements for ANS.

Regulation No. 1034/2011 Safety Oversight.

Regulation No. 677/2011 ATM Network Functions.

Regulation No. 283/2011 of 22 March 2011 amending Regulation (EC) No 633/2007 as regards the transitional arrangements referred to in Article 7.

Regulation No. 182/2011 Implementing Acts (Rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers) (Delegation of Powers to the EC).

Regulation No. 176/2011 Functional Airspace Blocks (FABs).

Regulation No. 996/2010 Investigation & Prevention of Accidents & Incidents in Civil Aviation.

Regulation No. 912/2010 setting up the European GNSS Agency.

Regulation No. 255/2010 ATFM.

Regulation No. 185/2010 Common Basic Standards on Aviation Security.

CAP 460 **European Union Act**

Regulation No. 73/2010 Aeronautical Data Quality (ADQ).

Regulation No. 72/2010 of 26 January 2010 laying down procedures for conducting Commission inspections in the field of aviation security.

Regulation No. 1254/2009 of 18 December 2009 setting criteria to allow Member States to derogate from the common basic standards on civil aviation security and to adopt alternative security measures.

Regulation No. 1108/2009 of the European Parliament and of the Council of 21 October 2009 amending Regulation (EC) No 216/2008 in the field of aerodromes, air traffic management and air navigation services and repealing Directive 2006/23/EC (Text with EEA relevance).

Regulation No. 1070/2009 of the European Parliament and of the Council of 21 October 2009 amending Regulations (EC) No 549/2004, (EC) No 550/2004, (EC) No 551/2004 and (EC) No 552/2004 in order to improve the performance and sustainability of the European aviation system.

Regulation No. 690/2009 of 30 July 2009 amending Regulation (EC) No 216/2008 of the European Parliament and the Council on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC.

Regulation No. 262/2009 Mode S.

Regulation No. 30/2009 of 16 January 2009 amending Regulation (EC) No 1032/2006 as far as the requirements for automatic systems for the exchange of flight data supporting data link services are concerned.

Regulation No. 29/2009 Datalink Services.

Regulation No. 1361/2008 of 16 December 2008 amending Regulation (EC) No 219/2007 on the establishment of a joint undertaking to develop the new generation European air traffic management system (SESAR).

Regulation No. 1126/2008 of 3 November 2008 adopting certain international accounting standards in accordance with Regulation (EC) No 1606/2002 of the European Parliament and of the Council.

Regulation No. 765/2008 Accreditation & Market Surveillance Relating to the Marketing of Products.

Regulation No. 482/2008 Software Safety Assurance System.

Regulation No. 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002.

Regulation No. 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC.

Regulation No. 633/2007 Flight Message Transfer Protocol (FMTP).

Regulation (EC) No 219/2007 of 27 February 2007 on the establishment of a Joint Undertaking to develop the new generation European air traffic management system (SESAR).

Regulation (EC) No 1033/2006 of 4 July 2006 laying down the requirements on procedures for flight plans in the pre-flight phase for the single European sky.

Regulation (EC) No 1032/2006 of 6 July 2006 laying down requirements for automatic systems for the exchange of flight data for the purpose of notification, coordination and transfer of flights between air traffic control units.

Regulation (EC) No 474/2006 of 22 March 2006 establishing the Community list of air carriers which are subject to an operating ban within the Community referred to in Chapter II of Regulation (EC) No 2111/2005 of the European Parliament and of the Council.

Regulation (EC) No 2150/2005 of 23 December 2005 laying down common rules for the flexible use of airspace.

Regulation (EC) No 2111/2005 of the European Parliament and of the Council of 14 December 2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community and on informing air transport passengers of the identity of the operating air carrier, and repealing Article 9 of Directive 2004/36/EC.

Regulation (EC) No 552/2004 of the European Parliament and of the Council of 10 March 2004 on the interoperability of the European Air Traffic Management network (the interoperability Regulation).

Regulation (EC) No 551/2004 of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the airspace in the single European sky (the airspace Regulation).

Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (the service provision Regulation).

CAP 460 **European Union Act**

Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the framework Regulation) - Statement by the Member States on military issues related to the single European sky.

Directive (EC) No 104/2004 of 14 October 2004 adapting to technical progress Council Directive 72/245/EEC relating to the radio interference (electromagnetic compatibility) of vehicles and amending Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers.

Regulation No. 1049/2001 Public access to EP, Council & EC documents.

Regulation No. 45/2001 Protection of individuals with regard to the processing of personal data by EU institutions & bodies & on the free movement of such data.

Regulation (EEC) No 95/93 of 18 January 1993 on common rules for the allocation of slots at Community airports

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

ANNEX 1 — PERSONNEL LICENSING, 14th edition
No significant differences to Annex 1.

ANNEX 2 — RULES OF THE AIR, 11th edition		
Chapter 3	3.2.2	New Provision. Implementing Regulation (EU) No 923/2012, SERA.3210(b), specifies: "(b) *An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.*"
	3.2.2.4	New Provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.3210(c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4 by specifying that: "(i) *Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left."*
	3.2.2.7.3	Implementing Regulation (EU) No. 923/2012, paragraph SERA.3210(d)3, in addition requires that as in previous point, an aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further when the lights are switched off and **explicit clearance is given from the Control Tower**.
	3.2.3.2(b)	Implementing Regulation (EU) No 923/2012, paragraph SERA.3215(b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2(b) of the bold text): "(2) *unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure,* ***as far as practicable****."* In addition, the definition of **night** is different.
	3.2.5	Implementing Regulation (EU) No 923/2012, paragraph SERA.3225 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons: *"(c)* ***except for balloons****, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;* *(d)* ***except for balloons****, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable."*
	3.3.1.2	ICAO Annex 2, 3.3.1.2 is replaced with Implementing Regulation (EU) No 923/2012 SERA.4001(b). The differences between this ICAO Standard and this Union regulation are as follows: With regards to VFR flights planned to operate across international borders, the Union regulation (SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the bold text, as follows: '*"any flight across international borders,* ***unless otherwise prescribed by the States concerned.***" With regard to VFR and IFR flights planned to operate at night, an additional requirement is inserted to Union regulation SERA.4001(b)(6) as follows: *"(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome"*

ANNEX 2 — RULES OF THE AIR, 11th edition		
Chapter 3	3.3.2	SERA.4005(a)(14) explicitly requires the inclusion of information regarding the existence of **a ballistic parachute recovery system** in the flight plan, if installed on the aircraft. SERA.4005(b) refers also to operating sites: For flight plans submitted during flight, the departure aerodrome **or operating site** provided shall be the location from which supplementary information concerning the flight may be obtained, if required. Additionally, the information to be provided in lieu of the estimated off-block time shall be the time over the first point of the route to which the flight plan relates.
	3.3.5.3	SERA.4020(c) considers also operating sites, not just aerodromes. When no air traffic services unit exists at the arrival aerodrome **or operating site**, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.
	3.3.5.4	SERA.4020(d) considers also operating sites, not just aerodromes. When communication facilities at the arrival aerodrome **or operating site** are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.
	3.3.5.5	SERA.4020(e) considers also operating sites, not just aerodromes. Arrival reports made by aircraft shall contain the following elements of information: (1) aircraft identification; (2) departure aerodrome **or operating site**; (3) destination aerodrome **or operating site** (only in the case of a diversionary landing); (4) arrival aerodrome **or operating site**; (5) time of arrival.
	3.6.5.2.1	Commission Implementing Regulation (EU) 2024/404, SERA.14083(c)(6) requires IFR flights to set Mode A Code 7601 in order to inform the ATS unit about their intention to continue to fly in VMC and land at the nearest suitable aerodrome.
	3.6.5.2.2	Commission Implementing Regulation (EU) 2024/404, SERA.14083(c)(4) requires a common time parameter of 20 minutes to be observed for both procedural and surveillance environment before adapting the speed and vertical profile in accordance with the filed flight plan, as amended by the modification and delay messages.
	Appendix 8	The words 'in distress' of Chapter 3 Part 3.8, are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore, the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.
Chapter 4	4.6	ICAO Annex 2, 4.6, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, introducing the obstacle clearance criteria in (f), as follows: “(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown: (1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft; (2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.”

ANNEX 3 — METEOROLOGY, 20th edition
No significant differences to Annex 3.

ANNEX 4 — AERONAUTICAL CHARTS, 11th edition
No significant differences to Annex 4.

ANNEX 5 — UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, 5th edition
No significant differences to Annex 5.

ANNEX 6 — OPERATION OF AIRCRAFT, Part I, 12th edition; Part II, 11th edition; Part III, 11th edition
No significant differences to Annex 6.

ANNEX 7 — AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 6th edition
No significant differences to Annex 7.

ANNEX 8 — AIRWORTHINESS OF AIRCRAFT, 13th edition		
	4.1.6(g); 4.1.6(h); 4.1.6(i)	Considerations are not implemented.
	11.1; 11.2. 11.3 and subparts K1, K2 and K3	Considerations are not implemented.

ANNEX 9 — FACILITATION, 17th edition
No significant differences to Annex 9.

ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS, Vol. I, 8th edition; Vol. II, 7th edition; Vol. III, 2nd edition; Vol. IV, 5th edition; Vol. V, 3rd edition		
Difference A10-01	ICAO Annex 10 Volume II Chapter 5 5.2.1.4.1	ICAO Annex 10, Volume II, Chapter 5.2.1.4.1 is transposed in point SERA.14035 of Implementing Regulation (EU) No 923/2012 with some differences. The differences between that ICAO Standard and that Union Regulation are as follows: **SERA.14035 Transmission of numbers in radiotelephony** (a) Transmission of numbers 1. All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. i. Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds. ii. The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1 000 hPa which shall be transmitted as "ONE THOUSAND". iii. All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word "THOUSAND". 2. All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word "HUNDRED" or "THOUSAND", as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word "THOUSAND", followed by the number of hundreds, followed by the word "HUNDRED". 3. In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately. 4. When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as "TEN O'CLOCK" or "ELEVEN O'CLOCK". 5. Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word "DECIMAL". 6. All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used. 21.7.2016 L 196/42 Official Journal of the European Union EN.

ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS, Vol. I, 8th edition; Vol. II, 7th edition; Vol. III, 2nd edition; Vol. IV, 5th edition; Vol. V, 3rd edition		
Difference A10-02	ICAO Annex 10 Volume II Chapter 5 5.2.1.7.3.2.3	ICAO Annex 10, Volume II, Chapter 5.2.1.7.3.2.3 is transposed in point SERA.14055 of Implementing Regulation (EU) No 923/2012 with a difference. The difference between that ICAO Standard and that EU Regulation is as follows: SERA.14055 Radiotelephony procedures “(b)(2)The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorised by the competent authority.”

ANNEX 11 — AIR TRAFFIC SERVICES, 15th edition		
Difference A11-01	Chapter 2 Paragraph 2.25.5	Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1) differs from ICAO Annex 11, standard 2.25.5 by stating that: 'Time checks shall be given **at least** to the nearest minute'
Difference A11-02	Chapter 2 Paragraph 2.6.1	Exemption possibility. Implementing Regulation (EU) No 923/2012 paragraph SERA.6001 allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.
Difference A11-03	Chapter 3	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.8005(b), specifies: "(b) Clearances issued by air traffic control units shall provide separation: 1. between all flights in airspace Classes A and B; 2. between IFR flights in airspace Classes C, D and E; 3. between IFR flights and VFR flights in airspace Class C; 4. between IFR flights and special VFR flights; 5. between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft **and agreed by the pilot of the other aircraft** and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared **subject to maintaining own separation in respect of a specific portion of the flight below 3 050 m (10 000 ft) during climb or descent, during day in visual meteorological conditions.**"
Difference A11-04	Chapter 3	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the bold text): "(e) Read-back of clearances and safety-related information The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: i. ATC route clearances; ii. clearances and instructions to enter, land on, take off from, hold short of, cross, **taxi** and backtrack on any runway; and iii. runway-in-use, altimeter settings, SSR codes, **newly assigned communication channels**, level instructions, heading and speed instructions; and iv. transition levels, whether issued by the controller or contained in ATIS broadcasts."
Difference A11-05	Chapter 3	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the bold text): "(2) Other clearances or instructions, including conditional clearances **and taxi instructions**, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with."

ANNEX 11 — AIR TRAFFIC SERVICES, 15th edition		
Difference A11-06	Chapter 3	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, specifies: **SERA.5010 Special VFR in control zones** Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and fire-fighting flights, the following additional conditions shall be applied: a. such special VFR flights may be conducted during day only, unless otherwise permitted by the competent authority; b. by the pilot: i. clear of cloud and with the surface in sight; ii. the flight visibility is not less than 1 500 m or, for helicopters, not less than 800 m; iii. fly at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and c. An air traffic control unit shall not issue a special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima: i. the ground visibility is less than 1 500 m or, for helicopters, less than 800 m; ii. the ceiling is less than 180 m (600 ft).

ANNEX 12 — SEARCH AND RESCUE, 9th edition
No significant differences to Annex 12.

ANNEX 13 — AIRCRAFT ACCIDENT INVESTIGATION, 13th edition
No significant differences to Annex 13.

ANNEX 14 — AERODROMES, Vol. I, 9th edition; Vol. II, 5th edition		
Volume I Chapter 1	1.1.89	(EU)139/2014 Annex I Definitions (38g) (18a) (49) (41a) (15a) (38h). The definition includes an additional runway surface condition 'specially prepared winter runway'.
Volume I Chapter 2	2.9.5	(EU)139/2014 ADR.OPS. A.065(a) - Reporting of the runway surface condition. Two additional terms are used for the description of the runway surface condition, namely 'SPECIALLY PREPARED WINTER RUNWAY' and 'SLIPPERY WET'.
	2.12	(EU)139/2014 GM1 ADR.OPS. A.005 - Aerodrome Data. The specification has been partially transposed (Visual approach slope indicator systems).
Volume I Chapter 3	3.3.1	(EU)2018/1139 Article 34(5), (EU)139/2014 CS ADR-DSN.B.095(b) - Runway turn pads. The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.

ANNEX 14 — AERODROMES, Vol. I, 9th edition; Vol. II, 5th edition		
Volume I Chapter 5	5.2.1.3	(EU)2018/1139 Article 34(5), (EU)139/2014 CS ADR-DSN.L.560 - Interruption of runway markings. Runway side stripe markings may also continue across the intersection.
	5.3.5.44	(EU)2018/1139 Article 34(5), (EU)139/2014 CS ADR-DSN.M.655(c) - Obstacle protection surface for PAPI/APAPI. The CS foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface.
Volume I Chapter 9	9.2.2	(EU)139/2014 ADR.OPS. B.010(a)(2); AMC3 ADR.OPS. B.010(a)(2)(b) - Rescue & Fire Fighting Services. The AMC does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk.
	9.9.4	(EU)2018/1139 Article 34(5), (EU)139/2014 CS ADR-DSN.T.915(d) - Siting of equipment and installations on operational areas. In addition to the cases foreseen in the relevant specification, the CS allows the presence of equipment/ installations also after a safety assessment regarding safety and regularity.
Vol II		No significant differences.

ANNEX 15 — AERONAUTICAL INFORMATION SERVICES, 16th edition
No significant differences to Annex 15.

ANNEX 16 — ENVIRONMENTAL PROTECTION, Vol. I, 8th edition; Vol. II, 5th edition; Vol. III, 1st edition; Vol. IV, 2nd edition
No significant differences to Annex 16.

ANNEX 17 — SECURITY – SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE, 12th edition
No significant differences to Annex 17.

ANNEX 18 — THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 4th edition		
	2.1.1	Reg.(EU)965/2012 requires an approval to transport dangerous goods (except for ELA 2 aircraft) in addition to the requirements of Annex 18 and the Technical Instructions.
	2.1.2	Reg.(EU)965/2012 requires an approval to transport dangerous goods in addition to the requirements of Annex 18 and the Technical Instructions.
	2.2.1	Reg.(EU)965/2012 requires an approval to transport dangerous goods (except for ELA 2 aircraft) in addition to the requirements of Annex 18 and the Technical Instructions.
	2.3	Annex 18 and the Technical Instructions are applicable through Reg. (EU) 965/2012 to domestic operations.
	9.6.1	Information to be notified is specified.
	9.6.2	Information to be notified is specified.

ANNEX 19 — SAFETY MANAGEMENT, 2nd edition
No significant differences to Annex 19.

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GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. Units of measurement

1.1 The table of units of measurement shown below will be used within Malta FIR/UIR for air and ground operations.

For measurement of	*Units used*
Distance used in navigation, position reporting, etc. (generally in excess of 2 NM)	Nautical Miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Metres
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometres or Metres
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric Tonnes or Kilograms
Time	Hours and minutes, beginning at midnight UTC

2. Temporal reference system

2.1 Co-ordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed in hours and minutes of the 24-hour day beginning at midnight. Minutes are expressed to the nearest minute e.g. 12:40:35 is reported as 1241.

2.1.1 A time check shall be obtained prior to operating a controlled flight and at such other times during the flight as may be necessary.

2.2 In the AIP and associated publications, the expression “summer period” will indicate that part of the year in which “daylight saving time” is in force. The other part of the year will be named the “winter period”. Daylight saving time in Malta is UTC plus 2 hours. The “summer period” will be introduced every year on the last Sunday in March at 0100 UTC and it will cease on the last Sunday in October at 0100 UTC. Times applicable during the “summer period” are given in brackets. Local time in Malta is UTC plus 1 hour.

3. Horizontal reference system

3.1 *Name/designation of datum*

3.1.1 Except where otherwise indicated by an asterisk (*), all published geographical co-ordinates indicating latitude and longitude are expressed in terms of the World Geodetic System — 1984 (WGS-84) geodetic reference datum.

3.2 *Area of application*

3.2.1 The area of application for the published geographical co-ordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the territory of Malta as well as the airspace over the high seas encompassed by the Malta FIR/UIR and those portions inside Rome FIR/UIR where the provision of ATC service has been delegated to Malta in accordance with a co-ordination agreement between Rome ACC and Malta ACC.

3.3 *Use of asterisk to identify published geographical co-ordinates*

3.3.1 An asterisk (*) will be used to identify those published geographical co-ordinates which have been transformed into WGS-84 co-ordinates but whose accuracy of original field work does not meet the requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2. Specifications for determination and reporting of WGS-84 co-ordinates are given in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2.

4. Vertical reference system

4.1 Vertical Reference System for air navigation corresponds to mean sea level (MSL).

5. Aircraft nationality and registration marks

5.1 The nationality mark for civil aircraft registered in Malta is 9H. The nationality mark is followed by a hyphen and a registration mark consisting of a group of three to five characters, which characters can be a combination of letters and/or numbers, e.g. 9H-AAA, 9H-111AA.

6. Public holidays

Name	***Date/Day***
New Year's Day	1 January
St. Paul's Shipwreck	10 February
St. Joseph	19 March
Freedom Day	31 March
Good Friday	Friday before Easter
Workers' Day	1 May
Sette Giugno	7 June
St. Peter and St. Paul	29 June
The Assumption	15 August
Our Lady of Victories	8 September
Independence Day	21 September
Immaculate Conception	8 December
Republic Day	13 December
Christmas Day	25 December

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

1. FRA glossary of terms

Aeronautical Data	A representation of aeronautical facts, concepts or instructions in a formalized manner suitable for communication, interpretation or processing.
Aeronautical Information	Information resulting from the assembly, analysis and formatting of aeronautical data.
Aeronautical Information Publication (AIP)	A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.
Area navigation route	An ATS route established for the use of aircraft capable of employing area navigation.
ATS route	A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services. *Note 1: The term "ATS route" is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure route, etc.* *Note 2: An ATS route is defined by route specifications which include an ATS route designator, the track to or from significant points (waypoints), distance between signification points, reporting requirements and, as determined by the appropriate ATS authority, the lowest safe altitude.*
DCT	Direct (in relation to flight plan clearances and type of approach) Decoded abbreviation/indicator DCT (Direct) or Encoded abbreviation/indicator Direct (DCT) should be used only: • for flight planning purposes when submitting FPL; • when executing a specified type of approach.
Free Route Airspace (FRA)	A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) way points, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.
FRA Arrival Connecting Point (A)	A published Significant Point to which FRA operations are allowed for arriving traffic to specific aerodromes. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (A). Indications on their use for arrivals to specific aerodromes shall be notified via the RAD.
FRA Departure Connecting Point (D)	A published Significant Point from which FRA operations are allowed for departing traffic from specific aerodromes. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (D). Indications on their use for departures from specific aerodromes shall be notified via the RAD.
FRA Horizontal Entry Point (E)	A published Significant Point on the horizontal boundary of the Free Route Airspace from which FRA operations are allowed. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (E). If this point has specific conditions of utilization, this shall be described in the RAD.
FRA Horizontal Exit Point (X)	A published Significant Point on the horizontal boundary of the Free Route Airspace from which FRA operations are allowed. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (X). If this point has specific conditions of utilization, this shall be described in the RAD.
FRA Intermediate Point (I)	A published Significant Point or unpublished point, defined by geographical coordinates or by bearing and distance via which FRA operations are allowed. If published, the FRA relevance of such points is included in ENR 4.1/4.4 columns as (I). If this point has specific conditions of utilization, this shall be described in the RAD.

NOTAM	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
Route Availability Document (RAD)	A common reference document containing the policies, procedures and description for route and traffic orientation. It also includes route network and free route airspace utilization rules and availability.
Special Areas (SA)	Refers to airspace of defined dimensions for the exclusive use of specific users. These are special designed areas within which both civil and military activities could take place, including CBA, TRA, TSA, D, R, P and any specially activated areas.
Significant Point	A specified geographical location used in defining an ATS route or the flight plan of an aircraft and for other navigational and ATS purposes. *Note: There are three categories of significant points: ground-based navigation aid, intersection and waypoint. In the context of this definition, intersection is a significant point expressed as radials, bearings and/or distances from ground based navigation aids*.
Waypoint	A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation. Waypoints are identified as either: • Fly-by waypoint: A waypoint which requires turn anticipation to allow tangential interception of the next segment of a route or procedure, or • Flyover waypoint: A waypoint at which a turn is initiated in order to join the next segment of a route or procedure.

2. Abbreviations used in AIS publications

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400.

A

AAL	Above aerodrome level
AAR	Air to air refuelling
ABN	Aerodrome beacon
ABV	Above
AC	Altocumulus
ACC	Area control centre
ACCID	Aircraft accident notification
ACFT	Aircraft
ACP	Acceptance *(message type designator)*
AD	Aerodrome
ADA	Advisory area
ADF	Automatic direction-finding equipment
ADR	Advisory route
ADVS	Advisory service
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
*AFM	Armed Forces of Malta
AFS	Aeronautical fixed service
AFTN	Aeronautical fixed telecommunication network
AGL	Above ground level
AIC	Aeronautical information circular
AIM	Aeronautical information management
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP	Air-report
AIS	Aeronautical information services
ALERFA	Alert phase
ALR	Alerting *(message type designator)*
AMSL	Above mean sea level
AO	Aircraft operator
*AOR	Area of responsibility
APP	Approach control
APR	April
APV	Approach procedure with vertical guidance
*ARES	Airspace reservation
ATC	Air traffic control
ATIS	Automatic terminal information service
AUG	August

B

BA	Braking action
BCN	Beacon
BCST	Broadcast
BDRY	Boundary
BRG	Bearing
BTN	Between

C

*CAD-TM	Civil Aviation Directorate — Transport Malta
CAT	Clear air turbulence
CAVOK	Visibility, cloud and present weather better than prescribed values or conditions
CB	Cumulonimbus
CC	Cirrocumulus
CCO	Continuous climb operations
CDO	Continuous descent operations
CDR	Conditional route
CHG	Modification *(message type designator)*
CI	Cirrus
CIDIN	Common ICAO data interchange network
CLR	Clear or cleared to or clearance
CLSD	Closed
CNL	Cancel or cancelled
CNL	Flight plan cancellation *(message type designator)*
CONT	Continue or continued
CPDLC	Controller-pilot data link communications
CPL	Current flight plan *(message type designator)*
CS	Cirrostratus
CTA	Control area
CTR	Control zone
CUST	Customs
CWY	Clearway

D

DCT	Direct
*DDM	Difference in Depth Modulation
DEC	December
DEG	Degrees
DEP	Departure message or departure or depart
DER	Departure end of runway
DEST	Destination
DETRESFA	Distress phase
DIST	Distance
DLA	Delay message or delayed
DLIC	Data link initiation capability
DME	Distance measuring equipment
DOF	Date of flight
*DST	Daylight Saving Time
DTG	Date-time group

E

E	East or Eastern longitude
*EASA	European Aviation Safety Agency
EAT	Expected approach time
EET	Estimated elapsed time
ELEV	Elevation
*ELS	Mode S elementary surveillance
EM	Emission
EMERG	Emergency
ENR	En-route
EOBT	Estimated off-block time
EST	Estimate or estimated or estimation *(message type designator)*
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure
ETO	Estimated time over significant point

F

F	Fixed
FAC	Facilities
FAF	Final approach fix
FAP	Final approach point
FATO	Final approach and take-off area
FAX	Facsimile transmission
FCST	Forecast
FCT	Friction coefficient
FEB	February
FIC	Flight information centre
FIR	Flight information region
FIS	Flight information service
FL	Flight level
FLG	Flashing
FLT	Flight
FMU	Flow management unit
FNA	Final approach
FPL	Flight plan
FPM	Feet per minute
*FRA	Free route airspace
FREQ	Frequency
FRI	Friday
FRNG	Firing
FT	Feet *(dimensional unit)*

G

G	Green
GA	General aviation
*GAT	General air traffic
GEN	General
GEO	Geographic *or* true
GND	Ground
GP	Glide path

H

H24	Continuous day and night service
HBN	Hazard beacon
HDG	Heading
HEL	Helicopter
HF	High frequency (3,000 to 30,000 KHz)
HF	Holding fix
HGT	Height or height above
HJ	Sunrise to sunset
HLP	Heliport
HLS	Helicopter landing site
HN	Sunset to sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HPA	Hectopascal
HR	Hours
HS	Service available during hours of scheduled operations
HX	No specific working hours
HUM	Humanitarian
HZ	Hertz

I

IAC	Instrument approach chart
IAF	Initial approach fix
IAS	Indicated airspeed
IBN	Identification beacon
ICAO	International Civil Aviation Organization
ID	Identifier or identity
IDENT	Identification
IFR	Instrument flight rules
ILS	Instrument landing system
IMC	Instrument meteorological conditions
INCERFA	Uncertainty phase
INTL	International

J

JAN	January
JUL	July
JUN	June

K

KG	Kilograms
KHZ	Kilohertz
KM	Kilometres
KMH	Kilometres per hour
KT	Knots
KW	Kilowatts

L

LAT	Latitude
LDA	Landing distance available
LDI	Landing direction indicator
*LED	Light-emitting diode
LF	Low frequency (30 to 300 KHz)
LGT	Light *or* lighting
LGTD	Lighted
*LLZ	Localizer
LMT	Local mean time
LONG	Longitude
LRG	Long range
*LT	Local time
LTA	Lower control area
LTD	Limited
*LTM	Lufthansa Technik Malta

M

M	Metres
MAG	Magnetic
MAINT	Maintenance
MAPT	Missed approach point
MAR	March
MAX	Maximum
MAY	May
MEA	Minimum en-route altitude
MEDEVAC	Medical evacuation flight
*MEL	Minimum en-route level
MET	Meteorology *or* meteorological
METAR	Aviation routine weather report
MF	Medium frequency (300 to 3,000 KHz)
MHA	Minimum holding altitude
MHZ	Megahertz
*MIA	Malta International Airport
MIL	Military
MIN	Minutes
MKR	Marker radio beacon
MNM	Minimum
MON	Monday
*MOTNE	Meteorological Operational Telecommunication Network Europe
MPS	Metres per second
MRG	Medium range
MSA	Minimum sector altitude
MSL	Mean sea level
MSSR	Monopulse secondary surveillance radar
MTOM	Maximum take-off mass
MWO	Meteorological watch office

N

N	North *or* northern latitude
NAV	Navigation
NB	Northbound
NC	No change
NDB	Non-directional radio beacon
NM	Nautical miles
*NM	Network Manager
NOF	International NOTAM office
NOSIG	No significant change
NOTAM	Notice to airmen
NOV	November

O

*OAT	Operational air traffic
OBST	Obstacle
OCA	Obstacle clearance altitude
OCH	Obstacle clearance height
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle-free zone
OM	Outer marker
OPR	Operate or operative or operating or operational
OPS	Operations
O/R	On request

P

PANS	Procedures for air navigation services
PAPI	Precision approach path indicator
PBC	Performance-based communication
PBN	Performance-based navigation
PBS	Performance-based surveillance
PJE	Parachute jumping exercise
PLN	Flight Plan
PN	Prior notice required
PNR	Point of no return
POB	Persons on board
PPI	Plan position indicator
PPR	Prior permission required
PROV	Provisional
PSN	Position
PSR	Primary surveillance radar
PTN	Procedure turn

Q

QDM	Magnetic heading *(zero wind)*
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation *(or at runway threshold)*
QFU	Magnetic orientation of runway
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing
QUAD	Quadrant

R

R	Red
*RAD	Route Availability Document
RCC	Rescue co-ordination centre
RCF	Radio communication failure *(message type designator)*
RDH	Reference datum height
RDL	Radial
REF	Reference to *or* refer to
REG	Registration
REP	Reporting point
REQ	Request *or* requested
RLCE	Request level change en-route
*RMZ	Radio Mandatory Zone
RNG	Radio range
RPL	Repetitive flight plan
RQS	Request supplementary flight plan *(message type designator)*
RSC	Rescue sub-centre
RSP	Responder beacon
RSR	En-route surveillance radar
RTF	Radiotelephone
RV	Rescue vessel
RVA	Radar vectoring area
RVR	Runway visual range
RVSM	Reduced vertical separation minimum
RWY	Runway

S

S	South *or* southern latitude
*SA	Special areas
SAR	Search and rescue
SAT	Saturday
SB	Southbound
SC	Stratocumulus
SEC	Seconds
SEP	September
SFC	Surface
SHF	Super high frequency (3,000 to 30,000 MHz)
SID	Standard instrument departure
SIGMET	Information concerning en-route weather and other phenomena in the atmosphere which may affect the safety of aircraft operations
SIWL	Single isolated wheel load
SKED	Schedule *or* scheduled
SPECI	Aviation selected special weather report *(in aeronautical meteorological code)*
SPECIAL	Special meteorological report *(in abbreviated plain language)*
SPL	Supplementary flight plan *(message type designator)*
SR	Sunrise
SRG	Short range
SS	Sunset
SSR	Secondary surveillance radar
STAR	Standard instrument arrival
*STM	ST Microelectronics
STOL	Short take-off and landing
SUN	Sunday
SUPPS	Regional supplementary procedures
SVC	Service message
SWY	Stopway

T

T	Temperature
TACAN	UHF tactical air navigation aid
TAF	Aerodrome forecast
TAS	True airspeed
TCH	Threshold crossing height
TDZ	Touchdown zone
TFC	Traffic
TGL	Temporary guidance leaflet
THR	Threshold
THU	Thursday
TKOF	Take-off
TLOF	Touchdown and lift-off area
TMA	Terminal control area
*TMZ	Transponder mandatory zone
*TOC	Transfer of control point
TODA	Take-off distance available
TORA	Take-off run available
TR	Track
TRG	Training
*TTA	Test Training area
TUE	Tuesday
TWR	Aerodrome control tower
TWY	Taxiway
TXL	Taxilane

U

UAC	Upper area control centre
UAR	Upper air route
UDF	Ultra high frequency direction finding Station
UFN	Until further notice
UHF	Ultra high frequency (300 to 3,000 MHz)
UIC	Upper information centre
UIR	Upper information region
UNL	Unlimited
U/S	Unserviceable
UTA	Upper control area
UTC	Co-ordinated Universal Time

V

VAC	Visual approach chart
VAR	Magnetic variation

VDF	Very high frequency direction finding station
VFR	Visual flight rules
VHF	Very high frequency (30 to 300 MHz)
VIP	Very important person
VLF	Very low frequency (3 to 30 KHz)
VMC	Visual meteorological conditions
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination

W

W	West *or* western longitude
W	White
WAC	World aeronautical chart - (ICAO 1:1,000,000)
WBAR	Wingbar lights
WDI	Wind direction indicator
WED	Wednesday
WEF	With effect from or effective from
WID	Width
WIE	With immediate effect or effective immediately
*WIP	Work in progress

X

XBAR	Crossbar (approach lighting)

Y

Y	Yellow
YCZ	Yellow caution zone
YR	Your

Z

Z	Co-ordinated Universal Time (in meteorological messages)

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GEN 2.3 CHART SYMBOLS

1. Aerodromes

1.1 Charts other than approach charts

Heliport	

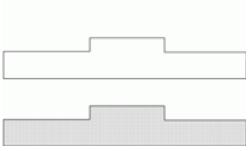
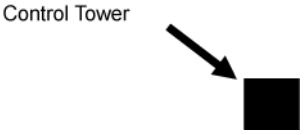
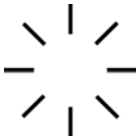
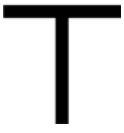
1.2 Approach charts

The aerodrome on which the procedure is based	

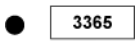
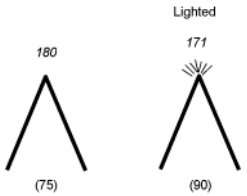
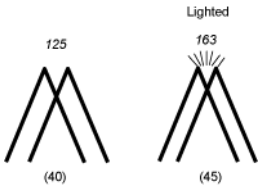
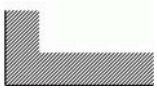
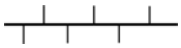
1.3 Aerodrome charts

Hard surface runway	
Stopway	

2. Aerodrome installations and lights

Aerodrome reference point	
Taxiways and parking areas	
Control tower	
Point light	
Barrette	
Obstacle light	
Aeronautical ground light	
Wind direction indicator (lighted)	
Wind direction indicator (unlighted)	
Landing direction indicator (unlighted)	

3. Miscellaneous

Highest elevation on chart	
Obstacles	
Group obstacles *Note: Numerals in italics indicate elevation of top of obstacle above sea level. Upright numerals in parentheses indicate height above specified datum.*	
Restricted airspace (prohibited, restricted or danger areas)	
Common boundary between two FIRs	
Transmission line or overhead cable	
Isogonal	

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GEN 2.4 LOCATION INDICATORS

DECODE	
Identifier	Name
LMMG	GOZO HELIPORT
LMML	LUQA
LMMM	MALTA ACC/FIR/UIR

ENCODE	
Name	Identifier
GOZO HELIPORT	LMMG
LUQA	LMML
MALTA ACC/FIR/UIR	LMMM

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	Station Name	Facility	Purpose
GZO	Gozo	VOR/DME	AE
LM	Luqa	ILS RWY 31	A
LQ	Luqa	ILS RWY 13	A
LQ	Luqa	ILS DME RWY 13	A
LM	Malta	ILS DME RWY 31	A
MLT	Malta	NDB	A
(A) - Aerodrome aid			
(AE) - Aerodrome and en-route aid			

Maintenance Schedule for Radio Navigation Aids	
GZO VOR/DME	Every second Tuesday of the month between 09:00 and 16:00 (LT)
MLT NDB	Every Saturday between 0900 and 1200 (LT)
MALTA DME (LM)	Every Tuesday from 00:00 to 06:00 (LT)
LUQA DME (LQ)	Every Wednesday from 00:00 to 06:00 (LT)
ILS not in use	Every Wednesday from 07:30 to 10:00 (LT)
ILS in use	Every Thursday from 00:00 to 06:00 (LT)
DDMs	Every Friday from 00:00 to 06:00 (LT)

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GEN 2.6 CONVERSION TABLES

NM to KM	
1 NM = 1.852 KM	
NM	KM
0.1	0.185
0.2	0.370
0.3	0.556
0.4	0.741
0.5	0.926
0.6	1.111
0.7	1.296
0.8	1.482
0.9	1.667
1	1.852
2	3.704
3	5.556
4	7.408
5	9.260
6	11.112
7	12.964
8	14.816
9	16.668
10	18.520
20	37.040
30	55.560
40	74.080
50	92.600
60	111.120
70	129.640
80	148.160
90	166.680
100	185.200
200	370.400
300	555.600
400	740.800
500	926.000

KM to NM	
1 KM = 0.54 NM	
KM	NM
0.1	0.05
0.2	0.11
0.3	0.16
0.4	0.22
0.5	0.27
0.6	0.32
0.7	0.38
0.8	0.43
0.9	0.49
1	0.54
2	1.08
3	1.62
4	2.16
5	2.70
6	3.24
7	3.78
8	4.32
9	4.86
10	5.40
20	10.80
30	16.20
40	21.60
50	27.00
60	32.40
70	37.80
80	43.20
90	48.60
100	54.00
200	107.99
300	161.99
400	215.98
500	269.98

FT to M	
1 FT = 0.3048 M	
FT	M
1	0.305
2	0.610
3	0.914
4	1.219
5	1.524
6	1.829
7	2.134
8	2.438
9	2.743
10	3.048
20	6.096
30	9.144
40	12.192
50	15.240
60	18.288
70	21.336
80	24.384
90	27.432
100	30.480
200	60.960
300	91.440
400	121.920
500	152.400
600	182.880
700	213.360
800	243.840
900	274.320
1000	304.800
2000	609.600
3000	914.400
4000	1219.200
5000	1524.000
6000	1828.800
7000	2133.600
8000	2438.400
9000	2743.200
10000	3048.000

M to FT	
1 M = 3.281FT	
M	FT
1	3.28
2	6.56
3	9.84
4	13.12
5	16.40
6	19.69
7	22.97
8	26.25
9	29.53
10	32.81
20	65.62
30	98.43
40	131.23
50	164.04
60	196.85
70	229.66
80	262.47
90	295.28
100	328.08
200	656.17
300	984.25
400	1312.34
500	1640.42
600	1968.50
700	2296.59
800	2624.67
900	2952.76
1000	3280.84
2000	6561.68
3000	9842.52
4000	13123.36
5000	16404.20

From decimal minutes of an arc to seconds of an arc

MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

From seconds of an arc to decimal minutes of an arc

SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

GEN 2.7 SUNRISE/SUNSET TABLES

The tables on the following pages have been reproduced from data supplied by the U.S. Naval Observatory. The times are in UTC for Civil Twilight Morning (TWIL FROM), Sunrise (SR), Sunset (SS) and Civil Twilight Evening (TWIL TO) at Luqa (LMML) for the years 2025 to 2026.

2025	LUQA/International LMML						35º51”27.15’N 014º28”38.78’E					
	Jan				Feb				Mar			
DAY	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	0544	0612	1559	1628	0535	0602	1629	1656	0506	0532	1657	1723
2	0544	0612	1600	1628	0535	0602	1630	1657	0505	0531	1658	1724
3	0544	0613	1601	1629	0534	0601	1631	1658	0504	0529	1659	1725
4	0544	0613	1602	1630	0533	0600	1633	1659	0502	0528	1700	1726
5	0545	0613	1603	1631	0532	0559	1634	1700	0501	0527	1701	1726
6	0545	0613	1603	1632	0532	0558	1635	1701	0500	0525	1702	1727
7	0545	0613	1604	1632	0531	0557	1636	1702	0458	0524	1703	1728
8	0545	0613	1605	1633	0530	0556	1637	1703	0457	0523	1704	1729
9	0545	0613	1606	1634	0529	0555	1638	1704	0456	0521	1704	1730
10	0545	0613	1607	1635	0528	0554	1639	1705	0454	0520	1705	1731
11	0544	0612	1608	1636	0527	0553	1640	1706	0453	0518	1706	1732
12	0544	0612	1609	1637	0526	0552	1641	1707	0452	0517	1707	1733
13	0544	0612	1610	1638	0525	0551	1642	1708	0450	0516	1708	1733
14	0544	0612	1611	1639	0524	0550	1643	1709	0449	0514	1709	1734
15	0544	0612	1612	1640	0523	0549	1644	1710	0447	0513	1710	1735
16	0543	0611	1613	1641	0522	0548	1645	1711	0446	0511	1710	1736
17	0543	0611	1614	1642	0521	0547	1646	1712	0444	0510	1711	1737
18	0543	0611	1615	1642	0520	0546	1647	1713	0443	0508	1712	1738
19	0543	0610	1616	1643	0518	0544	1648	1714	0442	0507	1713	1739
20	0542	0610	1617	1644	0517	0543	1649	1715	0440	0506	1714	1739
21	0542	0609	1618	1645	0516	0542	1650	1716	0439	0504	1715	1740
22	0541	0609	1619	1646	0515	0541	1651	1716	0437	0503	1716	1741
23	0541	0608	1620	1647	0514	0540	1652	1717	0436	0501	1716	1742
24	0540	0608	1621	1648	0513	0538	1653	1718	0434	0500	1717	1743
25	0540	0607	1622	1649	0511	0537	1653	1719	0433	0458	1718	1744
26	0539	0607	1623	1650	0510	0536	1654	1720	0431	0457	1719	1745
27	0539	0608	1624	1651	0509	0535	1655	1721	0430	0456	1720	1745
28	0538	0605	1625	1652	0508	0533	1656	1722	0428	0454	1721	1746
29	0538	0605	1626	1653					0427	0453	1721	1747
30	0537	0604	1627	1654					0426	0451	1722	1748
31	0536	0603	1628	1655					0424	0450	1723	1749

2025	LUQA/International LMML								35º51”27.15’N 014º28”38.78’E			
	Apr				May				Jun			
DAY	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	0423	0448	1724	1750	0342	0410	1749	1817	0317	0347	1813	1843
2	0421	0447	1725	1751	0341	0409	1750	1817	0317	0347	1814	1843
3	0420	0446	1726	1751	0340	0408	1751	1818	0317	0347	1814	1843
4	0418	0444	1726	1752	0339	0407	1752	1819	0316	0346	1815	1844
5	0417	0443	1727	1753	0338	0406	1752	1820	0316	0346	1815	1845
6	0415	0441	1728	1754	0337	0405	1753	1821	0316	0346	1816	1845
7	0414	0440	1729	1755	0336	0404	1754	1822	0316	0346	1817	1846
8	0413	0439	1730	1756	0335	0403	1755	1823	0316	0346	1817	1847
9	0411	0437	1731	1757	0334	0402	1756	1824	0315	0345	1818	1847
10	0410	0436	1731	1758	0333	0401	1757	1825	0315	0345	1818	1848
11	0408	0434	1732	1758	0332	0400	1757	1826	0315	0345	1818	1848
12	0407	0433	1733	1759	0331	0359	1758	1827	0315	0346	1819	1849
13	0405	0432	1734	1800	0330	0358	1759	1827	0315	0345	1819	1849
14	0404	0430	1735	1801	0329	0357	1800	1828	0315	0345	1820	1849
15	0403	0429	1736	1802	0328	0357	1801	1829	0315	0345	1820	1850
16	0401	0428	1736	1803	0327	0356	1801	1830	0315	0345	1820	1850
17	0400	0426	1737	1804	0326	0355	1802	1831	0315	0345	1821	1851
18	0359	0425	1738	1805	0326	0354	1803	1832	0315	0346	1821	1851
19	0357	0424	1739	1806	0325	0354	1804	1833	0316	0346	1821	1851
20	0356	0423	1740	1806	0324	0353	1805	1834	0316	0346	1821	1851
21	0355	0421	1741	1807	0323	0352	1805	1834	0316	0346	1822	1852
22	0353	0420	1741	1808	0323	0352	1806	1835	0316	0346	1822	1852
23	0352	0419	1742	1809	0322	0351	1807	1836	0316	0347	1822	1852
24	0351	0418	1743	1810	0321	0351	1808	1837	0317	0347	1822	1852
25	0350	0417	1744	1811	0321	0350	1808	1838	0317	0347	1822	1852
26	0348	0415	1745	1812	0320	0350	1809	1838	0317	0348	1822	1853
27	0347	0414	1746	1813	0320	0349	1810	1839	0318	0348	1822	1853
28	0346	0413	1747	1814	0319	0349	1810	1840	0318	0348	1822	1853
29	0345	0412	1747	1815	0319	0348	1811	1841	0319	0349	1822	1853
30	0344	0411	1748	1816	0318	0348	1812	1841	0319	0349	1822	1853
31					0318	0347	1812	1842				

2025	LUQA/International LMML				35º51”27.15’N 014º28”38.78’E							
	Jul				Aug				Sep			
DAY	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	0319	0350	1822	1852	0342	0409	1807	1835	0408	0434	1729	1756
2	0320	0350	1822	1852	0343	0411	1806	1834	0409	0435	1728	1754
3	0320	0350	1822	1852	0343	0411	1805	1833	0410	0436	1727	1753
4	0321	0351	1822	1852	0344	0412	1804	1832	0410	0436	1725	1751
5	0321	0351	1822	1852	0345	0413	1803	1831	0411	0437	1724	1750
6	0322	0352	1822	1852	0346	0414	1802	1829	0412	0438	1722	1748
7	0323	0353	1821	1851	0347	0415	1801	1828	0413	0439	1721	1747
8	0323	0353	1821	1851	0348	0415	1800	1827	0414	0439	1719	1745
9	0324	0354	1821	1851	0349	0416	1758	1826	0414	0440	1718	1744
10	0325	0354	1821	1850	0349	0417	1757	1825	0415	0441	1716	1742
11	0325	0355	1820	1850	0350	0418	1756	1824	0416	0442	1715	1741
12	0326	0355	1820	1849	0351	0418	1755	1822	0417	0442	1714	1739
13	0327	0356	1819	1849	0352	0419	1754	1821	0417	0443	1712	1738
14	0327	0357	1819	1848	0353	0420	1753	1820	0418	0444	1711	1736
15	0328	0357	1818	1848	0354	0421	1752	1819	0419	0445	1709	1735
16	0329	0358	1818	1847	0355	0422	1750	1817	0420	0445	1708	1733
17	0329	0359	1817	1847	0355	0422	1749	1816	0421	0446	1706	1732
18	0330	0359	1817	1846	0356	0423	1748	1815	0421	0447	1705	1730
19	0331	0400	1816	1845	0357	0424	1747	1814	0422	0448	1703	1729
20	0332	0401	1816	1845	0358	0425	1746	1812	0423	0449	1702	1727
21	0333	0402	1815	1844	0359	0426	1744	1811	0424	0449	1700	1726
22	0333	0402	1814	1843	0400	0426	1743	1810	0425	0450	1659	1724
23	0334	0403	1814	1843	0400	0427	1742	1808	0425	0451	1657	1723
24	0335	0404	1813	1842	0401	0428	1740	1807	0426	0452	1656	1721
25	0336	0404	1812	1841	0402	0429	1739	1805	0427	0452	1654	1720
26	0337	0405	1812	1840	0403	0429	1738	1804	0428	0453	1653	1718
27	0337	0406	1811	1839	0404	0430	1736	1803	0428	0454	1651	1717
28	0338	0407	1810	1838	0405	0431	1735	1801	0429	0455	1650	1715
29	0339	0408	1809	1838	0405	0432	1734	1800	0430	0456	1649	1714
30	0340	0408	1808	1837	0406	0433	1732	1758	0431	0456	1647	1713
31	0341	0409	1807	1836	0407	0433	1731	1757				

2025	LUQA/International LMML				35º51”27.15’N 014º28”38.78’E							
	Oct				Nov				Dec			
DAY	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	0432	0457	1646	1711	0458	0524	1606	1633	0526	0554	1548	1616
2	0432	0458	1644	1710	0459	0525	1605	1632	0527	0555	1548	1616
3	0433	0459	1643	1708	0500	0526	1604	1631	0527	0556	1548	1616
4	0434	0500	1641	1707	0501	0527	1603	1630	0528	0556	1548	1616
5	0435	0500	1640	1705	0502	0528	1603	1629	0529	0557	1548	1616
6	0436	0501	1639	1704	0503	0529	1602	1628	0530	0558	1548	1616
7	0436	0502	1637	1703	0504	0530	1601	1628	0531	0559	1548	1616
8	0437	0503	1636	1701	0504	0531	1600	1627	0531	0600	1546	1616
9	0438	0504	1634	1700	0505	0532	1559	1626	0532	0601	1548	1617
10	0439	0505	1633	1659	0506	0533	1558	1625	0533	0601	1548	1617
11	0440	0505	1632	1657	0507	0534	1558	1625	0534	0602	1549	1617
12	0441	0506	1630	1656	0508	0535	1557	1624	0534	0603	1549	1617
13	0441	0507	1629	1655	0509	0536	1556	1623	0535	0604	1549	1617
14	0442	0508	1628	1653	0510	0537	1555	1623	0536	0604	1549	1618
15	0443	0509	1626	1652	0511	0538	1555	1622	0536	0605	1550	1618
16	0444	0510	1625	1651	0512	0539	1554	1621	0537	0606	1550	1618
17	0445	0511	1624	1650	0513	0540	1553	1621	0538	0606	1550	1619
18	0446	0511	1622	1648	0514	0541	1553	1620	0538	0607	1551	1619
19	0446	0512	1621	1647	0515	0542	1552	1620	0539	0607	1551	1620
20	0447	0513	1620	1646	0516	0543	1552	1619	0539	0608	1552	1620
21	0448	0514	1619	1645	0517	0544	1551	1619	0540	0608	1552	1621
22	0449	0515	1617	1644	0518	0545	1551	1619	0540	0609	1553	1621
23	0450	0516	1616	1642	0519	0546	1551	1618	0541	0609	1553	1622
24	0451	0517	1615	1641	0520	0547	1550	1618	0541	0610	1554	1622
25	0452	0518	1614	1640	0520	0548	1550	1618	0542	0610	1554	1623
26	0453	0519	1613	1639	0521	0549	1549	1617	0542	0611	1555	1623
27	0453	0520	1612	1638	0522	0550	1549	1617	0543	0611	1556	1624
28	0454	0521	1611	1637	0523	0551	1549	1617	0543	0611	1556	1625
29	0455	0522	1610	1636	0524	0552	1549	1617	0543	0612	1557	1625
30	0456	0523	1608	1635	0525	0553	1548	1616	0543	0612	1558	1626
31	0457	0524	1607	1634					0544	0612	1558	1627

2026	LUQA/International LMML						35º51”27.15’N 014º28”38.78’E					
	Jan				Feb				Mar			
DAY	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	0544	0612	1559	1627	0536	0603	1629	1656	0507	0532	1657	1723
2	0544	0612	1600	1628	0535	0602	1630	1657	0505	0531	1658	1724
3	0544	0613	1601	1629	0534	0601	1631	1658	0504	0530	1659	1725
4	0544	0613	1602	1630	0533	0600	1632	1659	0503	0528	1700	1725
5	0544	0613	1602	1631	0533	0559	1633	1700	0501	0527	1701	1726
6	0545	0613	1603	1631	0532	0558	1634	1701	0500	0526	1701	1727
7	0545	0613	1604	1632	0531	0557	1635	1702	0459	0524	1702	1728
8	0545	0613	1605	1633	0530	0556	1636	1703	0457	0523	1703	1729
9	0545	0613	1606	1634	0529	0555	1637	1704	0456	0522	1704	1730
10	0545	0613	1607	1635	0528	0555	1638	1705	0455	0520	1705	1731
11	0544	0612	1608	1636	0527	0554	1639	1706	0453	0519	1706	1731
12	0544	0612	1609	1637	0526	0552	1640	1707	0452	0517	1707	1732
13	0544	0612	1610	1638	0525	0551	1642	1708	0450	0516	1708	1733
14	0544	0612	1611	1638	0524	0550	1643	1709	0449	0515	1709	1734
15	0544	0612	1612	1639	0523	0549	1644	1710	0448	0513	1709	1735
16	0544	0611	1613	1640	0522	0548	1645	1711	0446	0512	1710	1736
17	0543	0611	1614	1641	0521	0547	1646	1712	0445	0510	1711	1737
18	0543	0611	1615	1642	0520	0546	1647	1713	0443	0509	1712	1738
19	0543	0610	1616	1643	0519	0545	1647	1713	0442	0507	1713	1738
20	0542	0610	1617	1644	0518	0544	1648	1714	0440	0506	1714	1739
21	0542	0609	1618	1645	0516	0542	1649	1715	0439	0505	1715	1740
22	0541	0609	1619	1646	0515	0541	1650	1716	0438	0503	1715	1741
23	0541	0608	1620	1647	0514	0540	1651	1717	0436	0502	1716	1742
24	0541	0608	1621	1648	0513	0539	1652	1718	0435	0500	1717	1743
25	0540	0607	1622	1649	0512	0537	1653	1719	0433	0459	1718	1744
26	0539	0607	1623	1650	0510	0536	1654	1720	0432	0457	1719	1744
27	0539	0606	1624	1651	0509	0535	1655	1721	0430	0456	1720	1745
28	0538	0605	1625	1652	0508	0534	1656	1722	0429	0454	1720	1746
29	0538	0605	1626	1653					0427	0453	1721	1747
30	0537	0604	1627	1654					0426	0452	1722	1748
31	0536	0603	1628	1655					0424	0450	1723	1749

2026	LUQA/International LMML				35º51”27.15’N 014º28”38.78’E							
	Apr				May				Jun			
DAY	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	0423	0449	1724	1750	0343	0410	1749	1816	0318	0347	1813	1843
2	0422	0447	1725	1750	0341	0409	1750	1817	0317	0347	1814	1843
3	0420	0446	1725	1751	0340	0408	1751	1818	0317	0347	1814	1844
4	0419	0444	1726	1752	0339	0407	1751	1819	0317	0346	1815	1845
5	0417	0443	1727	1753	0338	0406	1752	1820	0316	0346	1815	1845
6	0416	0442	1728	1754	0337	0405	1753	1821	0316	0346	1816	1846
7	0414	0440	1729	1755	0336	0404	1754	1822	0316	0346	1816	1846
8	0413	0439	1730	1756	0335	0403	1755	1823	0316	0346	1817	1847
9	0411	0438	1730	1756	0334	0402	1756	1824	0315	0345	1817	1847
10	0410	0436	1731	1757	0333	0401	1756	1825	0315	0345	1818	1848
11	0409	0435	1732	1758	0332	0400	1757	1825	0315	0345	1818	1848
12	0407	0433	1733	1759	0331	0359	1758	1826	0315	0345	1819	1849
13	0406	0432	1734	1800	0330	0358	1759	1827	0315	0345	1819	1849
14	0404	0431	1735	1801	0329	0358	1800	1828	0315	0345	1820	1850
15	0403	0429	1735	1802	0328	0357	1800	1829	0315	0345	1820	1850
16	0402	0428	1736	1803	0327	0356	1801	1830	0315	0345	1820	1851
17	0400	0427	1737	1804	0327	0355	1802	1831	0315	0345	1821	1851
18	0359	0426	1738	1804	0326	0355	1803	1832	0315	0346	1821	1851
19	0358	0424	1739	1805	0325	0354	1804	1833	0315	0346	1821	1851
20	0356	0423	1740	1806	0324	0353	1804	1833	0316	0346	1821	1852
21	0355	0422	1740	1807	0324	0353	1805	1834	0316	0346	1822	1852
22	0354	0420	1741	1808	0323	0352	1806	1835	0316	0346	1822	1852
23	0352	0419	1742	1809	0322	0351	1807	1836	0316	0347	1822	1852
24	0351	0418	1743	1810	0322	0351	1807	1837	0317	0347	1822	1852
25	0350	0417	1744	1811	0321	0350	1808	1837	0317	0347	1822	1852
26	0349	0416	1745	1812	0320	0350	1809	1838	0317	0347	1822	1853
27	0347	0414	1746	1813	0320	0349	1810	1839	0318	0348	1822	1853
28	0346	0413	1746	1814	0319	0349	1810	1840	0318	0348	1822	1853
29	0345	0412	1747	1814	0319	0348	1811	1840	0318	0349	1822	1853
30	0344	0411	1748	1815	0318	0348	1812	1841	0319	0349	1822	1853
31					0318	0348	1812	1842				

2026	LUQA/International LMML						35º51”27.15’N 014º28”38.78’E					
	Jul				Aug				Sep			
DAY	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	0319	0349	1822	1852	0341	0410	1807	1835	0408	0434	1730	1756
2	0320	0350	1822	1852	0342	0410	1806	1834	0409	0435	1728	1754
3	0320	0350	1822	1852	0343	0411	1805	1833	0409	0435	1727	1753
4	0321	0351	1822	1852	0344	0412	1804	1832	0410	0436	1725	1751
5	0321	0351	1822	1852	0345	0413	1803	1831	0411	0437	1724	1750
6	0322	0352	1822	1852	0346	0414	1802	1830	0412	0438	1723	1749
7	0322	0352	1821	1851	0347	0414	1801	1829	0413	0438	1721	1747
8	0323	0353	1821	1851	0347	0415	1800	1827	0413	0439	1720	1746
9	0324	0354	1821	1851	0348	0416	1759	1826	0414	0440	1718	1744
10	0324	0354	1821	1850	0349	0417	1758	1825	0415	0441	1717	1743
11	0325	0355	1820	1850	0350	0418	1757	1824	0416	0442	1715	1741
12	0326	0355	1820	1849	0351	0418	1755	1823	0417	0442	1714	1740
13	0326	0356	1819	1849	0352	0419	1754	1822	0417	0443	1712	1738
14	0327	0357	1819	1849	0353	0420	1753	1820	0418	0444	1711	1737
15	0328	0357	1819	1848	0354	0421	1752	1819	0419	0445	1709	1735
16	0329	0358	1818	1847	0354	0421	1751	1818	0420	0445	1708	1734
17	0329	0359	1818	1847	0355	0422	1750	1816	0420	0446	1707	1732
18	0330	0359	1817	1846	0356	0423	1748	1815	0421	0447	1705	1731
19	0331	0400	1816	1846	0357	0424	1747	1814	0422	0448	1704	1729
20	0332	0401	1816	1845	0358	0425	1746	1813	0423	0448	1702	1728
21	0332	0401	1815	1844	0359	0425	1745	1811	0424	0449	1701	1726
22	0333	0402	1815	1844	0459	0426	1743	1810	0424	0450	1659	1725
23	0334	0403	1814	1843	0400	0427	1742	1809	0425	0451	1658	1723
24	0335	0404	1813	1842	0401	0428	1741	1807	0426	0451	1656	1722
25	0336	0404	1813	1841	0402	0429	1739	1806	0427	0452	1655	1720
26	0336	0405	1812	1840	0403	0429	1738	1804	0427	0453	1653	1719
27	0337	0406	1811	1840	0404	0430	1737	1803	0428	0454	1652	1717
28	0338	0407	1810	1839	0404	0431	1735	1802	0429	0455	1650	1716
29	0339	0407	1809	1838	0405	0432	1734	1800	0430	0455	1649	1714
30	0340	0408	1808	1837	0406	0432	1733	1759	0431	0456	1647	1713
31	0341	0409	1808	1836	0407	0433	1731	1757				

2026	LUQA/International LMML								35º51”27.15’N 014º28”38.78’E			
	Oct				Nov				Dec			
DAY	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	0431	0457	1646	1711	0458	0524	1607	1633	0526	0554	1548	1616
2	0432	0458	1645	1710	0459	0525	1606	1632	0526	0554	1548	1616
3	0433	0459	1643	1709	0500	0526	1605	1631	0527	0555	1548	1616
4	0434	0459	1642	1707	0501	0527	1604	1630	0528	0556	1548	1616
5	0435	0500	1640	1706	0501	0528	1603	1629	0529	0557	1548	1616
6	0435	0501	1639	1704	0502	0529	1602	1629	0530	0558	1548	1616
7	0436	0502	1637	1703	0503	0530	1601	1628	0531	0559	1548	1616
8	0437	0503	1636	1702	0504	0531	1600	1627	0531	0600	1548	1616
9	0438	0503	1635	1700	0505	0532	1559	1626	0532	0600	1548	1617
10	0439	0504	1633	1659	0506	0533	1559	1625	0533	0601	1548	1617
11	0440	0505	1632	1658	0507	0534	1558	1625	0534	0602	1549	1617
12	0440	0506	1631	1656	0508	0535	1557	1624	0534	0603	1549	1617
13	0441	0507	1629	1655	0509	0536	1556	1623	0535	0603	1549	1617
14	0442	0508	1628	1654	0510	0537	1556	1623	0536	0604	1549	1618
15	0443	0509	1627	1652	0511	0538	1555	1622	0536	0605	1550	1618
16	0444	0509	1625	1651	0512	0539	1554	1622	0537	0605	1550	1618
17	0445	0510	1624	1650	0513	0540	1554	1621	0538	0606	1550	1619
18	0445	0511	1623	1649	0514	0541	1553	1620	0538	0607	1551	1619
19	0446	0512	1621	1647	0515	0542	1553	1620	0539	0607	1551	1620
20	0447	0513	1620	1646	0516	0543	1552	1619	0539	0608	1551	1620
21	0448	0514	1619	1645	0516	0544	1552	1619	0540	0608	1552	1620
22	0449	0515	1618	1644	0517	0545	1551	1619	0540	0609	1552	1621
23	0450	0516	1617	1643	0518	0546	1551	1618	0541	0609	1553	1621
24	0451	0517	1615	1641	0519	0547	1550	1618	0541	0610	1554	1622
25	0451	0518	1614	1640	0520	0548	1550	1618	0542	0610	1554	1623
26	0452	0519	1613	1639	0521	0549	1550	1617	0542	0611	1555	1623
27	0453	0519	1612	1638	0522	0550	1549	1617	0542	0611	1555	1624
28	0454	0520	1611	1637	0523	0551	1549	1617	0543	0611	1556	1624
29	0455	0521	1610	1636	0524	0552	1549	1617	0543	0611	1557	1625
30	0456	0522	1609	1635	0525	0553	1549	1616	0543	0612	1557	1626
31	0457	0523	1608	1634					0544	0612	1558	1627

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. Responsible service

1.1 The Aeronautical Information Service, which forms part of Malta Air Traffic Services Ltd. ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1.2 below. It consists of a Malta NOTAM Office (NOF) established at Luqa Airport inside the Terminal building, as indicated below.

1.2 No pre-flight information is available at Gozo Heliport.

1.3 *Malta NOTAM office (NOF)*

1.3.1 The service is provided in accordance with the provisions contained in ICAO, Annex 15 — *Aeronautical Information Services*.

Malta NOTAM Office
Malta Air Traffic Services Ltd.
Gate No. 4
Malta International Airport
Triq tal-Isqof
L-Imqabba MQB9057
Malta
Phone: (356) 22 35 55 43
Fax: (356) 22 35 53 32
AFS: LMMMYNYX
Email: aim@maltats.com

1.4 Malta has fully migrated to the EAD. This service provides high-quality aeronautical information to the European aviation community and the national air traffic services providers.

1.5 All Maltese NOTAMs are being distributed by EAD and consequently, the originators of the NOTAM appear as EUECYIYN and no longer as LMMMYNYX. In the remote case of a complete failure of the EAD for a long period of time, Malta will temporary distribute NOTAMs through the AFTN using the originator LMMMYNYX and will then transfer the issued NOTAMs to EAD as soon as this service becomes available. Information and implementation details of the EAD can be found on the following websites:

EUROCONTROL EAD website -

URL: http://www.eurocontrol.int/ead

EAD operational website -

URL: http://www.ead.eurocontrol.int

2. Area of responsibility

2.1 The Aeronautical Information Service is responsible for the collection and dissemination of information for the territory of Malta and for the airspace over the high seas encompassed by the Malta FIR/UIR.

3. Aeronautical publications

3.1 The aeronautical information is provided in the form of the Integrated Aeronautical Information Package consisting of the following elements:

a. Aeronautical Information Publication (AIP);

b. Amendment service to the AIP (AIP AMDT);

c. Supplement to the AIP (AIP SUP);

d. NOTAM, and Pre-flight Information Bulletins (PIB);

e. Aeronautical Information Circulars (AIC); and

f. Checklists and summaries.

3.1.1 NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS) while PIB are made available at the Malta NOF. All other elements of the package are distributed by airmail.

3.2 *Aeronautical Information Publication*

3.2.1 The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation. It is available in the English language only as one volume printed in loose-leaf form and on CD-ROM, for use in international and domestic operations irrespective whether the flight is a commercial or a private one.

3.3 *Amendment service to the AIP (AIP AMDT)*

3.3.1 Amendments to the AIP are made by means of replacement sheets and consist of AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system, incorporating operationally significant permanent changes into the AIP on the indicated AIRAC effective date. Although hand amendments may be issued from time to time, replacement sheets will be issued at the first opportunity. Every effort will be made to restrict hand amendments to a minimum.

3.3.2 A brief description of the subjects affected by the amendment is given on the AIP amendment cover sheet.

3.3.3 Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, is dated. The date consists of the day, month (by name) and year of the AIRAC effective date of the information. Each AIP amendment cover sheet includes references to the serial number of those elements, if any, of the Integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently cancelled.

3.3.4 Each AIRAC AIP AMDT is allocated a consecutive serial number.

3.3.5 A checklist of AIP pages containing page number and the effective date of the information is re-issued with each amendment and is an integral part of the AIP.

3.4 *Supplement to the AIP (AIP SUP)*

3.4.1 Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

3.4.2 AIP Supplements are separated by information subject (General — GEN, En-route — ENR and Aerodromes — AD) and are placed accordingly at the beginning of each AIP Part. Supplements are published on yellow paper in order to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number that is consecutive and based on the calendar year.

3.4.3 An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

3.4.4 The checklist of AIP Supplements currently in force is issued in the monthly printed plain-language summary of NOTAM in force.

3.5 *NOTAM and Pre-flight Information Bulletins (PIB)*

3.5.1 NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for Malta FIR and are distributed in one series only identified by the letter A.

3.5.2 Pre-flight Information Bulletins (PIB) which contain a recapitulation of current NOTAM and other information of urgent character for the operator/flight crews, are available at the NOF. The extent of the information contained in the PIB is indicated in section 5, hereunder.

3.6 *Aeronautical Information Circulars (AIC)*

3.6.1 Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AICs are divided by subject and are issued in one series only, namely series A. Each AIC is numbered consecutively on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC. A checklist of AIC currently in force is issued as an AIC twice a year.

3.7 *Checklist and summary of NOTAM*

3.7.1 A checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a printed summary of NOTAM distributed by mail to all recipients of the Integrated Information Package. It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP, AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.

3.8 *Sale of publications*

3.8.1 The said publications can be obtained from the NOF. Purchase prices are as follows:

AIP Malta, including CD-ROM	€125.00
Annual subscription for AIP AMDT, AIP SUP, AIC and NOTAM	€50.00

4. The AIRAC System

4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc.,such changes, whenever possible will be issued on predetermined dates according to the AIRAC SYSTEM. This type of information will be published as an AIRAC AIP AMDT or as an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. An AMDT or SUP will follow such NOTAM.

4.2 The table below indicates AIRAC effective dates for the period 2025 - 2028. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder in the PIB until the new checklist/summary is issued.

4.3 If no information is submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

Table of AIRAC AMENDMENT DATES													
2025	23 JAN	20 FEB	20 MAR	17 APR	15 MAY	12 JUN	10 JUL	07 AUG	04 SEP	02 OCT	30 OCT	27 NOV	25 DEC
2026	22 JAN	19 FEB	19 MAR	16 APR	14 MAY	11 JUN	09 JUL	06 AUG	03 SEP	01 OCT	29 OCT	26 NOV	24 DEC
2027	21 JAN	18 FEB	18 MAR	15 APR	13 MAY	10 JUN	08 JUL	05 AUG	02 SEP	30 SEP	28 OCT	25 NOV	23 DEC
2028	20 JAN	17 FEB	16 MAR	13 APR	11 MAY	08 JUN	06 JUL	03 AUG	31 AUG	28 SEP	26 OCT	23 NOV	21 DEC

5. Pre-flight information service at aerodromes/heliports

5.1 Pre-flight information is available on a 24-hour basis at the NOF at Luqa Airport. This office is located inside the Terminal building (Departures side). The information covers adjacent FIRs, all States in the ICAO EUR Region and some ICAO AFI and MID Region States. This information consists of AIPs and NOTAM.

6. Electronic terrain and obstacle data

NIL

GEN 3.2 AERONAUTICAL CHARTS

1. Responsible service

1.1 The Civil Aviation Directorate – Transport Malta is responsible for the publication of all charts that are part of the AIP.

1.2 The charts are produced in accordance with the provisions contained in ICAO Annex 4 - *Aeronautical Charts* and *ICAO Doc 8697- Aeronautical Chart Manual*.

2. Maintenance of charts

2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP.

2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3. Purchase arrangements

All the charts listed under GEN 3.2.4 of this subsection are part of the AIP and may be obtained from the:

Malta AIP Office
Malta Air Traffic Services Ltd.
Gate No. 4
Malta International Airport
Triq tal-Isqof
L-Imqabba MQB9057
Malta
Phone: (356) 2235 5306
Phone: (356) 2235 5542
Email: aip@maltats.com

4. Aeronautical chart series available

4.1 The following types of aeronautical charts are produced:

- Aerodrome Chart — ICAO
- Aerodrome Ground Movement Chart — ICAO
- Aerodrome Obstacle Chart — ICAO Type A
- Aerodrome Obstacle Chart — ICAO Type B
- Aircraft Parking Chart — ICAO
- En-route Chart — ICAO
- Instrument Approach Chart — ICAO
- Precision Approach Terrain Chart — ICAO
- Standard Departure Chart – Instrument (SID) — ICAO
- Military Air to Air Refuelling Corridors
- Test Training Areas
- Danger and Prohibited Areas
- Terminal Control Area
- En-route Transition Routes – LICD
- FRA Malta Chart
- Areas Requiring Special Attention Chart

- ATC Surveillance Minimum Altitude Chart
- RNAV Visual Approach Chart
- Luqa Control Zone (CTR)
- Visual Reporting Points
- Standard VFR Routes
- Circuit Holding Areas
- Visual Circuits

5. List of aeronautical charts available

Title of series	Scale	Name	Date
Aerodrome Chart — ICAO	1: 15,000	Luqa	04 SEP 2025
Aerodrome Ground Movement Chart — ICAO	1: 15,000	Luqa	04 SEP 2025
Aerodrome Obstacle Chart — ICAO Type A	1: 15,000	Luqa, RWY 13/31	12 JUN 2025
	1: 15,000	Luqa, RWY 23/05	12 JUN 2025
Aerodrome Obstacle Chart — ICAO Type B	1: 60,000	Luqa	04 SEP 2025
Aircraft Parking Chart — ICAO	1: 1.500	Luqa, Apron 2	04 SEP 2025
	1: 1,100	Luqa, Apron 3	04 SEP 2025
	1: 1,100	Luqa, Apron LTM	04 SEP 2025
	1: 1,100	Luqa, Apron 5	04 SEP 2025
	1: 8,200	Luqa, Apron 6	04 SEP 2025
	1: 1,200	Luqa, Apron 7	04 SEP 2025
	1: 2,500	Luqa, Apron 8	02 OCT 2025
	1: 2,200	Luqa, Apron 9	04 SEP 2025
	1: 3,000	Luqa, SAP (LSP / USP aprons)	04 SEP 2025
	1: 1,000	Luqa, Apron EEM	04 SEP 2025
En-route Chart — ICAO	1: 3,000,000	Malta FIR/UIR	07 AUG 2025
	1: 1,550,000	Malta FIR (West Sector)	07 AUG 2025
	1: 1,900,000	Malta FIR (East Sector)	07 AUG 2025
	1: 1,550,000	Malta UIR (West Sector)	07 AUG 2025
	1: 1,900,000	Malta UIR (East Sector)	07 AUG 2025
Instrument Approach Chart — ICAO	1: 600,000	Luqa, ILS DME RWY 13	04 SEP 2025
	1: 600,000	Luqa, ILS DME RWY 31	04 SEP 2025
	1: 600,000	Luqa, RNP RWY 05	02 OCT 2025
	1: 600,000	Luqa, RNP RWY 13	02 OCT 2025
	1: 600,000	Luqa, RNP RWY 23	02 OCT 2025
	1: 600,000	Luqa, RNP RWY 31	02 OCT 2025
Precision Approach Terrain Chart — ICAO	1: 3,200	Luqa, RWY 13	04 SEP 2025
	1: 3,200	Luqa, RWY 31	04 SEP 2025
Standard Departure Chart - Instrument (SID) — ICAO	1: 400,000	Luqa, RWY 05	04 SEP 2025
	1: 400,000	Luqa, RWY 13	04 SEP 2025
	1: 400,000	Luqa, RWY 23	04 SEP 2025
	1: 400,000	Luqa, RWY 31	04 SEP 2025

Title of series	Scale	Name	Date
Military Air to Air Refuelling Corridors	-	Falcon	14 JUL 2022
	-	Osprey	26 MAY 2016
Test Training Areas	-	Area Gannet	17 AUG 2017
	-	Area Albatross	17 AUG 2017
	-	Area Pelican	17 AUG 2017
Danger and Prohibited Areas	1: 300,000	-	29 DEC 2022
Terminal Control Area	-	Luqa	08 AUG 2024
En-route Transition Routes	1: 1,000,000	LICD, RWY 08	14 JUL 2022
	1: 1,000,000	LICD, RWY 26	14 JUL 2022
FRA Chart	1: 3,000,000	Malta	08 AUG 2024
Areas Requiring Special Attention Chart	1: 11,500	Malta/Luqa	12 JUN 2025
ATC Surveillance Minimum Altitude Chart	1: 600,000	Luqa	12 JUN 2025
RNAV Visual Approach Chart	1: 125,000	Luqa, RWY 31	12 JUN 2025
Luqa Control Zone (CTR)	1: 600,000	-	12 JUN 2025
Visual Reporting Points (VRP)	1: 600,000	-	12 JUN 2025
Standard VFR Routes	1: 600,000	Standard VFR Arrival Routes	12 JUN 2025
	1: 600,000	Standard VFR Departure Routes	12 JUN 2025
Circuit Holding Areas	-	Luqa ATZ for LIGHT aircraft	12 JUN 2025
	-	Grand Harbour (GH)	27 JAN 2022
	-	Temples (TP)	27 JAN 2022
Visual Circuits	-	RWY 05 for LIGHT aircraft	03 APR 2014
	-	RWY 13 for LIGHT aircraft	03 APR 2014
	-	RWY 13 for LIGHT aircraft - low-level circuit	03 APR 2014
	-	Standard Right-Hand RWY 13 for MEDIUM/ HEAVY aircraft	05 JAN 2017
	-	RWY 23 for LIGHT aircraft	03 APR 2014
	-	RWY 31 for LIGHT aircraft	03 APR 2014
	-	RWY 31 for LIGHT aircraft - low-level circuit	03 APR 2014
	-	Standard Left-Hand RWY 31 for MEDIUM/ HEAVY aircraft	05 JAN 2017

6. Index to the World Aeronautical Chart (WAC) — 1:1 000 000

NIL

7. Topographical charts

NIL

8. Corrections to charts not contained in the AIP

NIL

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GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible service

1.1 Malta Air Traffic Services Ltd. is responsible for the provision of air traffic services within the area indicated in section 2, below.

Chief Executive Officer
Malta Air Traffic Services Ltd.
Gate No. 4
Malta International Airport
Triq tal-Isqof
L-Imqabba MQB9057
Malta
Phone: (356) 22 35 55 37
Fax: (356) 21 22 15 89
Email: ceo@maltats.com

1.2 The services are provided in accordance with ICAO Standards and Recommended Practices as well as applicable EU Regulations and ICAO SARPs and Documents.

1.3 Differences to these provisions are detailed in GEN 1.7.

2. Area of responsibility

2.1 Air traffic services are provided for the territory of Malta including its territorial waters as well as the airspace over the high seas within the Malta FIR/UIR.

2.2 Additionally, in accordance with a co-ordination agreement between Rome ACC and Malta ACC, air traffic services are provided under the delegated authority, in the Rome FIR/UIR. Details of such services are provided in ENR 2.

3. Types of services

3.1 The following types of services are provided:

a. Flight Information Service (FIS) and Alerting Service (ALRS);

b. Area Control (ACC); and

c. Radar.

3.2 The following types of services are provided at Luqa aerodrome:

a. Aerodrome Control (GMC);

b. Aerodrome Control (AIR);

c. Approach Control (APP); and

d. Automatic Terminal Information Service (ATIS).

4. Co-ordination between the operator and ATS

4.1 Co-ordination between the operator and air traffic services is effected in accordance with SERA.7005, and paragraph 2.16 of Annex 11.

5. Minimum flight altitude

5.1 Published MSA / MVA contains temperature correction down to 0 degrees.

6. ATS unit addresses

6.1 General correspondence and enquiries should be addressed to:

Malta Air Traffic Services Ltd.
Gate No. 4
Malta International Airport
Triq tal-Isqof
L-Imqabba MQB9057
Malta
Phone: (356) 22 35 55 38 (Administration office)
Email: atsmalta@maltats.com

6.2 Enquiries regarding ATC operations should be addressed to the Chief Operations Officer on:

Phone: (356) 22 35 54 58
Email: coo@maltats.com

6.3 Requests by users for reservation of airspace and training / test flights within the designated Test & Training Areas should be addressed to the Airspace Utilization and Coordination Cell on:

Email: airspace.cell@maltats.com

6.4 Requests by users for instrument approach training (unless combined with a reservation of the Test & Training Areas) should be addressed to the Aerodrome Coordination Cell on:

Email: aerodrome.cell@maltats.com

6.5 Notification by aircraft operators or their ground handling organisations of approved landing slots at LMML should be addressed to MATS Operations on:

Email: ops.planning@maltats.com

6.6 Enquires on ATC Safety, Quality and Security Management should be addressed to the Safety, Quality and Security Section on:

Phone: (356) 22 35 54 29
Email: shsqsc@maltats.com

GEN 3.4 COMMUNICATION SERVICES

1. Responsible service

1.1 Malta Air Traffic Services Ltd. is responsible for the provision of aeronautical telecommunication and air navigation facility services in Malta.

Chief Technical Officer
Malta Air Traffic Services Ltd.
Gate No. 4
Malta International Airport
Triq tal-Isqof
L-Imqabba MQB9057
Malta
Phone: (356) 22 35 53 15
Email: jesmond.farrugia@maltats.com

1.2 The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 10 — *Aeronautical Telecommunications*

Doc. 8400 — *Procedures for Air Navigation Services - ICAO Abbreviations and Codes (PANS-ABC)*

Doc. 8585 — *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services*

Doc. 7030 — *Regional Supplementary Procedures*

Doc. 7910 — *Location Indicators*

2. Area of responsibility

2.1 Communication services are provided for the entire Malta FIR/UIR. Arrangements for such services on a continuing basis, as well as enquiries, suggestions or complaints, should be referred to the above. The Director General (Civil Aviation) is responsible for the application of the regulations concerning the design, type and installations of aircraft radio stations.

3. Types of service

3.1 *Radio navigation services*

3.1.1 The following types of radio aids to navigation are available:

a. MF Non-directional Beacon (NDB);

b. En-route Radar (PSR and MSSR);

c. Terminal Area Radar (PSR and MSSR);

d. Instrument Landing System (ILS);

e. VHF Omnidirectional Radio Range (VOR); and

f. Distance-Measuring Equipment (DME).

3.1.2 Details of the location of the radar stations are given in ENR 1.6 while details of the VOR, NDB and DME are listed in ENR 4.1. It must be noted that the co-ordinates listed refer to the transmitting antennae. Details of the ILS are given in AD 2-19.

3.2 *Mobile/Fixed service*

3.2.1 *Mobile Service*

3.2.1.1 Facilities are provided to meet the requirements of Flight Information, Area Control, Approach Control, Aerodrome Control and Search and Rescue. Details of these facilities may be found in the relevant sections.

3.2.1.2 The aeronautical stations maintain a continuous watch (24 hours) on their stated frequencies, unless otherwise notified.

3.2.1.3 An aircraft should normally communicate with the Air Traffic Services unit serving the area in which it is flying. Aircraft should maintain continuous watch on the appropriate frequency and should not abandon watch, except in an emergency, without informing the Air Traffic Services unit. This unit should also be advised when the aircraft is about to change frequency.

3.2.1.4 After landing in Malta, an aircraft should maintain watch on the appropriate frequency until it has finished taxying.

3.2.1.5 Radio transmissions should be limited to those necessary for the safe navigation of aircraft. Otherwise, radio traffic congestion caused by unnecessary transmissions may limit the value of ground services.

3.2.2 *Fixed Service*

3.2.2.1 Facilities are provided for the exchange of messages between aeronautical land stations by radio or landline.

3.2.2.2 The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

a. they satisfy the requirements of ICAO Annex 10, Vol. II, Chapter 3, 3.3;

b. they are prepared in the form specified in Annex 10; and

c. the text of an individual message does not exceed 1800 characters.

Note: If a message exceeds this amount, separate messages, with text not exceeding 1800 characters, shall be entered by the telecommunications office.

3.2.2.3 General aircraft operating agency messages are accepted for transmission only if such messages are in accordance with the above. Class “B” traffic from Malta is not acceptable for transmission over the Aeronautical Fixed Service.

3.3 *Broadcasting service*

3.3.1 Sub-area meteorological broadcasts (VOLMET) are available for use by aircraft in flight. Full details are given in GEN 3.5.

3.4 *Language used*

3.4.1 The English language is used in air/ground communications in Malta.

3.5 *Where detailed information can* be obtained

3.5.1 Details of the various facilities available for the en-route traffic are to be found in ENR 4.

3.5.2 Details of the facilities available at Luqa aerodrome are to be found in AD 2. In cases where a facility is serving both the en-route traffic and the aerodrome, details are given in both Part 2 (ENR) and Part 3 (AD).

4. Requirements and conditions

4.1 The requirements and general conditions, under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in LN176/ 1990, The Air Navigation Order, 1990.

Figure 1. MALTA INTERNATIONAL COMMUNICATIONS TERMINAL CENTRE

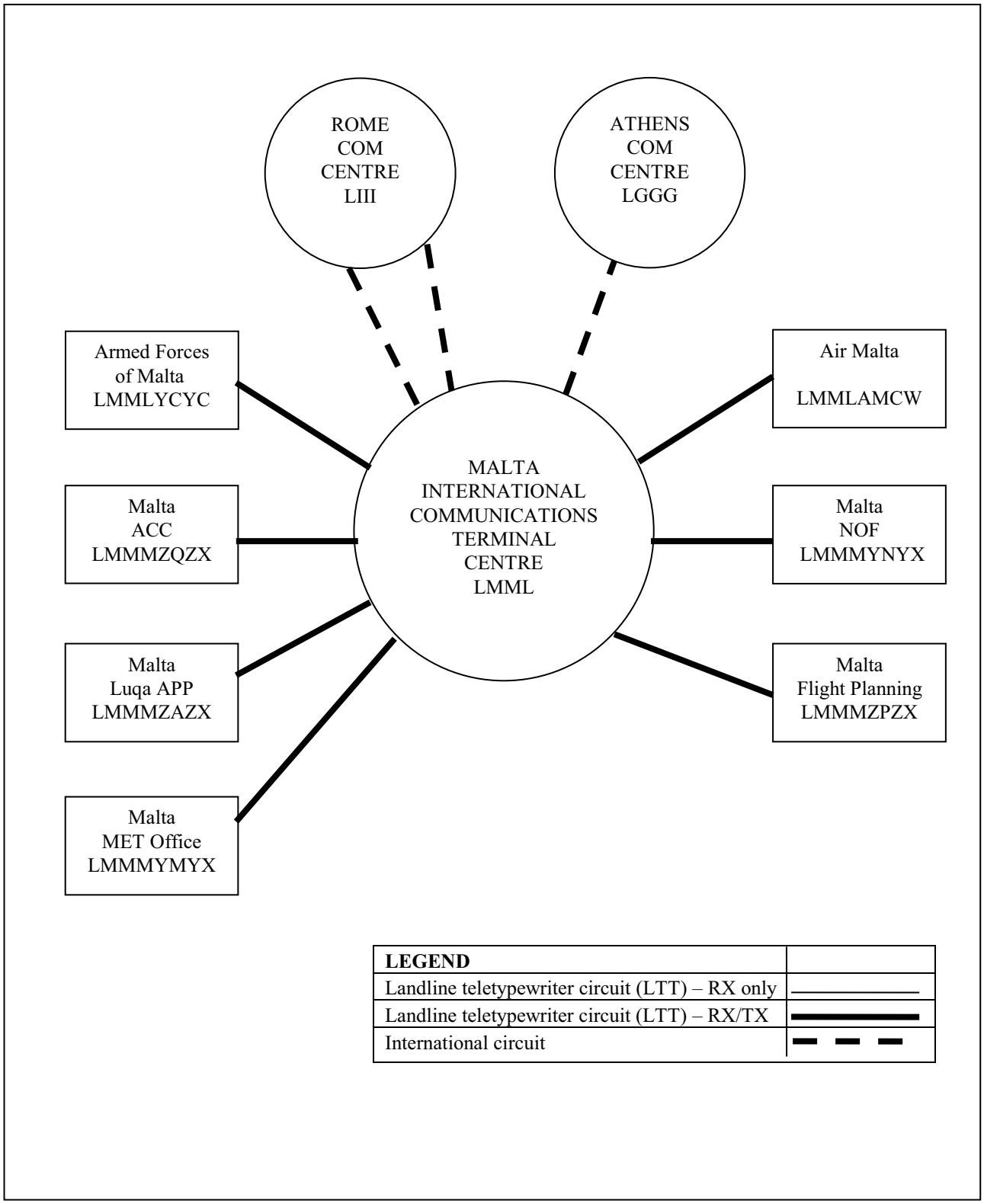
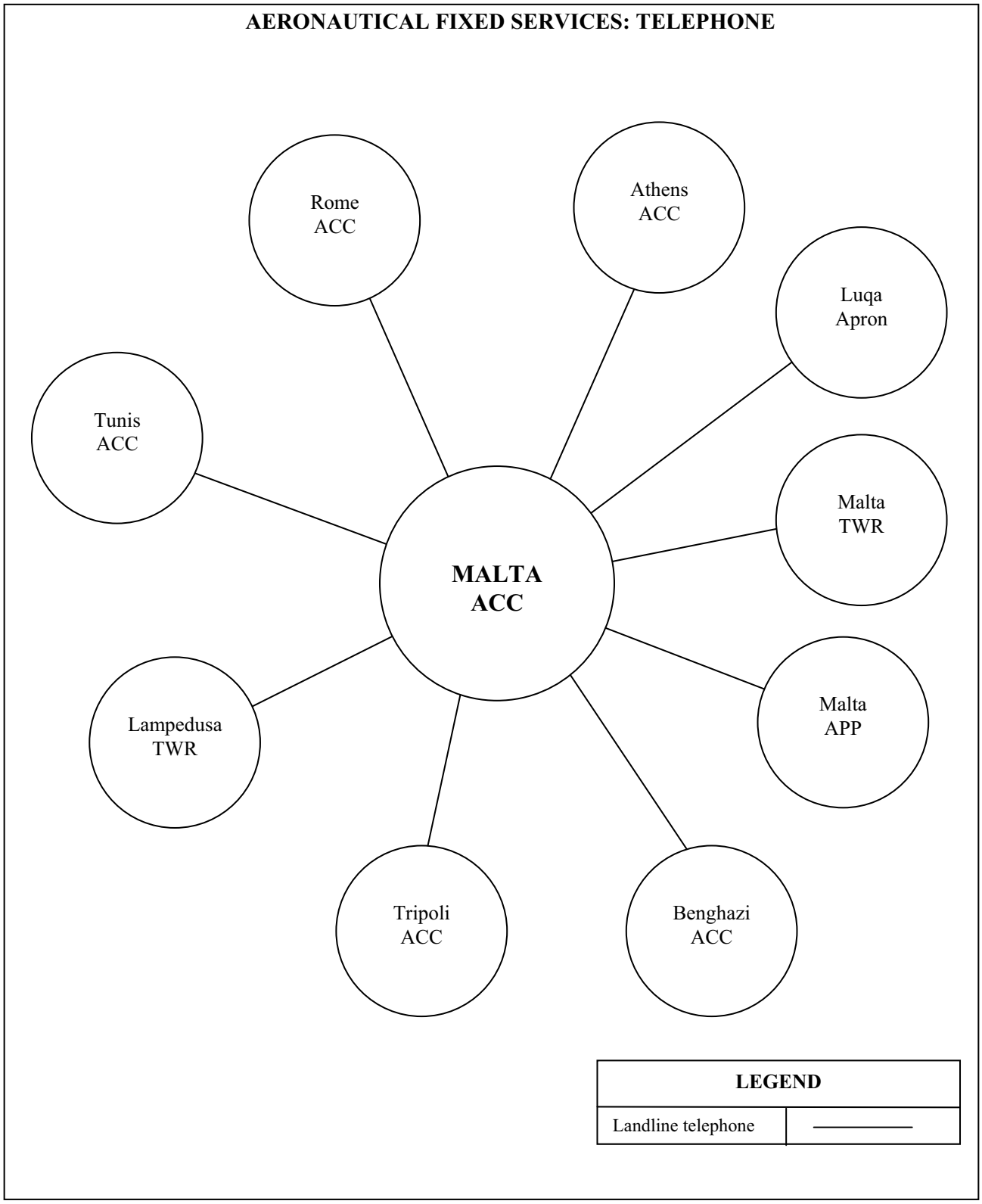


Figure 2. AERONAUTICAL FIXED SERVICES: TELEPHONE



5. Data Link Services — Controller-Pilot Data Link Communications (CPDLC)

5.1 *Introduction*

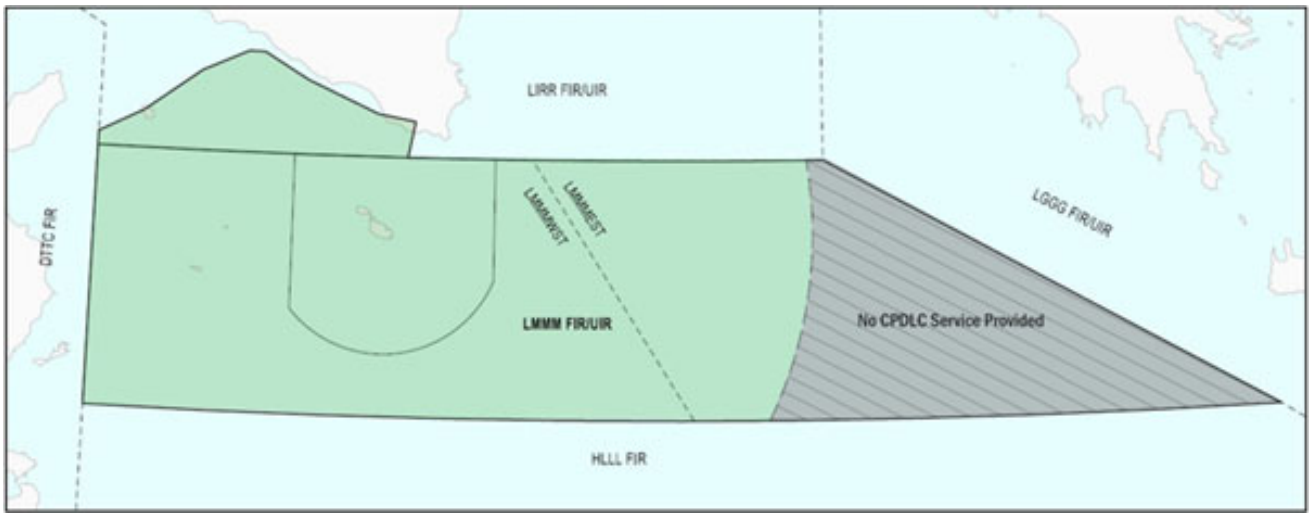
5.1.1 The controller-pilot data link communication (CPDLC) application provides a means of communication between controller and pilot, using data link for ATC communications.

5.1.2 This application includes a set of messages elements (clearance, information, request) which correspond to the phraseologies used in radiotelephony.

5.1.3 CPDLC services are available above FL195, within the areas of responsibility of Malta ACC (Ref. AIP ENR 2.1).

5.1.4 CPDLC functionality is disabled automatically by the ground system below FL195.

5.1.5 Due to the location of the VHF ground station in Malta, CPDLC services are not available in the LMMMUIR east of the green shaded area as indicated in Figure 1 below.



5.1.6 The following CPDLC services are provided in this airspace:

a. DLIC (Data Link initiation capability)

b. ACL (ATC clearance)

c. ACM (ATC communications management)

d. AMC (ATC microphone check)

5.1.7 Data link services are provided on two frequencies with 25kHz channel spacing:

a. Common Signaling Channel (CSC) - 136.975MHz

b. En-Route Frequency Channel (ENR) - 136.775MHz

5.1.8 The switching between Channels is automatic and controlled by the Central VHF Management Entity.

5.1.9 The provision of CPDLC services in Malta is based on the requirements of Commission Regulation (EC) No. 29/2009 and amendments CE 310/2015, CE No 441/2014.

5.1.10 Hence, CPDLC are provided only to ATN Protected Mode (PM) CPDLC equipped aircraft. Log on from FANS1/A or non-PM CPDLC capable aircraft will not be accepted.

5.2 *General*

5.2.1 CPDLC provides voiceless means of communication between a controller and a pilot using data link for ATC communications. In CPDLC, the highest standard of discipline shall be observed at all times (Ref. ICAO Annex10, Vol. II Communication Procedures).

5.2.2 Use of CPDLC shall be at the discretion of ATC and the flight crews.

5.2.3 Flight crews shall ensure that they only execute ATC instructions from the same ATC unit that they are in VHF contact with.

5.2.4 Whether or not CPDLC have been initiated, voice communications shall be established at the time of first contact with an ATS unit, after frequency change. If uncertainty arises regarding a data link message, voice communication shall be used.

5.3 *Flight Plan*

5.3.1 In order to use CPDLC services, pilots shall file the following in the relevant items of their flight plans:

- Item 10A - J1 for the CPDLC ATN VDL Mode 2 capable aircraft
- Item 18 - the indicator CODE/followed by the aircraft 24-bit address (expressed in the form of alphanumerical code of six hexadecimal characters)

5.3.2 For flights granted a CPDLC exemption, the indicator DAT/CPDLCX shall be included in item 18 of the flight plan and the associated item 10A should include a 'Z'.

5.4 *DLIC Log-On*

5.4.1 The data link address for Malta ACC to ATN-B1 equipped aircraft is LMMM.

5.4.2 Within the area of responsibility of LMMM ACC it is mandatory for flight crews of CPDLC-equipped aircraft to log on to LMMM.

5.4.3 Initial log on should be initiated 15 minutes prior to entering the area of responsibility of Malta ACC unless log on has been established with an upstream CPDLC capable unit, in which case CPDLC will be transferred concurrently with voice communications.

5.4.4 Initial log on by aircraft transferred from Athens ACC and Benghazi ACC should take into account the VHF ground station coverage limitations as indicated in para 5.1 above.

5.4.5 Log on shall be initiated by the pilot, using the ICAO call sign filed in the flight plan. On receipt of a valid data link initiation request from an aircraft approaching or within a data link service area, Malta ACC shall accept the request and, if able to correlate it with a flight plan, shall establish a connection with the aircraft.

5.4.6 For aircraft departing from LMML aerodrome, log on may be initiated when the aircraft is on the ground.

5.4.7 For subsequent transfers through sectors of the Malta ACC, log on is not required.

5.5 *Transfer of Aircraft via CPDLC*

5.5.1 When an aircraft is transferred from Malta ACC to an ATC unit where CPDLC is available the transfer of voice communication and CPDLC occurs concurrently.

5.5.2 When an aircraft is transferred from Malta ACC to an ATS unit where CPDLC is not available, CPDLC termination shall commence when the flight crew responds with WILCO following the transmission of the CONTACT message element.

5.5.3 When an aircraft needs to be transferred without replying to any downlink message(s) outstanding, the ground system will automatically send the closure response message "ERROR - Insufficient Resources. Request again with next unit" followed by the CONTACT message.

5.6 *CPDLC services*

5.6.1 Pilots shall use the pre-defined CPDLC message set. The controller will use the pre-defined message set, or preformatted free text message elements.

5.6.2 A controlled flight shall be under the control of only one air traffic control unit at any given time.

5.6.3 The following tables list the standard CPDLC messages available for exchange in Malta ACC:

5.6.3.1 Uplink Messages

Message	Msg #	Message Element	Message Intent
Responses / Acknowledgments	UM0	UNABLE	Indicates that ATC cannot comply with the request.
	UM1	STANDBY	Indicates that ATC has received the message and will respond.
Vertical Clearances	UM19	MAINTAIN [level]	Instruction to maintain the specified level.
	UM20	CLIMB TO [level]	Instruction that a climb to the specified level is to commence and once reached the specified level is to be maintained.
	UM23	DESCEND TO [level]	Instruction that a descent to the specified level is to commence and once reached the specified level is to be maintained.
Route Modifications	UM74	PROCEED DIRECT TO [position]	Instruction to proceed directly to the specified position.
Heading Changes (Route Modifications)	UM190	FLY HEADING [degrees]	Instruction to fly on the specified heading.
Contact / Monitor / Surveillance Requests	UM117	CONTACT [unit name] [frequency]	Instruction to establish voice contact with the specified ATS unit on the specified frequency.
	UM123	SQUAWK [code]	Instruction that the specified code (SSR) is to be selected.
	UM179	SQUAWK IDENT	Instruction that the 'ident' function on the SSR transponder is to be actuated.
Air Traffic Advisories	UM157	CHECK STUCK MICROPHONE [frequency]	Instruction to check the microphone due to detection of a continuous transmission on the specified frequency.
System Management Messages	UM159	ERROR [error information]	A system-generated message notifying that the ground system has detected an error.
	UM160	NEXT DATA AUTHORITY [facility]	Notification to the avionics that the specified data authority is the next data authority. If no data authority is specified, this indicates that any previously specified next data authority is no longer valid.
	UM162	SERVICE UNAVAILABLE	Notification that the ground system does not support this message.
	UM227	LOGICAL ACKNOWLEDGEMENT	Confirmation to the airborne system that the ground system has received the message to which the logical acknowledgment refers and found it acceptable for display to the responsible person.
Additional Messages	UM183	[free text]	Used for additional error information.

5.6.3.2 Downlink Messages

Message	Msg #	Message Element	Message Intent
Responses / Acknowledgments	DM0	WILCO	The instruction is understood and will be complied with.
	DM1	UNABLE	The instruction cannot be complied with.
	DM2	STANDBY	Wait for a reply.
Vertical Clearances	DM6	REQUEST [level]	Request to fly at the specified level.
	DM9	REQUEST CLIMB TO [level]	Request to climb to the specified level.
	DM10	REQUEST DESCENT TO [level]	Request to descend to the specified level.
Route Modifications Request	DM22	REQUEST DIRECT TO [position]	Request to track from the present position direct to the specified position.
System Management Messages	DM62	ERROR [error information]	A system-generated message that the avionics has detected an error.
	DM63	NOT CURRENT DATA AUTHORITY	A system-generated denial to any CPDLC message sent from a ground facility that is not the current data authority.
	DM99	CURRENT DATA AUTHORITY	A system-generated message to inform a ground facility that it is now the current data authority.
	DM100	LOGICAL ACKNOWLEDGEMENT	Confirmation to the ground system that the aircraft system has received the message to which the logical acknowledgement refers and found it acceptable for display to the responsible person.
	DM107	NOT AUTHORIZED NEXT DATA AUTHORITY	A system-generated message sent to a ground system that tries to connect to an aircraft when a current data authority has not designated the ground system as the NDA.
Additional Messages	DM65	DUE TO WEATHER	Used to explain reasons for pilot's message.
	DM66	DUE TO AIRCRAFT PERFORMANCE	Used to explain reasons for pilot's messages.
	DM98	[free text]	Used for additional error information.

5.7 *Message restrictions and Error Management*

5.7.1 If the ground system receives a message that is not supported, or constitutes an error to CPDLC technical rules, the flight crew will receive an automatic reply indicating the nature of the error and, if applicable, the required actions.

5.8 *CPDLC message correction via voice communication*

5.8.1 When voice communications are used to correct a CPDLC message for which no operational response has yet been received, controller's or pilot's transmission will be prefaced by the expression: "DISREGARD CPDLC (message type) MESSAGE, BREAK", followed by the correct clearance, instruction, information, or request.

5.9 *Discontinuation of the use of CPDLC pilot requests*

5.9.1 When a controller requires either all stations, or a specific flight, to avoid sending CPDLC requests for a limited period of time, the following phraseology will be used:

([call sign] or ALL STATIONS) STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] [(reason)].

5.9.2 Resumption of the normal usage of CPDLC will be advised using the following phraseology:

([call sign] or ALL STATIONS) RESUME NORMAL CPDLC OPERATIONS.

5.9.3 If a controller temporarily disables CPDLC, the response to any CPDLC pilot request will be the uplink message element *CPDLC NOT IN USE, VOICE ONLY UNTIL NOTIFIED.*

5.9.4 When CPDLC functionality is re-enabled, all aircraft currently having CPDLC established with that controlling position will be informed by the uplink message element *CPDLC NOW IN USE*.

5.10 *Failure of CPDLC*

5.10.1 When a controller or pilot is alerted that CPDLC has failed, and the controller or pilot needs to communicate prior to CPDLC being restored, the controller or pilot shall revert to voice, if possible, and preface the information with the expression *CPDLC FAILURE*.

5.10.2 Controllers having a requirement to transmit information concerning a complete CPDLC ground system failure to all stations likely to intercept will preface such transmission by the general call *ALL STATIONS CPDLC FAILURE*, followed by the identification of the calling station.

5.10.3 No reply is expected to such general calls unless individual stations are subsequently called to acknowledge receipt.

5.10.4 In case of failures that results in an interruption of data link connections, ATC may request pilots to re-initiate the data link logon process in order to re-establish the data link connection.

5.11 *Free text messages*

5.11.1 The use of free-text message elements by pilots is not allowed when communicating with Malta ACC via CPDLC.

5.11.2 The use of free-text messages will result in an error response.

5.11.3 ATC will use standardized preformatted free-text message elements only.

5.12 *Log off*

5.12.1 Flights leaving Malta ACC area of responsibility towards a non-CPDLC capable airspace will be logged off automatically. No pilot action is required.

5.13 *Contacts*

5.13.1 Further information on CPDLC implementation in Malta can be obtained at the following address:

Malta Air Traffic Services Ltd.
Gate No. 4
Malta International Airport
Triq tal-Isqof
L-Imqabba MQB9057
Malta
Phone: (356) 22 35 54 58
Email: airspace.cell@maltats.com

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GEN 3.5 METEOROLOGICAL SERVICES

1. Responsible service

1.1 The Meteorological Office of Malta International Airport plc provides meteorological services for civil aviation.

Malta Airport Meteorological Office
Malta International Airport plc.
Luqa LQA 4000
Malta
Phone: (356) 23 69 60 21 / (356) 92 10 60 21 (MET Office Manager)
Phone: (356) 23 69 66 87 / (356) 92 10 66 87 (MET Office Forecaster)
Phone: (356) 99 05 87 67 (MET Office Mobile)
AFS: LMMLYMYX
Email: MET Office Manager <joseph.schembri@maltairport.com>
Email: General Enquiries <met.office@maltairport.com>

1.2 The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 3 - *Meteorological Service for International Air Navigation*

Doc. 7030 - *Regional Supplementary Procedures*

Doc. 7155 - *Meteorological Tables*(356) 2369 6687 | (356) 9210 6687

Doc. 7754 - *Air Navigation Plan (EUR Region)*

Doc. 8400 - *ICAO Abbreviations and Codes*

2. Area of responsibility

2.1 Meteorological service is provided for the Malta FIR/UIR.

3. Meteorological observations and reports

Name of station/ Location indicator	Type & frequency of observation/ automatic observing equipment	Types of MET reports & Supplementary Information included	Observation System & Site(s)	Hours of operation	Climatological information
1	2	3	4	5	6
LUQA/ International LMML 16597	Half hourly, six hourly plus special observations / Automatic Weather Integrated Observing System	METAR SPECI TREND Suppl: NIL FT	Ultrasonic Anemometer RVR EQPT Ceilometer (see AD chart for the location of these systems) Thermometer (at MET) Temperature, Pressure, Humidity sensors, Lightning Detector, Precipitation, Runway water level sensors, Pressure	H24	Climatological tables AVBL

4. Types of service

4.1 A main Malta Meteorological Office, which incorporates a Meteorological Watch Office, is located on the aerodrome at Luqa where a continuous forecasting and observing service is maintained.

4.2 Self briefing, personal briefing and consultation for flight crew members are provided. Flight documentation is normally provided for international flights. This comprises a significant weather chart, an upper wind and upper air temperature charts and the latest available aerodrome forecast en-route, FT and SE, and for the destination and alternate aerodromes. Aerodrome forecasts are issued in TAF code.

5. Notification required from operators

5.1 Notification of flights for which flight forecasts are required is the responsibility of the operator's local representative or the aircraft commander.

5.2 Requests for flight forecasts should state the time of departure, the duration of the flight and the height for which it is planned. It should include details of the route, destination and alternate aerodrome.

5.3 Operators of unscheduled services are advised to submit such notification at least 8 hours before the expected time of departure if the flight is of more than 800 km and at least 4 hours before the expected time of departure for shorter flights.

5.4 In the case of a long distance flight, a preliminary briefing on the meteorological outlook may be desirable some time before the departure of the aircraft.

6. Aircraft reports

6.1 *Special Aircraft Observations*

6.1.1 Special observations shall be made and reported by all aircraft whenever the following conditions are encountered or observed:

a. moderate or severe turbulence; or

b. moderate or severe icing; or

c. severe mountain wave; or

d. thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines; or

e. thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines; or

f. heavy dust storm or heavy sandstorm; or

g. volcanic ash cloud; or

h. pre-eruption volcanic activity or a volcanic eruption.

6.1.2 When other meteorological conditions not listed under 6.2.1, e.g. wind shear, are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other aircraft operations, the pilot-in-command shall advise the appropriate air traffic services unit as soon as practicable.

7. VOLMET service

Name of station	Call sign Identification (EM)	Channel	Broadcast period	Hours of service	Aerodromes included	Contents & format of report
1	2	3	4	5	6	7
LUQA	LUQA VOLMET (A3E)	126.805	Continuous	H24	ROME/ FIUMICINO NAPLES PALERMO CATANIA TUNIS TRIPOLI BENGHAZI LUQA	METAR and TREND

8. SIGMET service

Name of MWO/ location indicators	Hours	FIR served	Type of SIGMET/ validity	Specific procedures	ATS unit served	Additional information
1	2	3	4	5	6	7
Luqa/ International LMMM	H24	MALTA FIR/UIR	SIGMET/4HR	NIL	MALTA ACC	NIL

8.1 *General*

8.1.1 For the safety of air traffic, the Meteorological Office maintains an area meteorological watch and warning service. This service consists partly of a continuous weather watch within the Malta FIR and the issuance of appropriate information (SIGMET) and partly of the issuing of warning for Luqa.

8.2 *Area meteorological watch service*

8.2.1 The Meteorological Office at Luqa performs the area meteorological watch service.

8.2.2 This office issues information in the form of SIGMET messages about the occurrence or expected occurrence of one or several significant meteorological phenomena, namely, thunderstorms, severe turbulence, severe icing, severe mountain waves, heavy sand storm/dust storm and volcanic ash cloud.

8.2.3 SIGMET is issued in abbreviations and plain language (English) using ICAO abbreviations and are numbered consecutively for each day commencing at 0001. Their period of validity is generally 4 hours from the time of transmission. Low Level Significant Weather (SIG WX) charts are issued. AIRMET messages are not issued.

8.2.4 Additionally, the Meteorological Watch Office will inform Air Traffic Control of the occurrence or expected occurrence of thunderstorms, moderate icing, light to moderate hail or moderate turbulence within the vicinity of Luqa. This information is intended for the safety of low-level flights.

8.3 *Warning service*

8.3.1 Warning for the protection of parked aircraft or of other equipment at the airport is issued if one or several phenomena are expected to occur at the airport. Such phenomena are squall, thunderstorm, hail, frost, heavy rime deposit and freezing precipitation.

8.3.2 Warnings are issued in English and are issued locally in accordance with criteria that have been agreed locally and to an agreed distribution list.

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GEN 3.6 SEARCH AND RESCUE

1. Responsible service

1.1 The search and rescue service in Malta is provided by the Armed Forces of Malta with the collaboration of the Civil Aviation Directorate – Transport Malta and the Malta Air Traffic Services. The Rescue Coordination Centre (RCC) is manned H24 and caters for air and maritime incidents.

1.2 The address of the RCC is as follows:

Rescue Coordination Centre
Headquarters
Armed Forces of Malta
Luqa Barracks
Luqa VLT 2000
Malta
Phone: (356) 21 25 72 67
Phone: (356) 22 49 42 02
Fax: (356) 21 80 98 60
AFS: LMMLYCYC
Email: rccmalta@gov.mt

1.3 The service is provided in accordance with the provisions contained in ICAO Annex 12 — *Search and Rescue*.

2. Area of responsibility

2.1 The search and rescue service is responsible for all SAR operations in the Malta Search and Rescue Region which is co-incidental with the Malta FIR.

3. Types of service

3.1 Details of related rescue units are given in GEN-3.6 - paragraph 3.3 - Search and Rescue Units. In addition, various elements of the Armed Forces of Malta, the Civil Protection Department, the Civil Police, civil aircraft and merchant vessels may also be called to assist, when required. Neighbouring RCCs may also be called to assist in search and rescue operations. The Fire and Ambulance services, as well as the aeronautical and maritime telecommunications services are also available to the search and rescue organisation.

3.2 In Malta, when an aircraft crashes on land outside the airport and no air searches are required, the responsibility for dealing with the incident devolves with the Civil Protection Department. In the case when an aircraft incident occurs within Luqa aerodrome, the responsibility rests with Malta International Airport plc. The RCC, upon becoming aware of an aircraft in distress and knowing its emergency, will notify the Civil Protection Operations Centre. The Civil Protection will, in turn, alert the Fire, Ambulance and Hospital services as appropriate.

3.3 Search and Rescue Units

AIR WING			
Name	**Location**	**Facilities**	**Remarks**
1	**2**	**3**	**4**
Luqa Airport Armed Forces of Malta helicopters and light aircraft (24-hour standby)	355127.15N 0142838.78E	3 x AgustaWestland 139	Radio: UHF, VHF AM, VHF Marine, HF Homing Radar EO/IR Optics Range: 150NM 30 MIN notice to move during working hours 120 MIN notice to move during silent hours Can drop 10-man life rafts/smoke flares/markers
		1 x BN2T Islander MRG	Radio: VHF AM, VHF Marine, HF Homing Radar Range: 150NM 30 MIN notice to move
		3 x BE20 King Air	Radio: VHF AM, VHF Marine, HF, UHF Homing Radar EO/IR Optics Range: 500NM 60 MIN notice to move All weather Can drop 5-man or 10-man life rafts/ smoke flares/markers

MARITIME SQUADRON			
Name	**Location**	**Facilities**	**Remarks**
1	**2**	**3**	**4**
Marsamxett Harbour Armed Forces of Malta patrol vessels and launches (24-hour standby)	355400N 0143020E (not in WGS-84)	2 x SAR launches (Vittoria Class)	Radio: UHF, VHF AM/FM, VHF Marine, DSC, HF DSC Homing Radar 5 MIN notice to move All weather Range: 70NM Speed: 32 kt
		4 x Inshore patrol boats (4 x Austal Class)	Radio: VHF AM/FM, UHF, HF, VHF Marine DSC Homing Radar At least one deployed 24-hours
		2 x Offshore patrol vessels (1 x Diciotti Class & 1 x OPV748 Class)	Radio: UHF, VHF FM, VHF Marine DSC, HF DSC Homing Radar Diciotti Class 180 MIN notice to move, OPV748 Class 240 MIN notice to move
		2 x Medium Patrol Craft (Protector Class)	Radio: UHF, VHF FM, VHF Marine DSC, HF DSC Homing Radar 120 MIN notice to move

Note: It should be noted that the above tables detail the total of available SAR units. At any given moment the actual quantities of SAR units available will depend on the technical availability of assets.

4. SAR agreements

4.1 Three formal SAR agreements have been concluded between the SAR services of Malta and those of Libya, the United States of America and Greece. Malta enjoys excellent SAR co-ordination with its neighbouring states.

5. Conditions of availability

5.1 The SAR service and facilities in Malta are available without charge to neighbouring States upon request to the RCC at all times when they are not engaged in SAR operations in Malta.

6. Procedures and signals used

6.1 *Procedures*

6.1.1 Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO Annex 12, Chapter 5.

6.2 *Communications*

6.2.1 Transmissions and reception of distress messages within the Malta FIR are handled in accordance with ICAO Annex 10, Volume II.

6.2.2 For communications during SAR operations, the codes and abbreviations to be used are those published in IAMSAR Search and Rescue Manual, Volume III.

6.2.3 The international emergency frequency 121.5 MHZ is guarded continuously by ATS units.

6.2.4 The auxiliary SAR frequency 123.1 MHZ is used during SAR operations.

6.3 *Search and rescue signals*

6.3.1 The SAR signals to be used are those prescribed in IAMSAR Search and Rescue Manual, Volume III.

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1. Applicable charges

1.1 Information regarding the various charges applicable to landing aircraft (day, night, local flights and any rebates), parking of aircraft, passenger service and security may be obtained from:

Airport Operations
Malta International Airport plc.
Luqa LQA 4000
Malta
Phone: (356) 23 69 61 68
Phone: (356) 23 69 61 59
Fax: (356) 21 24 95 64
SITA: MLAHKXH
Email: operations@maltairport.com

1.2 No reduction of landing or parking charges will be allowed because of the unavailability of any aerodrome services or other facilities.

2. Ground handling

2.1 Information regarding the ground handling services available to passenger and cargo aircraft at Luqa Airport, as well as information on the applicable charges, may also be obtained from the above.

3. Methods of payment

3.1 All charges due by aircraft operators or their representatives are payable, prior to departure, to Malta International Airport plc.

3.2 Payment may be made by major credit cards as well as in U.S. Dollars and Euro in cash.

3.3 Operators or their representatives operating on a regular basis may seek to establish credit facilities with Malta International Airport plc. Such credit is given at the discretion of this Company and has to be supported by a bank guarantee acceptable to this Company.

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GEN 4.2 AIR NAVIGATION SERVICES CHARGES

1. Collection of charges for Air Traffic Control of en-route traffic

1.1 Pursuant to the Civil Aviation (Route Charges for Navigation Services) Regulations, 1989, Malta is integrated in the EUROCONTROL Route Charges System.

1.2 Route air navigation charges for flights within the Malta FIR/UIR are billed and collected by EUROCONTROL on behalf of Malta. The charge shall be based on distance, MTOW and service unit rate.

1.3 Information concerning the Route Charges System may be obtained from:

EUROCONTROL
CENTRAL ROUTE CHARGES OFFICE
Rue de la Fusée 96
B-1130 Brussels
Belgium
Phone: (32) 2 729 90 11
Fax: (32) 2 729 90 44
Telex: 21173 EUROC B

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PART 2 - EN-ROUTE (ENR)

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Nil

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ENR 0.2 RECORD OF AIP AMENDMENTS

Nil

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ENR 0.3 RECORD OF AIP SUPPLEMENTS

Nil

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ENR 0.4 CHECKLIST OF AIP PAGES

Nil

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ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP

Nil

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. General

1.1 *Introduction*

1.1.1 Except for the differences listed in GEN 1.7, the air traffic rules and procedures applicable to air traffic in the Malta FIR/UIR generally conform to Annexes 2 and 11 to the Convention on International Civil Aviation, Procedures for Air Navigation Services - Air Traffic Management (ICAO Doc. 4444) and Regional Supplementary Procedures applicable to the EUR Region (ICAO Doc. 7030) and Union Legislation SERA 923/2012.

1.2 *ATS routes*

1.2.1 For the purpose of ATS provision the width of all ATS routes is 5 NM either side of the centreline. The vertical extent of the routes that provides for the Minimum En-Route Level for IFR flights is shown in column 4 of the tables in ENR 3.3. The Minimum Flight Altitude of all the ATS routes is 3000 FT.

1.2.2 The ATS route network above FL095, as listed in the tables in ENR 3.3, is designed to RNAV 5 specification (B-RNAV in EUR Region).

1.2.3 Unless otherwise authorised by ATC, aircraft flying along published ATS routes are required, in so far as practicable, to operate along the defined centreline. Based on the traffic situation, aircraft may expect clearances to fly from entry point to exit point in the Malta FIR/UIR and in areas within the Roma FIR/UIR where ATS provision has been delegated from Italy to Malta, as indicated in ENR 2.2.

1.3 *Controlled airspace in the Malta FIR/UIR*

1.3.1 The following rules apply to aircraft intending to operate in controlled airspace in the Malta FIR/UIR:

a. a flight plan must be filed (refer to ENR 1.10);

b. ATC clearance must be obtained before the airspace is entered;

c. a continuous RTF watch must be maintained on the appropriate frequency; and

d. the flight must be conducted in accordance with ATC instructions.

1.3.2 Cruising levels will be allocated in accordance with the semi-circular rules depicted in the Table of Cruising Levels in ENR 1.7-6 unless otherwise published in column 5 of the tables in ENR 3.3. ATC may allocate a level not appropriate to the aircraft track for tactical reasons.

1.4 *Volcanic Ash Operation Procedure for the Malta FIR/UIR*

1.4.1 Key principles

1.4.1.1 The operator is responsible for the safety of its operations under the oversight of their respective State regulatory authority. The guiding principle for such operations is the use of a safety risk management approach, as described in ICAO Doc 9974 and EASA Safety Information Bulletin (SIB) 2010-17R7.

1.4.1.2 In order to consider whether or not to operate into airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, the operator should have in place an identifiable safety risk assessment (SRA) within its Safety Management System (SMS).

1.4.1.3 In order to decide whether or not to operate into airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, the operator's SRA must be accepted by its State regulatory authority.

1.4.1.4 The safety control measures set out in ICAO Doc 9974 and EASA Safety Information Bulletin (SIB) 2010-17R7 are intended to be sufficiently robust that they facilitate acceptance, without further investigation, by a State whose airspace is forecast to be affected by volcanic ash. The State can, based on the implementation of internationally accepted Safety Management principles, be confident in the ability of operators from other States to undertake operations safely in its airspace.

1.4.1.5 Reference documents:

- ICAO Doc 9974
- ICAO EUR/NAT Volcanic Ash Contingency Plan (VACP) (ICAO EUR Doc 019/NAT Doc 006 Part II)
- EASA Safety Information Bulletin (SIB) 2010-17R7

1.4.2 Terminology

1.4.2.1 The following definitions of contamination are applicable in Malta regarding operation of aircraft in airspace contaminated with volcanic ash:

a. Area of Low Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations equal to or less than 2 x 10^{-3} g/m3. (Cyan)

b. Area of Medium Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations greater than 2 x 10^{-3} g/m3, but less than 4 x 10^{-3} g/m3. (Grey)

c. Area of High Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations equal to or greater than 4 x 10^{-3} g/m3, or areas of contaminated airspace where no ash concentration guidance is available. (Red)

1.4.2.2 These definitions are consistent with ICAO EUR/NAT Volcanic Ash Contingency Plan (VACP) (ICAO EUR Doc 019/NAT Doc 006 Part II) and EASA Safety Information Bulletin (SIB) 2010-17R7.

1.4.3 SRA application in Malta

1.4.3.1 ***Areas of ash contamination***

1.4.3.1.1 In Malta, aircraft operators will be allowed to make decisions based on their SRA in the forecast areas of low, medium and high ash contamination. Therefore, Malta will allow operators to make decisions based on their SRA, as accepted by their respective state regulatory authority, in forecast areas of low, medium and high ash contamination.

1.4.3.2 ***Common SRA recognition***

1.4.3.2.1 As part of its overall decision-making process regarding the operation of aircraft in airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, Malta will allow aircraft operators registered in other states to base their decisions on their SRA, as accepted by their state regulatory authority, in accordance with the above mentioned approach (see 1.4.3.1) to decision-making in Malta.

2. Class G airspace

2.1 *Class G airspace in the Malta FIR/UIR*

2.1.1 The residual airspace within the Malta FIR/UIR which lies outside controlled airspace, is designated Class G. This is applicable both below and above controlled airspace. Pilots wishing to receive an alerting service should contact Malta ATS on the appropriate sector frequency and report “Operations Normal” every 30 minutes. In so far as practical, Flight Information Service and Alerting Service, as described in ICAO Annex 11 and SERA sections 9 and 10, is provided to participating aircraft. However, Flight Information Service and Alerting Service to VFR flights operating below controlled airspace cannot be guaranteed.

2.1.2 Due to radar surveillance and communications limitations in lower airspace, participating aircraft may not always be able to avail themselves of a radar information service or be able to establish two way contact with Malta ACC. Due to these limitations, traffic information on other flights operating outside controlled airspace may not always be possible. This service is provided by Malta ACC through the normal control sectors in operation during day and night.

2.1.3 All aircraft operating outside controlled airspace, wishing to enter or cross controlled airspace, should contact Malta ACC at least 15 minutes before entering controlled airspace in order to obtain an entry clearance. When making such a request, the following information should be given:

a. the aircraft call sign or identification;

b. the type of aircraft;

c. the position, level and flight conditions; and

d. the estimated time at the point of entry.

3. General flight procedures

3.1 *Climb and descent*

3.1.1 When pilots are instructed to report leaving a level, they should advise ATC that they have left an assigned level only when the aircraft's altimeter indicates that the aircraft has actually vacated that level and is maintaining a positive rate of climb or descent.

3.1.2 In order to ensure that controllers can accurately predict flight profiles to maintain standard vertical separation between aircraft, pilots of aircraft commencing a climb or descent in accordance with an ATC clearance should inform ATC if they anticipate that their rate of climb or descent during the level change will be less than 500 FT per minute or, if at any time during such a climb or descent, their vertical speed is less than 500 FT per minute. This requirement applies to both the en-route phase of flight and to terminal holding above Transition Altitude.

3.2 *General Procedures*

3.2.1 The English language is used for all communications between aircraft and ATC in Malta.

3.2.2 VHF/RTF is used for all air-ground communications throughout the airspace under the jurisdiction of Malta. UHF is also available subject to prior notification.

3.2.3 As far as possible, pilots should make use of the ICAO standard RTF phraseology in ICAO Doc. 4444 when communicating with ATC.

3.2.4 As a general principle all messages should be acknowledged by use of the aircraft callsign. Messages containing any of the following items shall be read back in full:

a. level instructions;

b. heading instructions;

c. speed instructions;

d. airways or route clearances;

e. runway in use;

f. clearances and instructions to enter, land on, take-off from, hold short of, cross, taxi and backtrack on any runway;

g. SSR operating instructions;

h. altimeter settings; and

i. frequency changes.

3.3 *Failure of two-way radio communications equipment*

3.3.1 In the event of a two-way radio communication failure, pilots and air traffic control units shall refer to the provisions set out in SERA.14083 – Radio Communication Failure Procedures.

3.4 *Formation flights*

3.4.1 Aircraft shall not be flown in formation except by pre-arrangement among the pilots-in-command of the aircraft taking part in the flight and, for formation flight in controlled airspace, in accordance with the conditions prescribed by the competent authority. These conditions shall include the following:

a. one of the pilots-in-command shall be designated as the flight leader;

b. the formation operates as a single aircraft with regard to navigation and position reporting;

c. separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots-in-command of the other aircraft in the flight and shall include periods of transition when aircraft are manoeuvring to attain their own separation within the formation and during join-up and breakaway;

d. for State aircraft a maximum lateral, longitudinal and vertical distance between each aircraft and the flight leader in accordance with the Chicago Convention. For other than State aircraft a distance not exceeding 1 KM (0.5 NM) laterally and longitudinally and 30 M (100 FT) vertically from the flight leader shall be maintained by each aircraft; and

e. if this distance is exceeded or it is intended to be exceeded, clearance shall be requested from Malta ATC to dissolve the formation and to establish individual separation.

ENR 1.2 VISUAL FLIGHT RULES

1. General

1.1 Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the table below.

Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above 3 050 m (10 000 ft) AMSL	C, G	8 km	1 500 m horizontally 300 m (1 000 ft) vertically
Below 3 050 m (10 000 ft) AMSL and above 900 m (3 000 ft) AMSL, or above 300 m (1 000 ft) above terrain, whichever is the higher	C, G	5 km	1 500 m horizontally 300 m (1 000 ft) vertically
At and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher	C, D	5 km	1 500 m horizontally 300 m (1 000 ft) vertically
	G	5 km* **	Clear of cloud and with the surface in sight
No portion of airspace in the Malta FIR has been classified as Class A, Class B, Class E or Class F.			
*When operating over the high seas and when so prescribed by the appropriate ATS authority: a. flight visibilities reduced to not less than 1 500 m may be permitted for flights operating: 1. at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or 2. in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels. b. Helicopters may be permitted to operate in less than 1 500 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.			
**When operating within territorial waters and when so prescribed by the competent authority: a. flight visibilities reduced to not less than 1 500 m may be permitted for flights operating: 1. at speeds of 140 kts IAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or 2. in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels; b. Helicopters may be permitted to operate in less than 1 500 m but not less than 800 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.			

1.2 VFR flights shall not be operated:

a. at transonic and supersonic speeds unless authorised by the competent authority;

b. above FL195.

1.3 Operators intending to operate within the Malta UIR above FL195 as en-route GAT in VFR should submit their request in writing to Malta ATS at least seven (7) days before the planned conduct of flight. The approval of such flights may be subject to restrictions or specific arrangements agreed by Malta ATS. Special purpose general aviation, sporting and aerial work flights requesting to operate above FL195 in VFR may require exceptional arrangements to operate in reserved airspace.

1.4 VFR flights operating as GAT shall not be authorised within the Malta UIR above FL285.

1.5 VFR flights between sunset and sunrise shall be operated in accordance with the conditions prescribed in LMML AD 2.22.

1.6 Except when necessary for take-off or landing, or except by permission from the Civil Aviation Directorate – Transport Malta, a VFR flight shall not be flown:

a. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1000 ft above the highest obstacle within a radius of 600m from the aircraft; and

b. elsewhere than as specified in 1.6 (a), at a height less than 500 ft above ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.

1.7 Except where otherwise indicated in air traffic control clearances, VFR flights in level cruising flight, when operated above 3000 ft from the ground or water, shall be conducted at a flight level appropriate to the track as specified in the tables of cruising levels on page ENR 1.7-3.

1.8 VFR flights shall comply with the provisions of an air traffic control service:

a. when operated within Class C airspace;

b. when forming part of Luqa aerodrome traffic; or

c. when operated as special VFR flights.

1.9 The commander of an aircraft which is being operated in accordance with the visual flight rules who wishes to change to compliance with the instrument flight rules shall:

a. if a flight plan was submitted, communicate the necessary change to be effected to its current flight plan; or

b. submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR, when in controlled airspace.

2. Authorisation for Special VFR flights in Control Zones

2.1 Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and fire-fighting flights, the following additional conditions shall be applied:

a. such special VFR flights may be conducted during day only, unless otherwise permitted by the competent authority;

b. by the pilot:

1. clear of cloud and with the surface in sight;

2. the flight visibility is not less than 1 500 m or, for helicopters, not less than 800 m;

3. at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and

c. An air traffic control unit shall not issue a special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:

1. the ground visibility is less than 1 500 m or, for helicopters, less than 800 m;

2. the ceiling is less than 180 m (600 ft).

2.2 Malta ATC will provide standard separation between all special VFR flights and between special VFR flights and all IFR flights.

2.3 *Radio Communication Failure Procedures*

2.3.1 The procedures to be adopted by pilots experiencing two-way communication failure are as follows:

a. operate the transponder on Mode A code 7600;

b. if it is believed that the transmitter is functioning, transmit blind giving position reports and intentions to ATC; and

c. if special VFR clearance has been obtained when the radio communication failure occurs, proceed in accordance with the special VFR clearance to Luqa aerodrome and land as soon as possible. When entering the aerodrome traffic circuit, watch for visual signals. If the aircraft is flying on a radar heading advised by ATC when the radio communication failure occurs, resume own navigation and proceed in the most direct manner to Luqa aerodrome.

ENR 1.3 INSTRUMENT FLIGHT RULES

1. Rules applicable to all IFR flights

1.1 *Aircraft equipment*

1.1.1 Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown and in accordance with the applicable air operations legislation.

1.2 *Minimum levels*

1.2.1 Except when necessary for take-off or landing or when specifically authorised by the competent authority, an IFR flight shall be flown at a level that is not below the established minimum flight altitude.

1.3 *Change from IFR flights to VFR flight*

1.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to visual flight rules shall notify Malta ATC that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

2. Rules applicable to IFR flights within controlled airspace

2.1 IFR flights shall comply with the provisions of ICAO Annex 2 and Union Legislation when operated in controlled airspace.

2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or if authorised to employ cruise climb techniques, between two levels or above a level, selected from the tables of cruising levels shown on page ENR 1.7-2, except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in ATC clearances or as specified in ENR 3.3.

2.3 As specified in the ICAO EUR Regional Supplementary Procedures (Doc 7030/4 – EUR), flights shall be conducted in accordance with the Instrument Flight Rules when operated within or above EUR RVSM airspace. Therefore, flights operating as General Air Traffic (GAT) within the Malta UIR at or above FL290, as described in ENR 2.1, shall be conducted in accordance with the Instrument Flight Rules.

3. Rules applicable to IFR flights outside controlled airspace

3.1 An IFR flight operating in cruising flight outside controlled airspace shall be flown at a cruising level appropriate to its track as specified in the tables of cruising levels indicated in table ENR 1.7-2.

3.2 An IFR flight operating outside controlled airspace shall maintain a listening watch on the appropriate radio frequency and establish two-way radio communication, as necessary, with Malta ATC.

4. Free route airspace general procedures

4.1 *Area of application*

4.1.1 FRA procedures are available H24 in Malta AOR above FL195 up to FL660 unless specific contingencies notified by NOTAM are required due to system, communication or surveillance failures. For further details see ENR 2.1, ENR 2.2 and ENR Charts.

4.2 *Flight Procedures*

4.2.1 *General*

4.2.1.1 Traffic will be subject to General Rules (ENR 1.1), RAD and Letters of Agreement (LoA) between neighbouring ACCs.

4.2.1.2 Within FRA, users will be able to plan user-preferred trajectories through the use of significant points included in AIP Malta ENR 4.4 ‘Name-code designators for significant points’ and ENR 4.1 ‘Radio navigation aids –

enroute', respectively. Segments between significant points will be indicated by means of "DCT" instructions.

4.2.1.3 ***DCT usage / limitations***

4.2.1.3.1 Within FRA, there is no restriction on the maximum DCT distance that can be flight planned between points.

4.2.1.3.2 The planning of DCT segments that are outside the lateral limits of the FRA in the Malta AOR is not allowed.

4.2.1.3.3 Vertical transition to / from FRA to the published ATS route network should be planned via a FRA Intermediate point or via a Mandatory Point as indicated in the RAD.

4.2.2 ***Overflying traffic***

4.2.2.1 Overflying traffic should plan directly from MALTA AOR FRA entry point to the MALTA AOR FRA exit point, with the option to route via one or more FRA intermediate points, subject to RAD and airspace availability.

4.2.2.2 When requested by the pilot to climb into FRA but not indicated in Field 15 of the FPL or for ATC tactical purposes, Malta ACC may clear aircraft into FRA direct to a FRA exit point in the Malta AOR.

4.2.2.3 When requested by the pilot to descend below FRA but not indicated in Field 15 of the FPL or for ATC tactical purposes, Malta ACC may clear aircraft direct to a FRA exit point in the Malta AOR.

4.2.3 ***Access to/from Terminal Airspace***

4.2.3.1 Arriving traffic to LMML / LICD should plan directly from FRA Entry Point (E) to the FRA Arrival Connecting Point (A) / STAR initial waypoint, as indicated in the RAD. The FRA Arrival Connecting Point (A) may also be the FRA Entry Point (E). Flight planning following the FRA Arrival Connecting Point (A) should be based on the ATS route network.

4.2.3.2 Departing traffic from LMML / LICD should plan directly from FRA Departure Connecting Point (D) / SID final waypoint to the FRA Exit Point (X) as indicated in the RAD. The FRA Departure Connecting Point (D) may also be the FRA Exit Point (X). Flight planning preceding the FRA Departure Connecting Point (D) should be based on the ATS route network.

4.2.3.3 Flight planning within the FRA will comply with adjacent ATS route network orientation.

4.2.4 ***Cross-border Application***

4.2.4.1 Cross-border DCT is not allowed.

4.3 *Airspace Reservation — Special Areas*

4.3.1 Re-routing Special Areas

4.3.1.1 Unless specifically advised by NOTAM and coordinated with the Network Manager, AOs should plan their trajectory inside FRA disregarding segregated airspace. Should tactical re-routing be required, Malta ACC will provide radar vectors or alternative instructions to avoid the segregated airspace. In exceptional circumstances, a flight extension of 15NM may be expected.

5. Position reporting

5.1 IFR flights on ATS routes shall make position reports:

(a) immediately on initial contact;

(b) as instructed by ATC.

5.2 Position reports shall contain:

(a) the aircraft call sign or identification;

(b) the actual level and, when climbing or descending, the cleared level;

(c) position and time; and

(d) next reporting point and estimated time over that point.

6. Communication failure

6.1 In case of communication failure, pilots shall act in accordance with the communication failure procedure described in ENR 1.1.

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ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. Classification of airspace

1.1 ATS airspace is classified and designated in accordance with the following:

Class A — IFR flights only are permitted. All flights are provided with air traffic control service and are separated from each other. Continuous air-ground voice communications are required for all flights. All flights shall be subject to ATC clearance.

Class B — IFR and VFR flights are permitted. All flights are provided with air traffic control service and are separated from each other. Continuous air-ground voice communications are required for all flights. All flights shall be subject to ATC clearance.

Class C — IFR and VFR flights are permitted. All flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights and traffic avoidance advice on request. Continuous air-ground voice communications are required for all flights. For VFR flights a speed limitation of 250 kts indicated airspeed (IAS) applies below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.

Class D — IFR and VFR flights are permitted and all flights are provided with air traffic control service. IFR flights are separated from other IFR flights, receive traffic information in respect of VFR flights and traffic avoidance advice on request. VFR flights receive traffic information in respect of all other flights and traffic avoidance advice on request. Continuous air-ground voice communications are required for all flights and a speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.

Class E — IFR and VFR flights are permitted, IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information, as far as is practical. Continuous air-ground voice communications are required for IFR flights. A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All IFR flights shall be subject to ATC clearance. Class E shall not be used for control zones.

Class F — IFR and VFR flights are permitted. All participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested. Continuous air-ground voice communications are required for IFR flights participating in the advisory service and all IFR flights shall be capable of establishing air-ground voice communications. A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. ATC clearance is not required.

Class G — IFR and VFR flights are permitted and receive flight information service if requested. All IFR flights shall be capable of establishing air-ground voice communications. A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. ATC clearance is not required.

Implementation of Class F shall be considered as a temporary measure until such time as it can be replaced by an alternative classification.

1.1.1 The designation of the airspace classification shall be appropriate to the needs of the Member States, except that all airspace above FL195 shall be classified as Class C airspace.

1.2 The requirements for the flights within each class of airspace are as shown in the following table.

Class	Type of flight	Separation provided	Service provided	Speed limitation	Radio communication requirement	Subject to an ATC clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
B	IFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR					
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	(1) Air traffic control service for separation from IFR; (2) Air traffic control service, VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below FL100		
D	IFR	IFR from IFR	Air traffic control service, traffic information in respect of VFR flights (and traffic avoidance advice on request)	250 kt IAS below FL100	Continuous two-way	Yes
	VFR	Nil	Air traffic control service, IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)			
E	IFR	IFR from IFR	Air traffic control service and, as far as practical, traffic information about VFR flights	250 kt IAS below FL100	Continuous two-way	Yes
	VFR	Nil	Traffic information as far as practical		No	No
F	IFR	IFR from IFR as far as practical	Air traffic advisory service and flight information service if requested	250 kt IAS below FL100	Continuous two-way	No
	VFR	Nil	Flight information service if requested		No	
G	IFR	Nil	Flight information service if requested	250 kt IAS below FL100	Continuous two-way	No
	VFR				No	

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. General

1.1 The holding, approach and departure procedures in use are based on those contained in ICAO Doc. 8168 — *Procedures for Air Navigation Services - Aircraft Operations* (PANS-OPS).

1.2 The holding patterns shall be entered and flown as indicated below.

Flight level (FL)	Category A and B aircraft	Jet aircraft	
		Normal conditions	Turbulence conditions
Up to and including FL140	170 KT	230 KT	280 KT or Mach 0.80 whichever is less
Above FL140 to FL200	240 KT		
Above FL200 to FL340	265 KT		
Above FL340	Mach 0.83		Mach 0.83

1.3 Upon entering the holding pattern, the pilot should turn right when passing over the designated holding fix and continue outbound for:

a. 1 minute, if at FL140 or below; or

b. 1.5 minutes, if above FL140.

1.4 When the outbound leg is completed, the pilot should turn right so as to re-align the aircraft on the inbound track.

1.5 PANS-OPS stresses the need for flight crew and operational personnel to adhere strictly to the published procedures in order to achieve and maintain an acceptable level of safety in operations.

2. Arriving flights

NIL

3. Departing flights

NIL

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ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

1. Radar service and procedures

1.1 *General*

1.1 Malta generally subscribes to the procedures for the use of radar in Air Traffic Services that are specified in ICAO Doc. 4444.

1.2 The extent of flight information service and the use of radar in Class G airspace are limited by radar coverage and radio communications limitations over high seas airspace. Malta ACC will attempt to identify aircraft and provide a radar flight information service. However, the identification procedure does not imply that a radar information service is being provided. Therefore, pilots operating in Class G airspace in radio and/or radar contact with Malta ACC should not always expect traffic information on other aircraft in Class G airspace. Pilots should also note that they are wholly responsible for maintaining separation from other aircraft whether or not the controller has passed traffic information.

1.3 Pilots operating in Class G airspace should also be aware that military activity over high-seas airspace by foreign military forces is not always known or notified to Malta ACC.

1.2 *Supplementary services*

1.2.1 A radar unit normally operates as an integral part of the parent ATS unit and provides radar service to aircraft, to the maximum extent practicable, to meet the operational requirement. Many factors, such as radar coverage, controller workload and equipment capabilities, may affect these services, and the radar controller shall determine the practicability of providing or continuing to provide radar services in any specific case. Radar service is provided on a continuous basis (H24).

1.2.2 A pilot will know when radar services are being provided because the radar controller will use the following call signs:

a. aircraft under area control — “Radar Contact”;

b. aircraft under approach control — “Radar Contact”;

1.2.3 Malta area control service uses surveillance data from six surveillance stations:

a. DG — Dingli PSR and SSR, MAX range PSR 200 NM, MAX range SSR 250 NM;

b. FW — Fawwara SSR, MAX range 250 NM;

c. HF — Ħal Far SSR/ELS, MAX range 190 NM;

d. KT — Kithira SSR and ADS-B, MAX range SSR 210 NM;

e. LK — Lefkas SSR, MAX range 210 NM;

f. US — Ustica PSR and SSR, MAX range PSR 160 NM, MAX range SSR 180 NM.

1.2.4 Luqa approach control service uses surveillance data from Ħal Far radar station with contributions of fused data from Dingli, Fawwara and Ustica radars.

1.3 *The application of radar control service*

1.3.1 Radar identification is achieved according to the provisions specified by ICAO.

1.3.2 Radar control service is provided within the designated CTAs in the Malta FIR/UIR and the Luqa TMA. This service may include:

a. radar separation of arriving, departing and en-route traffic;

b. radar monitoring of arriving, departing and en-route traffic to provide information on any significant deviation from the normal flight path;

c. radar vectoring when required;

d. assistance to aircraft in emergency;

e. assistance to aircraft crossing controlled airspace;

f. warnings and position information on other aircraft considered to constitute a hazard;

g. information to assist in the navigation of aircraft; and

h. information on observed weather.

1.3.3 The minimum horizontal radar separations are:

a. 5NM, in the Malta ACC WEST Sector including the Luqa TMA; and

b. 10NM in the Malta ACC EAST Sector.

1.3.4 Radar Controllers are only responsible for terrain clearance when vectoring IFR flights and when taking an aircraft off an ATS route by giving a direct routing. Levels or altitudes assigned by the radar controller will provide a minimum terrain clearance.

1.3.5 ***Radar maintenance schedule:***

Radar	Maintenance schedule
DG	every first Wednesday of the month between 0700 LT and 1100 LT*
FW	every third Wednesday of the month between 2000 LT and 2359 LT
HF	every third Monday of the month between 0700 LT and 1100 LT

** In addition, there will be:*
- *a one-hour morning inspection every third Wednesday of each month; and*
- *a one-hour evening/night inspection on the remaining Wednesdays of each month.*

1.4 *Radar and air-ground communication failure procedures*

1.4.1 *Radar failure*

1.4.1.1 In the event of radar failure or loss of identification, instructions will be issued to restore non-radar standard separation. In such cases, vertical separation of 500 FT may be resorted to as a temporary measure.

1.4.2 *Air-ground communication failure*

1.4.2.1 The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to make SSR code changes, to operate IDENT and to carry out turns. If the changes are observed, the radar controller will continue to provide radar service to the aircraft.

1.4.2.2 If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ENR 1.1. If radar identification has already been established, the radar controller will vector other identified aircraft clear of its track until such time as the aircraft leaves radar cover.

1.5 *ATC Surveillance Minimum Altitude Chart*

1.5.1 A Surveillance Minimum Altitude Area is a defined area in the vicinity of an aerodrome, in which the minimum safe levels allocated by a controller vectoring IFR flights with Secondary Radar equipment have been predetermined. The Surveillance Minimum Altitude Area Chart and associated minimum vectoring altitudes for Luqa aerodrome can be found in AD2-LMML-SMAC - 1.

1.5.2 The Surveillance Minimum Altitude Area Chart for Luqa aerodrome shows the following information:

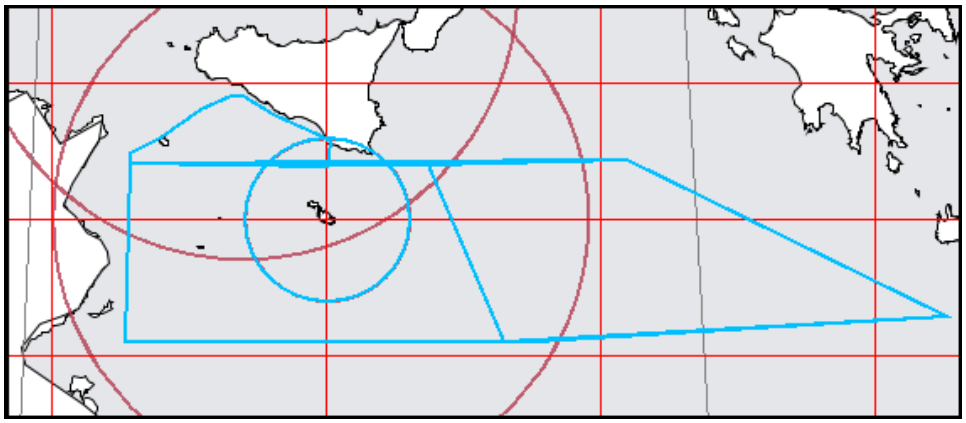
a. outline of the Surveillance Minimum Altitude Area;

b. significant obstructions and spot heights;

c. Minimum Safe Altitude within the Surveillance Minimum Altitude Area; and

d. transition altitude.

1.6 *Graphic portrayal of area of PSR coverage*



2. Secondary surveillance radar operating procedures

2.1 *General*

2.1.1 All aircraft operating within controlled airspace in the Malta FIR/UIR are required to operate with serviceable transponder having Mode A4096 code and Mode C altitude reporting capability.

2.1.2 In airspace where the operation of transponders is not mandatory (e.g. outside controlled airspace), pilots of suitably equipped aircraft should comply with paragraph 2.2.1, below.

2.1.3 Except as detailed in paragraph 2.2.1 below, pilots shall:

a. maintain code settings as instructed by Malta ATC;

b. select or reselect codes, or switch off the equipment when airborne only when instructed by Malta ATC;

c. acknowledge code setting instructions by reading back the code to be set;

d. select Mode C simultaneously with Mode A unless otherwise instructed by Malta ATC; and

e. when reporting levels under routine procedures or when requested by ATC, state the current altimeter reading to the nearest 100 FT. This will assist in the verification of Mode C data transmitted by the aircraft.

Note: If, upon verification, there is a difference of more than 200 FT between the level readout and the reported level, the pilot will normally be instructed to switch off Mode C.

2.2 *Special Purpose Codes*

2.2.1 Some codes are reserved internationally for special purposes and should be selected as follows:

a. Code 7700, to indicate an emergency condition and should be selected as soon as is practicable after declaring an emergency situation with due regard of the over-riding importance of controlling the aircraft and containing the emergency;

b. Code 7600, to indicate a radio failure;

c. Code 7500, to indicate unlawful interference with the planned operation of a flight, unless circumstances warrant the use of Code 7700;

d. Code 2000, when entering the Malta FIR/UIR from an adjacent region where the operation of transponders has not been required; and

e. Code 7000, when not receiving an ATC service outside controlled airspace.

Note: Mode C should be operated with all of the above codes.

2.3 *Malta SSR Code Allocation List*

Transponder Codes Retained by Malta ACC			
0101 - 0177	0201 - 0277	0301 - 0377	0401 - 0477
0501 - 0577	0601 - 0677	0701 - 0777	1101 - 1177
1201 - 1277	1330 - 1377	2001 - 2077	2150 - 2177
2201 - 2277	2301 - 2377	2501 - 2577	2640 - 2677
2701 - 2777	3001 - 3077	3101 - 3177	3201 - 3277
3501 - 3577	3701 - 3757	4130 - 4177	4301 - 4377
4501 - 4577	4601 - 4677	5201 - 5277	5301 - 5377
5501 - 5577	5601 - 5677	5701 - 5777	6001 - 6077
6101 - 6177	6501 - 6557	6601 - 6677	7101 - 7177
7201 - 7277	7301 - 7377	7501 - 7577	7601 - 7677
7701 - 7727	7750 - 7757	7760 - 7775	

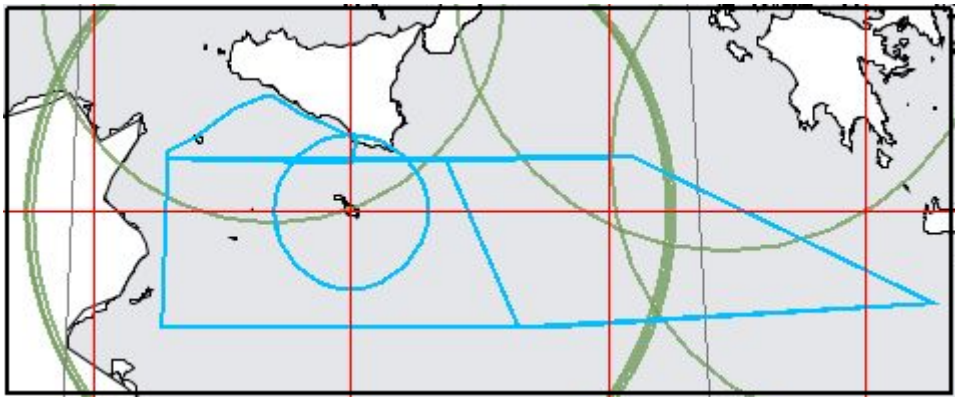
2.4 *Transponder failure*

2.4.1 *Failure after departure*

2.4.1.1 If the transponder fails after departure or en-route, Malta ATC will endeavour to provide for the continuation of the flight in accordance with the original flight plan. In certain traffic situations this may not be possible particularly when the failure is detected shortly after take-off. The aircraft may then be required to return to LMML aerodrome.

2.4.1.2 A temporary failure of SSR Mode C alone would not normally restrict the operation of the flight.

2.5 *Graphic portrayal of area of SSR coverage*



3. Automatic Dependent Surveillance — Broadcast (ADS-B)

3.1 *Introduction*

3.1.1 ADS-B OUT is a function on-board an aircraft that periodically transmits data such as identification, position, velocity and other information. The data link used for ADS-B messages in Europe is 1090 MHZ Extended Squitter. The aircraft ADS-B position is derived from onboard GNSS-based systems.

3.2 *ADS-B equipage and ADS-B data usage*

3.2.1 The requirements for ADS-B OUT equipage can be found in the European Commission Implementing Regulation (EU) No 1207/2011 and subsequent amendments. All data items provided, even those over and above what is specified by the regulation, shall be verified.

3.2.2 The broadcasted ADS-B messages are processed by ADS-B receivers and Surveillance systems, sent to the ATM systems and presented on the Situation Data Display used by ATS providers or can be used by other aircraft with ADS-B IN and/or ACAS functionality.

3.2.3 Aircraft transmitting ADS-B data may be provided with surveillance-based Air Traffic Services based on the ADS-B data, if the provided data quality is in compliance with the ATC service data quality requirements.

3.3 *ADS-B system requirements*

3.3.1 For aircraft required to equip with ADS-B OUT per European Commission Implementing Regulation (EU) No 1207/2011 and subsequent amendments the applicable requirements are European Aviation Safety Agency (EASA) CS ACNS Subpart D, Section 4.

3.3.2 For aircraft not required to equip with ADS-B OUT per European Commission Implementing Regulation (EU) No 1207/2011 and subsequent amendments the ADS-B OUT systems shall comply with one of the standards below:

1. European Aviation Safety Agency (EASA) CS ACNS Subpart D, Section 4; or

2. Federal Aviation Administration (FAA) Title 14 Code of Federal Regulations (14 CFR) section 91.227 or AC No. 20-165B (or replacement) - Airworthiness Approval of ADS-B; or

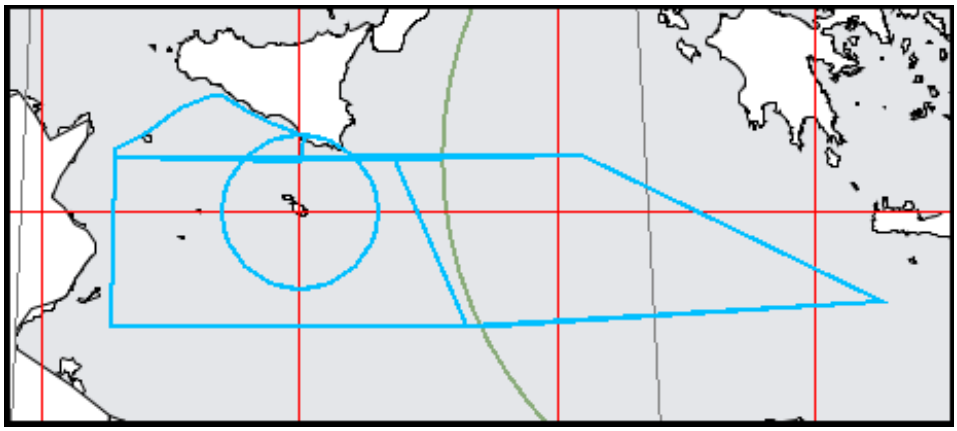
3. European Aviation Safety Agency (EASA) CS-STAN; or

3.3.3 ADS-B Out systems that are unable to meet the requirements above, must

- ensure that the aircraft always transmits a value of 0 (zero) for one or more of the following position quality indicators: NUCp (only for ADS-B version 0 units), NIC and/or SIL, or

- disable ADS-B transmission.

3.4 *Graphic portrayal of area of ADS-B coverage*



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ENR 1.7 ALTIMETER SETTING PROCEDURES

1. General

1.1 The altimeter setting procedures in use generally conform to those contained in ICAO Doc. 8168, Vol I.

1.2 The transition altitude for Luqa aerodrome is 5000 ft while the transition level is fixed at FL070.

1.3 QNH and temperature reports are provided by the Met Office at Luqa and transmitted in automatic ATIS broadcasts. These reports are also available on request from Malta ATC. QNH values are given in hectopascals and are rounded down to the next whole hectopascal. For example, a QNH of 1015.3 HPA will be given as 1015 HPA.

1.4 Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels when ascending.

1.5 Vertical separation exists, or is deemed to exist, between the transition altitude and the transition level.

1.6 Flight level zero is located at the atmospheric pressure level of 1013.2 HPA. Consecutive flight levels are separated by a pressure interval corresponding to 500 ft in the standard atmosphere.

2. Take-off and climb

2.1 A QNH altimeter setting is made available in taxi clearance prior to take-off.

2.2 At Luqa aerodrome, the designated location for pre-flight altimeter checks is on the apron.

3. Vertical separation — en-route

3.1 Vertical separation at and above the transition level and during en-route flight, shall be expressed in terms of flight levels.

3.2 IFR flights, and VFR flights above 3000 ft AMSL, when in level cruising flight, shall be flown at such flight levels, corresponding to the magnetic tracks as indicated in table ENR 1.7-2.

4. Approach and landing

4.1 A QNH altimeter setting is made available in approach clearance and in clearance to enter the traffic circuit.

4.2 A QFE altimeter setting is available, on request, in the final approach and landing clearances. At Luqa aerodrome, the QFE setting is given for the runway being used for landing.

4.3 Malta ATC does not provide the transition altitude, unless this information is specifically requested by the pilot. The transition level is provided in ATIS broadcasts.

5. Missed approach

5.1 In the event of missed approach, pilots should continue to use the altimeter setting selected for final approach, unless otherwise authorised by Malta ATC.

6. Tables of cruising levels

6.1 The cruising levels to be observed are as follows:

TRACK											
From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Level			Level			Level			Level		
FL	Feet	Metres	FL	Feet	Metres	Fl	Feet	Metres	FL	Feet	Metres
010	1 000	300	—	—	—	020	2 000	600	—	—	—
030	3 000	900	035	3 500	1 050	040	4 000	1 200	045	4 500	1 350
050	5 000	1 500	055	5 500	1 700	060	6 000	1 850	065	6 500	2 000
070	7 000	2 150	075	7 500	2 300	080	8 000	2 450	085	8 500	2 600
090	9 000	2 750	095	9 500	2 900	100	10 000	3 050	105	10 500	3 200
110	11 000	3 350	115	11 500	3 500	120	12 000	3 650	125	12 500	3 800
130	13 000	3 950	135	13 500	4 100	140	14 000	4 250	145	14 500	4 400
150	15 000	4 550	155	15 500	4 700	160	16 000	4 900	165	16 500	5 050
170	17 000	5 200	175	17 500	5 350	180	18 000	5 500	185	18 500	5 650
190	19 000	5 800	195	19 500	5 950	200	20 000	6 100	205	20 500	6 250
210	21 000	6 400	215	21 500	6 550	220	22 000	6 700	225	22 500	6 850
230	23 000	7 000	235	23 500	7 150	240	24 000	7 300	245	24 500	7 450
250	25 000	7 600	255	25 500	7 750	260	26 000	7 900	265	26 500	8 100
270	27 000	8 250	275	27 500	8 400	280	28 000	8 550	285	28 500	8 700
290	29 000	8 850				300	30 000	9 150			
310	31 000	9 450				320	32 000	9 750			
330	33 000	10 050				340	34 000	10 350			
350	35 000	10 650				360	36 000	10 950			
370	37 000	11 300				380	38 000	11 600			
390	39 000	11 900				400	40 000	12 200			
410	41 000	12 500				430	43 000	13 100			
450	45 000	13 700				470	47 000	14 350			
490	49 000	14 950				510	51 000	15 550			
530	53 000	16 150				550	55 000	16 750			
570	57 000	17 350				590	59 000	18 000			
610	61 000	18 600				630	63 000	19 200			
650	65 000	19 800									

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (Doc. 7030)

1. General

1.1 Regional supplementary procedures are applied in accordance with ICAO Doc. 7030/4, Regional Supplementary Procedures.

2. Implementation of 8.33 kHz channel spacing

2.1 *General*

2.1.1 In Malta the European Regional Supplementary Procedures are applied in accordance with ICAO Doc 7030/ 4-EUR.

2.1.2 Mandatory Carriage of 8.33 kHz channel spacing radio equipment is required for aircraft operating within the Maltese FIR after 01 Jan 2018. The relevant standards for 8.33 kHz channel spacing radio equipment are contained in ICAO Annex 10 Volume III.

3. Carriage of ACAS II (TCAS II version 7.1) equipment

3.1 *ACAS II (TCAS II version 7.1)*

3.1.1 The following turbine-powered aeroplanes transiting within the Malta FIR shall be equipped with collision avoidance logic version 7.1 of ACAS II:

a. Aeroplanes with a maximum certified take-off mass exceeding 5700kgs;
b. Aeroplanes authorized to carry more than 19 passengers.

3.1.2 Aircraft not referred to in point 3.1.1 which are equipped on a voluntary basis with ACAS II shall have collision avoidance logic version 7.1.

3.2 *Exemptions* from carriage requirements of ACAS II logic version 7.1

3.2.1 Equipage exemptions from ACAS II (TCAS II 7.1), may apply in certain cases. Exemption requests must be requested directly from the Civil Aviation Directorate of Malta at least ten working days before the planned operation.

3.2.2 *Delivery and maintenance flights*

3.2.2.1 An ACAS II exemption may be approved for a specific aircraft not equipped with ACAS II, to fly in the airspace of Malta for the purpose of aircraft delivery or aircraft maintenance.

3.2.2.2 This ACAS II exemption is applicable to:

a. aircraft newly manufactured within ECAC Member States, which are not fitted with ACAS II. These aircraft will be permitted to transit on direct flights only, out of ECAC Member States' airspace to regions where the carriage and operation of ACAS II is not required; and

b. direct flights by aircraft, which are not fitted with ACAS II, from outside ECAC Member States, for the purpose of maintenance and engineering at facilities located within the ECAC Member States.

Note: This ACAS II delivery or maintenance flight exemption is not available for those flights seeking only to transit through the airspace of Malta.

3.2.3 *Test flights*

3.2.3.1 An ACAS II exemption may also be approved for a specific aircraft not equipped with ACAS II, to fly in the airspace of Malta for the purpose of conducting a test flight.

4. Implementation of Reduced Vertical Separation Minimum (RVSM)

4.1 The airspace within the Malta UIR between FL290 and FL410 inclusive, as described in ENR 2.1, is RVSM airspace.

4.2 Within this airspace, the vertical separation minimum shall be:

a. 1000ft between RVSM approved aircraft;

b. 2000ft between:

i. non-RVSM approved aircraft and any other aircraft operating within the RVSM airspace;

ii. formation flights of State aircraft and any other aircraft operating within the RVSM airspace; and

iii. an aircraft experiencing a communications failure in flight and any other aircraft, when both aircraft are operating within the RVSM airspace.

4.3 When an aircraft operating in RVSM airspace encounters wake turbulence, a report should be filed by completing the appropriate Wake Turbulence Report Form.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT

1. Introduction

1.1 Air Traffic Flow Management (ATFM) is an ATM service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilised to the maximum extent possible, and that the traffic volume is compatible with the monitoring values declared by the appropriate ATS authority.

1.2 ATFM has been evolving towards the integration of capacity management which is gradually developing into the new concept of Air traffic Flow and Capacity Management (ATFCM).

1.3 The emphasis on ATFCM is on balancing the management of Capacity and Demand, planned strategically and applied tactically as a result of physical airport or airspace limitations. ATFCM will be the primary means of ensuring flight punctuality and efficiency, whilst maintaining or improving safety.

1.4 *The three phases of ATFCM service:*

1.4.1 **Strategic Flow Management** takes place seven days or more prior to the day of operation and includes research, planning and coordination activities. This phase consists of analysing the evolution of the forecast demand and the identification of potential news problems and in evaluating possible solutions. The outputs of this phase are the capacity plan for the following year, the Route Allocation Plans and sets of other plans that can be activated as necessary during the next phases. (e.g. contingency)

1.4.2 **Pre-Tactical Flow Management** is applied during six days prior to the day of operation and consists of planning and coordination activities. This phase analysis and decides on the best way to manage the available capacity resources and on the need for implementation of flow measures (regulations or routings). The output is the ATFCM Daily Plan (ADP) published via ATFCM Notification Message (ANM) and Network News.

1.4.3 **Tactical Flow Management** is applied on the day of the operation. This phase updates the daily plan according to the actual traffic and capacity. The management of the traffic is made through slot allocation and/or ad-hoc re-routing.

2. General

2.1 The overall authority for the provision of Air Traffic Flow Management in the Malta FIR/UIR is delegated to the EUROCONTROL Network Manager (NM).

3. Responsibilities of the Network Manager (NM)

The responsibilities of the NM are:

a. to ensure traffic flow does not exceed the stated capacity of the sectors in the Malta ACC; and

b. to ensure that ATFM measures, when necessary, are applied in such a way as to reduce, as far as possible, the penalties to Aircraft Operators (AO).

3.1 In order to achieve the above objectives the NM applies procedures that are agreed internationally and published in the corresponding EUROCONTROL NM documentation.

3.2 The NM procedures within the Malta FIR/UIR have the same status as procedures explicitly published in this AIP.

4. Responsibilities of the Air Traffic Services

4.1 A Flow Management Position is provided in the Malta ACC to liaise between ATC, aircraft operators and the NM.

4.2 Malta ATC is responsible for monitoring flights' compliance with departure slots (CTOT) issued by the NM. In accordance with the provision of the Regional Supplementary Procedures, Europe (ICAO Doc. 7030) and the ICAO ATFM Handbook Doc. 003, flights that do not adhere to their slot shall be denied start-up clearance. However, Malta ATC shall make all efforts to enable departing flights to comply with the slot.

5. Responsibilities of Aircraft Operators

5.1 Aircraft operators shall ensure that they adhere to the following:

a. general ATFM procedures including flight plan filing and message exchange requirements;

b. strategic ATFM measures, e.g. Route Availability Document (RAD);

c. current ATFM measures, e.g. specific measures applicable on the day of operation, promulgated by ATFM Notification Messages (ANM);

d. departure slots (CTOT) issued by the NM; and

e. the correct procedure to be followed to obtain approval for STS/ATFMX.

6. ATFM exemption procedures

6.1 Since the introduction of the NM, it has been possible for flight plan originators to obtain exemptions from ATFM restrictions for certain flights through the use of STS/ indicators in Item 18 of the ICAO FPL.

6.2 The following procedures shall be applied by flight plan originators:

a. the insertion of STS/ indicator in Item 18 of the FPL will identify that a flight may require special handling. This indicator is for use by all parties that may have to handle the flight;

b. the current list of STS/ indicators recognized for ATFM purposes comprises STS/MEDEVAC; STS/ HEAD; STS/SAR and STS/ATFMX. These STS indicators are afforded automatic exemption from ATFM measures; and

c. STS/ATFMX may only be used if that particular flight has received specific approval from the State concerned for processing such requests and is additional to any other special handling notification that may be required to be shown for ATC purposes. Such flights must provide specific authorization documentation in support of their request.

6.3 A flight using STS/HUM; STS/HOSP; STS/STATE will no longer automatically qualify for exemption from ATFM measures. These indicators will simply identify a flight requiring “special handling” by ATC but they will have no special significance for ATFM purposes.

7. Procedure for requesting the use of STS/ATFMX

7.1 A flight plan originator seeking approval to insert STS/ATFMX for a flight departing from Malta shall obtain prior permission at least two hours in advance of the EOBT from the:

Duty Management Officer
Transport Malta
Civil Aviation Directorate
Malta Transport Centre
Pantar Road
Lija, LJA 2021
Malta
Phone: (356) 79 24 52 02 (Mobile)
Phone: (356) 25 55 56 53 (Office)
Email: dutyofficer.cad@transport.gov.mt
Email: civil.aviation@transport.gov.mt

7.2 The appropriate documentation has to be submitted as evidence in support of the request, at a later stage, if urgency so requires. Any abuse not supported by evidence may be sanctioned.

8. ATFM documentation

8.1 The general ATFM procedures which apply throughout the ICAO European Region are published in the ICAO Doc. 7030, Regional Supplementary Procedures – Europe and in the ICAO ATFM Handbook – EUR Doc. 003.

8.2 Detailed NM procedures can be found in the ATFM Users Manual published by EUROCONTROL.

9. Malta FMP

9.1 The Malta FMP established in the Malta ACC, is available H24 on:

Malta Air Traffic Services Ltd.
Gate No. 4
Malta International Airport
Triq tal-Isqof
L-Imqabba, MQB9057
Malta
Phone: (356) 21 23 46 23
Phone: (356) 22 35 55 20
Phone: (356) 22 35 53 51
Fax: (356) 22 35 54 11
AFS: LMMMZQZX

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ENR 1.10 FLIGHT PLANNING

1. General procedures

1.1 The procedures used for flight planning are in accordance with the following ICAO documents and EU Regulations:

Annex 2 – *Rules of the Air*

Doc. 4444 – *Air Traffic Management - PANS ATM*

Doc. 7030/4 – *Regional Supplementary Procedures - EUR*

ATFCM Users Manual

Integrated Initial Flight Plan Processing System (IFPS) Users Manual

EU Reg 923/2012

1.2 ***Filing a flight plan (VFR and IFR flights)***

1.2.1 An ICAO flight plan must be filed for all IFR flights planning to operate in the Malta CTA.

1.2.2 An ICAO flight plan must be filed for all VFR flights:

a. with departure or destination LMML which will cross the Malta FIR boundary:

b. with departure LICD to LMML or departure LMML to LICD

c. with departure and destination LMML and intending to operate outside the lateral limits of the Luqa TMA

d. planned to operate at night, if exiting the Luqa CTR

1.3 *Procedures for the submission of a flight plan*

1.3.1 *Adherence to Airspace Utilization Rules and Availability*

No flight plans shall be filed via the airspace of LMMM CTA deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for LMMMFIR/UIR and any reference to them shall be made via:

URL: https://www.nm.eurocontrol.int/RAD/index.html

1.3.2 Normally, flight plans should be filed on the ground at least 60 minutes before clearance to start up is requested. For flights subject to Air Traffic Flow Management (ATFM) measures, a minimum of three hours before Estimated Off Block Time is required for flight plan submission.

1.3.3 A written flight plan, which can be filed through the Malta AIS reporting office located at the Arrivals Hall at the Malta International Airport, must be submitted on the ICAO Model Flight Plan Form (Doc. 4444, Appendix 2). The AIS personnel can be contacted directly from the AIS unmanned office from the point to point telephone by dialling 47.

AIS staff can also be contacted on the direct telephone number 22355543.

Flight plans can also be sent to the AIS office either by email aim@maltats.com or by fax 22355332.

The AIS unit may assist in compiling the flight plan details and checking them. However, the ultimate responsibility for filing an accurate flight plan rests with the pilot or the operator.

1.3.4 If a pilot lands at an aerodrome other than the destination specified in the flight plan, the pilot or operator must ensure that the ATS Unit at the original destination is informed within 30 minutes of the flight planned ETA, to avoid unnecessary action being taken by the Alerting Services.

2. Addressing of VFR flight plans

2.1 In addition to addressing a VFR flight plan to the destination aerodrome, and when applicable the appropriate FIRs en-route, the flight plan must also be addressed to Malta ACC on AFTN address LMMMZQZX and to the Malta AIS unit on AFTN address LMMMZPZX.

2.2 VFR flight plans which portion(s) of flight operated as IFR

IFPS is the only source for the distribution of IFR/General Air Traffic (GAT) flight plans and associated messages within the IFPS Zone (IFPZ). Although IFPS handles IFR flight plans, it will not process the VFR portions of any mixed VFR/IFR flight plan. Therefore, in order to ensure that all relevant ATS units are included in the flight plan message distribution, pilots or operators should ensure that whenever a flight plan contains portions of the flight operated under VFR, in addition to IFR, the FPL must be addressed to the following addressees:

a. IFPS;

b. aerodrome of departure;

c. aerodrome of destination;

d. all FIRs that the flight will route through as VFR; and

e. any additional addressees specifically required by State or aerodrome authorities.

2.3 Submission Time Parameters

VFR flight plans should be submitted to the Malta AIS unit located at the Malta International Airport at least 60 minutes before clearance to start up or taxi is requested. The pilot is then responsible for ensuring that the airborne time of the flight is passed to the Malta AIS unit. The Malta AIS unit will ensure that the departure message is sent to the appropriate addressees. Failure to pass the airborne time will result in the flight plan remaining inactive. Consequently, this could result in the destination aerodrome not being aware that alerting action should be taken.

3. IFR flight plans

3.1 *General*

3.1.1 Malta is a participating State in the Integrated Initial Flight Plan Processing System (IFPS), which is an integral part of the EUROCONTROL Centralized Air Traffic Flow Management (ATFM) system. The IFPS is the sole source for distribution of IFR/General Air Traffic (GAT) flight plan information to ATS units within the participating States located in the IFPS Zone (IFPZ).

3.1.2 IFPS comprises two IFPS Units (IFPU) sited within the EUROCONTROL facilities at Haren, Brussels and Bretigny, Paris. The IFPS Zone (IFPZ) is divided into two separate areas, each IFPU having a primary responsibility for one area and a secondary role, for contingency purposes, for the other. All IFR/GAT flight plans and associated messages must be addressed to both IFPUs. The primary IFPU will process the flight plan, or associated message, whilst the other will hold both the raw and processed data, to be used in the event of a failure of the primary unit. Following successful processing, the flight plan will be delivered, at the appropriate time, to all the ATS unit addressees on the flight profiled route within the IFPZ.

3.1.3 IFPS will not handle VFR flight plans or Operational Air Traffic (OAT) flights. However, it will process the GAT portion(s) of a mixed OAT/GAT flight plan and similarly the IFR portion(s) of a VFR/IFR flight plan.

3.1.4 Full details of the procedures relating to IFPS and ATFM are contained within the relevant sections of the IFPS Users Manual and the ATFCM Users Manual which are available from https://www.eurocontrol.int/network-operations.

3.2 *Filing of flight plans*

3.2.1 Pilots and operators are ultimately responsible for the complete filing of their IFR/GAT flight plans and associated messages. This includes compilation (including addressing), accuracy and submission of flight plans and also for the reception of an Acknowledgement (ACK) message from IFPS.

3.2.2 Pilots or operators without the facilities to file directly with IFPS and any other non-IFPS States affected by the flight should make arrangements to file their IFR/GAT flight plans through the Malta AIS unit located at the Malta International Airport.

3.2.3 Flight plans for flights subject to ATFM measures should be filed a minimum of three hours before Estimated Off Block Time (EOBT). Flight plans for all other flights should be filed a minimum of 60 minutes before EOBT.

3.3 *Addressing of IFR flight plans*

3.3.1 IFR/GAT flight plans and associated messages, for flights conducted wholly within the IFPS Zone, must address these messages only to the two IFPUs. The individual IFPU addresses are:

Haren	Bretigny
AFTN:EUCHZMFP	AFTN:EUCBZMFP
SITA: BRUEP7X	SITA:PAREP7X

3.3.2 Pilots and operators of IFR/GAT flights, which will enter and/or exit the IFPZ, must ensure that the flight plans and associated messages are addressed to the two IFPU addresses indicated in paragraph 3.3.1 above, and also to the appropriate ATS units responsible for the flight outside the IFPZ. The procedure described in paragraph 3.3.3 below, is the preferred method of addressing in such cases.

3.3.3 The purpose of the re-addressing function is to ensure consistency between messages distributed both within and outside the IFPZ. This consistency is achieved by ensuring that data is not distributed to external addressees until it is successfully processed by IFPS. Any additional addressees to be included should be inserted after the Originator Information line and immediately before the open bracket, which indicates the beginning of the message text.

3.4 *IFR flight plans with portion(s) of flight operated as VFR*

3.4.1 IFPS is the only source for the distribution of IFR/General Air Traffic (GAT) flight plans and associated messages within the IFPS Zone (IFPZ). Although IFPS handles IFR flight plans, it will not process the VFR portions of any mixed VFR/IFR flight plan. Therefore, in order to ensure that all relevant ATS units are included in the flight plan message distribution, pilots or operators should ensure that whenever a flight plan contains portions of the flight operated under VFR, in addition to IFR, the FPL must be addressed to the following addressees:

a. IFPS;

b. aerodrome of departure;

c. aerodrome of destination;

d. all FIRs that the flight will route through as VFR; and

e. any additional addressees specifically required by State or aerodrome authorities.

4. Compilation and submission of flight plans

4.1 The compilation and submission of filed Flight Plans (FPL) and Repetitive Flight Plans (RPL) must be in accordance with the procedures specified in ICAO Doc. 4444 – PANS ATM, ICAO Doc. 7030 – EUR Regional Supplementary Procedures and the EUROCONTROL IFPS Users Manual.

5. Authorisation for special flights

5.1 Special flights of a specific nature (such as survey, scientific research flights, etc.) may be exempted from the requirement to submit a flight plan. A request for such flights to be conducted in the Malta FIR/UIR should be submitted, in writing, to:

Director General for Civil Aviation
Transport Malta
Civil Aviation Directorate
Malta Transport Centre
Pantar Road

Lija, LJA 2021
Malta

5.2 Such requests should be made as early as possible giving details including:

a. aircraft type and identification;

b. purpose of flight;

c. flight rules;

d. intended area in which the flight is to be conducted;

e. the requested level or level bands;

f. planned time and date of flight; and

g. operator details.

5.3 Such special flights may be conducted within Maltese Territorial Waters and the Exclusive Economic Zone after a written authorisation from the Director General (Civil Aviation) has been granted to the aircraft operator.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. General

1.1 Flight movement messages relating to traffic into or via the Malta FIR/UIR shall be addressed as follows:

Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS-ATM, Doc. 4444, refers).

Category of flight	Route	Message address
1	2	3
All IFR flights departing from LMML with destination within the IFPS Zone	All routes	EUCHZMFP EUCBZMFP
All IFR flights departing from LMML with destination outside the IFPS Zone	All routes	EUCHZMFP EUCBZMFP
All IFR flights with destination LMML	All routes	EUCHZMFP EUCBZMFP
All IFR flights overflying LMMMFIR	All routes	EUCHZMFP EUCBZMFP
All VFR fights overflying LMMMFIR	All routes	LMMMZQZX LMMMZFZX
All international VFR flights with destination or departure LMML	All routes	LMMMZQZX LMMMZPZX LMMMZFZX
All VFR flights with departure or destination LMML intending to operate outside the lateral limits of the Luqa TMA	All routes	LMMMZQZX LMMMZPZX LMMMZFZX
Departure or destination LMML or LICD	All routes	LMMMZQZX LMMMZPZX

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ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. General

1.1 In the event that interception of civil aircraft over the territorial waters of Malta has to be carried out, the procedures described in EU Reg 923/2012 SERA, and the ICAO procedures described in ICAO Annex 2 — *Rules of the Air* and ICAO PANS-ATM Doc. 4444 will be followed. For this purpose, Article 3 (1) of the Territorial Waters and Contiguous Zone Act (Cap. 226) states that “the territorial waters of Malta shall be all parts of the open sea within twelve nautical miles of the coast of Malta measured from low-water mark on the method of straight baselines joining appropriate points”.

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ENR 1.13 UNLAWFUL INTERFERENCE

1. General

1.1 An aircraft which is being subjected to unlawful interference shall endeavour to set the transponder to Code 7500 and notify the appropriate ATS unit of, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimise conflict with other aircraft.

1.2 If an aircraft is subjected to unlawful interference, the pilot-in-command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the competent authority unless considerations aboard the aircraft dictate otherwise.

2. Procedures

2.1 The following procedures are intended as guidance for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2.2 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible or the aircraft is within radar coverage.

2.3 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as onboard transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit.

2.4 Aircraft subject to unlawful interference shall proceed at a level which differs from the cruising levels normally used by IFR flights by:

a. 500ft in an area where vertical separation minimum of 1000ft is applied

b. 1000ft in an area where vertical separation minimum of 2000ft is applied.

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ENR 1.14 AIR TRAFFIC INCIDENTS

1. Definition of an incident

1.1 An incident is an occurrence, other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operation. The following types of incidents shall be reported and assessed:

a. near collision;

b. potential for collision or near collision; and

c. ATM-specific occurrences.

2. Definition of an air traffic incident

2.1 An air traffic incident is an occurrence related to the provision of air traffic services, such as:

a. aircraft proximity (AIRPROX);

b. serious difficulty resulting in a hazard to aircraft caused, for example, by:

i. faulty procedures;

ii. non-compliance with procedures; or

iii. failure of ground facilities.

3. Definition of aircraft proximity

3.1 A situation of aircraft proximity is one in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised.

3.2 Aircraft proximity is classified as follows:

a. risk of collision – The risk classification of aircraft proximity in which serious risk of collision has existed;

b. safety not assured – The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised;

c. no risk of collision – The risk classification of aircraft proximity in which no risk of collision has existed; and

d. risk not determined – The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved or inconclusive or conflicting evidence precluded such determination.

4. Definition of AIRPROX

4.1 The term AIRPROX is the code word used in an air traffic incident report to designate aircraft proximity.

4.2 Air traffic incidents are designated and identified in reports as follows:

Type	Designation
Air traffic incident	Incident
as (a) above	AIRPROX (aircraft proximity)
as (b) (i) and (ii) above	Procedure
as (b) (iii) above	Facility

5. Use of the Air Traffic Incident Report Form

5.1 The Air Traffic Incident Report Form is intended for use:

a. by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight (if the form is available on board, this may be of use in providing a pattern for making the initial report in flight); and

b. by an ATS unit for recording an air traffic incident report received by radio, telephone or teleprinter (the form may be used as the format for the text of a message to be transmitted over the AFS network).

6. Initial report by pilots

6.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

a. during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately; and

b. as promptly as possible after landing, submit a completed Air Traffic Incident Report Form in order to:

i. confirm a report of an incident made initially as in (a) above or for making the initial report on such an incident if it had not been possible to report it by radio; and

ii. report an incident which did not require immediate notification at the time of occurrence.

6.2 An initial report made by radio should contain the following information:

a. aircraft identification (item A of the Air Traffic Incident Report Form);

b. type of incident (item B of the Air Traffic Incident Report Form);

c. details of the incident (items C1(a), C1(b), C2(a), C2(b), C2(c), C2(d), C2(n), C3(a), C3(b), C3(c), C3(i), C4(a) and C3(b) of the Air Traffic Incident Report Form); and

d. miscellaneous (item D1(e) of the Air Traffic Incident Report Form).

6.3 If it was impossible to report the incident by radio, a report should be made by telephone, or other means, to the Malta ATC Supervisor, immediately after landing.

7. Confirmation report

7.1 The pilot should complete the Air Traffic Incident Report Form supplementing the details of the initial reports as necessary. The confirmatory report on an incident of major significance initially reported by radio, or the initial report on any other incident, should be submitted within seven days to:

Director General for Civil Aviation
Transport Malta
Civil Aviation Directorate
Malta Transport Centre
Pantar Road
Lija, LJA 2021
Malta

7.2 Some operators may require pilots to submit confirmatory reports through their Company. This is acceptable provided that the report, signed either by the pilot or a responsible official of the Company, is forwarded as above.

7.3 In the absence of exceptional circumstance, official action on radio or telephone reports may cease after seven days unless the confirmatory report has been received.

7.4 A pilot leaving Malta for a period exceeding the specified seven days may transmit the confirmatory report to his Company through the AFTN. An incident report, being concerned with air safety, is acceptable for transmission as Class A traffic. On receipt of such a message, Company offices should complete the necessary Incident Report Form and submit it as indicated above without delay.

7.5 Pilots may also make use of the AFTN from a place abroad to make an initial incident report which cannot be passed by radio. In such a case, the AFTN message may be addressed either to the Company or direct to Malta ACC. The Company office receiving an initial incident report in this way should then report to Malta ACC by telephone or through the AFTN and follow the procedures in paragraph 7.4, above.

7.6 Adherence to these procedures will ensure expeditious and uniform handling of incident reports and enable incidents to be investigated thoroughly and remedial action to be taken where necessary.

7.7 Pilots should co-operate by ensuring that the fullest possible information is given in every case and by reporting only those incidents that can reasonably be considered to warrant investigation. Company officials concerned are asked to facilitate action on reports by prompt handling in strict accordance with the procedures described.

7.8 A pilot making an incident report should bear in mind that, if the official investigation indicates a prima facie offence under civil law, he/she may be required to give evidence at a Board of Inquiry or at any legal proceedings contemplated by law.

7.9 Incident reports will receive immediate co-ordinated action by the Civil Aviation Directorate – Transport Malta. When a report has been received direct from a pilot, the aircraft operator will, whenever practicable, be notified that the report has been made and is in hand. Additionally, on completion of official action on the report, the operator will be informed of the outcome and any remedial action taken.

8. Purpose of reporting and handling of the form

8.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft.

8.2 The purpose of the form is to provide investigating authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay, to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

9. Assessment of reports and investigation

9.1 The primary reason for investigation by the appropriate authority is to determine the cause of an incident, thereby leading to action to reduce the possibility of collisions. Any incident reported under the Mandatory Occurrence Report Scheme will initially be assessed by a team of experts duly appointed by the Director General (Civil Aviation) in order to determine the degree of risk involved in an aircraft proximity incident and whether the incident warrants further investigation.

9.2 In the event that further investigation is deemed necessary, the Director General (Civil Aviation) will appoint an Investigation Team that will investigate fully the incident and make any safety recommendations as appropriate.

9.3 Should the initial assessment show that the incident is a serious one, then the investigation of the incident will be carried out by the Chief Inspector of Accidents in accordance with LN135/2002, the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations, 2002.

9.4 Once the investigation is concluded, pilots and controllers, or their respective companies, will be informed of the findings.

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ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA and CTA

Name Lateral limits Vertical limits Class of airspace		Unit providing service	Call sign Languages Hours of service	Channel
1		2	3	4
MALTA FIR — LMMMFIR 363000N 0113000E — 363000N 0190000E — 342000N 0233500E — 342000N 0113000E — 363000N 0113000E.				
Upper limit: FL195 Lower limit: MEL	Class D	MALTA ACC	MALTA CONTROL ENG H24	130.975 127.525 122.775 123.625 121.500 Emergency
Below MEL	Class G below MEL (excluding TMA/CTR/CTA)		Malta Information ENG (activated by NOTAM)	119.805
MALTA UIR — LMMMUIR 363000N 0113000E — 363000N 0190000E — 342000N 0233500E — 342000N 0113000E — 363000N 0113000E.				
Upper limit: FL660 Lower limit: FL195	Class C	MALTA ACC	MALTA CONTROL ENG H24	130.975 127.525 122.775 123.625 121.500 Emergency
Upper limit: UNL Lower limit: FL660	Class G			

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Hours of service	Channel
1	2	3	4
MALTA ACC WEST SECTOR — LMMMWST The airspace within lateral limits: 342000N 0113000E — 363000N 0113000E — 363712N 0113000E — 364852N 0115757E — 371017N 0123259E — 372044N 0130131E — 372044N 0131127E — 370725N 0133912E — 370032N 0135852E — 365146N 0142334E — 364818N 0144703E — 363000N 0144239E — 363000N 0160000E — 342000N 0170513E — 342000N 0113000E (excluding TMA/CTR) Upper limit: FL195 Lower limit: MEL — Class D (within LMMMFIR) Upper limit: FL195 Lower limit: MEL — Class D (above FL115 within LIRRFIR excluding TMA/CTR) Upper limit: FL195 Lower limit: MEL — Class E (below FL115 within LIRRFIR excluding TMA/CTR) Upper limit: FL660 Lower limit: FL195 — Class C (within LMMMUIR) Upper limit: FL660 Lower limit: FL195 — Class C (within LIRRUIR)	MALTA ACC	MALTA CONTROL ENG H24	**130.975** **Primary** 127.525 Backup 121.500 Emergency

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Hours of service	Channel
1	2	3	4
MALTA ACC EAST SECTOR — LMMMEST The airspace within lateral limits: 363000N 0190000E — 342000N 0233500E — 342000N 0170513E — 363000N 0160000E — 363000N 0190000E Upper limit: FL195 Lower limit: MEL Class D Upper limit: FL660 Lower limit: FL195 Class C	MALTA ACC	MALTA CONTROL ENG H24	**122.775** **Primary** 123.625 Backup 121.500 Emergency

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Hours of service	Channel
1	2	3	4
LUQA TMA — LMMLTMA The airspace within lateral limits: 363000N 0133223E — 363000N 0153700E — 352906N 0153700E — arc of circle, 60NM radius centred on 355127.15N 0142838.78E (LMML ARP) — 351247N 0133223E — 363000N 0133223E. Upper limit: FL195 Lower limit: 2000FT AMSL Class C	LUQA APP	LUQA APPROACH ENG H24	**128.155** **Primary** 118.355 Backup 121.500 Emergency

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Hours of service	Channel
1	2	3	4
MALTA CTA: UPPER — LMMMUPP The airspace within lateral limits: 363000N 0113000E — 363000N 0190000E — 342000N 0233500E — 342000N 0113000E — 363000N 0113000E. Upper limit: FL660 Lower limit: FL195 Class C	MALTA ACC	MALTA CONTROL ENG H24	**130.975** **Primary** 127.525 122.775 123.625 121.500 Emergency
MALTA CTA: LOWER — LMMMLOW The airspace within lateral limits: 363000N 0113000E — 363000N 0190000E — 342000N 0233500E — 342000N 0113000E — 363000N 0113000E. . Upper limit: FL195 Lower limit: FL95 Class D (excluding TMA/CTR)	MALTA ACC	MALTA CONTROL ENG H24	**130.975** **Primary** 127.525 122.775 123.625 121.500 Emergency

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Hours of service	Channel
1	2	3	4
MALTA CTA: LAMPEDUSA — LMMMLPD A circle, radius 29.8NM centred on LICD ARP (352953N 0123706E) till point DOKIK (352823N 0131332E). Upper limit: FL95 Lower limit: FL65 Class D	MALTA ACC	MALTA CONTROL ENG H24	**130.975** **Primary** 127.525 122.775 123.625 121.500 Emergency

ENR 2.2 OTHER REGULATED AIRSPACE

1. Delegation from Roma ACC to Malta ACC

1.1 General

1.1.1 Italy and Malta have arranged, by bilateral agreement between their Air Navigation Service Providers, to transfer responsibility for providing ATS to all aircraft between MEL and FL660 in those areas of Rome FIR/UIR between the Rome/Malta FIR/UIR boundary and the line joining the points indicated in table 1.2 below.

1.2 The area involved in the transfer of ATS responsibility

<table>
<tr><th colspan="4">Airspace in Rome FIR/UIR with delegation of ATS to Malta ACC</th></tr>
<tr><th colspan="2">Lateral limits
Vertical limits
Class of airspace</th><th>Unit providing service</th><th>Call sign
Languages
Hours of service</th><th>Frequency (MHZ)</th></tr>
<tr><th colspan="2">1</th><th>2</th><th>3</th><th>4</th></tr>
<tr><td colspan="2">363000N 0113000E — 363712N 0113000E —
364852N 0115757E — 371017N 0123259E —
372044N 0130131E — 372044N 0131127E —
370725N 0133912E — 370032N 0135852E —
365146N 0142334E — 364818N 0144703E —
363000N 0144239E — 363000N 0113000E</td><td rowspan="4">MALTA ACC</td><td rowspan="4">MALTA CONTROL
ENG
H24</td><td rowspan="4">130.975
127.525
121.500
Emergency</td></tr>
<tr><td>Upper limit: FL660
Lower limit: FL195</td><td>Class C</td></tr>
<tr><td>Upper limit: FL195
Lower limit: FL105</td><td>Class D</td></tr>
<tr><td>Upper limit: 105
Lower limit: MEL</td><td>Class E</td></tr>
</table>

2. Free Route Airspace

<table>
<tr><th colspan="2">Name
Lateral limits
Vertical limits
Class of airspace</th><th>Unit providing service</th><th>Call sign
Languages
Hours of service</th><th>Frequency (MHZ)</th></tr>
<tr><th colspan="2">1</th><th>2</th><th>3</th><th>4</th></tr>
<tr><td colspan="2">The airspace within lateral limits:

363000N 0190000E — 342000N 0233500E —
342000N 0113000E — 363000N 0113000E —
363712N 0113000E — 364852N 0115757E —
371017N 0123259E — 372044N 0130131E —
372044N 0131127E — 370725N 0133912E —
370032N 0135852E — 365146N 0142334E —
364818N 0144703E — 363000N 0144239E —
363000N 0190000E</td><td rowspan="3">MALTA ACC</td><td rowspan="3">MALTA CONTROL
ENG
H24</td><td rowspan="3">130.975
127.525
122.775
123.625
121.500
Emergency</td></tr>
<tr><td>Upper limit: FL660
Lower limit: FL195</td><td>Class C within LMMMUIR
(FRA Malta)</td></tr>
<tr><td>Upper limit: FL660
Lower limit: FL305</td><td>Class C within LIRRUIR
(FRA Italy)</td></tr>
</table>

3. Transponder Mandatory Zone (TMZ) and Radio Mandatory Zone (RMZ)

3.1 The controlled airspace in the Malta FIR/UIR is designated as Transponder Mandatory Zone (TMZ) and Radio Mandatory Zone (RMZ). The requirements for aircraft operating within controlled airspace in the Malta FIR/UIR are notified in GEN 1.5 section 2.

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

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ENR 3.2 AREA NAVIGATION ROUTES

1. Summary of RNAV Routes:

Route	Page
L12	ENR-3.2 - 2
L30	ENR-3.2 - 3
L874	ENR-3.2 - 4
M1	ENR-3.2 - 5
M620	ENR-3.2 - 6
M621	ENR-3.2 - 7
M622	ENR-3.2 - 8
M726	ENR-3.2 - 9
M727	ENR-3.2 - 10
M732	ENR-3.2 - 11
M740	ENR-3.2 - 12
M742	ENR-3.2 - 13
M855	ENR-3.2 - 14
M871	ENR-3.2 - 15
M978	ENR-3.2 - 16
M980	ENR-3.2 - 17
N4	ENR-3.2 - 18
N45	ENR-3.2 - 19
N46	ENR-3.2 - 20
N573	ENR-3.2 - 21
N982	ENR-3.2 - 22
P32	ENR-3.2 - 23
P126	ENR-3.2 - 24
P573	ENR-3.2 - 25
P623	ENR-3.2 - 26
P624	ENR-3.2 - 27
P868	ENR-3.2 - 28
Q723	ENR-3.2 - 29
T297	ENR-3.2 - 30
T299	ENR-3.2 - 31
T340	ENR-3.2 - 32
Z404	ENR-3.2 - 33

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodetic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
L12 (RNAV 5)						
▲ MARON	370725N 0133911E					(2)
	154° 334°	40.4 NM	FL 195 FL 95	Odd		{D: FL105 - FL195} {E: FL95 - FL105}
▲ EKOLA	363000N 0135820E					(3)
	155° 335°	30.0 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
△ GZO VOR/DME (GZO)	360214N 0141219E					
	156° 336°	40.6 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
△ SUDIK	352429N 0143029E					
	151° 331°	72.2 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
▲ LOTIN	342000N 0150959E					(4)

Route remark:
L12 is available for southbound traffic only.
Significant point remarks:
(2) Roma ACC / Malta ACC
(3) LIRR / LMMM FIR/UIR BDRY
(4) LMMM FIR/UIR / HLLL FIR BDRY - (Malta ACC / Tripoli ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
L30 (RNAV 5)						
▲ OMENI	360226N 0113000E					(2)
	087° 268°	83.3 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ NEVNA	360243N 0131255E					
	088° 268°	48.1 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ GOZO VOR/DME (GZO)	360214N 0141219E					
	068° 248°	87.9 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
▲ VESOD	363000N 0155537E					(3)

Route remark:
The segment between GZO and VESOD is available for eastbound traffic only.
Significant point remark:
(2) DTTC / LMMM FIR/UIR BDRY - (Tunis ACC / Malta ACC)
(3) LMMM / LIRR FIR/UIR BDRY - (Malta ACC / Roma ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
L874 (RNAV 5)						
△ GODAK	353816N 0153659E					
	095° 276°	82.8 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ RUDOG	352600N 0171731E					
	096° 276°	60.0 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ INBIN	351607N 0183000E					
	096° 278°	144.5 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ VANIX	344939N 0212327E					

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M1 (RNAV 5)						
▲ ARLOS	343731N 0230000E					(2)
	254° 074°	77.9 NM	FL 305 FL 95	Even	Odd	{C: FL195 - FL305} {D: FL95 - FL195}
▲ RASNO	342000N 0212758E					(3)

Significant point remarks:
(2) LGGG / LMMM FIR/UIR BDRY - (Athinai ACC / Malta ACC)
(3) LMMM FIR/UIR / HLLL FIR BDRY - (Malta ACC / Benghazi ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M620 (RNAV 5)						
▲ TISAL	363000N 0174623E					(2)
	152° 332°	47.4 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ BINKO	354721N 0181147E					
	152° 332°	10.5 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ EMLAR	353754N 0181718E					
	152° 332°	24.1 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
△ INBIN	351607N 0183000E					
	152° 332°	10.7 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
△ KUTOS	350626N 0183538E					
	152° 332°	51.4 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
▲ BONAR	342000N 0190213E					(3)

Route remark:
The segment between EMLAR and BONAR is available for southbound traffic only.
Significant point remarks:
(2) LIRR / LMMM FIR/UIR BDRY - (Roma ACC / Malta ACC)
(3) LMMM FIR/UIR / HLLL FIR BDRY - (Malta ACC / Benghazi ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M621 (RNAV 5)						
▲ ASKOT	363000N 0162705E					(2)
	145° 325°	44.1 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ EVIRA	355253N 0165630E					
	145° 325°	31.9 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ RUDOG	352600N 0171731E					
	145° 325°	16.3 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ BEKNI	351215N 0172807E					
	145° 326°	61.6 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
▲ OLMAX	342000N 0180750E					(3)

Route remark:
M621 is available for northbound traffic only.
Significant point remarks:
(2) LIRR / LMMM FIR/UIR BDRY - (Roma ACC / Malta ACC)
(3) LMMM FIR/UIR / HLLL FIR BDRY - (Malta ACC / Benghazi ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M622 (RNAV 5)						
▲ ADEXI	372044N 0130131E					(2)
	140° 321°	13.7 NM	FL 195 FL 165		Even	{D}
▲ MABOX	370942N 0131139E					
	141° 321°	49.0 NM	FL 195 FL 105		Even	{D}
▲ SOPIR	363000N 0134737E					(3)
	142° 322°	34.2 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ GOZO VOR/DME (GZO)	360214N 0141219E					
	123° 304°	169.1 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
▲ INDOT	342000N 0165653E					(4)

Route remark:
M622 is available for northbound traffic only.
Significant point remarks:
(2) Roma ACC / Malta ACC
(3) LIRR / LMMM FIR/UIR BDRY
(4) LMMM FIR/UIR / HLLL FIR BDRY - (Malta ACC / Benghazi ACC).

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M726 (RNAV 5)						
▲ LONDI	372044N 0131127E					(2)
	176° 356°	11.0 NM	FL 195 FL 95		Even	{D: FL105 - FL195} {E: FL95 - FL105}
▲ MABOX	370942N 0131139E					
	176° 356°	25.8 NM	FL 195 FL 95		Even	{D: FL105 - FL195} {E: FL95 - FL105}
▲ RATOK	364352N 0131209E					
	176° 356°	13.8 NM	FL 195 FL 95		Even	{D: FL105 - FL195} {E: FL95 - FL105}
▲ MADIR	363000N 0131225E					(3)
	176° 356°	7.3 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ TOVMA	362243N 0131233E					
	176° 356°	6.9 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ ASDAX	361550N 0131240E					
	177° 357°	13.1 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ NEVNA	360243N 0131255E					
	177° 357°	4.7 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ DEXOL	355801N 0131300E					
	177° 357°	15.8 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ REPTA	354216N 0131317E					
	177° 357°	13.9 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ DOKIK	352823N 0131332E					
	177° 357°	68.4 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
▲ SARKI	342000N 0131447E					(4)

Route remark:
M726 is available for northbound traffic only.
Significant point remarks:
(2) Roma ACC / Malta ACC
(3) LIRR / LMMM FIR/UIR BDRY
(4) LMMM FIR/UIR / HLLL FIR BDRY - (Malta ACC / Tripoli ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M727 (RNAV 5)						
▲ SENTI	371017N 0123259E					(2)
	175° 355°	40.3 NM	FL 195 FL 75	Odd		{D: FL105 - FL195} {E: FL75 - FL105}
▲ KOLEX	363000N 0123458E					(3)
	175° 355°	60.1 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
△ LAMPEDUSA VOR/DME (LPD)	352959N 0123751E					
	177° 357°	25.1 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
△ EDELI	350452N 0123800E					
	177° 357°	44.9 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
▲ ABRAM	342000N 0123816E					(4)

Route remark:
M727 is available for southbound traffic only.
Significant point remarks:
(2) Roma ACC / Malta ACC
(3) LIRR / LMMM FIR/UIR BDRY
(4) LMMM FIR/UIR / HLLL FIR BDRY - (Malta ACC / Tripoli ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M732 (RNAV 5)						
▲ SENTI	371017N 0123259E					(2)
	127° 307°	23.9 NM	FL 195 FL 85	Odd	Even	{D: FL105 - FL195} {E: FL85 - FL105}
▲ ROBIM	365453N 0125554E					
	127° 307°	17.1 NM	FL 195 FL 85	Odd	Even	{D: FL105 - FL195} {E: FL85 - FL105}
▲ RATOK	364352N 0131209E					
	127° 307°	21.4 NM	FL 195 FL 85	Odd	Even	{D: FL105 - FL195} {E: FL85 - FL105}
▲ UPLIT	363000N 0133223E					(3)
	128° 308°	42.5 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ GOZO VOR/DME (GZO)	360214N 0141219E					
	131° 312°	147.5 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
▲ ELIMO	342000N 0162210E					(4)

Route remark:
The segment between GZO and ELIMO is available for southbound traffic only.
Significant point remarks:
(2) Roma ACC / Malta ACC
(3) LIRR / LMMM FIR/UIR BDRY
(4) LMMM FIR/UIR / HLLL FIR BDRY - (Malta ACC / Benghazi ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M740 (RNAV 5)						
▲ PANTELLERIA VOR/ DME (PAN)	364852N 0115757E					(2)
	155° 335°	14.0 NM	FL 195 FL 85	Odd	Even	{D: FL105 - FL195} {E: FL85 - FL105}
▲ RUBRI	363554N 0120432E					
	154° 334°	6.4 NM	FL 195 FL 85	Odd	Even	{D: FL105 - FL195} {E: FL85 - FL105}
▲ DOBIX	363000N 0120737E					(3)
	155° 335°	46.9 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ LICDE	354732N 0122906E					
	154° 335°	19.0 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ LAMPEDUSA VOR/DME (LPD)	352959N 0123751E					
	154° 334°	76.3 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
▲ SARKI	342000N 0131447E					(4)

Route remark:
The segment between SARKI and LPD is available for northbound traffic only.
Significant point remarks:
(2) Roma ACC / Malta ACC
(3) LIRR / LMMM FIR/UIR BDRY
(4) LMMM FIR/UIR / HLLL FIR BDRY - (Malta ACC / Tripoli ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M742 (RNAV 5)						
▲ ADEXI	372044N 0130131E					(2)
	187° 007°	26.2 NM	FL 195 FL 95	Odd	Even	{D: FL105 - FL195} {E: FL95 - FL105}
▲ ROBIM	365453N 0125554E					
	187° 007°	25.2 NM	FL 195 FL 95	Odd	Even	{D: FL105 - FL195} {E: FL95 - FL105}
▲ NIBLO	363000N 0125032E					(3)
	187° 006°	41.6 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ EMCOL	354900N 0124150E					
	186° 006°	19.3 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ LAMPEDUSA VOR/DME (LPD)	352959N 0123751E					
	221° 041°	80.8 NM	FL 305 FL 95	Even	Odd	{C: FL195 - FL305} {D: FL95 - FL195}
▲ RALAK	343125N 0113000E					(4)

Route remark:
The segment between LPD and ADEXI is available in the northbound direction (Even) only for traffic above FL195.
Significant point remarks:
(2) Roma ACC / Malta ACC
(3) LIRR / LMMM FIR/UIR BDRY
(4) LMMM / DTTC FIR/UIR BDRY - (Malta ACC / Tunis ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M855 (RNAV 5)						
▲ LEVDI	363000N 0184932E					(2)
	133° 313°	69.6 NM	FL 305 FL 245	Odd	Even	{C}
△ TIPAC	353910N 0194814E					
	130° 311°	113.8NM	FL 305 FL 245	Odd	Even	{C}
▲ RASNO	342000N 0212758E					(3)

Significant point remarks:
(2) LIRR / LMMM UIR BDRY - (Roma ACC / Malta ACC)
(3) LMMM UIR / HLLL FIR BDRY - (Malta ACC / Benghazi ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M871 (RNAV 5)						
▲ SUBOK	363000N 0165126E					(2)
	105° 287°	115.0 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ ABNAT	355148N 0190542E					
	106° 286°	36.8 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ TIPAC	353910N 0194814E					
	107° 288°	103.4 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ EVLIB	350158N 0214622E					
	108° 289°	65.2 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
▲ ARLOS	343731N 0230000E					(3)

Significant point remarks:
(2) LIRR / LMMM FIR/UIR BDRY - (Roma ACC / Malta ACC)
(3) LMMM / LGGG FIR/UIR BDRY - (Malta ACC / Athinai ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M978 (RNAV 5)						
▲ SONAK	363712N 0113000E					(2)
	100° 281°	31.1 NM	FL 195 FL 115	Odd	Even	{D}
▲ DOBIX	363000N 0120737E					(3)
	102° 283°	54.3 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ ASDAX	361550N 0131240E					
	103° 283°	50.1 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ GOZO VOR/DME (GZO)	360214N 0141219E					
	091° 272°	68.7 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ AGARI	355753N 0153700E					
	092° 272°	64.6 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ EVIRA	355253N 0165630E					
	092° 273°	61.3 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ BINKO	354721N 0181147E					
	092° 272°	78.8 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ TIPAC	353910N 0194814E					
	093° 274°	21.8 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ ALIXA	353633N 0201449E					
	093° 273°	23.1 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ INKOP	353343N 0204258E					
	093° 273°	21.5 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
▲ DEMAG	353105N 0210912E					(4)

Significant point remarks:
(2) Tunis ACC / Malta ACC
(3) LIRR / LMMM FIR/UIR BDRY
(4) LMMM / LGGG FIR/UIR BDRY - (Malta ACC / Athinai ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M980 (RNAV 5)						
▲ BASMO	354930N 0113000E					(2)
	081° 262°	83.9 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ DEXOL	355801N 0131300E					
	082° 263°	48.2 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ GOZO VOR/DME (GZO)	360214N 0141219E					
	106° 286°	72.8 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ GODAK	353816N 0153659E					
	111° 293°	185.6 NM	FL 305 FL 195	Odd		{C}
▲ BONAR	342000N 0190213E					(3)

Route remark:
The segment between GODAK and BONAR is available for southbound traffic only.
Significant point remarks:
(2) DTTC / LMMM FIR/UIR BDRY - (Tunis ACC / Malta ACC)
(3) LMMM FIR/UIR / HLLL FIR BDRY - (Malta ACC / Benghazi ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
N4 (RNAV 5)						
▲ DOBIX	363000N 0120737E					(2)
	095° 276°	52.8 NM	FL 305 FL 195	Odd	Even	{C}
△ TOVMA	362243N 0131233E					
	096° 277°	183.5 NM	FL 305 FL 195	Odd	Even	{C}
△ EVIRA	355253N 0165630E					
	100° 281°	67.3 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ EMLAR	353754N 0181718E					
	101° 283°	167.8 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ AMIBO	345640N 0213627E					
	102° 282°	71.3 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
▲ ARLOS	343731N 0230000E					(3)

Significant point remarks:
(2) LIRR / LMMM FIR/UIR BDRY - (Roma ACC / Malta ACC)
(3) LMMM / LGGG FIR/UIR BDRY - (Malta ACC / Athinai ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
N45 (RNAV 5)						
△ BINKO	354721N 0181147E					
	080° 260°	44.0 NM	FL 305 FL 245	Odd	Even	{C}
△ ABNAT	355148N 0190542E					
	080° 261°	44.1 NM	FL 305 FL 245	Odd	Even	{C}
△ NIMAN	355552N 0195955E					
	081° 261°	11.3 NM	FL 305 FL 245	Odd	Even	{C}
▲ ROTAS	355650N 0201346E					(2)

Significant point remark:
(2) LMMM / LGGG UIR BDRY - (Malta ACC / Athinai ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
N46 (RNAV 5)						
▲ UPLIT	363000N 0133223E					(2)
	099° 280°	169.0 NM	FL 195 FL 95	Odd	Even	{D}
△ EVIRA	355253N 0165630E					
Significant point remark: (2) LIRR / LMMM FIR/UIR BDRY						

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
N573 (RNAV 5)						
▲ NELDA	365146N 0142334E					(2)
	239° 059°	46.6 NM	FL 195 FL 145	Odd	Even	{D}
▲ UPLIT	363000N 0133223E					(3)
	242° 062°	17.6 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ TOVMA	362243N 0131233E					

Significant point remarks:
(2) Roma ACC / Malta ACC
(3) LIRR / LMMM UIR BDRY

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
N982 (RNAV 5)						
▲ NELDA	365146N 0142334E					(2)
	187° 007°	22.1 NM	FL 195 FL 75	Odd	Even	{D: FL105 - FL195} {E: FL75 - FL105}
▲ DIRKA	363000N 0141836E					(3)
	188° 008°	28.2 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ GOZO VOR/DME (GZO)	360214N 0141219E					
	201° 021°	112.6 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
▲ SARKI	342000N 0131447E					(4)

Route remarks:
Note 1: The segment between SARKI and GZO is available for northbound traffic only.
Note 2: The segment between GZO and NELDA is not available for northbound traffic above FL195.
Significant point remarks:
(2) Roma ACC / Malta ACC (FL 75 - FL 195: Catania APP / Malta ACC)
(3) LIRR / LMMM FIR/UIR BDRY
(4) LMMM FIR/UIR / HLLL FIR BDRY - (Malta ACC / Tripoli ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
P32 (RNAV 5)						
▲ NEVIK	350800N 0215740E					(2)
	233° 053°	11.1 NM	FL 305 FL 195	Even	Odd	{C}
△ EVLIB	350158N 0214622E					
	233° 053°	9.7 NM	FL 305 FL 195	Even	Odd	{C}
△ AMIBO	345640N 0213627E					
	234° 054°	12.8 NM	FL 305 FL 195	Even	Odd	{C}
△ VANIX	344939N 0212327E					
	234° 054°	53.8 NM	FL 305 FL 195	Even	Odd	{C}
▲ EKLIS	342000N 0202855E					(3)

Significant point remarks:
(2) LGGG / LMMM UIR BDRY - (Athinai ACC / Malta ACC)
(3) LMMM UIR / HLLL FIR BDRY - (Malta ACC / Benghazi ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
P126 (RNAV 5)						
▲ DILIN	370032N 0135852E					(2)
	166° 346°	31.0 NM	FL 195 FL 115		Even	{D}
▲ SUSOM	363000N 0140557E					(3)
	167° 347°	28.3 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ GOZO VOR/DME (GZO)	360214N 0141219E					
	156° 336°	40.6 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ SUDIK	352429N 0143029E					
	169° 349°	65.2 NM	FL 305 FL 95		Even	{C: FL195 - FL305} {D: FL95 - FL195}
▲ LUMED	342000N 0144203E					(4)

Route remarks:
Note 1: P126 is available for northbound traffic only.
Note 2: When P126 is not available due to the activation of LI R501/LI R502/LI TRA504A/LI TRA504B (refer to Italy AIP), alternative northbound routing will be via GZO - M622 - MABOX - M726 - PNZ, on a tactical basis only.
Significant point remarks:
(2) Roma ACC / Malta ACC
(3) LIRR / LMMM FIR/UIR BDRY
(4) LMMM FIR/UIR / HLLL FIR BDRY - (Malta ACC / Tripoli ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
P573 (RNAV 5)						
▲ SONAK	363712N 0113000E					(2)
	112° 292°	17.1 NM	FL 195 FL 95	Odd	Even	{D}
▲ DINUX	363000N 0114920E					(3)
	111° 292°	74.7 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ DEXOL	355801N 0131300E					
	117° 297°	18.2 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ OBITA	354849N 0133223E					
	114° 294°	53.2 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ SUDIK	352429N 0143029E					
	121° 302°	112.1 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
▲ ELIMO	342000N 0162210E					(4)

Route remark:
The segment between SUDIK and ELIMO is available for southbound traffic only.
Significant point remarks:
(2) Tunis ACC / Malta ACC
(3) LIRR / LMMM UIR BDRY
(4) LMMM FIR/UIR / HLLL FIR BDRY - (Malta ACC / Tripoli ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
P623 (RNAV 5)						
▲ RALAK	343125N 0113000E					(2)
	053° 233°	102.2 NM	FL 305 FL 195	Odd		{C: FL195 - FL305}
△ DOKIK	352823N 0131332E					
	051° 231°	58.5 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
△ GOZO VOR/DME (GZO)	360214N 0141219E					
	030° 210°	33.4 NM	FL 305 FL 95	Even		{C: FL195 - FL305} {D: FL95 - FL195}
▲ OLLEK	363000N 0143512E					(3)

Route remark:
P623 is available for eastbound traffic only.
Significant point remarks:
(2) DTTC / LMMM FIR/UIR BDRY - (Tunis ACC / Malta ACC)
(3) LMMM / LIRR FIR/UIR BDRY - (Malta ACC / Roma ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
P624 (RNAV 5)						
▲ LORED	363000N 0153700E					(2)
	246° 065°	73.8 NM	FL 305 FL 95	Even		{C: FL195 - FL305} {D: FL95 - FL195}
△ GOZO VOR/DME (GZO)	360214N 0141219E					
	245° 065°	35.0 NM	FL 305 FL 95	Even	Odd	{C: FL195 - FL305} {D: FL95 - FL195}
△ OBITA	354849N 0133223E					
	245° 064°	16.8 NM	FL 305 FL 95	Even	Odd	{C: FL195 - FL305} {D: FL95 - FL195}
△ REPTA	354216N 0131317E					
	244° 064°	9.0 NM	FL 305 FL 95	Even	Odd	{C: FL195 - FL305} {D: FL95 - FL195}
△ LUZOT	353845N 0130306E					
	244° 063°	22.3 NM	FL 305 FL 95	Even	Odd	{C: FL195 - FL305} {D: FL95 - FL195}
△ LAMPEDUSA VOR/DME (LPD)	352959N 0123751E					
	242° 061°	61.7 NM	FL 305 FL 95	Even	Odd	{C: FL195 - FL305} {D: FL95 - FL195}
▲ BIRSA	350251N 0113000E					(3)

Route remark:
The segment between LORED and GZO is available for westbound traffic only.
Significant point remarks:
(2) LIRR / LMMM FIR/UIR BDRY - (Roma ACC / Malta ACC)
(3) LMMM / DTTC FIR/UIR BDRY - (Malta ACC / Tunis ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
P868 (RNAV 5)						
▲ NIGAT	353924N 0113000E					(2)
	097° 277°	56.0 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ LAMPEDUSA VOR/DME (LPD)	352959N 0123751E					
	090° 270°	22.5 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ AGMUB	352845N 0130524E					
	090° 270°	6.6 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ DOKIK	352823N 0131332E					
	090° 271°	62.9 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ SUDIK	352429N 0143029E					
	091° 273°	145.6 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ BEKNI	351215N 0172807E					
	092° 273°	55.5 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ KUTOS	350626N 0183538E					
	093° 274°	138.6 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
△ VANIX	344939N 0212327E					
	095° 275°	80.3 NM	FL 305 FL 95	Odd	Even	{C: FL195 - FL305} {D: FL95 - FL195}
▲ ARLOS	343731N 0230000E					(3)

Significant point remarks:
(2) DTTC / LMMM FIR/UIR BDRY - (Tunis ACC / Malta ACC)
(3) LMMM / LGGG FIR/UIR BDRY - (Malta ACC / Athinai ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
Q723 (RNAV 5)						
▲ LONDI	372044N 0131127E					(2)
	203° 023°	28.6 NM	FL 195 FL 75	Odd	Even	{D: FL105 - FL195} {E: FL75 - FL105}
▲ ROBIM	365453N 0125554E					
	211° 031°	30.0 NM	FL 195 FL 75	Odd	Even	{D: FL105 - FL195} {E: FL75 - FL105}
▲ KOLEX	363000N 0123458E					(3)

Significant point remarks:
(2) Roma ACC / Malta ACC
(3) LIRR / LMMM FIR/UIR BDRY

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
T297 (RNAV 5)						
△ GOZO VOR/DME (GZO)	360214N 0141219E					
	190° 010°	104.9 NM	FL 305 FL 195	Odd		{C}
▲ VARIG	342000N 0134350E					(2)

Route remark:
T297 is available for southbound traffic only.
Significant point remark:
(2) LMMM UIR / HLLL FIR BDRY - (Malta ACC / Tripoli ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
T299 (RNAV 5)						
△ SUDIK	352429N 0143029E					
	208° 028°	75.0 NM	FL 305 FL 95	Odd		{C: FL195 - FL305} {D: FL95 - FL195}
▲ VARIG	342000N 0134350E					(2)

Route remark:
T299 is available for southbound traffic only.
Significant point remark:
(2) LMMM / HLLL FIR/UIR BDRY - (Malta ACC/Tripoli ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
T340 (RNAV 5)						
▲ LEVDI	363000N 0184932E					(2)
	117° 298°	66.3 NM	FL 305 FL 195	Odd	Even	{C}
△ NIMAN	355552N 0195955E					
	119° 299°	41.4 NM	FL 305 FL 195	Odd	Even	{C}
△ INKOP	353343N 0204258E					
	117° 298°	60.8 NM	FL 305 FL 195	Odd	Even	{C}
△ EVLIB	350158N 0214622E					

Significant point remarks:
(2) LIRR / LMMM UIR BDRY - (Roma ACC / Malta ACC)

Route Designator {RNAV Type}	[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks
{RNAV Type}	Track MAG	Geodesic DIST	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
Z404 (RNAV 5)						
△ LAMPEDUSA VOR/DME (LPD)	352959N 0123751E					
	042° 222°	22.4 NM	FL 305 FL 95	Even		{C: FL195 - FL305} {D: FL95 - FL195}
△ PURZE	354538N 0125736E					
	042° 222°	17.6 NM	FL 305 FL 95	Even		{C: FL195 - FL305} {D: FL95 - FL195}
△ DEXOL	355801N 0131300E					
Route remark: Z404 is available for northbound traffic only.						

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ENR 3.3 OTHER ROUTES

1. EN-ROUTE TRANSITION ROUTES

1.1 LICD RWY 08

1.1.1 *LICD DEP Transition Routes RWY08*

Waypoint	*Insert in Field 15*	Route Profile
To DOBIX	DOBIX M740 PAN / DOBIX DCT PAN	EMCOL SID RWY08 – DOBIX – PAN
	DOBIX M978 SONAK / DOBIX DCT SONAK	EMCOL SID RWY08 – DOBIX – SONAK

1.1.2 *LICD SID RWY08 connecting to ATS Route Network in LMMMFIR*

Waypoint	*Insert in Field 15*	Route Profile
To DEXOL	PURZE Z404 DEXOL	PURZE SID RWY08 Z404 DEXOL
To DOKIK	AGMUB P868 DOKIK	AGMUB SID RWY08 P868 DOKIK

1.1.3 *LICD ARR Transition Routes RWY08*

Waypoint	*Insert in Field 15*	Route Profile
Via DOBIX	PAN M740 DOBIX / PAN DCT DOBIX	DOBIX – LICDE STAR RWY08
Via KOLEX	SENTI M727 KOLEX / SENTI DCT KOLEX	KOLEX – LICDE STAR RWY08
Via NIBLO	ADEXI M742 NIBLO / ADEXI DCT NIBLO *or* LONDI Q723 ROBIM M742 NIBLO	NIBLO – LICDE STAR RWY08
Via TOVMA	NELDA N573 TOVMA	TOVMA – LICDE STAR RWY08

1.1.4 *ATS Route Network in LMMMFIR connecting to LICD STAR RWY08*

Waypoint	*Insert in Field 15*	Route Profile
Via REPTA	GZO P624 LUZOT	REPTA – LUZOT STAR RWY08

1.1.5 Refer to ENR 6-LMMM-ETR1 - 1 for the en-route transition routes — LICD RWY 08 chart. Refer to AD section of Italy AIP for LICD STAR/SID RWY 08.

1.2 LICD RWY 26

1.2.1 *LICD DEP Transition Routes RWY26*

Waypoint	*Insert in Field 15*	Route Profile
To DOBIX	DOBIX M740 PAN / DOBIX DCT PAN	LICDE SID RWY26 – PAN
	DOBIX M978 SONAK / DOBIX DCT SONAK	LICDE SID RWY26 – DOBIX – SONAK

1.2.2 *LICD SID RWY26 connecting to ATS Route Network in LMMMFIR*

Waypoint	*Insert in Field 15*	Route Profile
To DEXOL	PURZE Z404 DEXOL	PURZE SID RWY26 Z404 DEXOL
To DOKIK	AGMUB P868 DOKIK	AGMUB SID RWY26 P868 DOKIK

1.2.3 *LICD ARR Transition Routes RWY26*

Waypoint	*Insert in Field 15*	Route Profile
Via DOBIX	PAN M740 DOBIX / PAN DCT DOBIX	DOBIX – EMCOL STAR RWY26
Via KOLEX	SENTI M727 KOLEX / SENTI DCT KOLEX	KOLEX – EMCOL STAR RWY26
Via NIBLO	ADEXI M742 NIBLO / ADEXI DCT NIBLO *or* LONDI Q723 ROBIM M742 NIBLO	NIBLO – EMCOL STAR RWY26
Via TOVMA	NELDA N573 TOVMA	TOVMA – EMCOL STAR RWY26

1.2.4 *ATS Route Network in LMMMFIR connecting to LICD STAR RWY26*

Waypoint	*Insert in Field 15*	Route Profile
Via REPTA	GZO P624 LUZOT	REPTA – LUZOT STAR RWY26

1.2.5 Refer to ENR 6-LMMM-ETR2 - 1 for the en-route transition routes — LICD RWY 26 chart. Refer to AD section of Italy AIP for LICD STAR/SID RWY 26.

ENR 3.4 EN-ROUTE HOLDING

HLDG FIX/WPT Co-ordinates	*INBD TR (°MAG)*	*Direction of Turn*	*MAX IAS (KT)*	*MNM-MAX HLDG LVL FL/FT (MSL)*	*TIME (MIN) or DIST OUBD*	*Controlling unit and Channel*
1	*2*	*3*	*4*	*5*	*6*	*7*
BEVIM 353634.2N 0141958.9E	321	Left	230	3000 FT MNM	6 NM	Luqa APP 128.155
CR[2] 355219N 0141855E	312	Left	210	2000 FT - 5000 FT	1 MIN or 4 NM (whichever is earlier)	Luqa TWR 135.105 Luqa APP (at higher altitudes) 128.155
EMCOL 354900.3N 0124150.4E	180	Left	230	FL 70 - FL 140	1 MIN[3] or 5 NM[4]	Malta ACC 130.975
EVLAM 360547.0N 0145330.4E	232	Right	230	3000 FT MNM	6 NM	Luqa APP 128.155
FA[2] 354730N 0142451E	132	Right	210	2000 FT - 5000 FT	1 MIN or 4 NM (whichever is earlier)	Luqa TWR 135.105 Luqa APP (at higher altitudes) 128.155
GOZO / GZO Gozo VOR / DME 360214N 0141219E	109	Left	250	3000 FT - FL 140 FL 150 - FL 200	1 MIN 1.5 MIN	Luqa APP 128.155
GUDER 360633.9N 0142352.7E	222	Right	230	3000 FT MNM	6 NM	Luqa APP 128.155
INTAM 355253.0N 0144807.6E	322	Right	230	3000 FT MNM	6 NM	Luqa APP 128.155
KEKOR 354613.6N 0144902.9E	222	Left	230	3000 FT MNM	6 NM	Luqa APP 128.155
LICDE 354732.2N 0122906.4E	180	Right	230	FL 70 - FL 140	1 MIN[3] or 5 NM[4]	Malta ACC 130.975
LUZOT 353845.5N 0130305.5E	245	Left	230	FL 70 - FL 140	1 MIN[3] or 5 NM[4]	Malta ACC 130.975

Notes:

(1) The en-route holdings may be used only when indicated as a clearance limit or after permission from ATC.

(2) CR and FA holdings will be authorised by ATC for integration of RNAV-capable aircraft operating in the circuit at LMML aerodrome.

(3) For aircraft WITHOUT holding functionality.

(4) For aircraft WITH holding functionality.

HLDG FIX/WPT Co-ordinates	*INBD TR (°MAG)*	*Direction of Turn*	*MAX IAS (KT)*	*MNM-MAX HLDG LVL FL/FT (MSL)*	*TIME (MIN) or DIST OUBD*	*Controlling unit and Channel*
1	*2*	*3*	*4*	*5*	*6*	*7*
METIM 354935.9N 0140832.5E	141	Right	230	3000 FT MNM	6 NM	Luqa APP 128.155
MONAM 360557.3N 0143643.5E	142	Left	230	3000 FT MNM	6 NM	Luqa APP 128.155
NOLER 360835.8N 0140716.6E	132	Right	230	3000 FT MNM	6 NM	Luqa APP 128.155
OMBER 355509.6N 0141001.4E	042	Left	230	3000 FT MNM	6 NM	Luqa APP 128.155
SOFOR 353246.4N 0145140.0E	312	Right	230	3000 FT MNM	6 NM	Luqa APP 128.155
TIVOR 353452.2N 0143511.6E	042	Right	230	3000 FT MNM	6 NM	Luqa APP 128.155
VEKIM 353639.8N 0140318.1E	051	Right	230	3000 FT MNM	6 NM	Luqa APP 128.155

Notes:

(1) The en-route holdings may be used only when indicated as a clearance limit or after permission from ATC.

(2) CR and FA holdings will be authorised by ATC for integration of RNAV-capable aircraft operating in the circuit at LMML aerodrome.

(3) For aircraft WITHOUT holding functionality.

(4) For aircraft WITH holding functionality.

ENR 4 RADIO NAVIGATION AIDS

ENR 4.1 RADIO NAVIGATION AIDS — EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
GOZO VOR (decl.: 3° 02’ E 2017)	GZO	115.7 MHZ	H24	360214.43N 0141218.95E	-	Transmitting power: 50 W Coverage: 250 NM FRA (I)
GOZO DME (decl.: 3° 02’ E 2017)	GZO	115.7 MHZ (CH 104X)	H24	360214.43N 0141218.95E	-	Transmitting power: 1 KW Coverage: 250 NM
LAMPEDUSA VOR/DME (decl.: 2° E 2005)	LPD	108.6 MHZ (CH 23X)	H24	352958.94N 0123751.47E	27 M AMSL	FRA (I)
PANTELLERIA VOR/DME (decl.: 1° E 2005)	PAN	116.1 MHZ (CH 108X)	H24	364852N 0115757E	190 M AMSL	FRA (AD): LICD, LMML FRA (EX): ODD FL *for entering aircraft*, EVEN FL *for exiting aircraft* TOC Roma / Malta ACC

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ENR 4.2 SPECIAL NAVIGATION SYSTEMS

Nil

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ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

Nil

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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator 1	Coordinates 2	ATS route or other route 3	Remarks/Usage 4
ABNAT	355148N 0190542E	M871	FALCON AAR corridor FRA (I)
ABRAM	342000N 0123816E	M727	FIR BDRY FRA (X): ODD FL TOC Malta / Tripoli ACC
ADEXI	372044N 0130131E	M622, M742	FRA (A): LICD FRA (D): LMML, LICD FRA (EX): ODD for entry, EVEN for exit TOC Roma / Malta ACC
ADIPO	350700N 0140500E	N/A	AREA GANNET AREA ALBATROSS AREA PELICAN FRA (I)
AGARI	355753N 0153700E	M978	FRA (I) FRA (AD): LMML LMML SID
AGMUB	352845N 0130524E	P868	LICD SID
ALIXA	353633N 0201449E	M978	OSPREY AAR corridor FRA (I)
AMIBO	345640N 0213627E	N4, P32	FRA (I)
ARFOL	364923N 0143940E	N/A	FRA (X): EVEN FL FRA (D): LMML ODD FL if entering via Tunis UIR TOC Malta / Roma ACC
ARLOS	343731N 0230000E	M1, M871, N4, P868	FALCON AAR corridor OSPREY AAR corridor FIR BDRY FRA (EX): EVEN for entry, ODD for exit TOC Athinai / Malta ACC
ASDAX	361550N 0131240E	M726, M978	FRA (I)
ASKOT	363000N 0162705E	M621	FIR BDRY FRA (X): EVEN FL TOC Malta / Roma ACC
BAGTU	350700N 0145500E	N/A	AREA GANNET FRA (I)
BASMO	354930N 0113000E	M980	FIR BDRY FRA (AD): LMML FRA (EX): ODD for entry, EVEN for exit TOC Tunis / Malta ACC
BEKNI	351215N 0172807E	M621, P868	FRA (I)
BEVIM	353634.2N 0141958.9E	N/A	IAF / HF LMML RNP RWY05

Name-code designator 1	Coordinates 2	ATS route or other route 3	Remarks/Usage 4
BINKO	354721N 0181147E	M620, M978, N45	FRA (I)
BIRSA	350251N 0113000E	P624	FIR BDRY FRA (AD): LMML FRA (EX): ODD for entry, EVEN for exit TOC Tunis / Malta ACC
BONAR	342000N 0190213E	M620, M980	FIR BDRY FRA (X): ODD FL TOC Malta / Benghazi ACC
DEMAG	353105N 0210912E	M978	FIR BDRY FRA (EX): EVEN for entry, ODD for exit TOC Athinai / Malta ACC
DEMIX	354248N 0143038E	N/A	RNAV VISUAL APPROACH RWY31
DEXOL	355801N 0131300E	M726, M980, P573, Z404	FRA (I)
DILIN	370032N 0135852E	P126	FRA (X): EVEN FL TOC Malta / Roma ACC
DINUX	363000N 0114920E	P573	FIR BDRY FRA (I)
DIRKA	363000N 0141836E	N982	FIR BDRY FRA (I)
DOBIX	363000N 0120737E	M740, M978, N4	FIR BDRY FRA (I)
DOKIK	352823N 0131332E	M726, P623, P868	FRA (I)
DOMNA	344600N 0145500E	N/A	AREA GANNET FRA (I)
EBAMI	350700N 0163500E	N/A	AREA PELICAN FRA (I)
EDELI	350452N 0123800E	M727	FRA (I)
EKLIS	342000N 0202855E	P32	FIR BDRY FRA (EX): ODD for entry, EVEN for exit TOC Benghazi / Malta ACC
EKOLA	363000N 0135820E	L12	FIR BDRY FRA (I)
ELIMO	342000N 0162210E	M732, P573	FIR BDRY FRA (D): LMML FRA (X): ODD FL TOC Malta / Benghazi ACC
EMCOL	354900N 0124150E	M742	LICD SID / STAR
EMLAR	353754N 0181718E	M620, N4	FRA (I)
ENELO	354621N 0143458E	N/A	RNAV VISUAL APPROACH RWY31

Name-code designator 1	Coordinates 2	ATS route or other route 3	Remarks/Usage 4
EVIRA	355253N 0165630E	M621, M978, N4, N46	FRA (I)
EVLAM	360547.0N 0145330.4E	N/A	IAF / HF LMML RNP RWY23
EVLIB	350158N 0214622E	M871, P32, T340	FALCON AAR corridor FRA (I)
EVOTA	355925.3N 0144226.0E	N/A	IF LMML RNP RWY23
EVPAT	355631.5N 0143724.6E	N/A	FAF LMML RNP RWY23
FORUM	344600N 0140500E	N/A	AREA GANNET AREA ALBATROSS AREA PELICAN FRA (I)
GENLA	344600N 0154500E	N/A	AREA ALBATROSS FRA(I)
GODAK	353816N 0153659E	L874, M980	FRA (I) FRA (AD): LMML LMML SID
GUDER	360633.9N 0142352.7E	N/A	IAF / HF LMML ILS / RNP RWY13
INBIN	351607N 0183000E	L874, M620	FRA (I)
INDOT	342000N 0165653E	M622	FIR BDRY FRA (A): LMML FRA (E): EVEN FL TOC Benghazi / Malta ACC
INKOP	353343N 0204258E	M978, T340	FRA (I)
INTAM	355253.0N 0144807.6E	N/A	IAF / HF LMML RNP RWY23
KEKOR	354613.6N 0144902.9E	N/A	IAF / HF LMML ILS / RNP RWY31
KOLEX	363000N 0123458E	M727, Q723	FIR BDRY FRA (I)
KUTOS	350626N 0183538E	M620, P868	FRA (I)
LACAN	350700N 0154500E	N/A	AREA ALBATROSS FRA (I)
LAKOM	360425.7N 0142116.5E	N/A	LMML ILS / RNP RWY13
LAPID	355520.2N 0144559.6E	N/A	LMML RNP RWY23
LASGO	354709.4N 0141041.5E	N/A	LMML RNP RWY05

Name-code designator 1	Coordinates 2	ATS route or other route 3	Remarks/Usage 4
LEVDI	363000N 0184932E	M855, T340	FIR BDRY FRA (EX): ODD for entry, EVEN for exit TOC Roma / Malta ACC
LICDE	354732N 0122906E	M740	LICD SID / STAR
LONDI	372044N 0131127E	M726, Q723	FRA (X): EVEN FL TOC Malta / Roma ACC
LONIK	354537N 0142708E	N/A	RNAV VISUAL APPROACH RWY31
LORED	363000N 0153700E	P624	FIR BDRY FRA (A): LMML FRA (E): EVEN FL TOC Roma / Malta ACC
LOTIN	342000N 0150959E	L12	FIR BDRY FRA (D): LMML FRA (X): ODD FL TOC Malta / Tripoli ACC
LUMED	342000N 0144203E	P126	FIR BDRY FRA (A): LMML FRA (E): EVEN FL TOC Tripoli / Malta ACC
LUVOS	353700.1N 0143747.2E	N/A	LMML ILS / RNP RWY31
LUZOT	353845N 0130306E	P624	LICD STAR
MABOX	370942N 0131139E	M622, M726	FRA (I)
MADIR	363000N 0131225E	M726	FIR BDRY FRA (I)
MALTI	355127N 0142839E	N/A	FRA (I)
MARON	370725N 0133911E	L12	FRA (A): LMML FRA (E): ODD FL EVEN FL if exiting via Tunis UIR TOC Roma / Malta ACC
METIM	354935.9N 0140832.5E	N/A	IAF / HF LMML RNP RWY05
MONAM	360557.3N 0143643.5E	N/A	IAF / HF LMML RNP RWY23
NEBEN	355720.8N 0142119.6E	N/A	FAF LMML ILS / RNP RWY13
NEDOX	360051.9N 0141656.6E	N/A	IF LMML ILS / RNP RWY13
NELDA	365146N 0142334E	N573, N982	FRA (A): LMML FRA (E): ODD FL EVEN FL if exiting via Tunis UIR TOC Roma / Malta ACC TOC Catania APP / Malta ACC

Name-code designator 1	Coordinates 2	ATS route or other route 3	Remarks/Usage 4
NEVIK	350800N 0215740E	P32	FIR BDRY FRA (EX): EVEN for entry, ODD for exit TOC Athinai / Malta ACC
NEVNA	360243N 0131255E	L30, M726	FRA (I)
NIBLO	363000N 0125032E	M742	FIR BDRY FRA (I)
NIGAT	353924N 0113000E	P868	FIR BDRY FRA (EX): ODD for entry, EVEN for exit TOC Tunis / Malta ACC
NIMAN	355552N 0195955E	N45, T340	FRA (I)
NOLER	360835.8N 0140716.6E	N/A	IAF / HF LMML ILS / RNP RWY13
OBITA	354849N 0133223E	P573,P624	FRA (I) LMML SID
OLLEK	363000N 0143512E	P623	FIR BDRY FRA (I)
OLMAX	342000N 0180750E	M621	FIR BDRY FRA (E): EVEN FL TOC Benghazi / Malta ACC
OMBER	355509.6N 0141001.4E	N/A	IAF / HF LMML ILS / RNP RWY13
OMENI	360226N 0113000E	L30	FIR BDRY FRA (AD): LMML FRA (EX): ODD for entry, EVEN for exit TOC Tunis / Malta ACC
ORTAP	363000N 0182000E	N/A	FIR BDRY FRA (EX): ODD for entry, EVEN for exit TOC Roma / Malta ACC
PURZE	354538N 0125736E	Z404	LICD SID
RALAK	343125N 0113000E	M742, P623	FIR BDRY FRA (AD): LMML FRA (EX): ODD for entry, EVEN for exit TOC Tunis / Malta ACC
RALOM	353900.8N 0141750.5E	N/A	LMML RNP RWY05
RANAT	355718.0N 0141237.0E	N/A	LMML ILS / RNP RWY13
RASNO	342000N 0212758E	M1, M855	FIR BDRY FRA (EX) M1: ODD for entry, EVEN for exit M855: EVEN for entry, ODD for exit TOC Benghazi / Malta ACC
RATOK	364352N 0131209E	M726, M732	FRA (I)

Name-code designator 1	Coordinates 2	ATS route or other route 3	Remarks/Usage 4
REPTA	354216N 0131317E	M726, P624	FRA (I)
REVPO	360330.4N 0143852.1E	N/A	LMML RNP RWY23
ROBIM	365453N 0125554E	M732, M742, Q723	FRA (I)
ROTAS	355650N 0201346E	N45	FIR BDRY FRA (EX): EVEN for entry, ODD for exit TOC Athinai / Malta ACC
ROTIP	355244N 0143548E	N/A	RNAV VISUAL APPROACH RWY31
RUBRI	363554N 0120432E	M740	FRA (I) LICG STAR / SID
RUDOG	352600N 0171731E	L874, M621	FRA (I)
RULOV	354406.0N 0144626.8E	N/A	LMML ILS / RNP RWY31
SARKI	342000N 0131447E	M726, M740, N982	FIR BDRY FRA (A): LMML FRA (E): EVEN FL TOC Tripoli / Malta ACC
SENTI	371017N 0123259E	M727, M732	FRA (A): LMML FRA (EX): ODD *for entry,* EVEN for exit TOC Roma / Malta ACC
SOFOR	353246.4N 0145140.0E	N/A	IAF / HF LMML ILS / RNP RWY31
SONAK	363712N 0113000E	M978, P573	FIR BDRY FRA (AD): LMML FRA (EX): ODD for entry, EVEN for exit TOC Tunis / Malta ACC
SOPIR	363000N 0134737E	M622	FIR BDRY FRA (I)
SUBOK	363000N 0165126E	M871	FALCON AAR corridor FIR BDRY FRA (EX): ODD for entry, EVEN for exit TOC Roma / Malta ACC
SUDIK	352429N 0143029E	L12, P126, P573, P868, T299	FRA (I) LMML SID
SUDOX	354033.1N 0144206.8E	N/A	IF LMML ILS / RNP RWY31
SUKAL	354405.0N 0143745.6E	N/A	FAF LMML ILS / RNP RWY31
SUNER	354954N 0143917E	N/A	RNAV VISUAL APPROACH RWY31
SUSOM	363000N 0140557E	P126	FIR BDRY FRA (I)

Name-code designator 1	Coordinates 2	ATS route or other route 3	Remarks/Usage 4
TIPAC	353910N 0194814E	M855, M871, M978	FRA(I)
TISAL	363000N 0174623E	M620	OSPREY AAR corridor FIR BDRY FRA (EX): ODD for entry, EVEN for exit TOC Roma / Malta ACC
TIVOR	353452.2N 0143511.6E	N/A	IAF / HF LMML ILS / RNP RWY31
TOTTI	344600N 0163500E	N/A	AREA PELICAN FRA (I)
TOVMA	362243N 0131233E	M726, N4	FRA (I)
UPLIT	363000N 0133223E	M732, N46, N573	FIR BDRY FRA (I)
VANIX	344939N 0212327E	L874, P32, P868	FRA (I)
VARIG	342000N 0134350E	T297, T299	FIR BDRY FRA (D): LMML FRA (X): ODD FL TOC Malta / Tripoli ACC
VEBIK	354600.0N 0141915.9E	N/A	FAF LMML RNP RWY05
VEKIM	353639.8N 0140318.1E	N/A	IAF / HF LMML RNP RWY05
VEMOL	354305.2N 0141416.2E	N/A	IF LMML RNP RWY05
VENIM	363000N 0172533E	N/A	FIR BDRY FRA (E): ODD FL TOC Roma / Malta ACC
VESOD	363000N 0155537E	L30	FIR BDRY FRA (D): LMML FRA (X): ODD FL LMML SID TOC Malta / Roma ACC

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ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE

Nil

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ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1. PROHIBITED AREAS

Identification, name and lateral limits	**Upper limit** **Lower limit**	*Remarks (time of activity, type of restriction, nature of hazard)*
1	**2**	**3**
LMP1 'DELIMARA' A circle, 600 M radius centred at 354949N 0143316E.	2000 FT SFC	LNG Power Plant. H24.

2. RESTRICTED AREAS

Nil

3. DANGER AREAS

Identification, name and lateral limits	*Upper limit* *Lower limit*	*Remarks (time of activity, type of restriction, nature of hazard)*
1	**2**	**3**
LMD1 'PEMBROKE HIGH' An arc, 8.5 NM radius centred at 355554N 0142832E joining the following points: 360337N 0142406E - 360009N 0143736E.	27000 FT SFC	Gun firing. Activated by NOTAM.
LMD6 'PEMBROKE LOW' An arc, 4 NM radius centred at 355554N 0142832E joining the following points: 355946N 0142715E - 355829N 0143219E.	8800 FT SFC	Small-to-medium gun firing. Activated by NOTAM.

NOTES:
1. A graphical representation of these areas is given on page ENR 6-LMMM-DA - 1.
2. When these Danger Areas are active, aircraft operators should flight plan their preferred routes and Malta ATC will tactically re-route aircraft clear of these Danger Areas by use of radar vectors, direct routing or vertical separation.
3. FL 290 first usable level for GAT above LMD1.
4. FL 100 first usable level for GAT above LMD6.
5. Aircraft are deemed clear when operating outside the lateral limits of the danger areas.

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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

1. MALTA AIR REFUELLING AREAS

Identification	*Significant points defining corridor*	*Upper limit Lower limit*	*Width of corridor*	*Remark*
1	2	3	4	5
FALCON CORRIDOR	ARLOS - EVLIB - ABNAT- SUBOK	FL280 FL150	5 NM either side of centreline	Air-to-Air refuelling corridor Available bi-directional Activated on a tactical basis
OSPREY CORRIDOR	ARLOS - ALIXA - TISAL	FL280 FL200	5 NM either side of centreline	Air-to-Air refuelling corridor Available bi-directional Activated on a tactical basis

Notes: (see charts in ENR 6-LMMM-AAR-FALCON - 1 and ENR 6-LMMM-AAR-OSPREY - 1)

Aircraft operating within these corridors shall be equipped to meet a navigational accuracy of RNAV 5 or equivalent.

The air refuelling activity will be conducted within airspace reservations approved by Malta ATS. Requests for reservation of these corridors for the purpose of AAR or transit flight in blocked levels should be addressed to the Airspace Cell of Malta ATS by e-mail at: airspace.cell@maltats.com.

Standard ICAO flight plans shall be submitted to the IFPS in accordance with EUROCONTROL procedures. In order to flight plan the MALTA corridors, users should insert the appropriate DCT points in Field 15 of the flight plan as indicated in the table above.

All aircraft involved in air refuelling operations shall be in contact with the appropriate Malta ATS unit and will be subject to ATC clearances in accordance with established procedures. During AAR within the MALTA corridors, ATC will consider the aircraft involved to be in Non-Deviation Status (NDS). Within the airspace of the Malta FIR/UIR, NDS means that ATC will not turn/climb/descend NDS approved aircraft in order to achieve separation with other non-participating aircraft unless absolutely required due to safety, emergency or other exceptional circumstances.

2. TEST TRAINING AREAS

Identification	*Significant points defining area*	*Upper limit* *Lower limit*	*Remark*
1	2	3	4
AREA GANNET	ADIPO - BAGTU - DOMNA - FORUM	FL660 FL100	Activated on a tactical basis either as a volume of airspace or as a track on the significant points defining the area.
AREA ALBATROSS	ADIPO - LACAN - GENLA - FORUM	FL660 FL100	Activated on a tactical basis either as a volume of airspace or as a track on the significant points defining the area.
AREA PELICAN	ADIPO - EBAMI - TOTTI - FORUM	FL660 FL100	Activated on a tactical basis either as a volume of airspace or as a track on the significant points defining the area.

Notes: (see charts in ENR 6-LMMM-TTA1 - 1, ENR 6-LMMM-TTA2 - 1 and ENR 6-LMMM-TTA3 - 1)

Aircraft operating within these areas shall be equipped to meet a navigational accuracy of RNAV 5 or equivalent.

Request for reservations of these areas should be addressed to the Airspace Cell of Malta ATS by e-mail at: airspace.cell@maltats.com.

Standard ICAO flight plans shall be submitted to the IFPS in accordance with NM procedures. SUDIK SIDs from LMML are mandatory for aircraft to access these areas. Insertion of the appropriate STAY indicator is required after SUDIK. The following text shall be inserted as a Remark in Field 18 of the FPL – RMK/GANNET / ALBATROSS / PELICAN AREA APPROVED BY MALTA ATS.

Aircraft operating within these areas shall be in contact with the appropriate Malta ATS unit and will be subject to ATC clearances. Non-Deviation Status procedures will be applicable in these areas unless otherwise coordinated with the users concerned. NDS procedures will afford a level of priority to these flights in order to meet their test / training requirements whilst operating in the approved area.

These areas will not be segregated and therefore non-participating aircraft will be able to flight plan the ATS route network / FRA as applicable.

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

1. Other activities of a dangerous nature

1.1 *Military flight operations over the high-seas*

1.1.1 Foreign military forces may decide to conduct military activity over the high-seas within the lateral limits of the Malta FIR/UIR, inside and/or outside controlled airspace. When these operations are coordinated with Malta ATS and information is available on the lateral and vertical limits, time of activity and status of these areas, Malta ATS will publish an appropriate NOTAM in coordination with the military authorities involved in this activity.

1.1.2 In case of military activity conducted over the high-seas under the provisions of 'due regard', Malta ATS will not publish any NOTAM. In such instances the military authorities planning such activity are responsible to comply with applicable ICAO provisions over the high seas and to ensure the safety of air navigation. Malta ATC will endeavour to provide traffic information to flights operating as General Air Traffic (GAT) under its control, in so far as practical, by means of a broadcast message transmitted on the sector concerned. The broadcast message will contain information based on intensity, general position and maximum operating levels of observed traffic on radar. However, Malta ATC may not always be in a position to monitor the unknown traffic and will therefore be unable to provide specific traffic information to single GAT flights. In the event of heavy military activity, Malta ATS may decide to re-route traffic and/or to issue ATFM regulations, as applicable.

2. Other potential hazards

2.1 *Ascent of balloons for radio soundings and high altitude radar wind observations*

Place of ascent	*Time of ascent[1]* *UTC*	*Max Weight* *kg*	*Length of unit* *m*	*Rate of Ascent* *ft/min*	*Affected height* *m*	*Time length of the sounding hours*	*Notification to*	*Operator*	*Valid until*
1	2	3	4	5	6	7	8	9	10
LAMPEDUSA (LICD) 353106N 0123750	DAILY 1200 (1100) ± 45 min 1700 (1600) ± 45 min 2300 (2200) ± 45 min	2	60	1000	30000	NIL	LICD TWR/APP	ENEA Stazione di Osservazioni Climatiche Loc. Capo Grecale, 92031 Lampedusa Tel. +39 0922 970884 / Cell +39 3204 794916 ENEA SSPT-PROTER-OEM Via Anguillarese 301 00060 S. Maria Galeria, Roma, Tel. +39 0630 483037	PERM

Remarks:
1. Information on real ascent can be requested directly to Lampedusa APP.

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ENR 5.4 AIR NAVIGATION OBSTACLES — EN-ROUTE

(Height 100 M AGL or higher)

NIL

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

Designation and lateral limits	*Vertical limits*	***Operator***	*Remarks and time of activity*
1	**2**	**3**	**4**
PARAGLIDING Coast of Malta and Gozo	500 FT AGL SFC	Private Operators	This activity is not regulated and is unknown to ATC
MODEL AIRCRAFT FLYING **Ta' Qali** 355357.81N 0142453.00E — 355401.93N 0142447.83E — 355403.92N 0142450.49E — 355404.00N 0142453.56E — 355400.47N 0142458.20E — 355357.81N 0142453.00E	400FT AGL SFC	Malta Model Aircraft Flying Association	This activity is not regulated and is unknown to ATC Daily SR-SS
Ħal Far 354854.25N 0143018.24E — 354910.00N 0143008.83E — 354911.87N 0143011.06E — 354857.35N 0143032.64E — 354854.25N 0143018.24E	400FT AGL SFC	Ħal Far Model Flying Association	This activity is not regulated and is unknown to ATC Daily SR-SS

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ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1. General

1.1 Intense bird activity occurs during the periods between March and May as well as between September and November. Various species of birds may transit over Malta, notably involving flocks of starlings, thrushes and turtle doves. Larger birds like hawks, buzzards, kites, egrets, cranes and sea gulls are also observed at times.

2. Area over the island of Filfla

2.1 The Filfla Nature Reserve Act, Cap. 323 of 1988 has established all the surface area of the island of Filfla (354724N 0142430E *) as a protected nature reserve.

2.2 For this reason, pilots of low flying aircraft should, whenever possible, avoid flying over the island of Filfla. Apart from endangering aircraft by flying close to bird colonies, the breeding of birds may be upset and the practice should be avoided on conservation grounds.

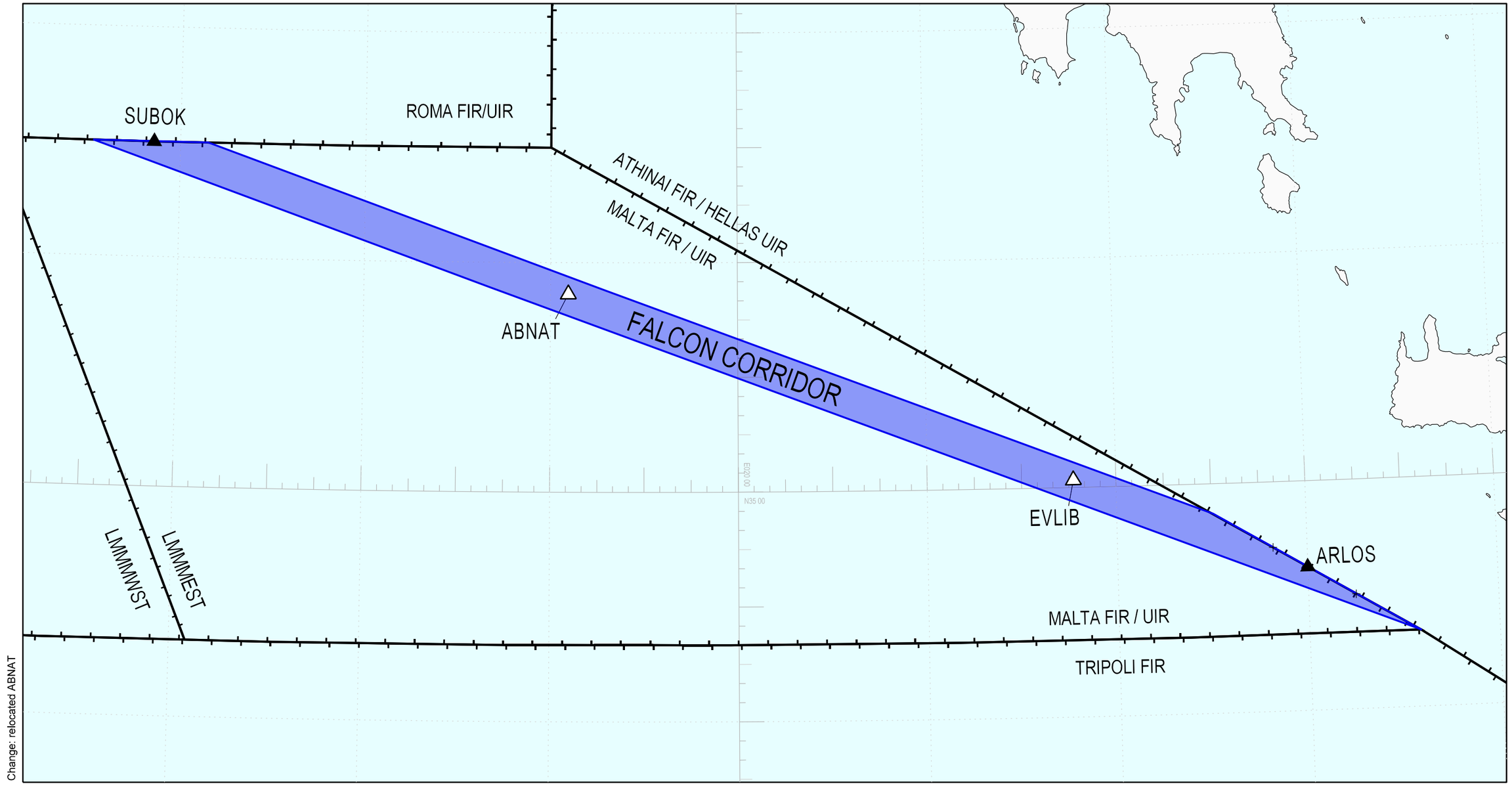
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ENR 6 EN-ROUTE CHARTS

Title	Page
Falcon Air to Air Refuelling Corridor	ENR 6-LMMM-AAR-FALCON - 1
Osprey Air to Air Refuelling Corridor	ENR 6-LMMM-AAR-OSPREY - 1
Area Gannet	ENR 6-LMMM-TTA1 - 1
Area Albatross	ENR 6-LMMM-TTA2 - 1
Area Pelican	ENR 6-LMMM-TTA3 - 1
Danger and Prohibited Areas	ENR 6-LMMM-DA - 1
Luqa Terminal Control Area	ENR 6-LMMM-TMA - 1
LMMM Airspace Volume & Classification	ENR 6-LMMM-COA - 1
En-route Chart	ENR 6-LMMM-ERC - 1
Lower ATS Routes — Malta FIR (West Sector)	ENR 6-LMMM-FIR-W - 1
Lower ATS Routes — Malta FIR (East Sector)	ENR 6-LMMM-FIR-E - 1
Upper ATS Routes — Malta UIR (West Sector)	ENR 6-LMMM-UIR-W - 1
Upper ATS Routes — Malta UIR (East Sector)	ENR 6-LMMM-UIR-E - 1
En-route Transition Routes — LICD RWY 08	ENR 6-LMMM-ETR1 - 1
En-route Transition Routes — LICD RWY 26	ENR 6-LMMM-ETR2 - 1
FRA Malta Chart	ENR 6-LMMM-FRA - 1

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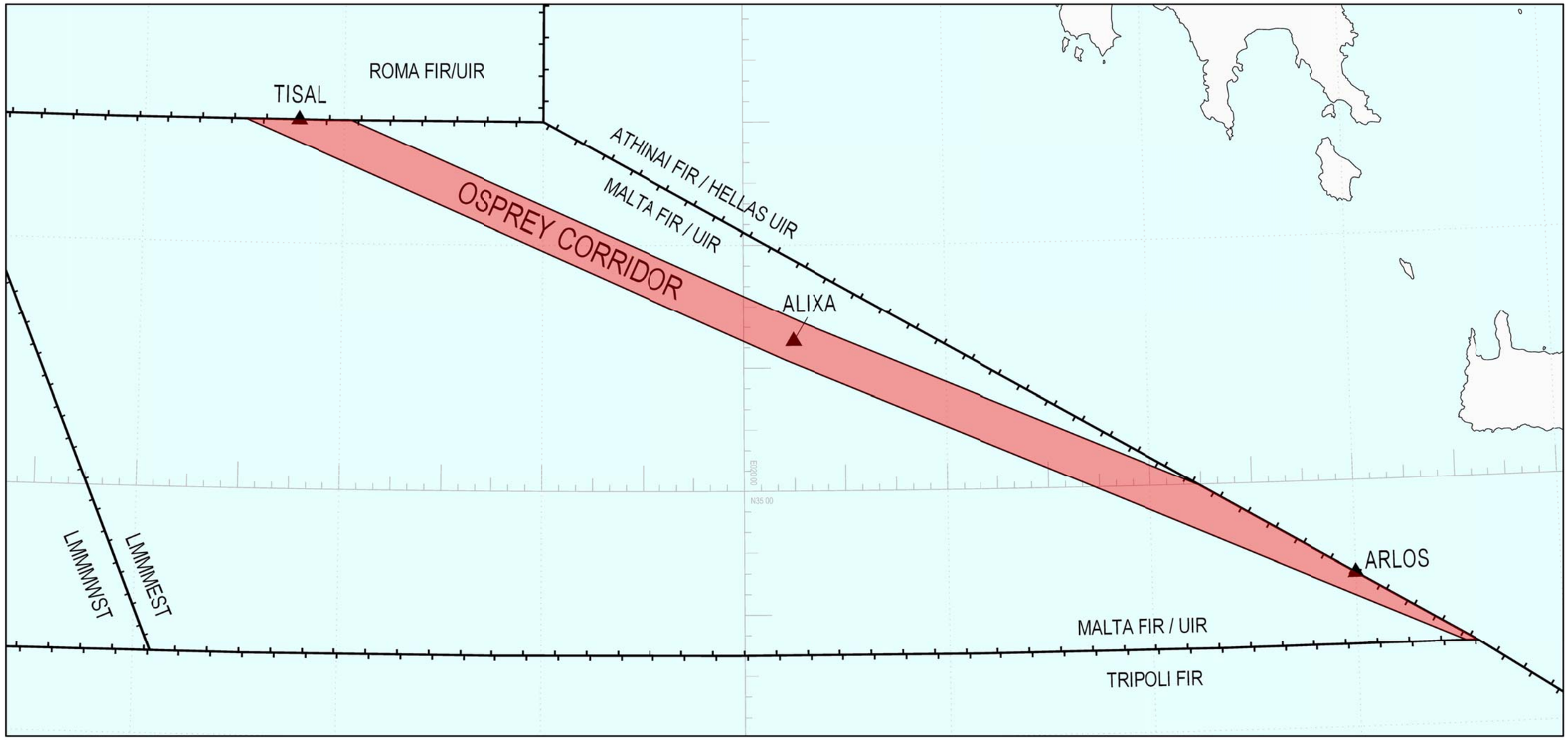
FALCON AIR TO AIR REFUELLING CORRIDOR



Civil Aviation Directorate — Transport Malta
AIRAC AMDT 050/2022

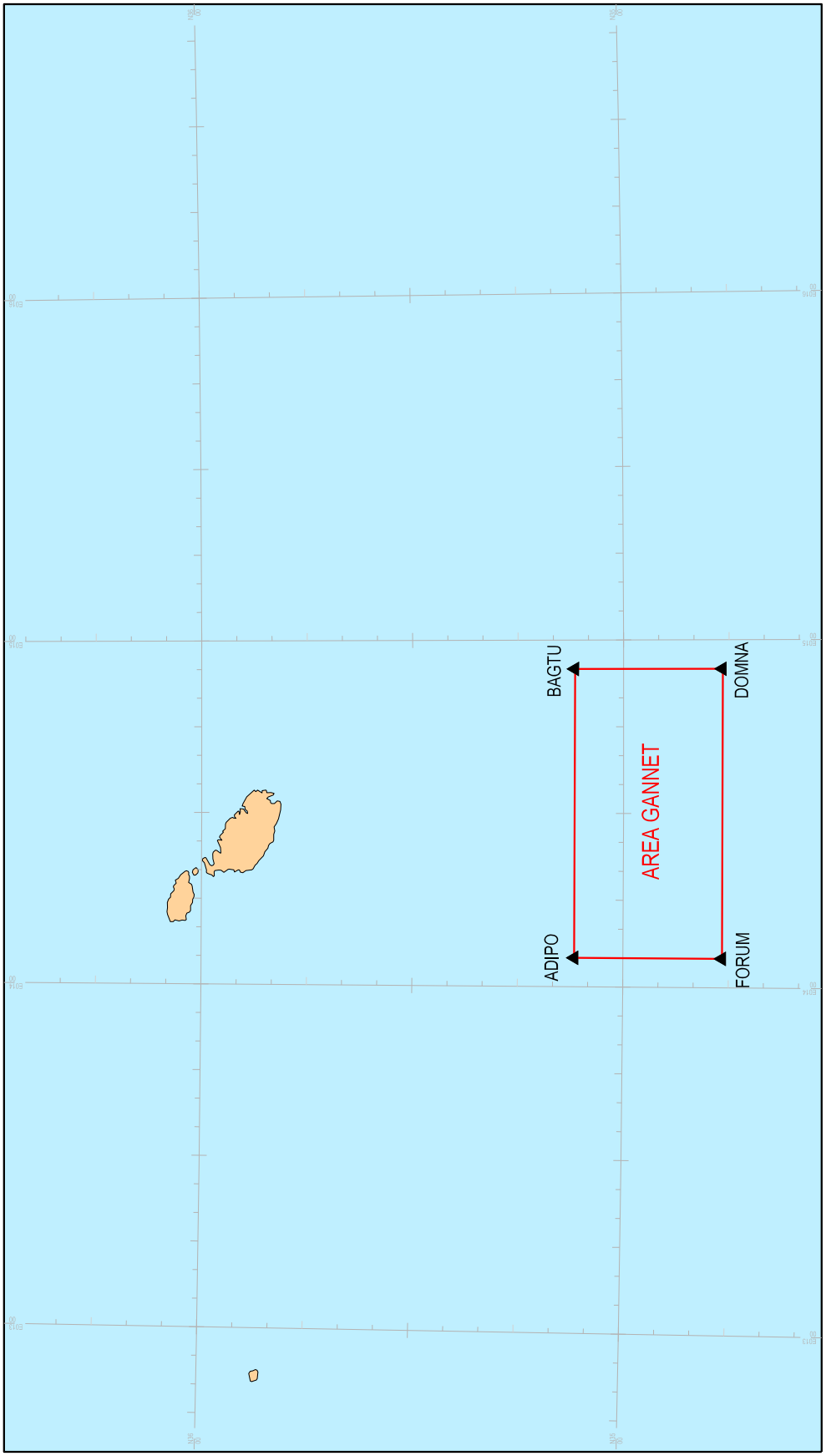
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OSPREY AIR TO AIR REFUELLING CORRIDOR



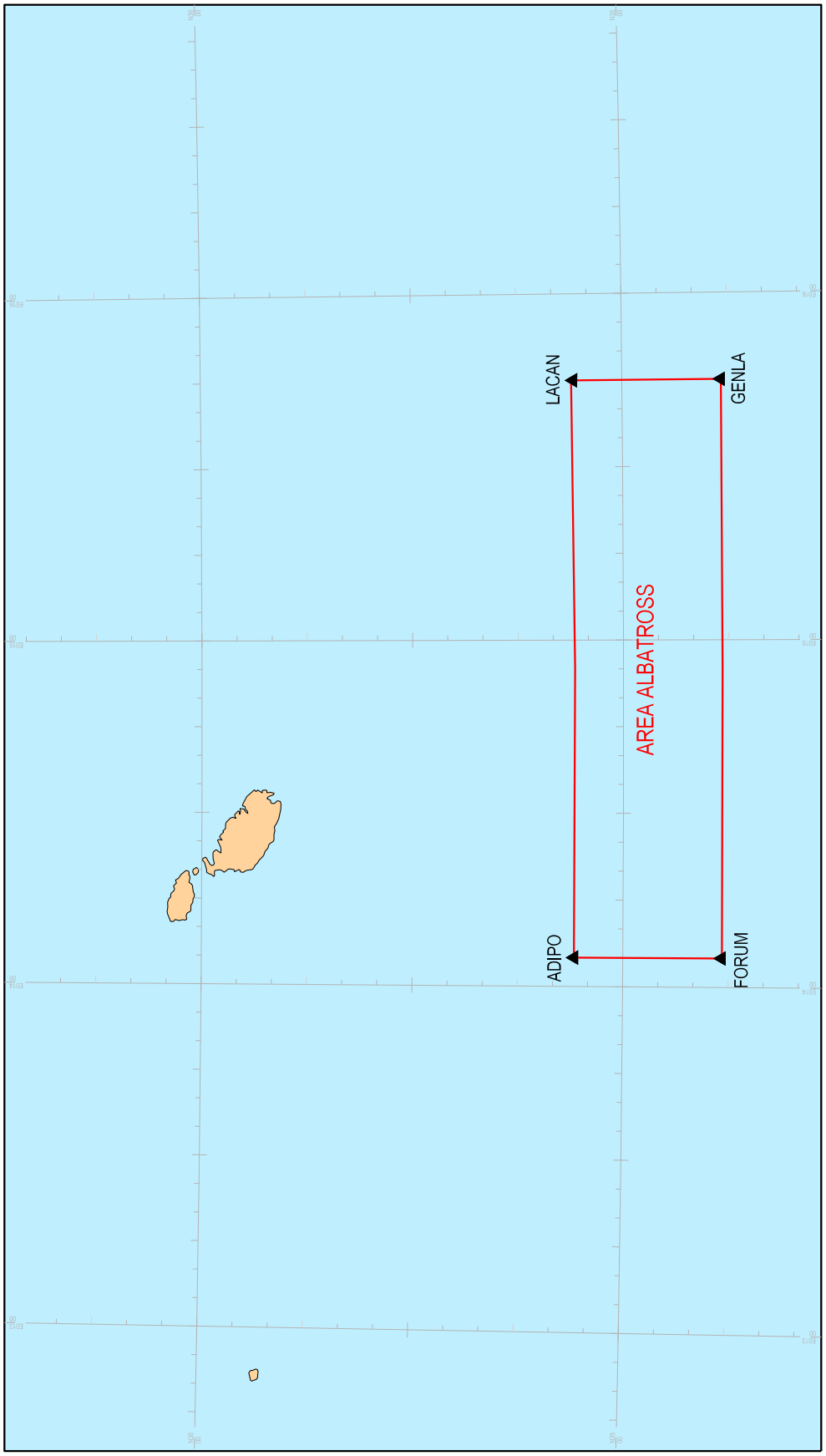
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AREA GANNET



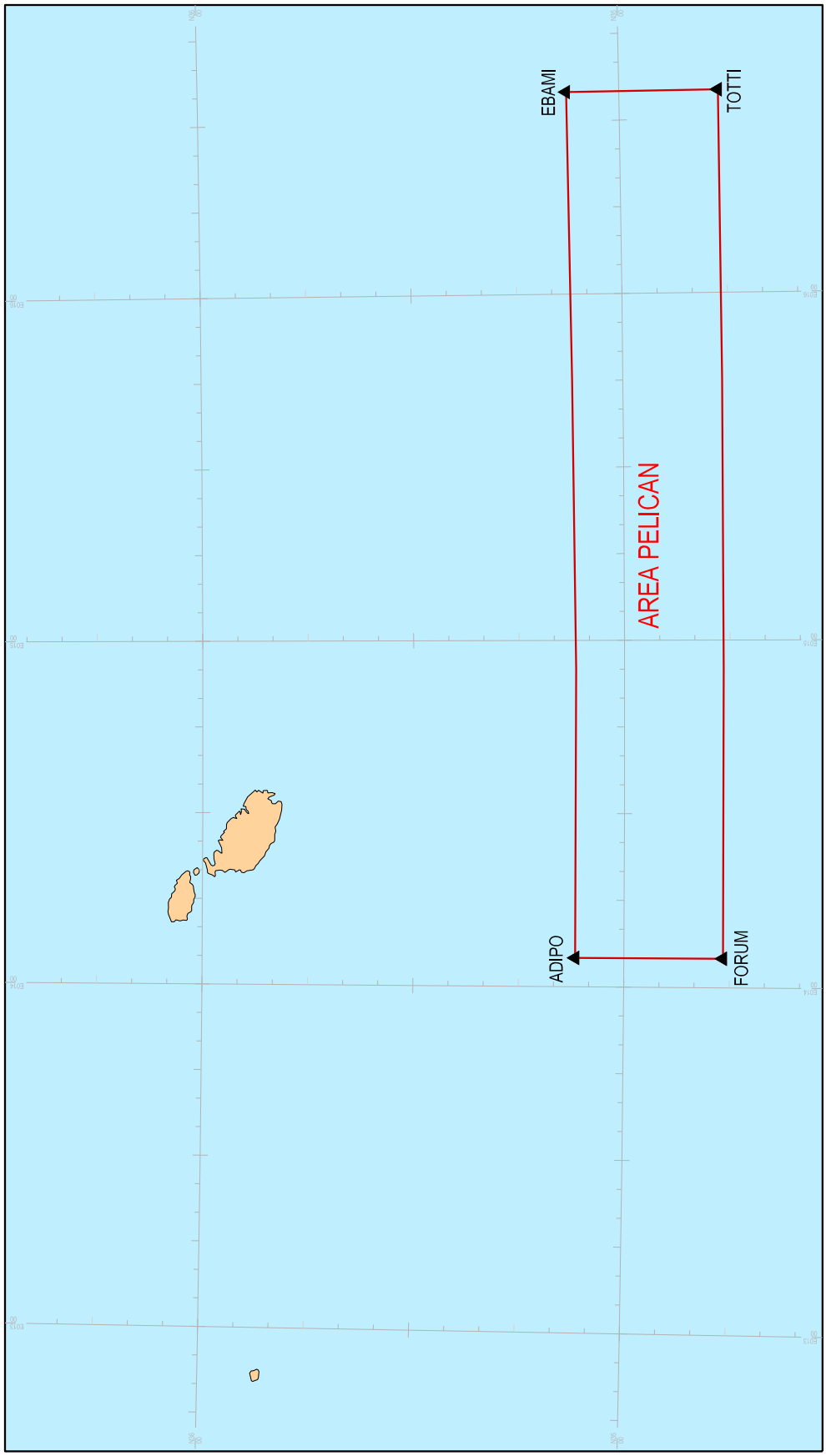
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AREA ALBATROSS



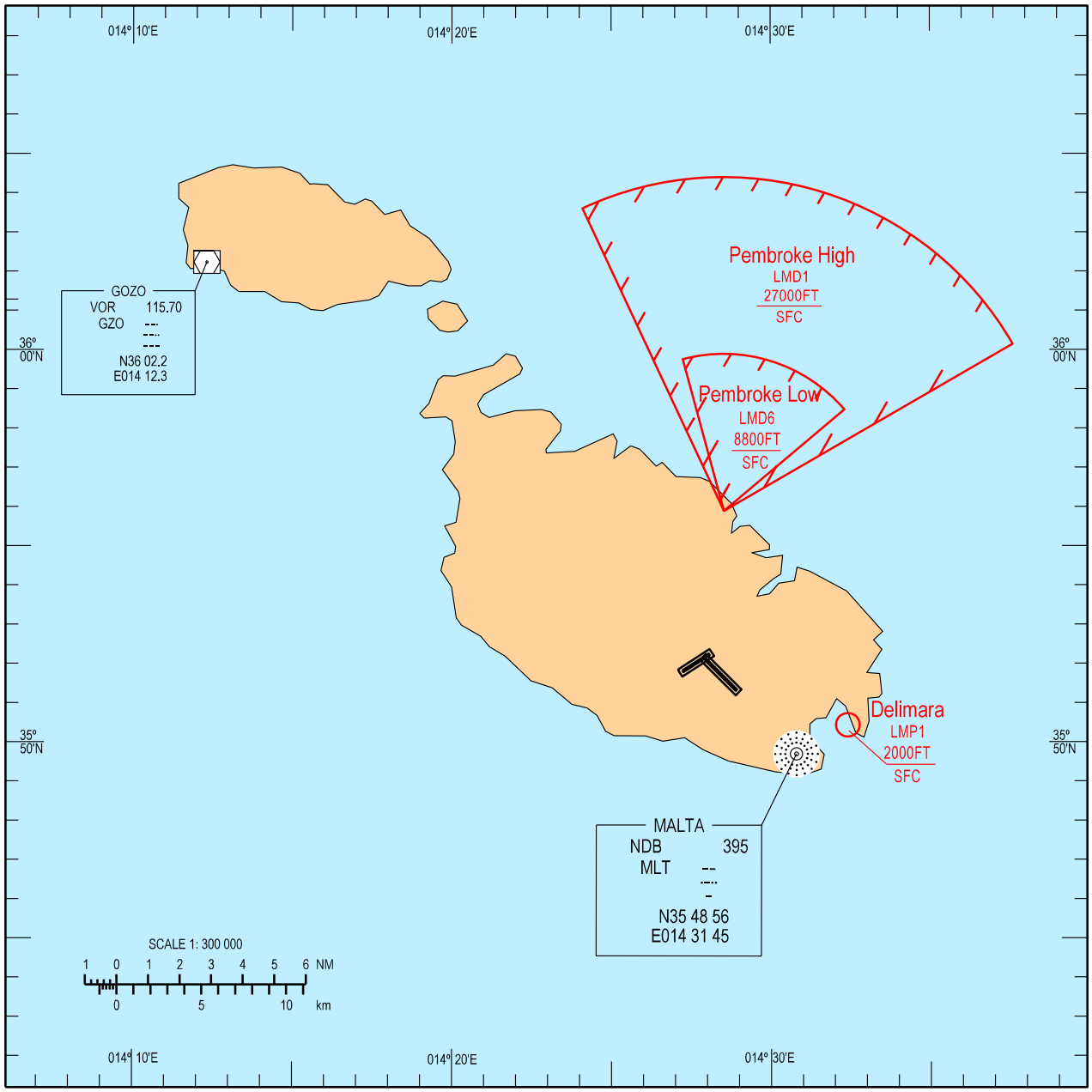
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AREA PELICAN



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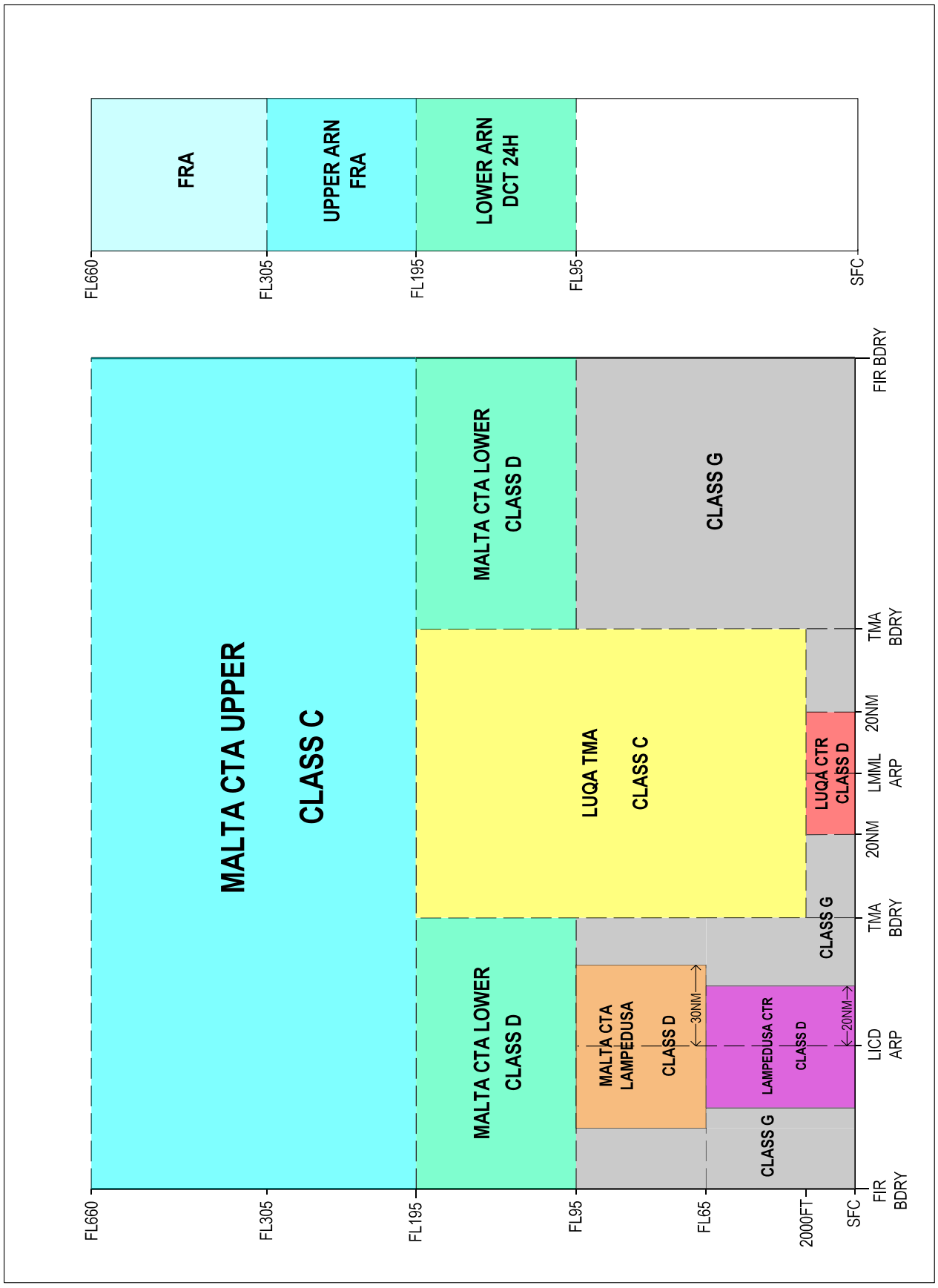
DANGER AND PROHIBITED AREAS



Change: updated area identifications (removed hyphen)

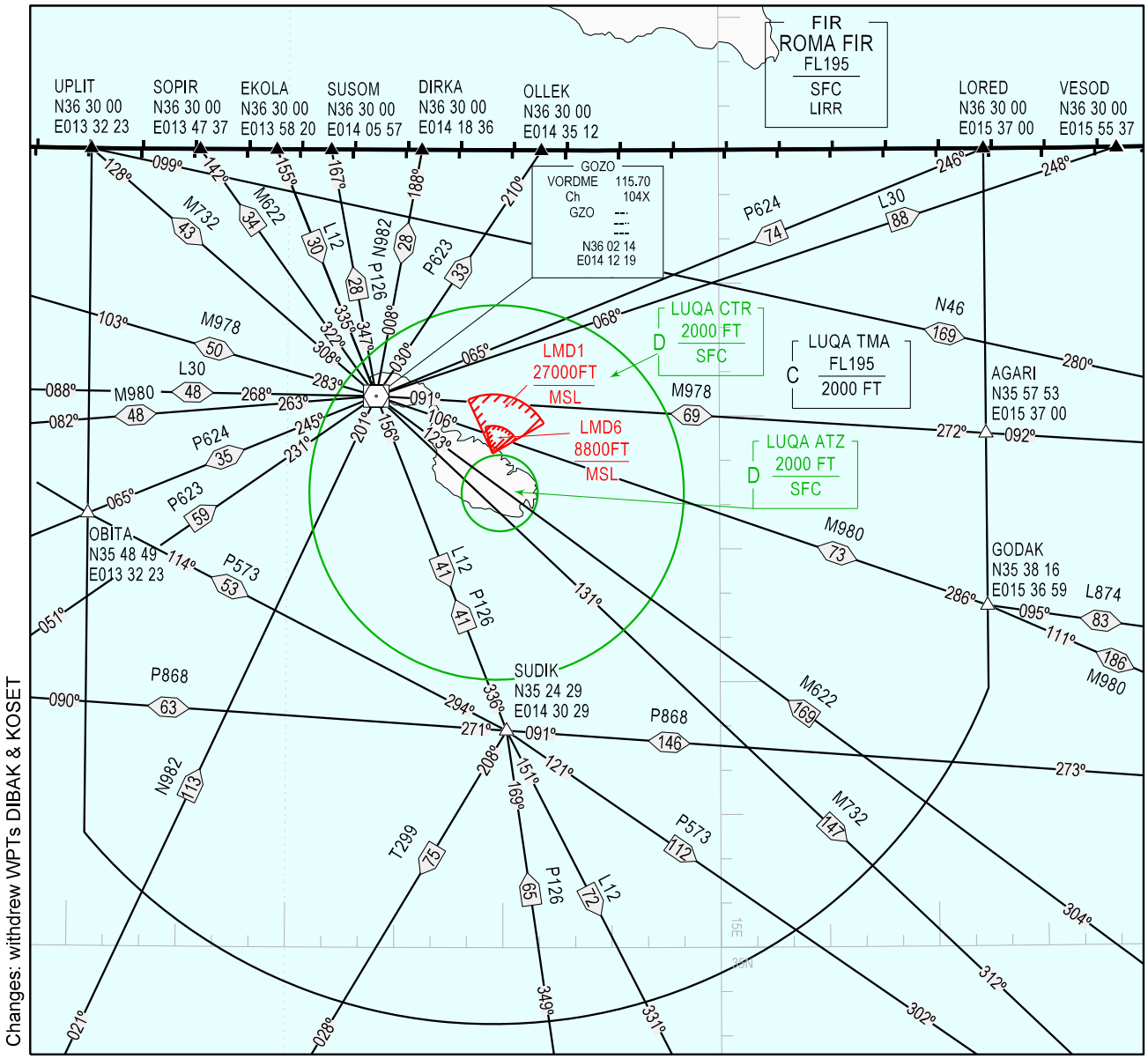
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LMMM AIRSPACE VOLUME & CLASSIFICATION



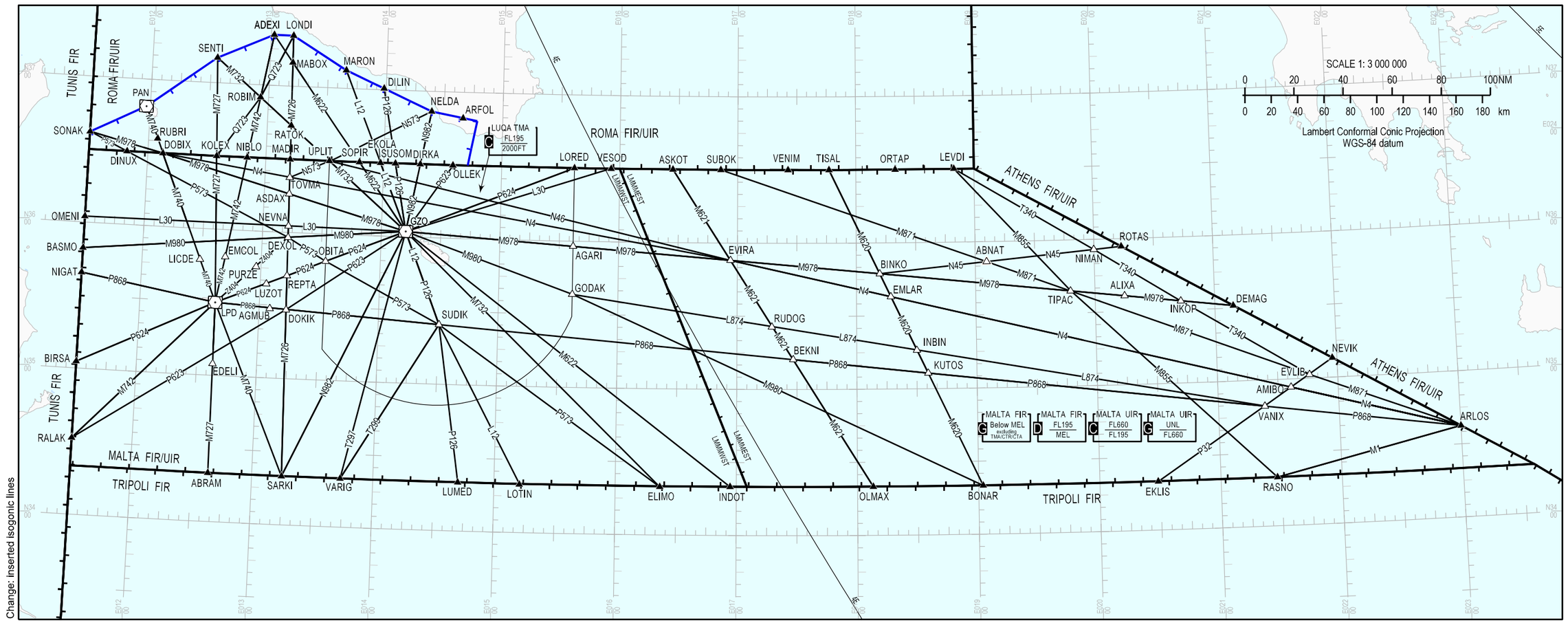
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LUQA TERMINAL CONTROL AREA



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EN-ROUTE CHART

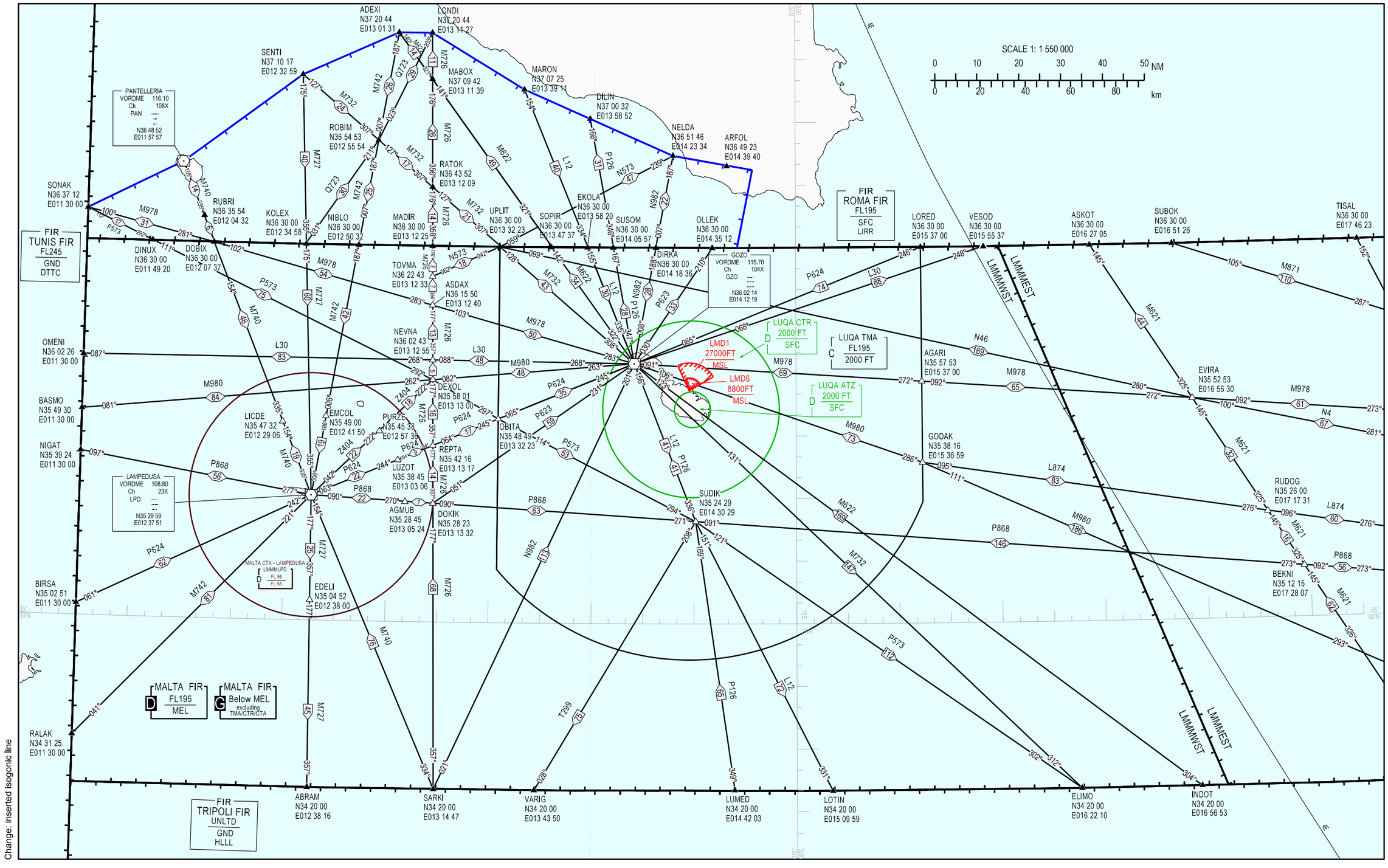


Change: inserted isogonic lines

NOTE: The blue line denotes Italian Airspace that forms part of the Malta West Sector.

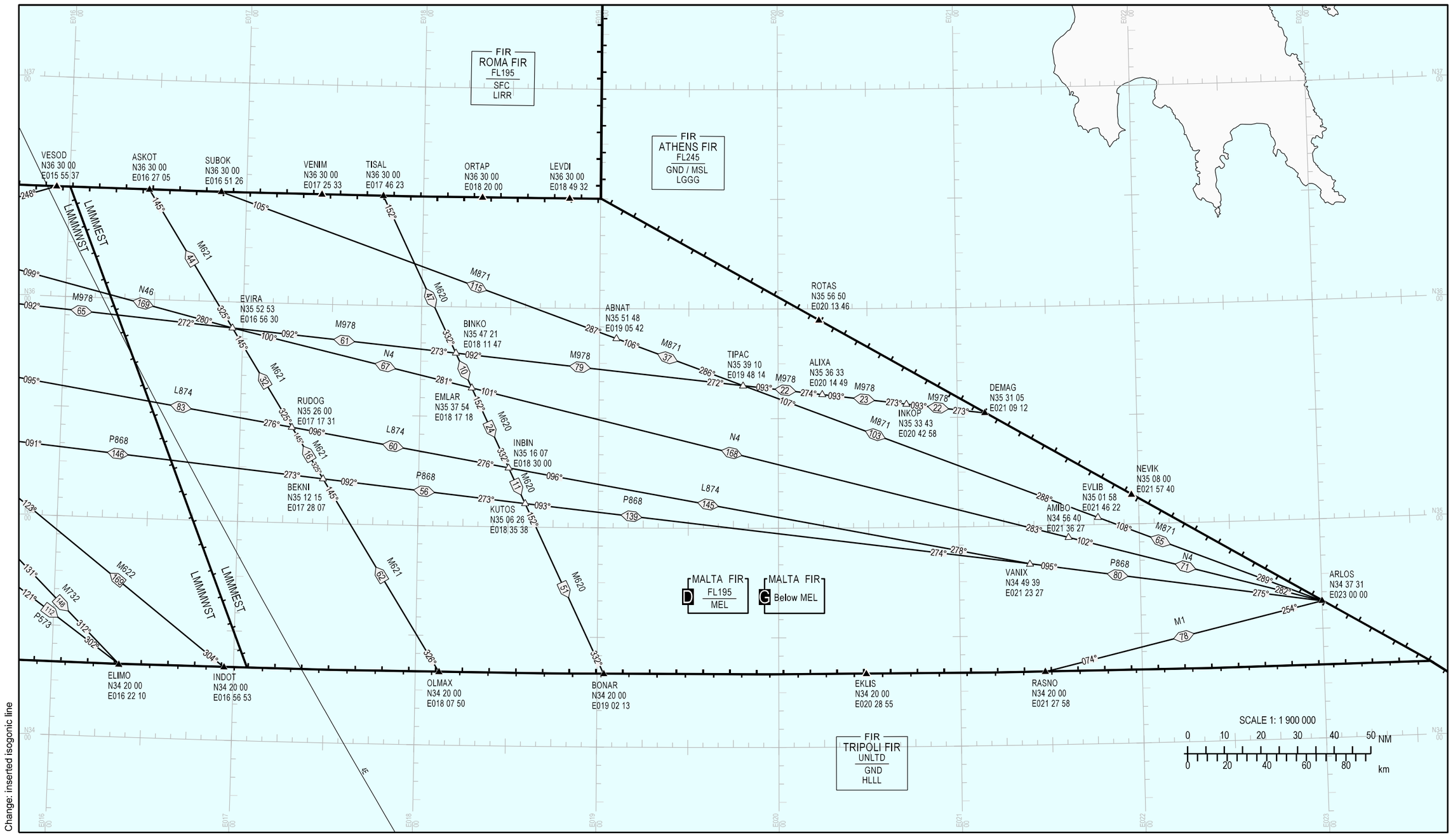
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LOWER ATS ROUTES - MALTA FIR (WEST SECTOR)



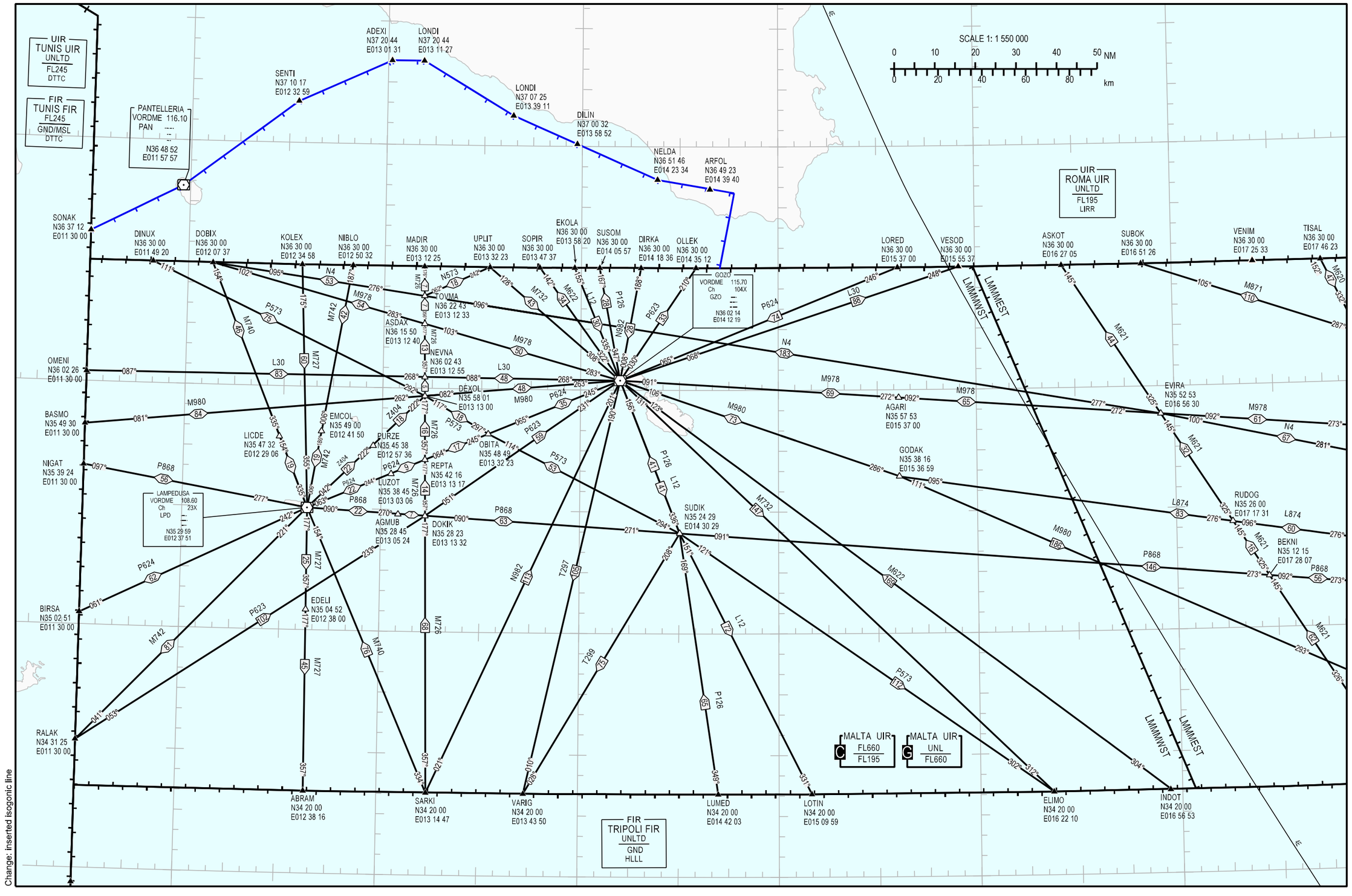
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LOWER ATS ROUTES - MALTA FIR (EAST SECTOR)



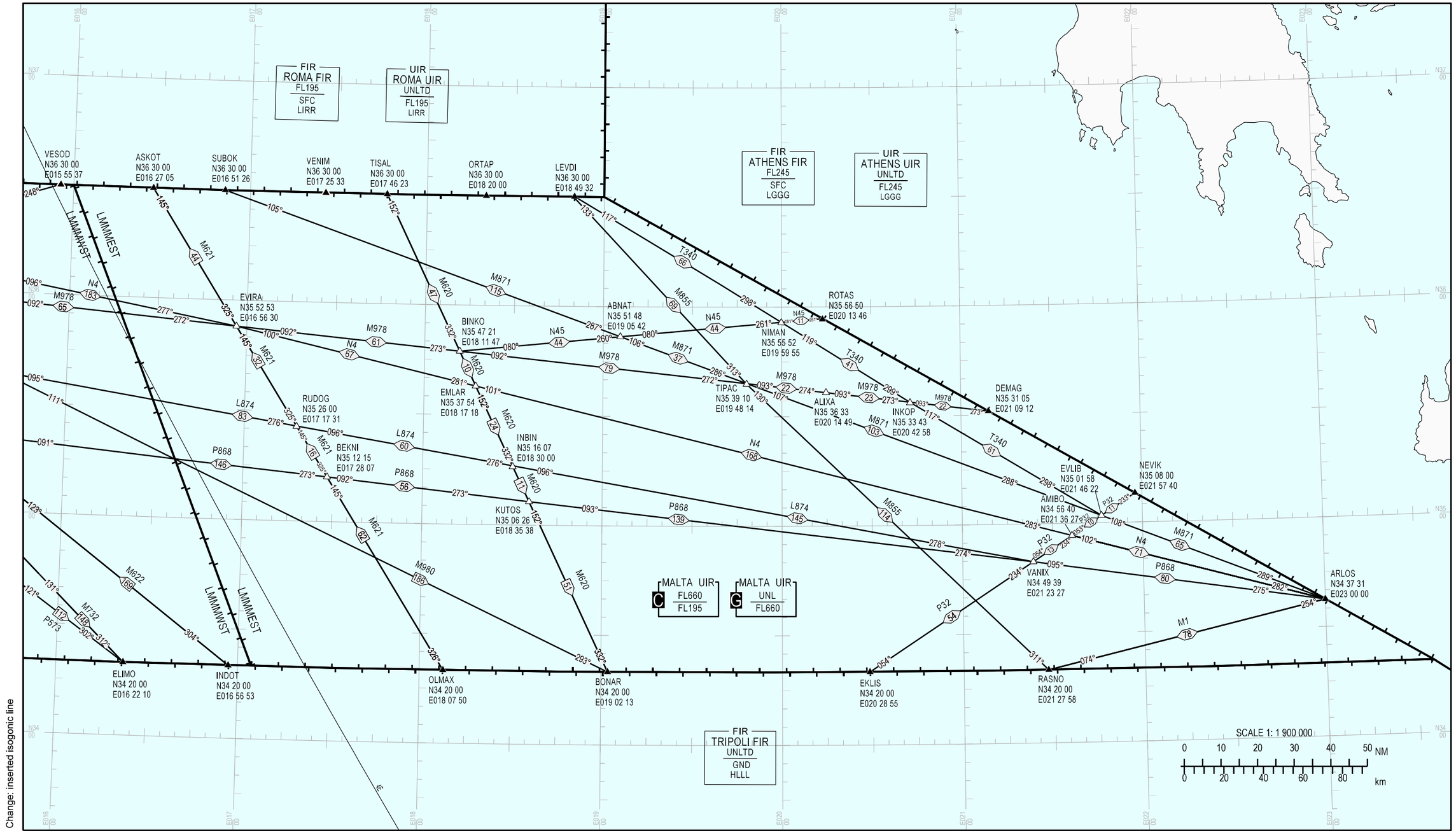
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UPPER ATS ROUTES - MALTA UIR (WEST SECTOR)



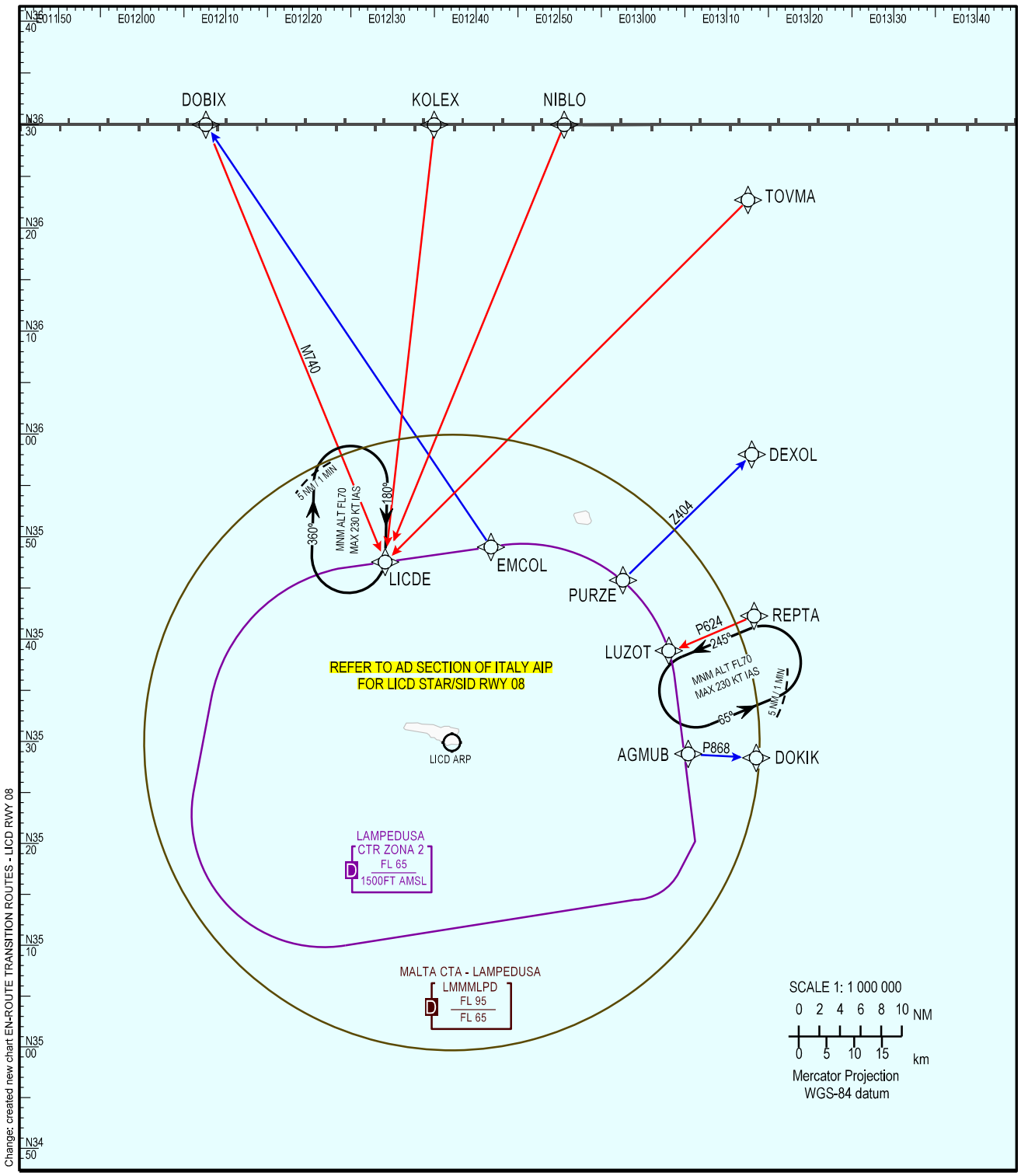
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UPPER ATS ROUTES - MALTA UIR (EAST SECTOR)



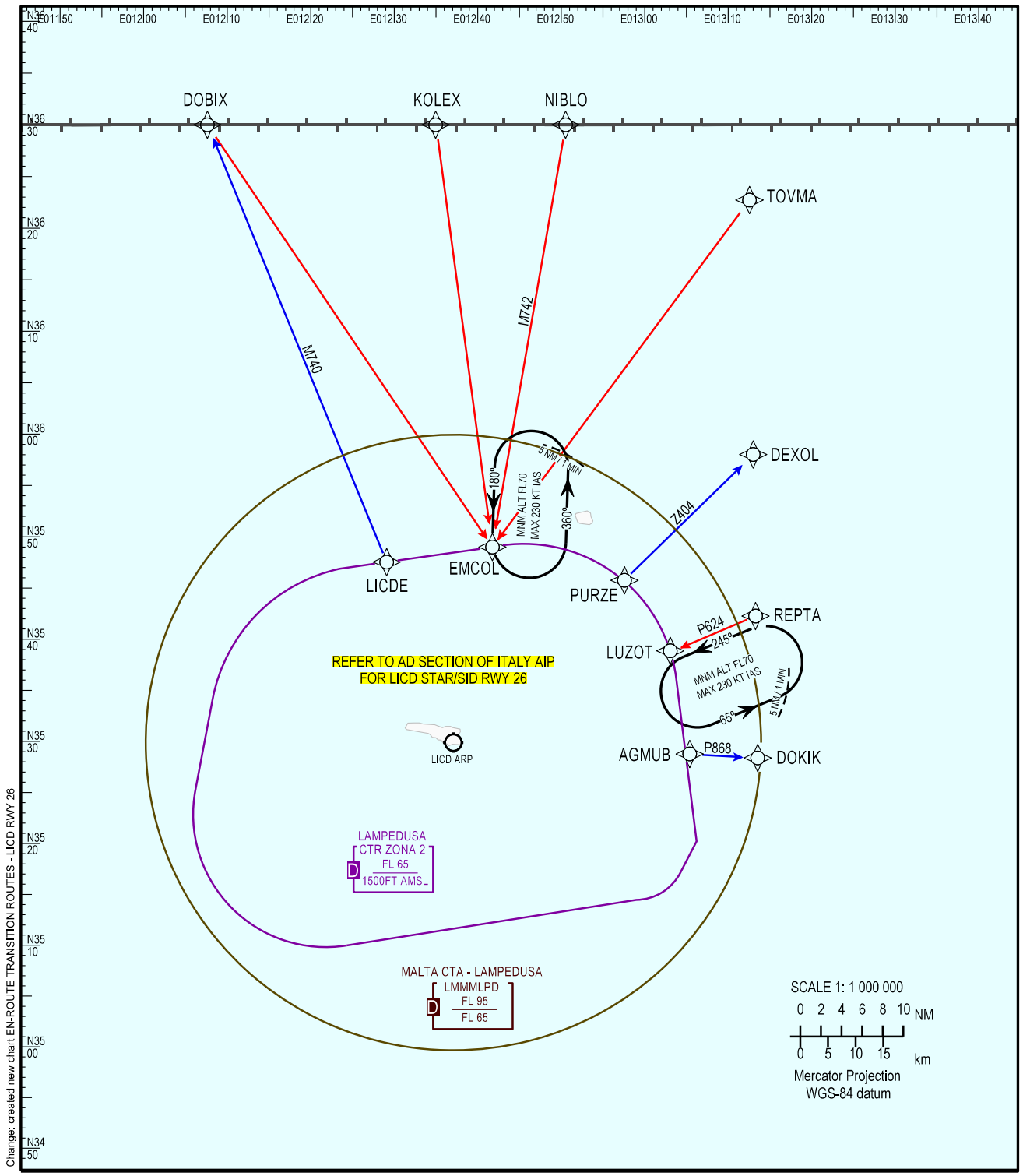
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EN-ROUTE TRANSITION ROUTES — LICD RWY 08



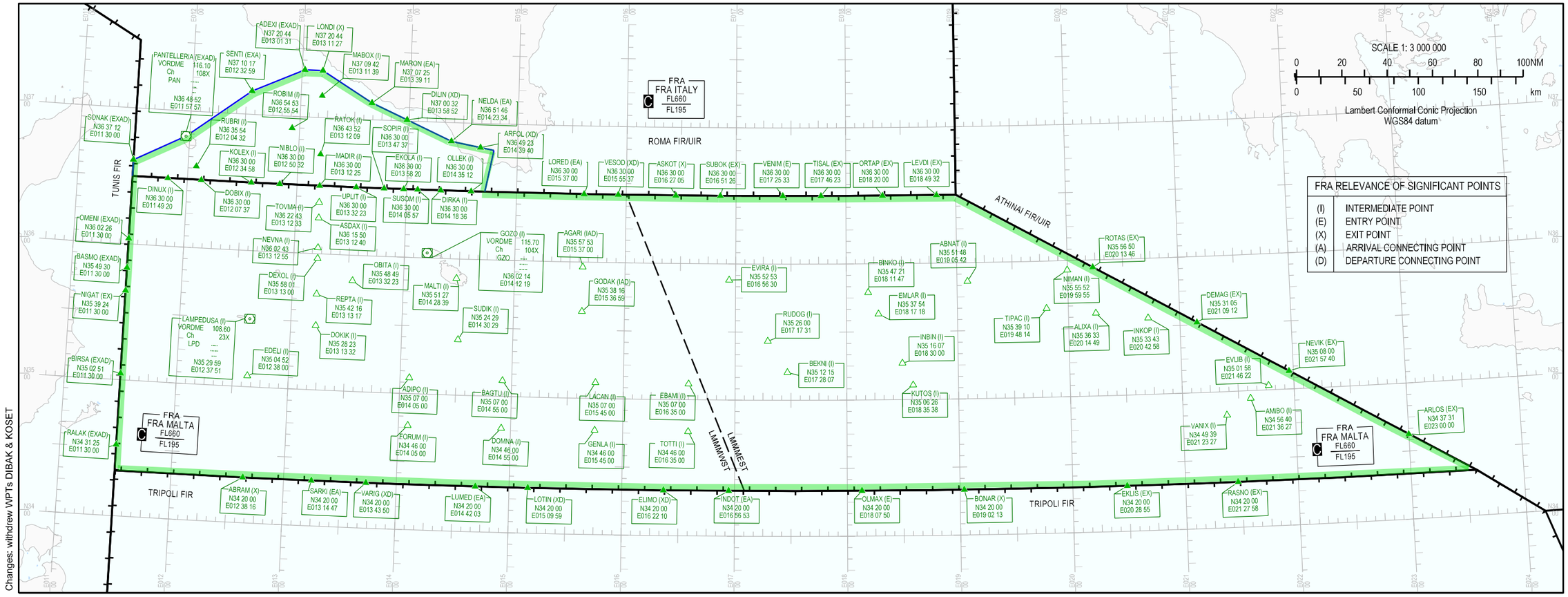
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EN-ROUTE TRANSITION ROUTES — LICD RWY 26



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FRA MALTA CHART



Changes: withdrew WPTs DIBAK & KOSET

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PART 3 - AERODROMES (AD)

AD 0

AD 0.1 Preface

Nil

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AD 0.2 Record of AIP Amendments

Nil

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AD 0.3 Record of AIP Supplements

Nil

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AD 0.4 Checklist of AIP pages

Nil

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AD 0.5 List of Hand Amendments to the AIP

Nil

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AD 0.6 TABLE OF CONTENTS TO PART 3

AD 0.1 Preface AD-0.1 - 1

AD 0.2 Record of AIP Amendments AD-0.2 - 1

AD 0.3 Record of AIP Supplements AD-0.3 - 1

AD 0.4 Checklist of AIP pages AD-0.4 - 1

AD 0.5 List of Hand Amendments to the AIP AD-0.5 - 1

AD 0.6 TABLE OF CONTENTS TO PART 3 AD-0.6 - 1

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE AD-1.1 - 1
1. General conditions for the use of aerodromes/heliports and associated facilities AD-1.1 - 1
2. Use of military air bases AD-1.1 - 1
3. Low visibility procedures (LVP) AD-1.1 - 1
4. Aerodrome operating minima AD-1.1 - 1
5. Other information AD-1.1 - 1

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AD-1.2 - 1
1. Rescue and Fire Fighting Services AD-1.2 - 1
2. Runway surface condition assessment and reporting AD-1.2 - 1

AD 1.3 INDEX TO AERODROMES/HELIPORTS AD-1.3 - 1

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AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

1. General conditions for the use of aerodromes/heliports and associated facilities

1.1 Runways 13 and 31 are each equipped with an Instrument Landing System which is flight checked to CAT II standards but certified for use only as CAT I.

1.2 State aircraft that are not equipped with FM immune VOR and/or ILS equipment in accordance with ICAO Annex 10, Vol. 10, Chapter 3, are permitted to operate in the Luqa TMA and at Luqa airport provided that they carry navigational and/or landing aids that provide similar navigational and/or positional accuracy as VOR and/or ILS.

1.3 The Aerodrome Operator, follows and applies the rules and regulations detailed within Commission Regulation (EU) 139/2014, laying down requirements and administrative procedures related to aerodrome pursuant to Regulation (EU) No. 2018/1139 of the European Parliament, and associated EASA guidance material.

1.4 Furthermore, the ICAO Standards and Recommended Practices contained in Annex 14, Volume I and II are applied without any significant differences.

2. Use of military air bases

NIL

3. Low visibility procedures (LVP)

3.1 Information relative to the low visibility procedures is detailed under LMML AD 2.23.

4. Aerodrome operating minima

4.1 New approach classification not yet transposed.

5. Other information

NIL

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AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING

1. Rescue and Fire Fighting Services

1.1 At Luqa Airport, Rescue and Fire Fighting Service is established in accordance with the regulations for civil aviation. Details of the extent of the service are given in AD 2.

1.2 Details of the categorisation of the service are given in the relevant sections and any temporary changes will be published by NOTAM.

2. Runway surface condition assessment and reporting

2.1 Organisation of runway surface condition reporting

2.1.1 The aerodrome operator is required to conduct periodic surveys of the friction characteristics of its runway surfaces, the purpose of which is to predict the need for maintenance to prevent unacceptable deterioration of grip.

2.1.2 A MU-meter device is regularly used at Luqa International Airport to determine and record continuously the runway friction coefficient. Measurements are taken on each side of the runway, as and when required, and on a scheduled basis.

2.1.3 The specified Minimum Friction Level (MFL) is 0.50μ. When a survey indicates that the runway surface friction characteristics have deteriorated below the specified MFL then the runway shall be notified by NOTAM as a runway that ‘may be slippery when wet’.

2.1.4 At any point when the runway surface condition is not assessed as ‘GOOD’, the airport operator at the aerodrome, at which the runway surface condition reporting service is established, will conduct the following duties:

a. Surveillance of the movement area, with a view noting the presence of water, standing water and/or slush

b. Assessment of the runway surface condition when the runway-in-use surface is contaminated with water, standing water and/or slush and, as far as possible, taxiways and aprons.

c. Implementation of measures to maintain the usability of the runways, etc.

d. Reporting of the conditions mentioned in item (b) above.

2.1.5 Whenever the runway is not exposed to contaminants, the runway condition code will be reported as RWYCC 6 and surface condition as ‘DRY’.

2.2 Surveillance of movement areas

2.2.1 The airport operator monitors the conditions of the movement area within the published aerodrome hours of service.

2.3 Surface condition assessment methods used

2.3.1 Runway 13/31 and Runway 23/05 are equipped with rainfall rate type sensors and in-pavement sensors installed on each runway which support Runway Condition Code algorithms and correlation data to refine the analysis.

2.3.2 The data output from these sensors provides means by which the following information is established:

a. Runway surface temperature

b. Percentage of each runway third that is covered by contaminant(s)

c. Type and depth of contaminant(s)

d. Reporting of runway surface condition code

2.3.3 Data is collected and assessed for each runway third using the Runway Condition Assessment Matrix to generate the Runway Condition Code for each runway third.

2.3.4 When a downgrade or upgrade of the RWYCC is required, the aerodrome operator employs the following additional methodologies to supplement and correlate information derived from meteorological sensors:

a. Analysis of the trend of prevailing weather conditions

b. Runway inspections which include contaminant depth measurements and contaminant cover along the runway

c. Special air-reports

2.3.5 Mobile runway surface condition assessments, CFME and braking action tests, when executed, are made over the usable length of the runway at approximately 3m each side of the centreline.

2.3.6 CFME and braking action tests are executed in such a manner as to establish mean friction values along the expected aircraft wheel track along the usable length of the runway.

2.4 Actions taken to maintain the usability of the movement area

2.4.1 Runways, taxiways and aprons are designed to naturally drain surface water from the top of the pavement surface until it reaches the storm-water infrastructure. Limitations on the use of the runway including temporary closures may be imposed when natural drainage methods fail to relieve standing water contamination contributing to runway conditions codes of 1 or 2, as may be the case during persistent inclement weather conditions.

2.4.2 To the extent possible and where practical, when the surface contaminant predominantly constitutes of hail or slush, attempts will be made by the aerodrome operator to clear contaminants within a distance of 15m either side of the runway centreline.

2.4.3 Inspections of the storm-water system, including open culverts and spillways, is carried out every 6 months and covers storm water catchment systems serving the following:

a. Runway 13/31

b. Runway 23/05

c. Taxiways and Aprons

2.5 System and means of reporting

2.5.1 The meteorological service infrastructure provided by the aerodrome operator provides means of collecting, analyzing and reporting runway surface condition which is communicated continuously to Air Traffic Control Officers and to air crew via ATIS channels 127.405 (Arrivals) and 127.005 (Departures).

2.5.2 Reporting of runway surface condition code may also be carried out via radiotelephony transmission.

2.5.3 When sustained rainfall conditions result in excess of 25% of runway surface contamination and exceeding 3mm of depth, the runway surface condition will be additionally communicated via SNOWTAM.

2.5.4 When water, standing water and/or slush which trigger the promulgation of a SNOWTAM no longer prevail, the issuance of an upgrade SNOWTAM is submitted.

2.5.5 Runway condition information is reported relative to the lower runway designation number for each third of runways in use.

2.5.6 The following definitions have been adopted for runway surface condition communicated via ATIS and SNOWTAM:

a. Dry: A runway surface that is visibly free of moisture and not contaminated within the area intended to be used.

b. Wet: A runway surface that is covered by any visible dampness or water up to and including 3mm depth.

c. Slippery Wet: A wet runway whose surface friction characteristics for a significant portion of it have been determined to be degraded.

d. Standing Water: Sustained rainfall at depth greater than 3mm.

e. Slush: Snow that is so water saturated that water would drain from it when a handful is picked up or will splatter if stepped on forcefully.

2.5.7 The extent of water, standing water and/or slush on a runway is reported based on an estimate of the covered area (third) and given as a percentage of the total area of the runway third, according to the following:

Assessed Percent Coverage	Reported Percent Coverage
<10	NR
10 - 25	25
26 - 50	50
51 - 75	75
76 - 100	100

2.5.8 Information on the runway surface condition is determined on the basis of the following runway condition codes:

Special air-report of runway braking action	Runway Condition Code
Good	5
Good to Medium	4
Medium	3
Medium to Poor	2
Poor	1
Less than Poor	0

2.6 Cases of runway closure

2.6.1 In cases when either of the following conditions results in a significant risk of a deteriorating situation, the airport operator is authorized to demand that sections of the movement areas be closed to aircraft traffic:

a. When falling temperature may cause water to turn into slush with runway surface condition equivalent to 1 or lower.

b. When significant or persistent rainfall results in the flooding of the movements areas.

c. Runway contaminant clearance activities.

2.7 Distribution of information about runway surface conditions

2.7.1 The airport operator is responsible for reporting changes in the condition of movement areas to:

a. The ATS unit at the aerodrome responsible for providing flight information service, and

b. The AIS unit on the aerodrome designated to receive such information for briefing purposes and for dissemination to all to whom the information is of direct operational significance.

2.7.2 When triggered, runway surface conditions are reported via ATIS (departure and arrival) when water is present on a runway and having a depth of 3mm or less not associated with slush.

2.7.3 Runway surface conditions consisting of snow, ice, slush, frost or water associated with snow, slush, ice, or frost are also reported via SNOWTAM.

2.7.4 A NOTAM is issued when runway contaminants result in a runway surface description of slippery wet, describing the location of the affected portion.

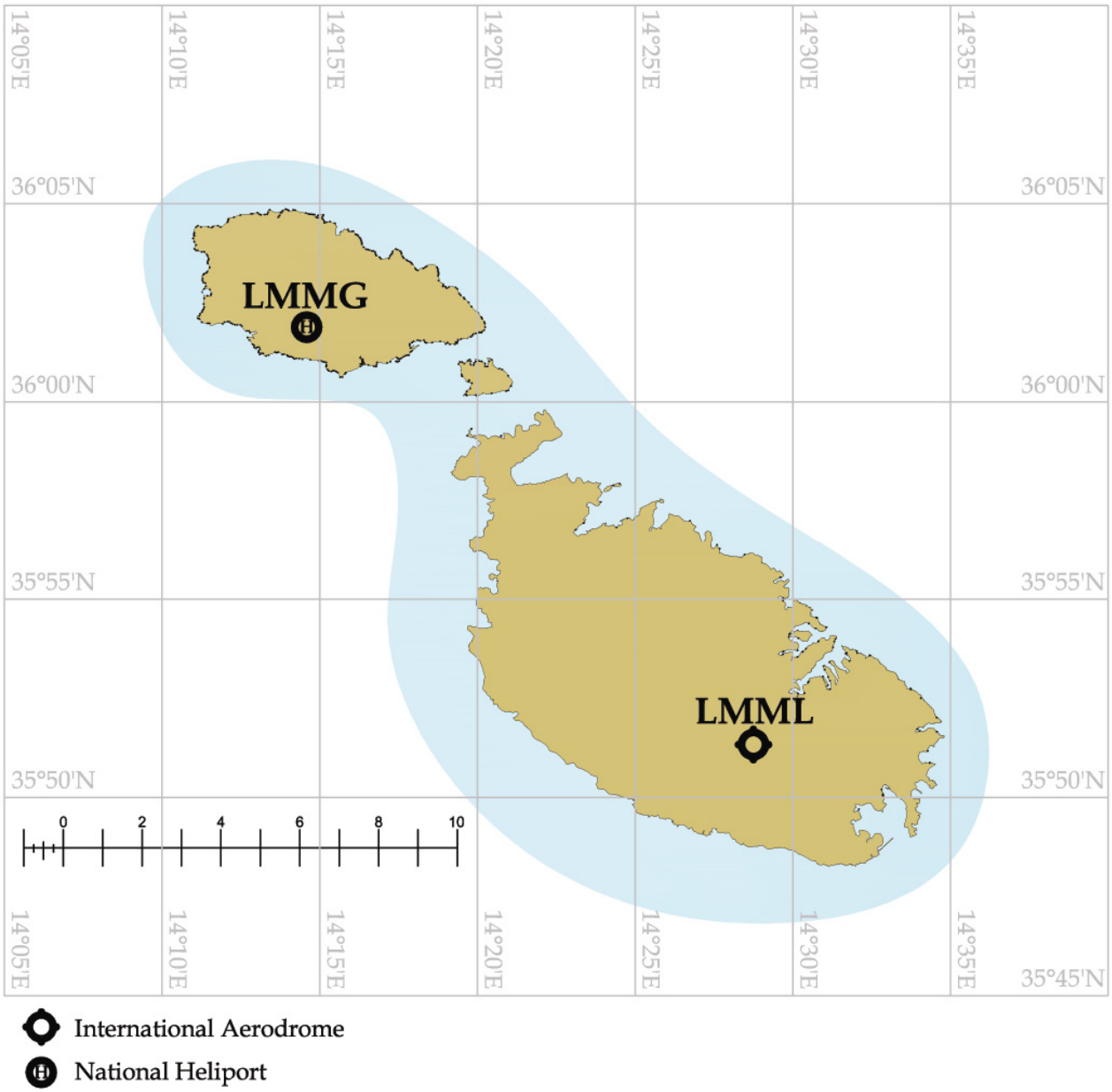
2.7.5 When runways, taxiways and aprons are closed due to the runway surface condition code reaching 1 or lower, the airport operator will issue a SNOWTAM to the ATS unit, detailing the period when such a closure is effective.

AD 1.3 INDEX TO AERODROMES/HELIPORTS

AD/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International-National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non-scheduled P = Private	
1	2	3	4	5
Aerodromes				
LUQA LMML	INTL-NTL	IFR-VFR	S-NS-P	AD 2 LMML
Heliports				
GOZO HELIPORT LMMG[1]	NTL	VFR	NS-P (see note below)	AD 3 LMMG
1. This location indicator cannot be used in the address component of AFS messages.				

Prior written permission for the use of the Gozo Heliport by any operator is to be requested, and obtained, from Gozo Heliport Ltd. Further details may be found in section AD 3.

Figure 1. AERODROMES AND HELIPORTS INDEX - CHART



AD 1.4 GROUPING OF AERODROMES/HELIPORTS

1. International aerodrome

1.1 Luqa Airport is the only aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are carried out and where air traffic services are available on a H24 basis.

2. National heliport

2.1 Gozo Heliport is unlicensed and available for domestic helicopter traffic only.

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

1. Certified Aerodromes

1.1 According to Regulation (EU) 2018/1139 of the European Parliament and of the Council and Commission Regulation (EU) 139/2014 as well as Legal Notice 80 of 2004, the following aerodrome has been certified by CAD-TM:

Aerodrome *Location Indicator* *Aerodrome reference code*	*Date of certification*	*Validity of certification*	*Remark*
1	2	3	4
LUQA International Airport LMML 4E	DEC 2017	Perpetual	Certified by CAD-TM

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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	Chief Executive Officer Malta International Airport Luqa LQA 4000 Malta Phone: (356) 21 24 96 00 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 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 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 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
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	Fuellling	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: • 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

		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 **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 **Bravo Aircraft Technical Services** (BATS) part of "SUM AVIATION GROUP" • 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 **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 **Falcon Aviation Engineering** – offer maintenance under EASA Part CAO for the majority of general aviation aircraft. • Piper Pa28/PA32/32 • Diamond DA20-40-42-62 • Austro and continental service centre • Cirrus Sr20-22 • Aquila A210-211 • Tecnam P92/P2002/2006/2010 • Pipistrel aircraft • Lycoming and Rotax Engines Contact: Matthew Rota Email: matthew@falconalliance.com Phone: (356) 9940 2804

6	Ramp Ground Handling Service Providers	**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 **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
7	GA Third Party Handling	**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 **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 **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

8	Fuel Ground Handling Service Providers	**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 **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
9	Remarks	*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.*

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:	
	Utility Vehicle and Light trailer:	1 x Peugeot Partner Utility vehicle containing the following items: • 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 Items on Light Trailer: • Generator • Flood lights • Multi-purpose pump • Cones
	Fire Station:	Stretcher trolley x 1
	Fire Fighting Vehicles:	Rosenbauer Panther A-146 6x6 (x2): • 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) Rosenbauer Panther A-148 8x8 (x1): • 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 Rosenbauer Buffalo RIV 2800/3000 (x1): • 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
	Portable Pump:	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**	**WGS 84 co-ordinates**	
APRON 9			**APRON 9**		
9	355047.34 N	0142941.58 E	22	355106.95 N	0142919.15 E
9L	TO BE SURVEYED		23	TO BE SURVEYED	
9R	TO BE SURVEYED		24	TO BE SURVEYED	
10	355049.15 N	0142939.50 E	25	TO BE SURVEYED	
11	355049.47 N	0142938.18 E	26	Unassigned	
12	355050.55 N	0142937.79 E	27	TO BE SURVEYED	
13	355052.12 N	0142935.82 E	28	TO BE SURVEYED	
14	355052.44 N	0142934.50 E	29	TO BE SURVEYED	
15	355053.51 N	0142934.10 E	30	355115.19 N	0142906.58 E
16	355055.18 N	0142931.87 E	31	355116.89 N	0142904.56 E
16L	TO BE SURVEYED		32	355118.56 N	0142902.49 E
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 (Ħal 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

Note: RWY 23/05 provided with LED type Runway Threshold Identification Lights flashing white.

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 *Note: Retro-reflective blue markers along the edges of TWY P.*
		Centreline: TWY A, C, D, E, F and G; green (LED type) *Note 1: TWY A, C, D, E and F have centreline lights showing alternate green and yellow when exiting the runway and show green when approaching the runway.* *Note 2: TWY F centreline lights are unidirectional for aircraft entering Runway 13/31.*
		Stop bar: All runway holding points except Hold K1; red *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.*
4	Apron taxilane 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)		
APP	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 LMMMFIR 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 LMMMZQZX.

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 backtraking 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 GROTTO 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 GROTTO 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 GROTTO (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:

a. The maximum number of aircraft conducting VFR circuits on crossing runways is restricted to one per runway irrespective of aircraft category;

b. 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;

c. 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 equipage.

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

Deviation Type	*Reference*	*Location*	*Description*
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	

Deviation Type	*Reference*	*Location*	*Description*
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

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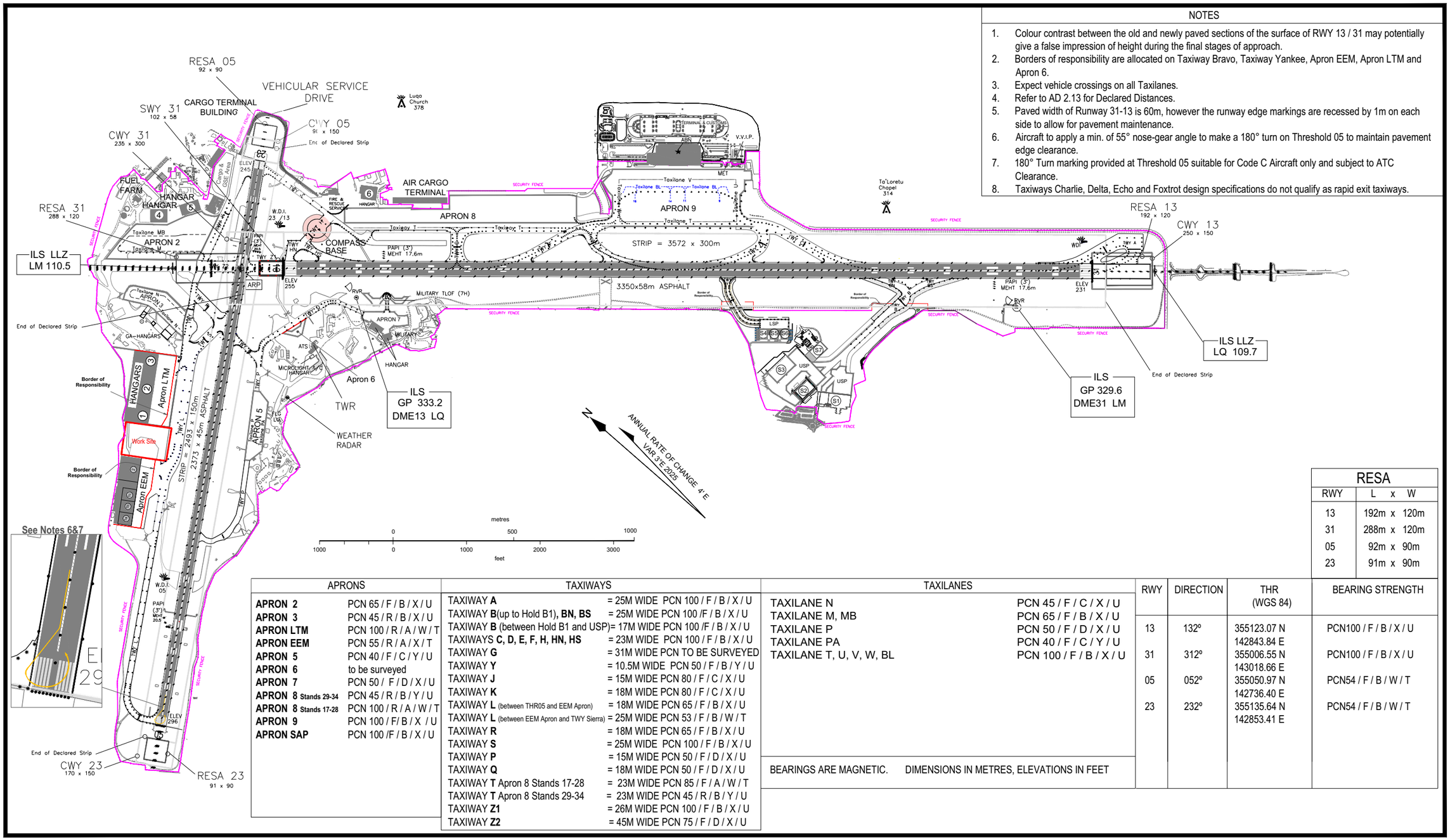
AERODROME CHART - ICAO

ARP 35°51'27" N
14°28'39" E

ELEV 297 feet

TWR	135.105
GROUND	121.605

MALTA / LUQA



NOTES

1. 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 approach.
2. Borders of responsibility are allocated on Taxiway Bravo, Taxiway Yankee, Apron EEM, Apron LTM and Apron 6.
3. Expect vehicle crossings on all Taxilanes.
4. Refer to AD 2.13 for Declared Distances.
5. Paved width of Runway 31-13 is 60m, however the runway edge markings are recessed by 1m on each side to allow for pavement maintenance.
6. Aircraft to apply a min. of 55° nose-gear angle to make a 180° turn on Threshold 05 to maintain pavement edge clearance.
7. 180° Turn marking provided at Threshold 05 suitable for Code C Aircraft only and subject to ATC Clearance.
8. Taxiways Charlie, Delta, Echo and Foxtrot design specifications do not qualify as rapid exit taxiways.

APRONS	
APRON 2	PCN 65 / F / B / X / U
APRON 3	PCN 45 / R / B / X / U
APRON LTM	PCN 100 / R / A / W / T
APRON EEM	PCN 55 / R / A / X / T
APRON 5	PCN 40 / F / C / Y / U
APRON 6	to be surveyed
APRON 7	PCN 50 / F / D / X / U
APRON 8 Stands 29-34	PCN 45 / R / B / Y / U
APRON 8 Stands 17-28	PCN 100 / R / A / W / T
APRON 9	PCN 100 / F/ B / X / U
APRON SAP	PCN 100 /F / B / X / U

TAXIWAYS	
TAXIWAY **A**	= 25M WIDE PCN 100 / F / B / X / U
TAXIWAY **B**(up to Hold B1), **BN, BS**	= 25M WIDE PCN 100 /F / B / X / U
TAXIWAY **B** (between Hold B1 and USP)	= 17M WIDE PCN 100 /F / B / X / U
TAXIWAYS **C, D, E, F, H, HN, HS**	= 23M WIDE PCN 100 / F / B / X / U
TAXIWAY **G**	= 31M WIDE PCN TO BE SURVEYED
TAXIWAY **Y**	= 10.5M WIDE PCN 50 / F / B / Y / U
TAXIWAY **J**	= 15M WIDE PCN 80 / F / C / X / U
TAXIWAY **K**	= 18M WIDE PCN 80 / F / C / X / U
TAXIWAY **L** (between THR05 and EEM Apron)	= 18M WIDE PCN 65 / F / B / X / U
TAXIWAY **L** (between EEM Apron and TWY Sierra)	= 25M WIDE PCN 53 / F / B / W / T
TAXIWAY **R**	= 18M WIDE PCN 65 / F / B / X / U
TAXIWAY **S**	= 25M WIDE PCN 100 / F / B / X / U
TAXIWAY **P**	= 15M WIDE PCN 50 / F / D / X / U
TAXIWAY **Q**	= 18M WIDE PCN 50 / F / D / X / U
TAXIWAY **T** Apron 8 Stands 17-28	= 23M WIDE PCN 85 / F / A / W / T
TAXIWAY **T** Apron 8 Stands 29-34	= 23M WIDE PCN 45 / R / B / Y / U
TAXIWAY **Z1**	= 26M WIDE PCN 100 / F / B / X / U
TAXIWAY **Z2**	= 45M WIDE PCN 75 / F / D / X / U

TAXILANES	
TAXILANE N	PCN 45 / F / C / X / U
TAXILANE M, MB	PCN 65 / F / B / X / U
TAXILANE P	PCN 50 / F / D / X / U
TAXILANE PA	PCN 40 / F / C / Y / U
TAXILANE T, U, V, W, BL	PCN 100 / F / B / X / U

BEARINGS ARE MAGNETIC. DIMENSIONS IN METRES, ELEVATIONS IN FEET

RESA	
RWY	L x W
13	192m x 120m
31	288m x 120m
05	92m x 90m
23	91m x 90m

RWY	DIRECTION	THR (WGS 84)	BEARING STRENGTH
13	132º	355123.07 N 142843.84 E	PCN100 / F / B / X / U
31	312º	355006.55 N 143018.66 E	PCN100 / F / B / X / U
05	052º	355050.97 N 142736.40 E	PCN54 / F / B / W / T
23	232º	355135.64 N 142853.41 E	PCN54 / F / B / W / T

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MALTA INTERNATIONAL AIRPORT plc

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AIRCRAFT PARKING CHART - ICAO (APRON 2)

ARP 35°51'27" N 14°28'39" E

ELEV 246 feet

MALTA / LUQA

TWR 135.105
GROUND 121.605

LEGEND

APRON LIGHTING TOWERS	LGT
AIRCRAFT STAND NUMBER	
APRON LIMIT LINE	
UNSUITABLE FOR AIRCRAFT USE	
PORTABLE FIRE-FIGHTING EQUIPMENT	18
BUILDINGS	
VEHICLE HOLDING POINT	V

NOTES

1) Taxilane Mike is uni-directional for aircraft up to Code B. Traffic Direction is clockwise.
2) Code C aircraft up to 36m wingspan are permitted to taxi along Taxiway KILO subject to caution due to reduced wingtip clearance while taxiing between THR23 and Apron 2.
3) Blue markings are used for Code C aircraft.
4) Code C Stands 15C to 17C are indicated in blue taxilane and stand markings.
5) Jet aircraft with OMGWS not exceeding 5m and propeller driven aircraft are permitted to taxi out of stands 15C & 16C on own power by applying a minimum nose wheel angle of 55 degrees starboard side.
6) Aircraft exceeding provisions of Note 5 shall require push back on departure subject to ATC clearance.
7) Lighting levels on the outer stand areas may not meet ICAO Annex 14 minima.
8) Aircraft crew shall apply minimum brake away thrust when taxiing out of stand.
9) Taxiing in and out of all stands shall be subject to marshallers guidance.
10) Aircraft on stands 1 and 17C will be cleared by ATC to taxi directly from stand to holding point KILO, THR23 or KILO 1.
11) Departures shall request clearance delivery, start-up, pushback and taxi clearance with LUQA GROUND.

STAND SIZES

Stand No.	Max. Wing Span	Max. Length	Stands Closed
1-10	24m	28m	NIL
11	24m	20m	15C
12	24m	30m	15C,16C
13	24m	30m	16C, 17C
14	24m	33m	17C
15C	36m	45m	11, 12
16C	36m	45m	12, 13
17C	36m	45m	13, 14

USEFUL NUMBERS

MIA AERODROME OPS. UNIT: (+356) 2369 6300
FIRE WATCH ROOM: (+356) 2369 5378

ANNUAL RATE OF CHANGE 4' E VAR 3°E 2025

SECURITY GATE No.1

HANGAR 5

HANGAR 4

RAMP EQUIPMENT MAINTENANCE HANGAR

HANGAR ANNEX (Height from ground = 4.2m)

AIRCRAFT MAINTENANCE AREA (Maximum Wing span 36m)

GROUND HANDLING EQUIPMENT MAINTENANCE AREA

BULK FUEL INSTALLATION (ENEMED)

FUEL TANK

FUEL TANK

REFUELLER FILLING POINT

RAISED KERB

RAISED KERB

PUSHBACK

PUSHBACK

RWY AHEAD

23

HOLD K

Hold MB

MB

CODE C ONLY 15C-17C

HOLD K1

ILS CRITICAL AREA PERIMETER

RWY 13

CODE C

APRON 2

CLOSED TO AIRCRAFT

CLOSED TO AIRCRAFT

CLOSED TO AIRCRAFT

HOLD Z2

23-05

NO ENTRY

ILS LOCALISER 31

0 50 100 METRES
100 0 100 200 300 FEET

Drawing ref: AD 2-LMML-APDC-APN2-1
MALTA INTERNATIONAL AIRPORT plc

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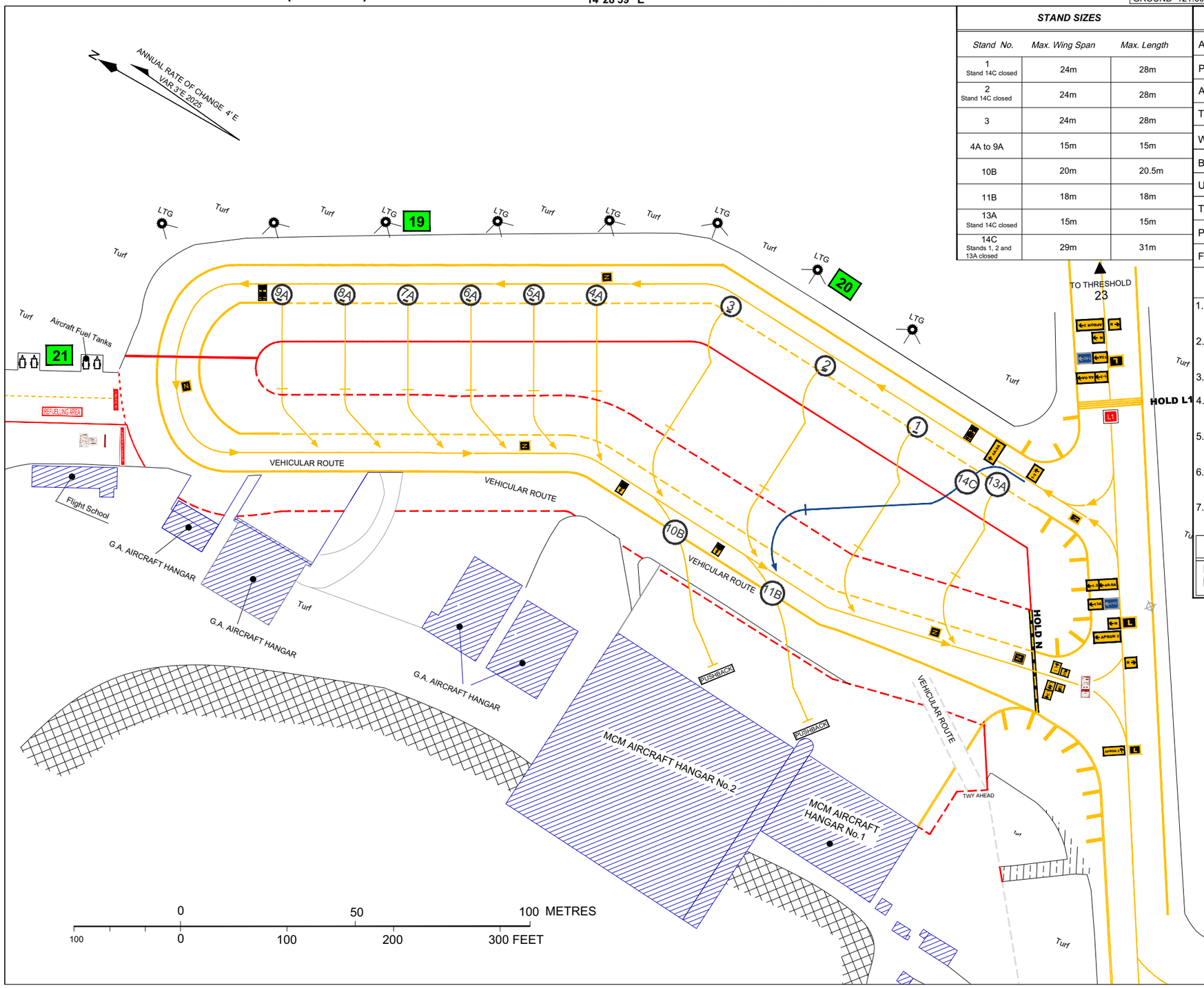
AIRCRAFT PARKING CHART - ICAO (APRON 3)

ARP 35°51'27" N 14°28'39" E

ELEV 249 feet

TWR 135.105
GROUND 121.605

MALTA / LUQA



STAND SIZES		
Stand No.	*Max. Wing Span*	*Max. Length*
1 Stand 14C closed	24m	28m
2 Stand 14C closed	24m	28m
3	24m	28m
4A to 9A	15m	15m
10B	20m	20.5m
11B	18m	18m
13A Stand 14C closed	15m	15m
14C Stands 1, 2 and 13A closed	29m	31m

LEGEND

APRON LIMIT LINE	
PARKING LIMIT LINE	
APRON EDGE LINES	
TAXIWAY / TAXILANE DESIGNATION	L N
WIND DIRECTION INDICATOR	W.D.I.
BUILDING OR STRUCTURE	
UNSUITABLE FOR AIRCRAFT USE	
TAXIWAY SHOULDER BARS	
PORTABLE FIRE-FIGHTING EQUIPMENT	20
FLOODLIGHT MASTS	LTG

NOTES

1. Aircraft may only manoeuvre on Apron 3 under their own power subject to marshaller's guidance.
2. Maximum wing span **24m** on Taxilane November . (Not applicable for aircraft taxiing in/out from Stand 14C).
3. Taxilane November is uni-directional.
4. Pushback clearance by ATC is required to exit Stands 10B & 11B onto Taxilane November.
5. Aircraft taxiing in to Stand 14C shall proceed along the provided blue lead-in line.
6. Aircraft crew shall apply minimum brake away thrust when taxiing out of stands.
7. Departures shall request clearance delivery, start-up, pushback and taxi clearance with LUQA GROUND.

USEFUL NUMBERS

MIA AERODROME OPS. UNIT: (+356) 2369 6300
FIRE WATCH ROOM: (+356) 2369 5378

Drawing ref: AD 2-LMML-APDC-APN3 - 1
MALTA INTERNATIONAL AIRPORT plc

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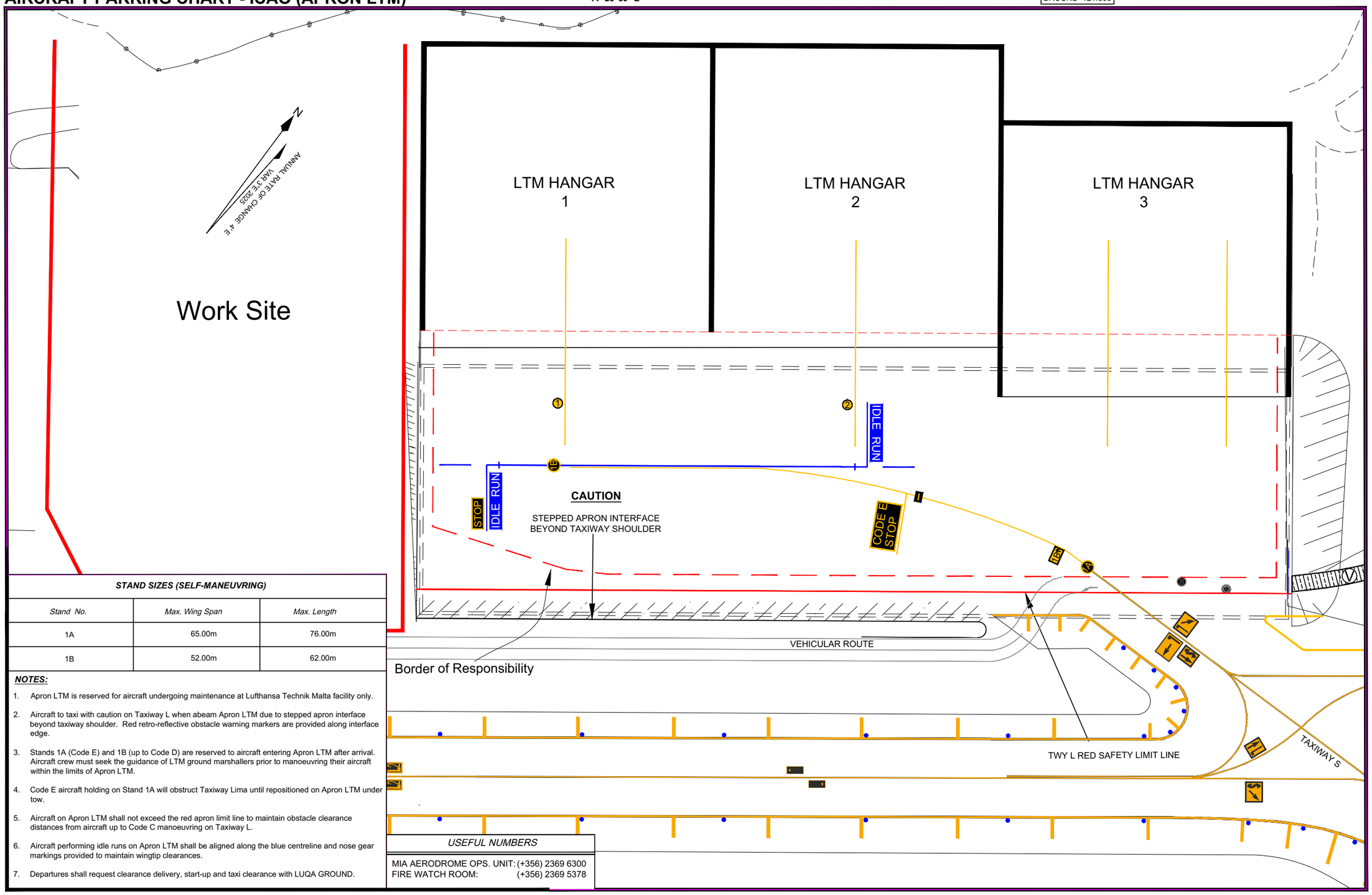
AIRCRAFT PARKING CHART - ICAO (APRON LTM)

ARP 35° 51' 27" N 14° 28' 39" E

ELEV 254 feet

TWR	135.105
GROUND	121.605

MALTA / LUQA



STAND SIZES (SELF-MANEUVRING)		
Stand No.	*Max. Wing Span*	*Max. Length*
1A	65.00m	76.00m
1B	52.00m	62.00m

NOTES:

1. Apron LTM is reserved for aircraft undergoing maintenance at Lufthansa Technik Malta facility only.
2. Aircraft to taxi with caution on Taxiway L when abeam Apron LTM due to stepped apron interface beyond taxiway shoulder. Red retro-reflective obstacle warning markers are provided along interface edge.
3. Stands 1A (Code E) and 1B (up to Code D) are reserved to aircraft entering Apron LTM after arrival. Aircraft crew must seek the guidance of LTM ground marshallers prior to manoeuvring their aircraft within the limits of Apron LTM.
4. Code E aircraft holding on Stand 1A will obstruct Taxiway Lima until repositioned on Apron LTM under tow.
5. Aircraft on Apron LTM shall not exceed the red apron limit line to maintain obstacle clearance distances from aircraft up to Code C manoeuvring on Taxiway L.
6. Aircraft performing idle runs on Apron LTM shall be aligned along the blue centreline and nose gear markings provided to maintain wingtip clearances.
7. Departures shall request clearance delivery, start-up and taxi clearance with LUQA GROUND.

USEFUL NUMBERS	
MIA AERODROME OPS. UNIT:	(+356) 2369 6300
FIRE WATCH ROOM:	(+356) 2369 5378

Drawing Office ref: AD 2-LMML-APDC-APNLTM - 1
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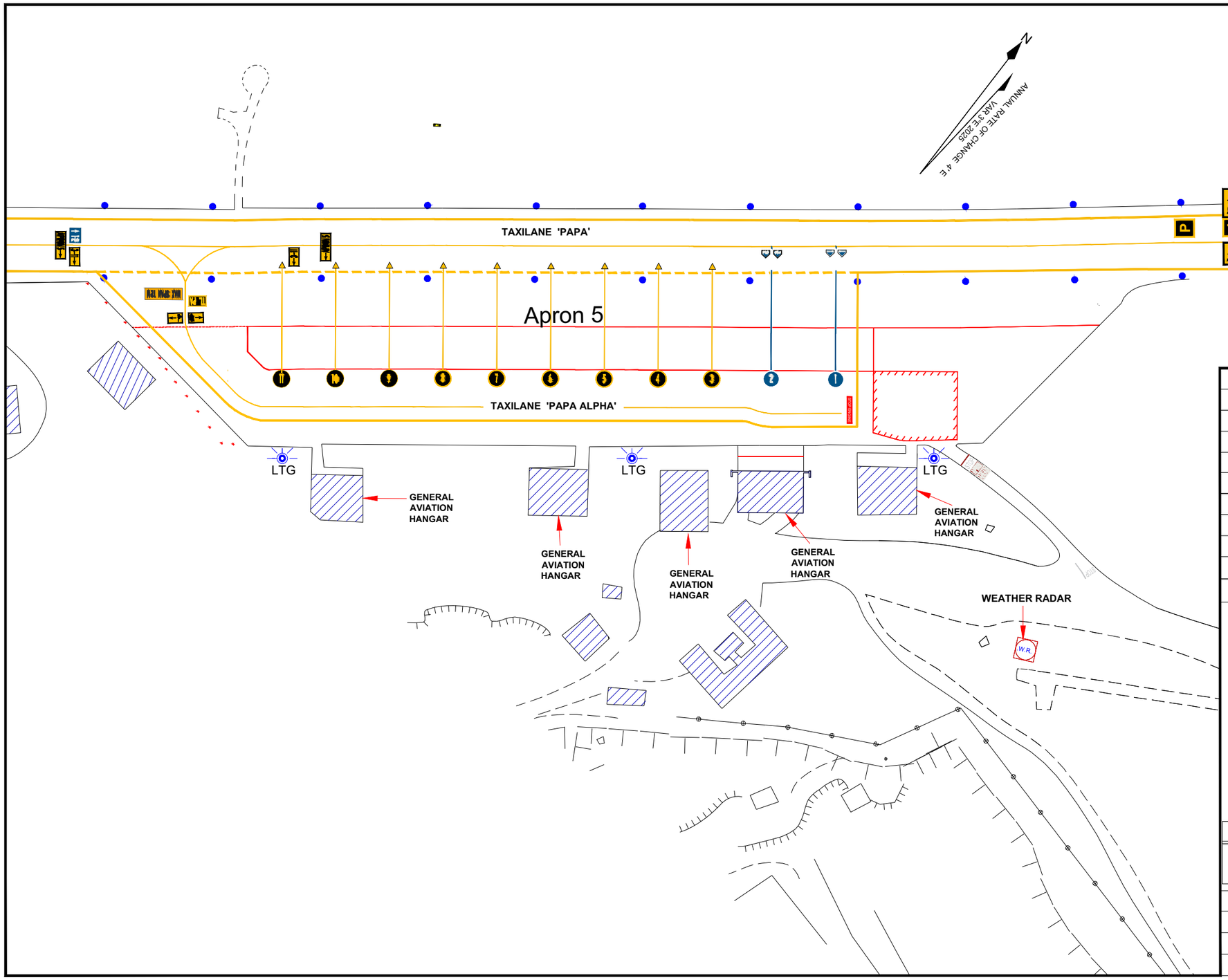
AIRCRAFT PARKING CHART - ICAO (APRON 5)

ARP 35°51'27" N 14°28'39" E

ELEV 281 feet

TWR	135.105
GROUND	121.605

MALTA / LUQA



LEGEND	
PARKING LIMIT LINE	
APRON/TXY EDGE LINES	
TERMINAL AREA RADAR	
WEATHER RADAR	W.R.
BUILDING OR STRUCTURE	
TAXIWAY EDGE RETRO-REFLECTIVE MARKER	
TAXIWAY EDGE LIGHT	
APRON FLOODLIGHTING	
HAND POSITIONING OF AIRCRAFT ONLY	

NOTES

1) Code C aircraft up to 36m wingspan are permitted to taxi along Taxiway PAPA.
2) Section of Taxiway Papa along Apron 5 is designated as a Taxilane.
3) Retro-Reflective markers are available along the edges of Taxiway Papa.
4) Taxilane Papa Alpha is bi-directional. Aircraft to proceed via the West entrance.
5) Aircraft assigned to Stands 1 & 2 shall enter stand directly from Taxilane Papa on own power.
6) Aircraft shall be manually towed on Apron 5 Stands 1 & 2 between the red lines, facing Taxilane Papa before an engine start-up request.
7) Aircraft crew shall apply minimum brake away thrust when taxiing out of stand.
8) Departures shall request clearance delivery, start-up and taxi clearance with LUQA GROUND.

USEFUL NUMBERS

MIA AERODROME OPS. UNIT:	(+356) 2369 6300
FIRE WATCH ROOM:	(+356) 2369 5378

STAND SIZES

Stand No.	Max. Wing Span	Max. Length
1-2	15m	12m
3-11	12m	12m

Drawing Office ref: AD 2-LMML-APDC-APN5 - 1

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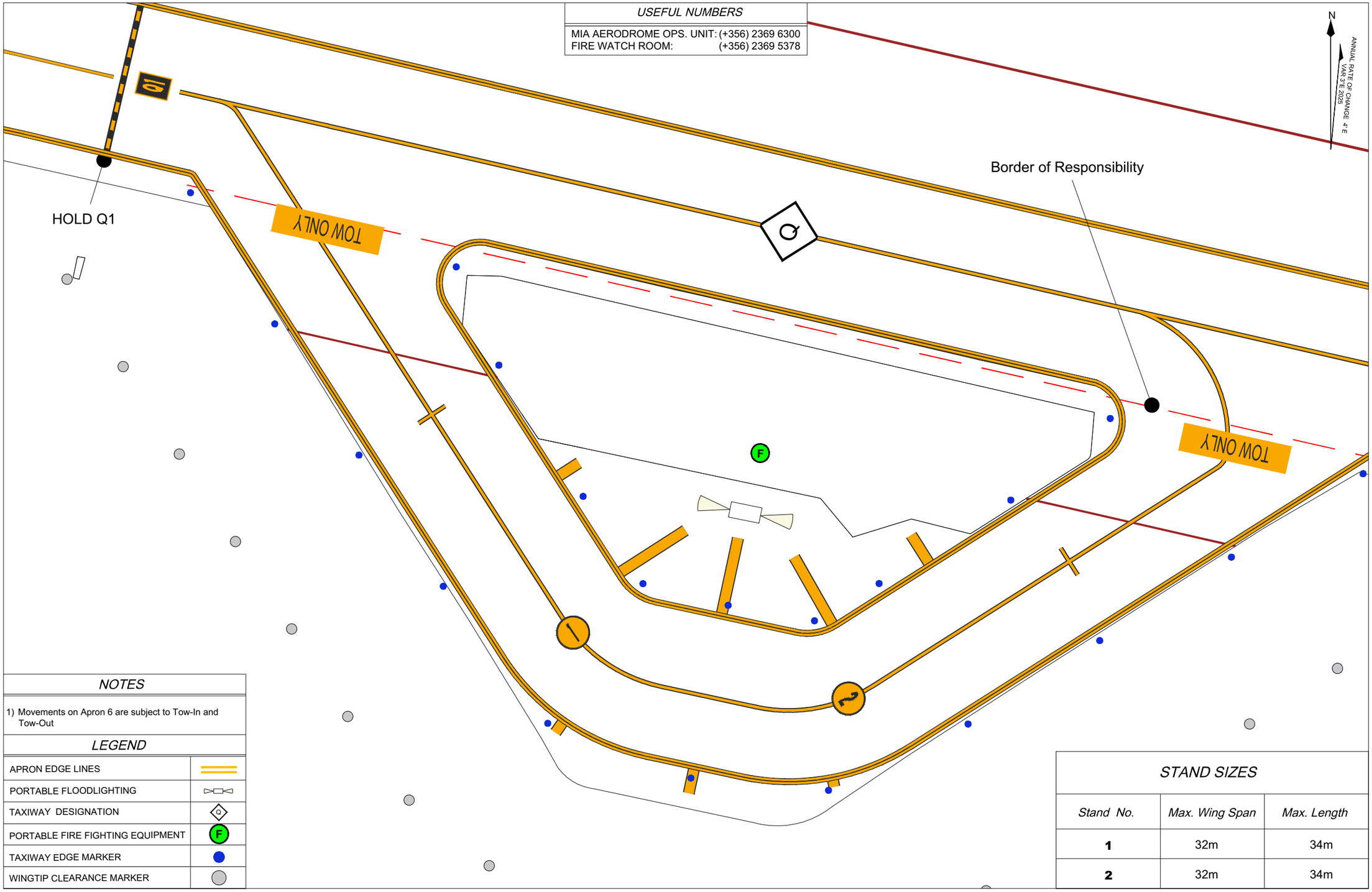
AIRCRAFT PARKING CHART - ICAO (APRON 6)

ARP 35°51'27" N 14°28'39" E

ELEV 265 feet

TWR	135.105
GROUND	121.605

MALTA / LUQA



NOTES

1) Movements on Apron 6 are subject to Tow-In and Tow-Out

LEGEND

APRON EDGE LINES	
PORTABLE FLOODLIGHTING	
TAXIWAY DESIGNATION	
PORTABLE FIRE FIGHTING EQUIPMENT	F
TAXIWAY EDGE MARKER	
WINGTIP CLEARANCE MARKER	

STAND SIZES

Stand No.	Max. Wing Span	Max. Length
1	32m	34m
2	32m	34m

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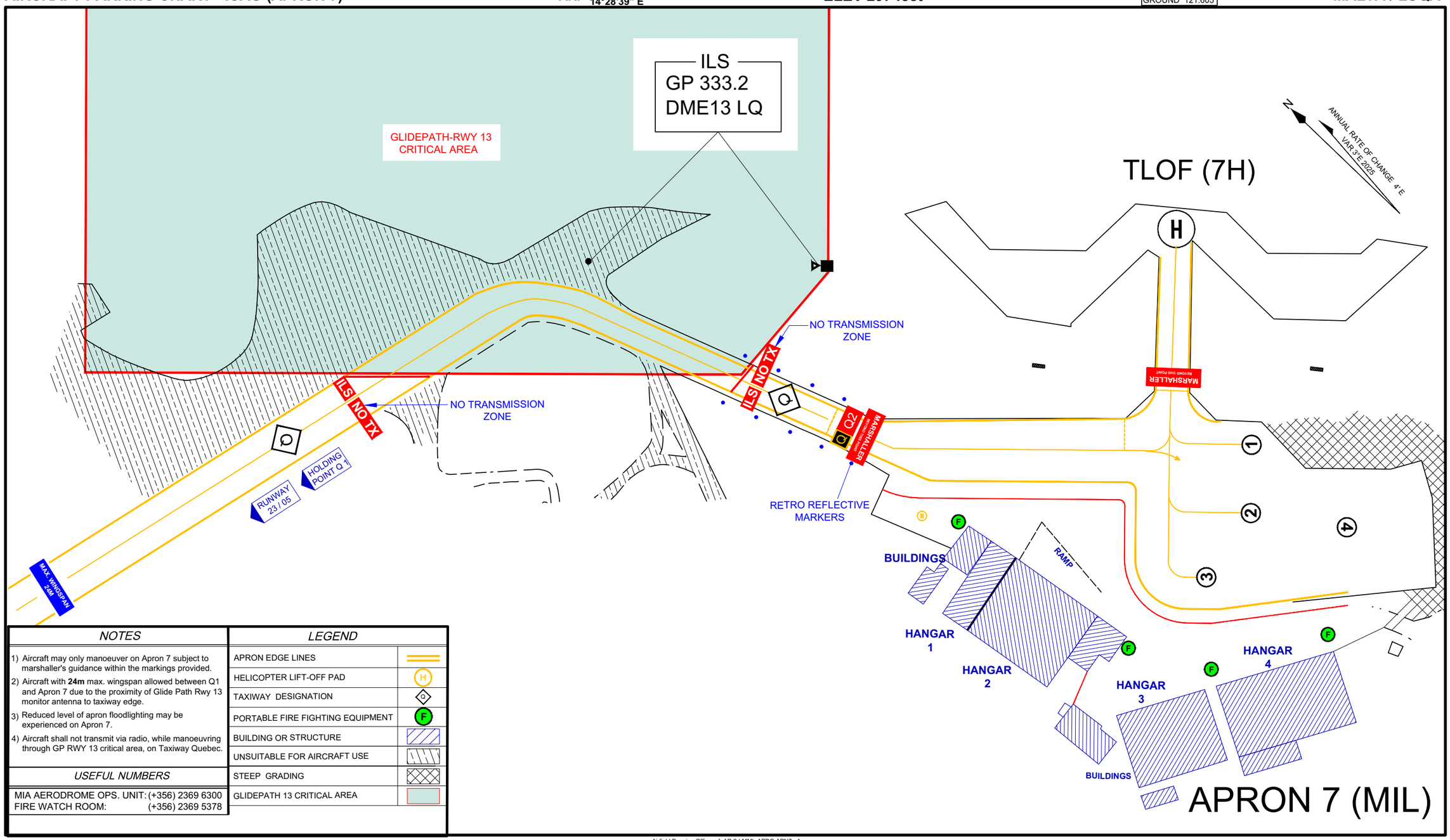
AIRCRAFT PARKING CHART - ICAO (APRON 7)

ARP 35°51'27" N 14°28'39" E

ELEV 297 feet

TWR	135.105
GROUND	121.605

MALTA / LUQA



NOTES
1) Aircraft may only manoeuver on Apron 7 subject to marshaller's guidance within the markings provided.
2) Aircraft with **24m** max. wingspan allowed between Q1 and Apron 7 due to the proximity of Glide Path Rwy 13 monitor antenna to taxiway edge.
3) Reduced level of apron floodlighting may be experienced on Apron 7.
4) Aircraft shall not transmit via radio, while manoeuvring through GP RWY 13 critical area, on Taxiway Quebec.

USEFUL NUMBERS	
MIA AERODROME OPS. UNIT:	(+356) 2369 6300
FIRE WATCH ROOM:	(+356) 2369 5378

LEGEND	
APRON EDGE LINES	
HELICOPTER LIFT-OFF PAD	H
TAXIWAY DESIGNATION	Q
PORTABLE FIRE FIGHTING EQUIPMENT	F
BUILDING OR STRUCTURE	
UNSUITABLE FOR AIRCRAFT USE	
STEEP GRADING	
GLIDEPATH 13 CRITICAL AREA	

Airfield Drawing Office ref: AD 2-LMML-APDC-APN7 - 1
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Technical Services Division

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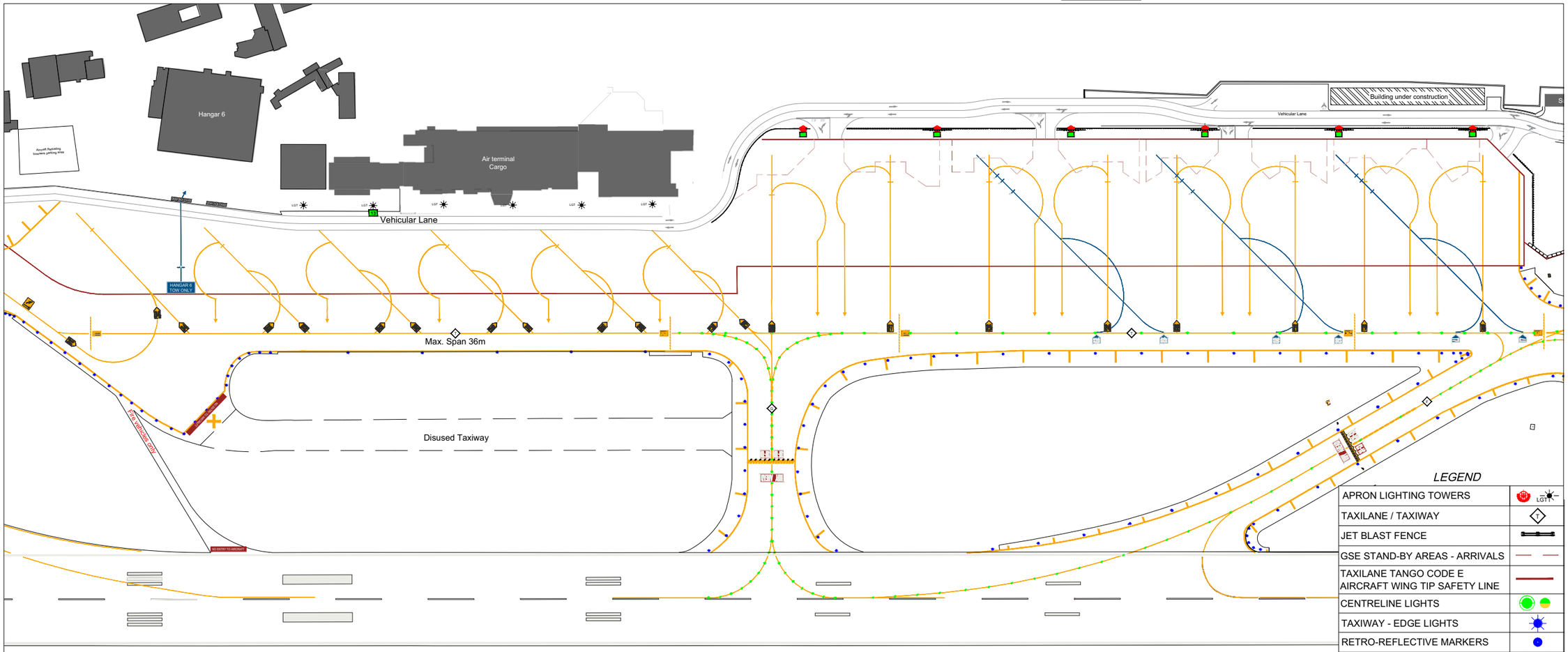
AIRCRAFT PARKING CHART - ICAO (APRON 8)

ARP 35°51'27" N 14°28'39" E

ELEV 250 feet

TWR	135.105
GROUND	121.605

MALTA / LUQA



NOTES

1) Pilots taxiing out of Apron **8 Stands 29-34** are to use ***caution*** to reduce the effects of jet blast because of marginal distances from ground vehicles and equipment.

2) Maximum span **36m** on Taxiway T between Stands **29** to **33**.

3) Reduced levels of apron lighting may be experienced on Stand 34.

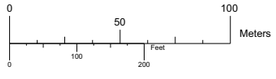
4) All aircraft to apply a minimum of 55° nose-gear angle on power turn-out from all stands.

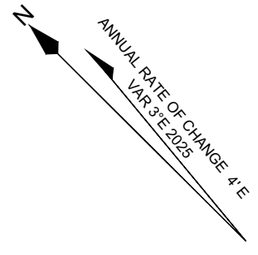
5) Aircraft movements to / from Hangar No.6 only allowed on tow and under guidance of aircraft wingtip marshallers.

6) Aircraft entering or leaving all stands under own power are to do so under guidance of aircraft marshallers.

7) Aircraft up to Code D allowed to manoeuvre on Taxiways HN and HS when another aircraft is holding on Hold H.

8) Departures shall request clearance delivery, start-up and taxi clearance with LUQA GROUND





LEGEND

APRON LIGHTING TOWERS	
TAXILANE / TAXIWAY	
JET BLAST FENCE	
GSE STAND-BY AREAS - ARRIVALS	
TAXILANE TANGO CODE E AIRCRAFT WING TIP SAFETY LINE	
CENTRELINE LIGHTS	
TAXIWAY - EDGE LIGHTS	
RETRO-REFLECTIVE MARKERS	
PORTABLE FIRE-FIGHTING EQUIPMENT	12

STAND SIZES

Stand No.	*Max. Wing Span*	*Max. Length*	*Stands Closed*
17	64.9m	76m	18, 19, 21
18	36m	45m	17
19	36m	45m	17
20	64.9m	76m	21, 22, 24
21	36m	45m	17,20
22	36m	45m	20
23	64.9m	76m	24, 25, 27
24	36m	45m	20, 23
25	36m	45m	23
26	Unassigned		
27	36m	45m	23
28	36m	45m	NIL
29	36m	40m	NIL
30	36m	40m	NIL
31	36m	40m	NIL
32	36m	40m	NIL
33	36m	40m	NIL
34	51m	48m	NIL

Drawing Office ref: AD 2-LMML-APDC-APN8 - 1
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AIRCRAFT PARKING CHART - ICAO (APRON 9)

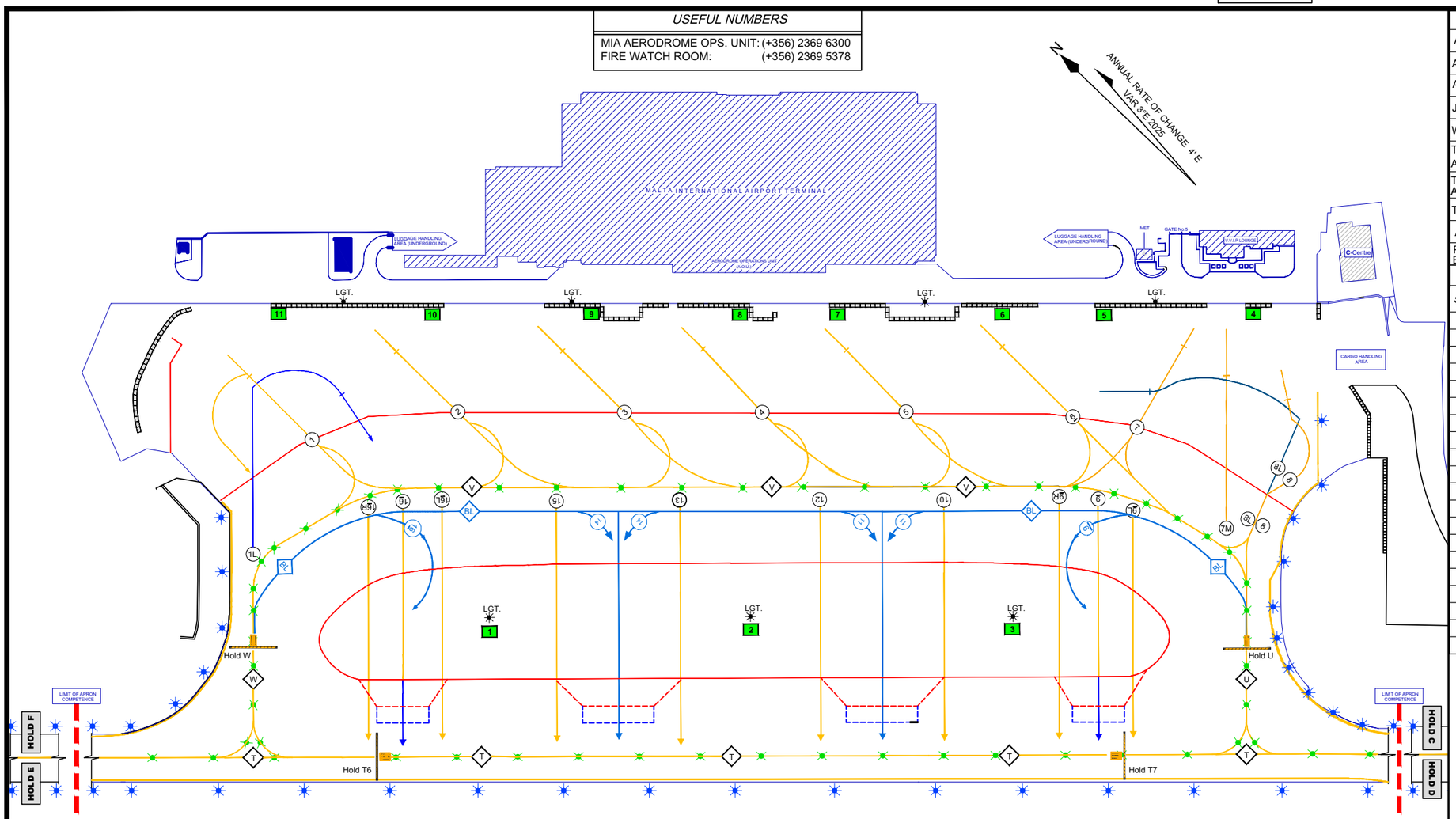
ARP 35°51'27" N 14°28'39" E

ELEV 239 feet

TWR	135.105
GROUND	121.605

MALTA / LUQA

USEFUL NUMBERS	
MIA AERODROME OPS. UNIT:	(+356) 2369 6300
FIRE WATCH ROOM:	(+356) 2369 5378



LEGEND

APRON LIGHTING TOWERS	LGT.
AIRCRAFT STAND NUMBER	8
AIRCRAFT STAND TAXILANE	V
JET BLAST BARRIER	
WING TIP SAFTEY LINE	
TAXILANE TANGO CODE C AIRCRAFT WING TIP SAFETY LINE	
TAXILANE TANGO CODE B AIRCRAFT WING TIP SAFTEY LINE	
TAXILANE CENTRELINE LIGHTS	
APRON - EDGE LIGHTS	
PORTABLE FIRE-FIGHTING EQUIPMENT	1

STAND SIZES

Stand No.	Max. Wing Span	Max. Length	Stands Closed
1	36m	45m	1L
1L	61m	72m	1 and 2
2	36m	40m	1L
3 to 6	36m	40m	NIL
7	36m	45m	7M and 8L
7M	44m	47m	7, 8 and 8L
8	36m	45m	7M and 8L
8L	61m	72m	7, 7M and 8
9	61m	65m	9L, 9R
9L	20m	35m	9
9R	30m	38m	9
10	52m	56m	11
11	74m	77m	10, 12
12	52m	56m	11
13	52m	56m	14
14	74m	77m	13, 15
15	52m	56m	14
16	65m	70m	16L, 16R
16L	30m	38m	16
16R	20m	35m	16

NOTES

1) Aircraft to apply a min. of **55°** nose-gear angle on power turn-out on exiting Stands **1, 1L, 2 to 8** and **8L** to maintain wingtip clearances.
2) Stands **1L, 8L, 11 and 14** to be used only by aircraft with wing-span greater than 52m.
3) **Taxilane BL** limited to use by Code E and F aircraft proceeding to Stands **9, 11, 14 and 16**. **Taxilane BL** markings are shown in blue.
4) No aircraft shall be positioned on any of Stands **9 - 16** located along the taxi route prior to the use of **Taxilane BL**.
5) Code **E and F** aircraft taxiing to Stands **9, 11, 14** and **16** must be guided by a **FOLLOW-ME** vehicle
6) Code **E** aircraft are permitted to taxi unrestricted on Taxilane Tango provided that no Code **E** or Code **F** aircraft are parked on Stands **9, 11, 14** and **16**.
7) Aircraft not exceeding Code **C** may taxi along **Taxilane Tango** provided that aircraft on Stands **9, 11, 14** and **16** do not exceed the Code **C** wing-tip safety lines.
8) Aircraft not exceeding Code **B** may taxi along **Taxilane Tango** provided that aircraft on Stands **9, 11, 14** and **16** do not exceed the Code **B** wing-tip safety lines.
9) Code **E** aircraft up to **61m** wing-span proceeding to Stands **1L** and **8L**, are to exercise caution due to reduced wing-tip clearance while taxiing via **Taxilanes Whiskey and Uniform** respectively.
10) Code **E and F** aircraft proceeding to Stands **9**, **11**, **14** and **16** are to exercise caution due to reduced wing-tip clearance while taxiing via **Taxilanes Whisky and Uniform**.
11) Code **E and F** aircraft not permitted on **Taxilane Victor**.
12) Aircraft entering or leaving all stands under own power shall do so under the guidance of aircraft marshallers.
13) Taxiways Charlie, Delta, Echo and Foxtrot design specifications do not qualify as rapid exit taxiways.
14) Departures shall request clearance delivery, start-up and taxi clearance with **LUQA GROUND**.

Drawing Office ref: AD 2-LMML-APDC-APN9 - 1
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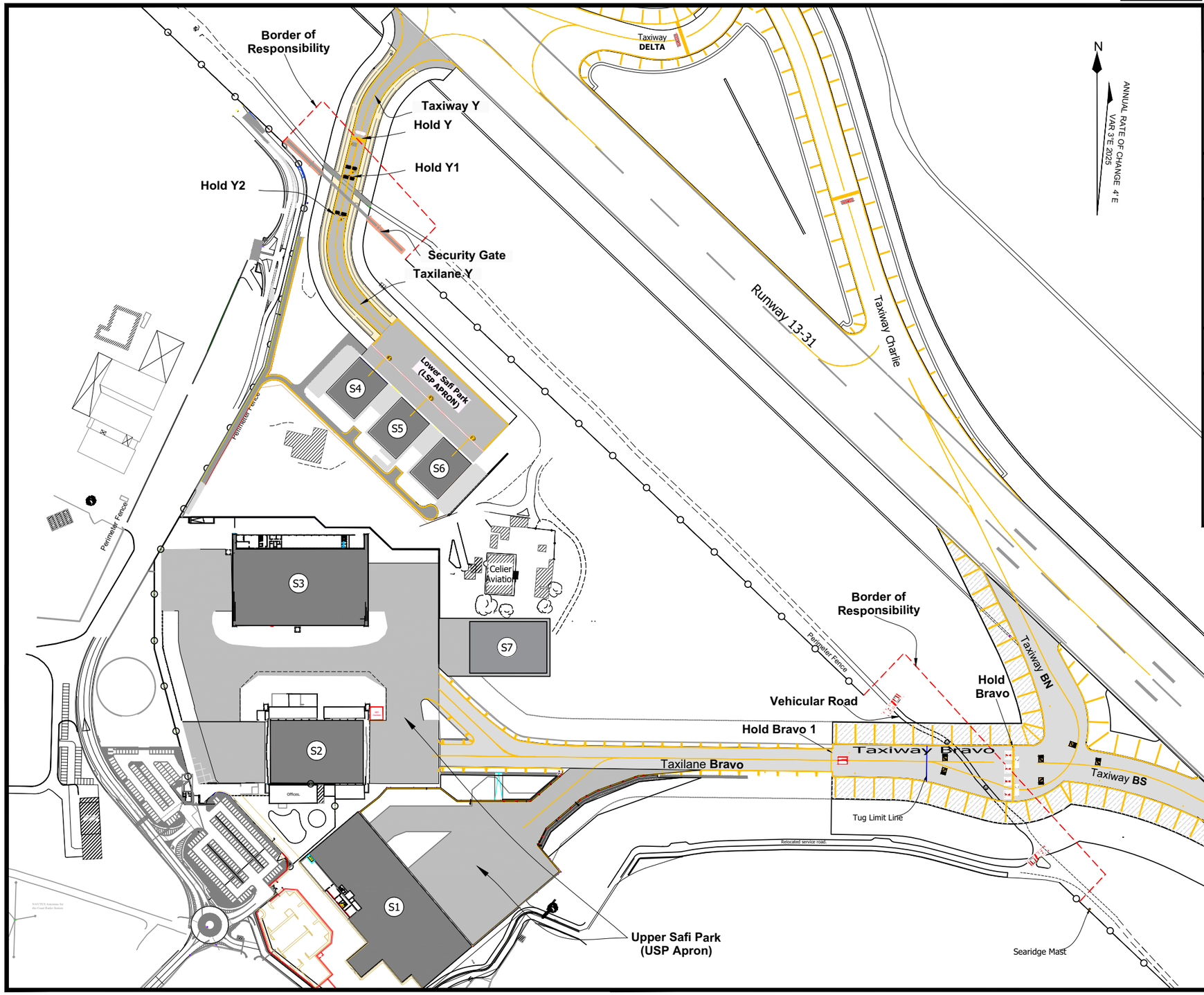
AIRCRAFT PARKING CHART - ICAO SAP (LSP / USP APRONS)

ARP 35° 51' 27" N 14° 28' 39" E

ELEV 297 feet

TWR	135.105
GROUND	121.605

MALTA / LUQA



LSP/USP Apron Management

1. The EASA LMML Aerodrome Certificate limit line is delineated by 'Border of Responsibility' which excludes the area designated as SAP (LSP & USP).
2. Aircraft operators who intend to operate within LSP/USP movement areas shall ensure that immigration, customs, and security regulations are complied with.
3. Operational procedures within LSP/USP are the responsibility of the facility management and aircraft operators shall ensure observance accordingly.

NOTES - LSP

1. Taxiway/Taxilane Y available up to Code B aircraft.
2. Aircraft to report Runway vacated at Hold Y1.
3. Aircraft shall request clearance delivery and start-up with LUQA GROUND at Hold Y2.
4. Aircraft positioned between Hold Y and LSP are not within line of sight of the ATC Tower.
5. Helicopters are not allowed to lift-off/land directly from/to LSP but may hover-taxi to Hold Y2 when exiting/entering facility.
6. Caution shall be exercised due to vehicular traffic crossing Taxilane Y.
7. Aircraft entering/exiting LSP shall exercise caution due to gate located between Hold Y1 and Hold Y2.

NOTES - USP

1. Taxiway Bravo is available up to Code F aircraft.
2. Taxilane Bravo between Hold B and Hold B1 is available up to Code F aircraft.
3. Aircraft to report Runway vacated at Hold B1.
4. Aircraft shall request clearance delivery and start-up with LUQA GROUND at Hold B.
5. Aircraft positioned between Hold B and USP are not within the line of sight of ATC Tower.
6. Caution shall be exercised due to vehicular traffic crossing Taxilane B.
7. Helicopters are not allowed to lift-off/land directly from/to USP but may hover-taxi to Hold B when exiting/entering facility.
8. Apply caution in positioning aircraft at Hold B1 and Hold B due to sustained gradient on Taxiway B, falling towards Runway 13/31.

USEFUL NUMBERS	
MIA AERODROME OPS. UNIT:	(+356) 2369 6300
FIRE WATCH ROOM:	(+356) 2369 5378

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AIRCRAFT PARKING CHART - ICAO (APRON EEM)

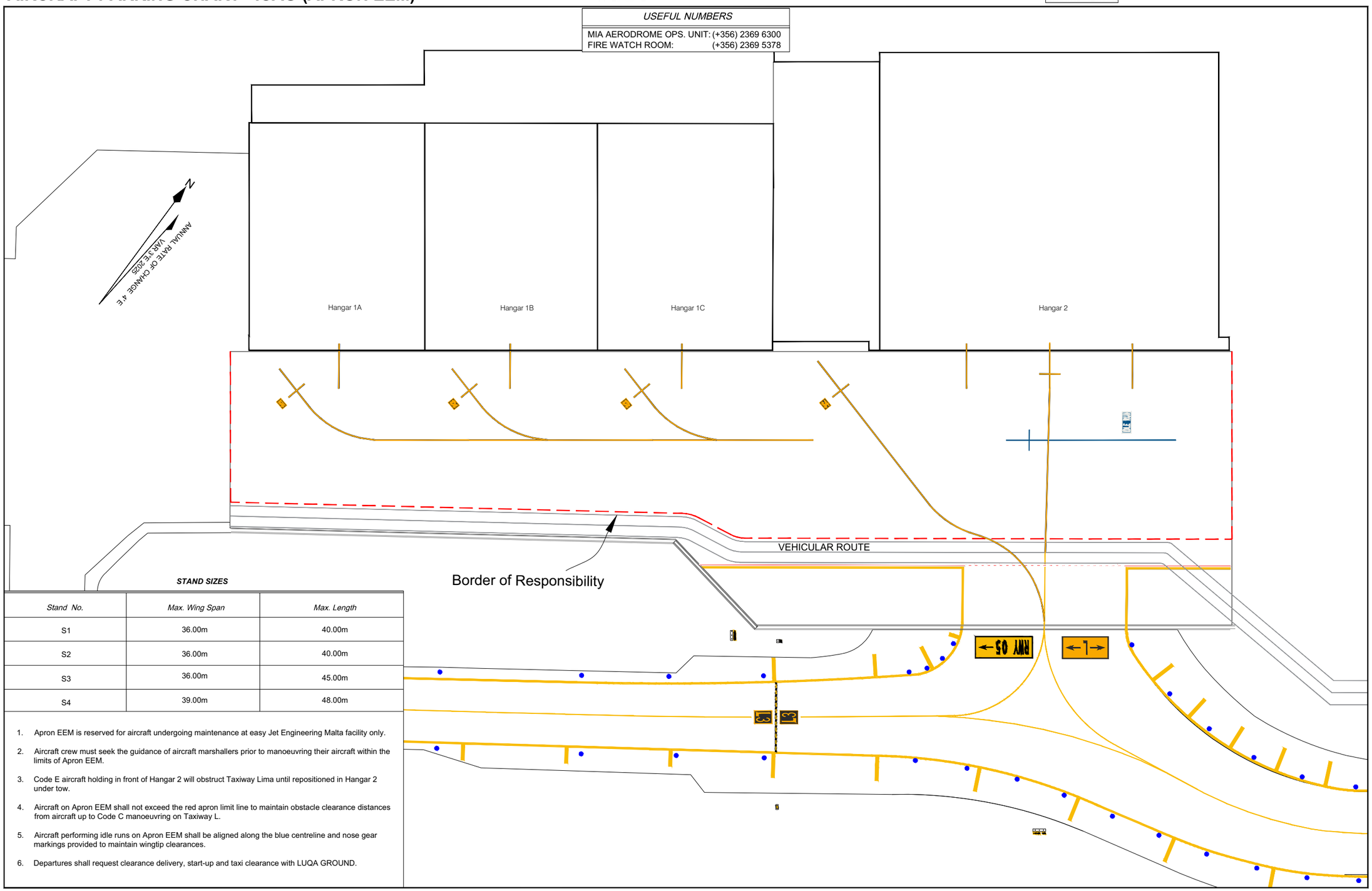
ARP 35° 51' 27" N 14° 28' 39" E

ELEV 269 feet

TWR	135.105
GROUND	121.605

MALTA / LUQA

USEFUL NUMBERS	
MIA AERODROME OPS. UNIT:	(+356) 2369 6300
FIRE WATCH ROOM:	(+356) 2369 5378



STAND SIZES

Stand No.	*Max. Wing Span*	*Max. Length*
S1	36.00m	40.00m
S2	36.00m	40.00m
S3	36.00m	45.00m
S4	39.00m	48.00m

1. Apron EEM is reserved for aircraft undergoing maintenance at easy Jet Engineering Malta facility only.
2. Aircraft crew must seek the guidance of aircraft marshallers prior to manoeuvring their aircraft within the limits of Apron EEM.
3. Code E aircraft holding in front of Hangar 2 will obstruct Taxiway Lima until repositioned in Hangar 2 under tow.
4. Aircraft on Apron EEM shall not exceed the red apron limit line to maintain obstacle clearance distances from aircraft up to Code C manoeuvring on Taxiway L.
5. Aircraft performing idle runs on Apron EEM shall be aligned along the blue centreline and nose gear markings provided to maintain wingtip clearances.
6. Departures shall request clearance delivery, start-up and taxi clearance with LUQA GROUND.

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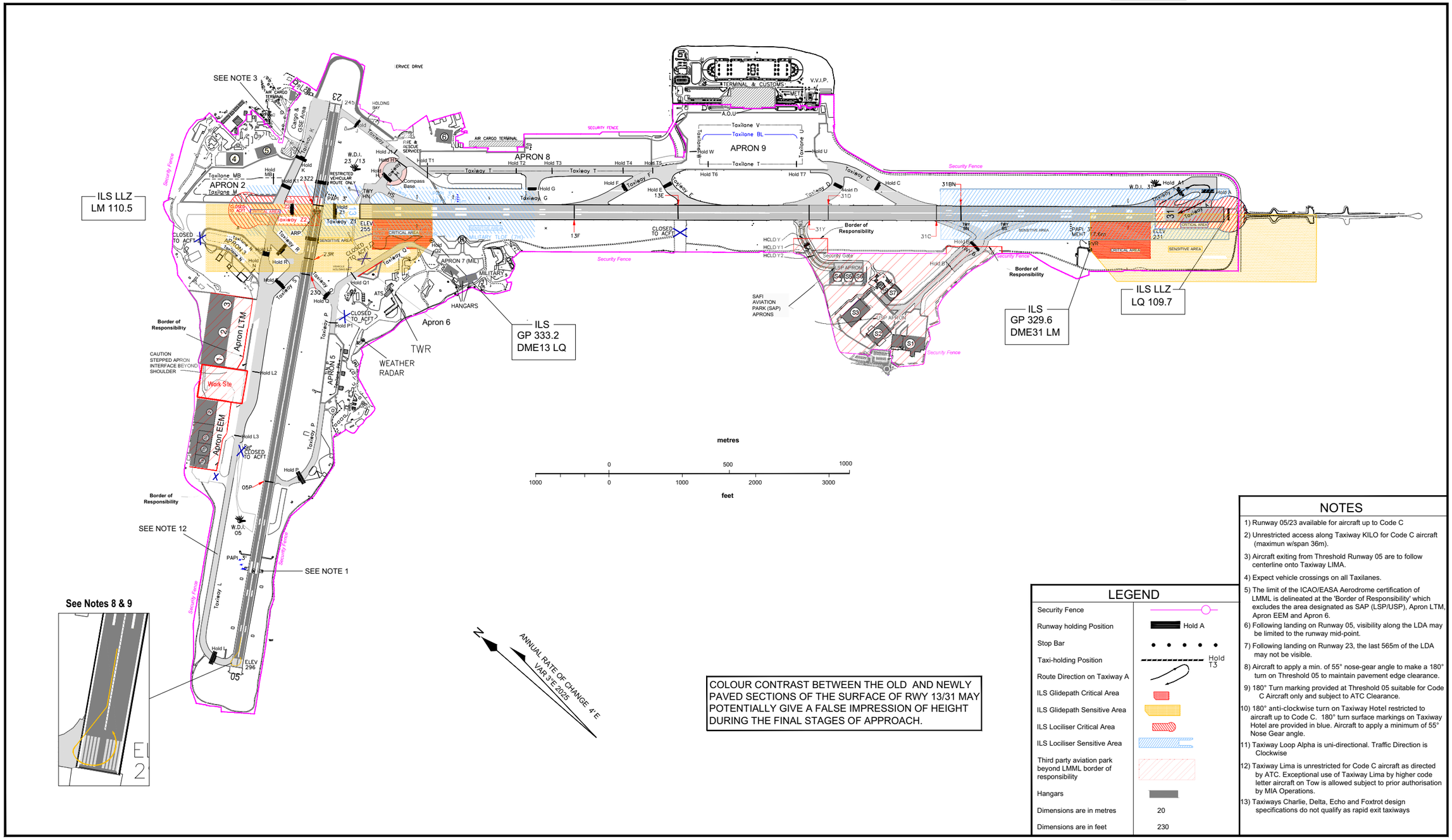
AERODROME GROUND MOVEMENT CHART - ICAO

ARP 35°51'27" N 14°28'39" E

ELEV 297 feet

TWR 135.105
GROUND 121.605

MALTA / LUQA



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 APPROACH.

LEGEND

Security Fence	
Runway holding Position	Hold A
Stop Bar	
Taxi-holding Position	Hold T3
Route Direction on Taxiway A	
ILS Glidepath Critical Area	
ILS Glidepath Sensitive Area	
ILS Localiser Critical Area	
ILS Localiser Sensitive Area	
Third party aviation park beyond LMML border of responsibility	
Hangars	
Dimensions are in metres	20
Dimensions are in feet	230

NOTES

1) Runway 05/23 available for aircraft up to Code C
2) Unrestricted access along Taxiway KILO for Code C aircraft (maximun w/span 36m).
3) Aircraft exiting from Threshold Runway 05 are to follow centerline onto Taxiway LIMA.
4) Expect vehicle crossings on all Taxilanes.
5) The limit of the ICAO/EASA Aerodrome certification of LMML is delineated at the 'Border of Responsibility' which excludes the area designated as SAP (LSP/USP), Apron LTM, Apron EEM and Apron 6.
6) Following landing on Runway 05, visibility along the LDA may be limited to the runway mid-point.
7) Following landing on Runway 23, the last 565m of the LDA may not be visible.
8) Aircraft to apply a min. of 55° nose-gear angle to make a 180° turn on Threshold 05 to maintain pavement edge clearance.
9) 180° Turn marking provided at Threshold 05 suitable for Code C Aircraft only and subject to ATC Clearance.
10) 180° anti-clockwise turn on Taxiway Hotel restricted to aircraft up to Code C. 180° turn surface markings on Taxiway Hotel are provided in blue. Aircraft to apply a minimum of 55° Nose Gear angle.
11) Taxiway Loop Alpha is uni-directional. Traffic Direction is Clockwise
12) Taxiway Lima is unrestricted for Code C aircraft as directed by ATC. Exceptional use of Taxiway Lima by higher code letter aircraft on Tow is allowed subject to prior authorisation by MIA Operations.
13) Taxiways Charlie, Delta, Echo and Foxtrot design specifications do not qualify as rapid exit taxiways

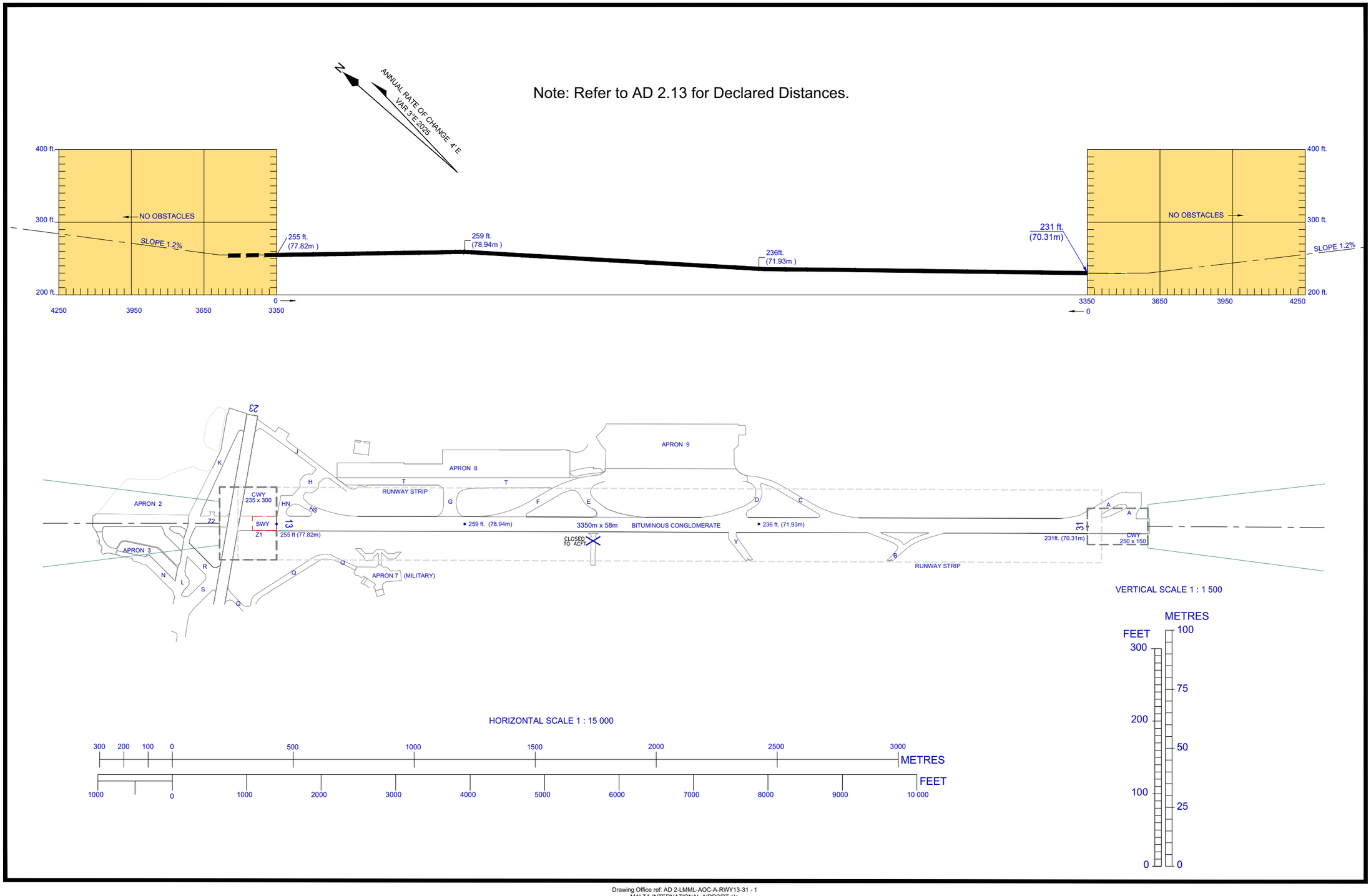
Drawing Office ref: AD 2-LMML-AGMC - 1
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HORIZONTAL DIMENSIONS IN METRES - ELEVATIONS IN FEET.

AERODROME OBSTACLE CHART - ICAO TYPE A (Operating Limitations) Runway 13 - 31

MALTA / LUQA



Drawing Office ref: AD 2-LMML-AOC-A-RWY13-31 - 1
MALTA INTERNATIONAL AIRPORT plc

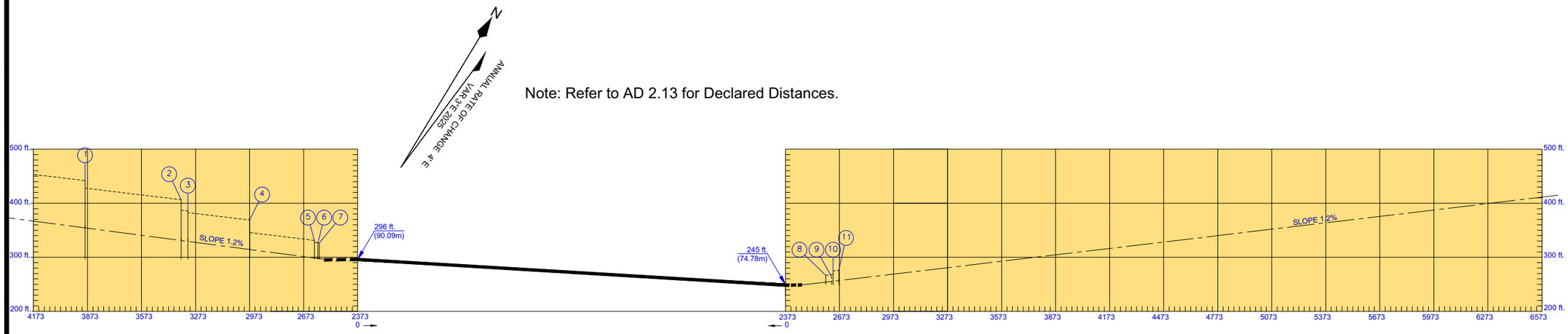
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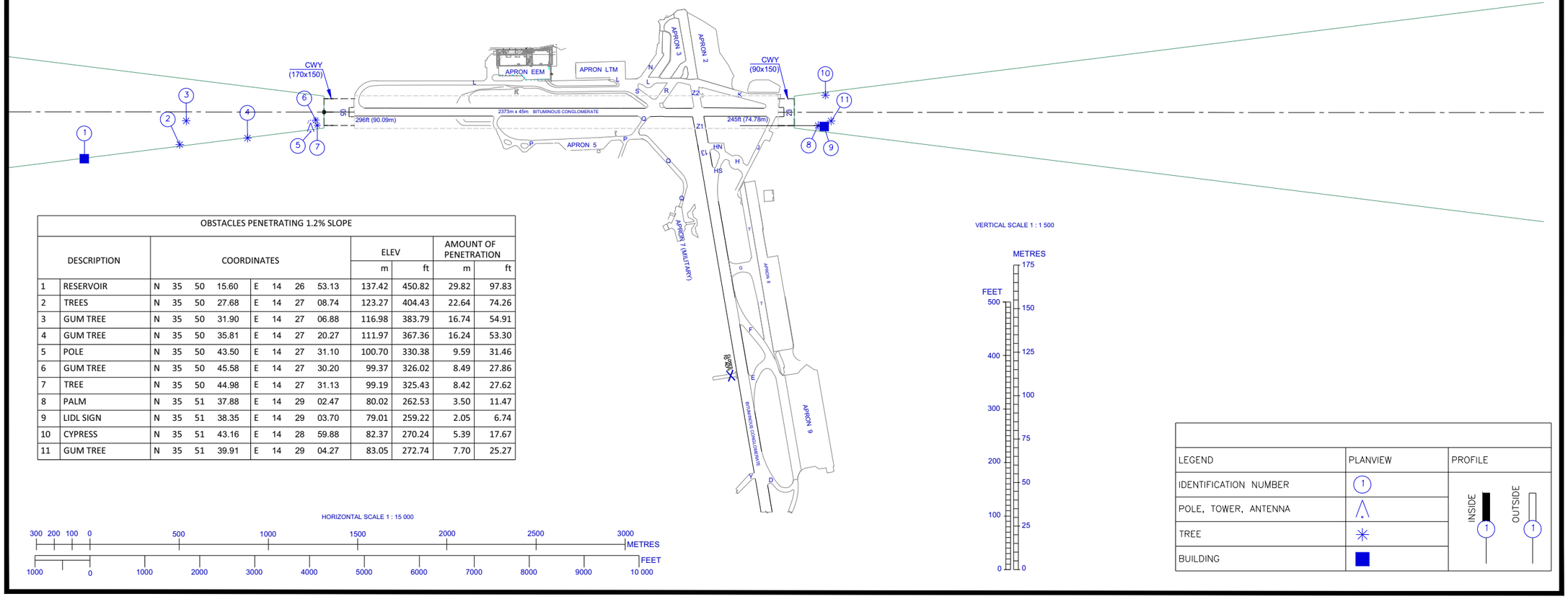
HORIZONTAL DIMENSIONS IN METRES - ELEVATIONS IN FEET.

AERODROME OBSTACLE CHART - ICAO TYPE A (Operating Limitations) Runway 05 - 23

MALTA / LUQA

Note: Refer to AD 2.13 for Declared Distances.





OBSTACLES PENETRATING 1.2% SLOPE											
DESCRIPTION		COORDINATES						ELEV		AMOUNT OF PENETRATION	
								m	ft	m	ft
1	RESERVOIR	N	35	50	15.60	E	14	26	53.13	137.42	450.82	29.82	97.83
2	TREES	N	35	50	27.68	E	14	27	08.74	123.27	404.43	22.64	74.26
3	GUM TREE	N	35	50	31.90	E	14	27	06.88	116.98	383.79	16.74	54.91
4	GUM TREE	N	35	50	35.81	E	14	27	20.27	111.97	367.36	16.24	53.30
5	POLE	N	35	50	43.50	E	14	27	31.10	100.70	330.38	9.59	31.46
6	GUM TREE	N	35	50	45.58	E	14	27	30.20	99.37	326.02	8.49	27.86
7	TREE	N	35	50	44.98	E	14	27	31.13	99.19	325.43	8.42	27.62
8	PALM	N	35	51	37.88	E	14	29	02.47	80.02	262.53	3.50	11.47
9	LIDL SIGN	N	35	51	38.35	E	14	29	03.70	79.01	259.22	2.05	6.74
10	CYPRESS	N	35	51	43.16	E	14	28	59.88	82.37	270.24	5.39	17.67
11	GUM TREE	N	35	51	39.91	E	14	29	04.27	83.05	272.74	7.70	25.27

HORIZONTAL SCALE 1 : 15 000

VERTICAL SCALE 1 : 1 500

LEGEND	PLANVIEW	PROFILE
IDENTIFICATION NUMBER	1	
POLE, TOWER, ANTENNA		
TREE		
BUILDING		

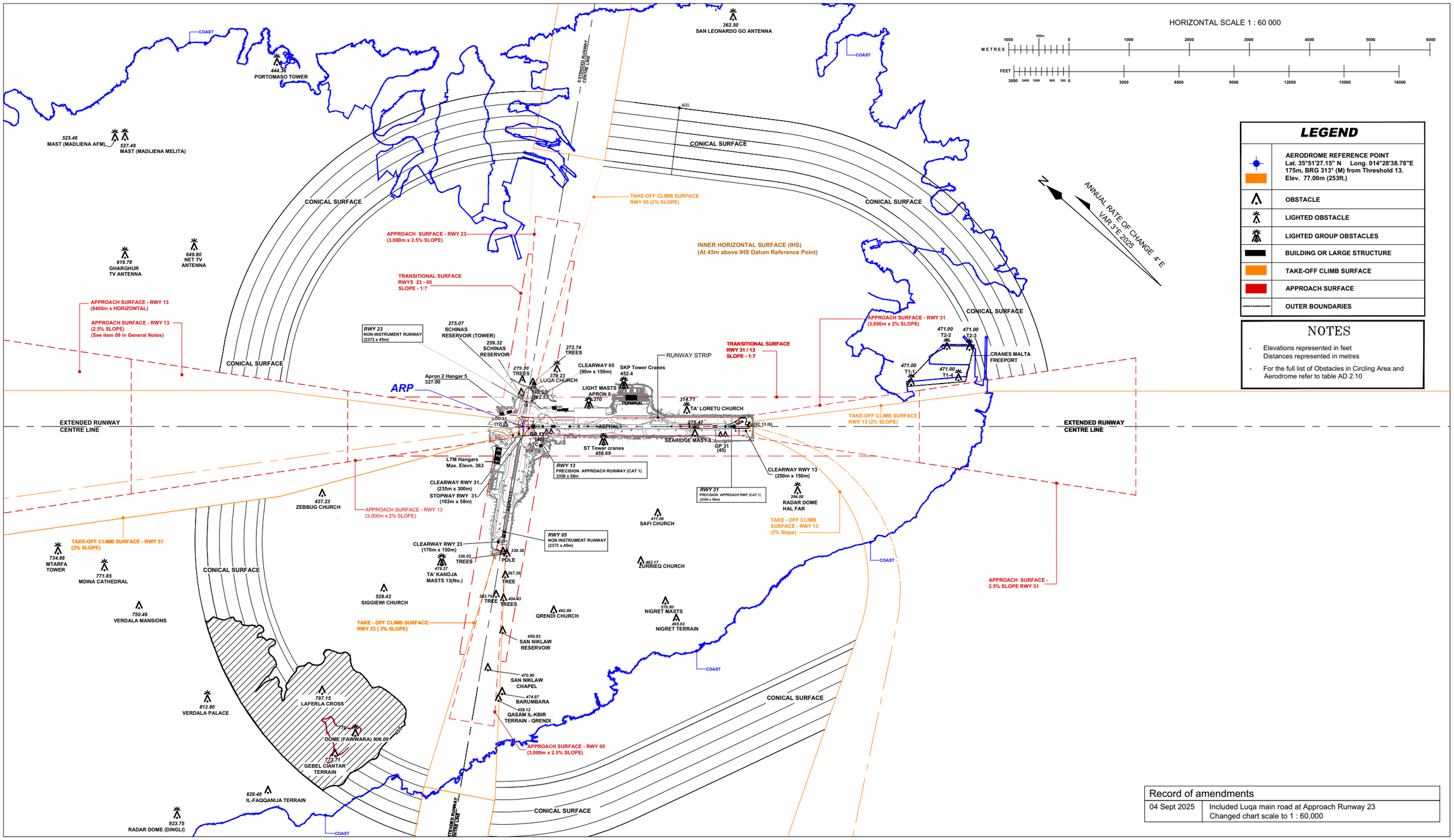
INSIDE 1 OUTSIDE 1

Drawing Office ref: AD 2-LMML-AOC-A-RWY23-05 - 1
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AERODROME OBSTACLE CHART - ICAO (TYPE B)

MALTA / LUQA



Record of amendments	
04 Sept 2025	Included Luqa main road at Approach Runway 23 Changed chart scale to 1 : 60,000

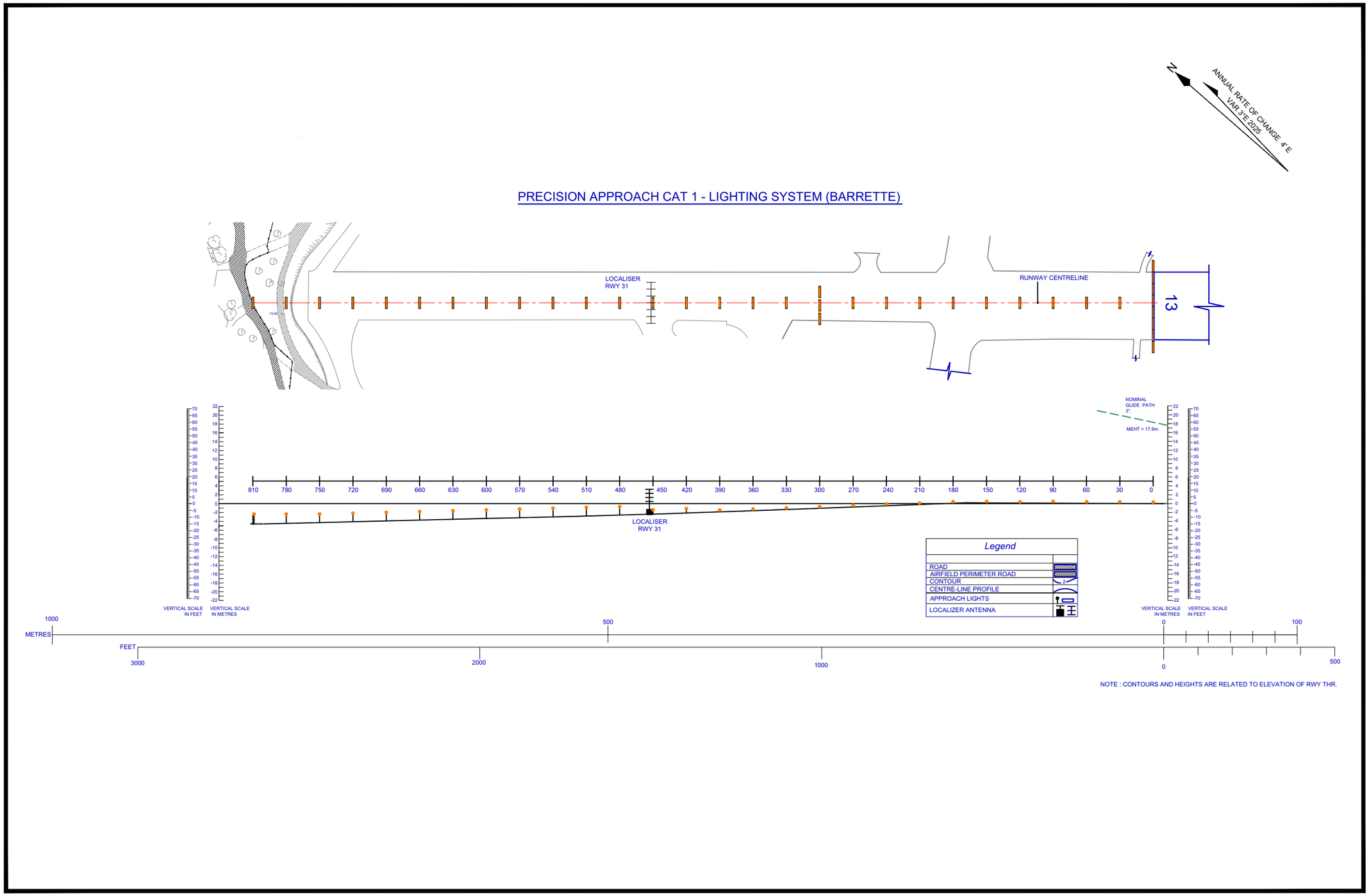
Drawing Office ref: AD 2-LMML-AOC-B - 1 MALTA INTERNATIONAL AIRPORT plc

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PRECISION APPROACH TERRAIN CHART - ICAO (RWY 13)

MALTA / LUQA

DISTANCES AND HEIGHTS IN METRES / FEET



NOTE : CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR.

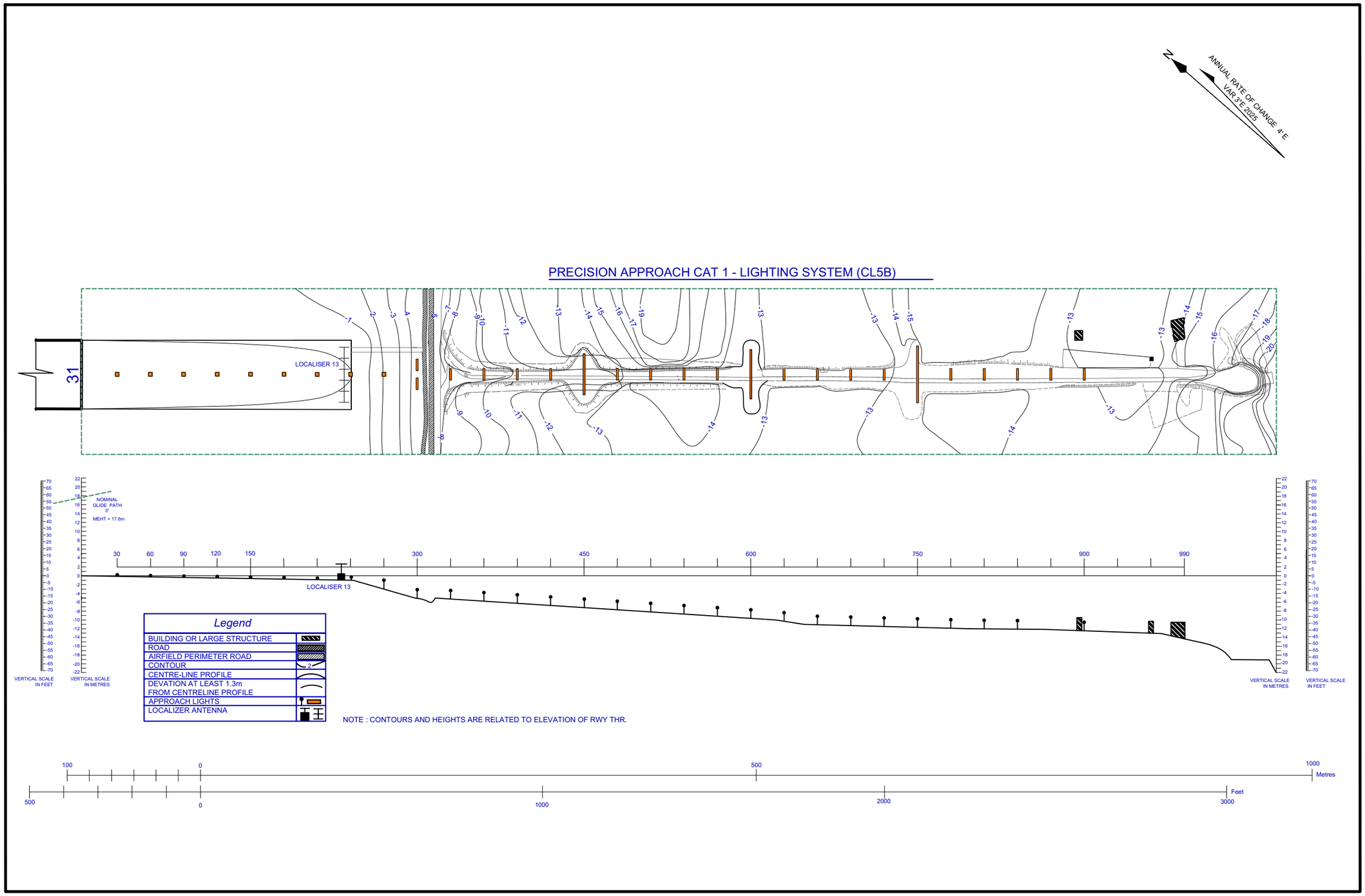
Drawing Office ref: AD 2-LMML-PATC13 - 1
MALTA INTERNATIONAL AIRPORT plc

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PRECISION APPROACH TERRAIN CHART - ICAO (RWY 31)

MALTA / LUQA

DISTANCES AND HEIGHTS IN METERS / FEET



Drawing Office ref: AD 2-LMML-PATC31 - 1
MALTA INTERNATIONAL AIRPORT plc

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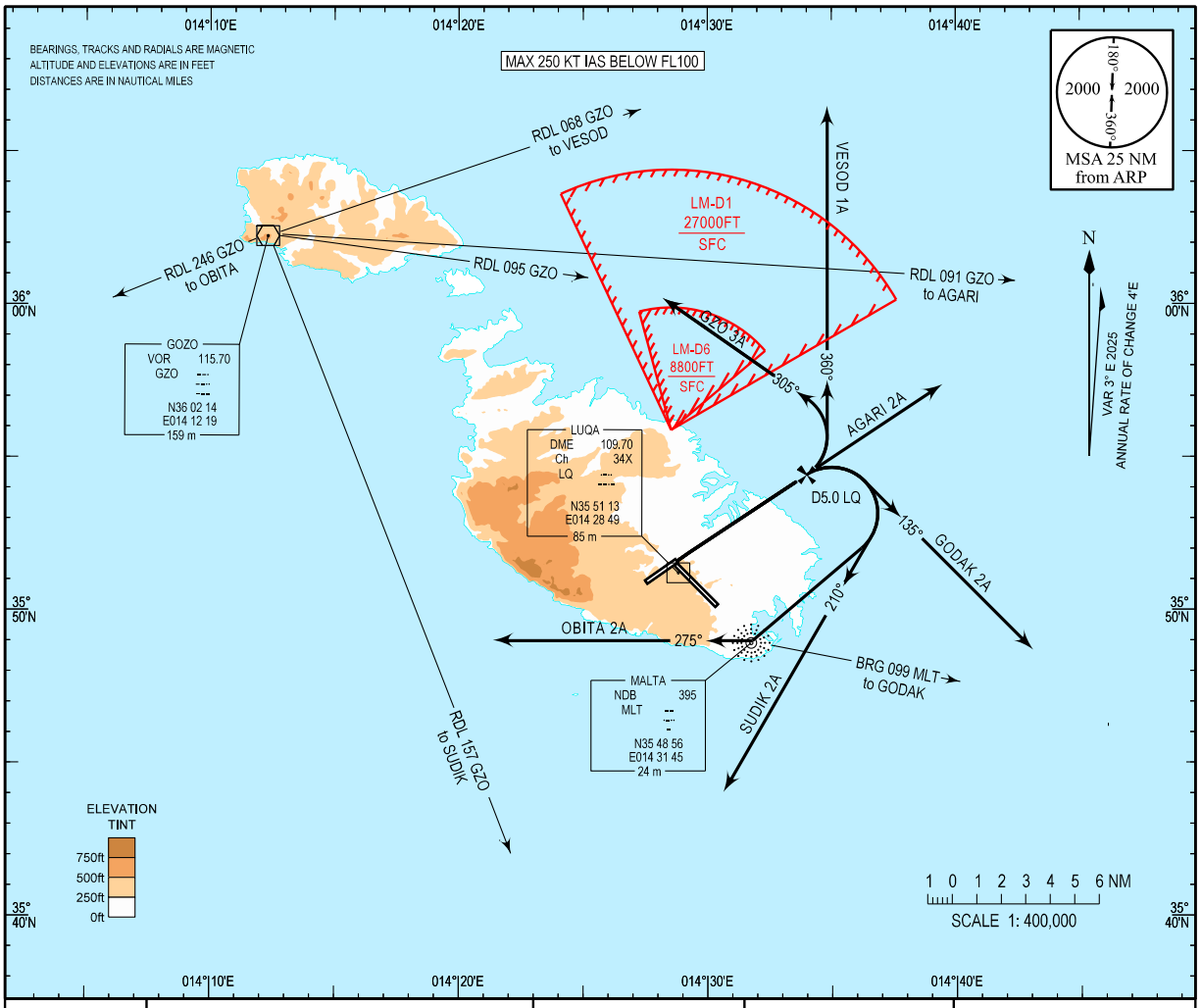
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 5000FT

GND	Luqa GND	121.605
TWR	Luqa TWR	135.105
APP	Luqa Radar	128.155
DEP ATIS	Luqa Information	127.005

LUQA (LMML)
RWY 05

AGARI 2A GODAK 2A
GZO 3A OBITA 2A
SUDIK 2A VESOD 1A



SID	ROUTING	INITIAL CLIMB	CONTACT	RESTRICTIONS
AGARI 2A	Straight ahead, intercept GZO R091 inbound to AGARI.	Climb to maintain ALT 5000 FT unless otherwise instructed by ATC.	Remain on TWR frequency until passing ALT 2000 FT, then contact Luqa Radar. Expect first CPDLC Data Link Authority to be LMMM	Cross LQ 5.0 DME at ALT 2500 FT or above. MAX 250 KT IAS below FL100
GODAK 2A	Straight ahead until LQ 5.0 DME, turn right, make a track of 135, intercept MLT BRG 099 inbound to GODAK.			
GZO 3A	Straight ahead until LQ 5.0 DME, turn left, make a track of 305, intercept GZO R095 inbound to GZO VOR.			
OBITA 2A	Straight ahead until LQ 5.0 DME, turn right inbound to MLT NDB, make a track of 275, intercept GZO R246 inbound to OBITA.			
SUDIK 2A	Straight ahead until LQ 5.0 DME, turn right, make a track of 210, intercept GZO R157 inbound to SUDIK.			
VESOD 1A	Straight ahead until LQ 5.0 DME, turn left, make a track of 360, intercept GZO R068 inbound to VESOD.			

Change: inserted note 'MAX 250 KT IAS BELOW FL100'

COMMUNICATION FAILURE PROCEDURE – RUNWAY 05

For outbound traffic operating under a SID from RWY 05:

If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations specified in the assigned Standard Instrument Departure Procedure as detailed in AD 2-LMML-SID05-1.

At LM 20 DME, adopt the appropriate procedures as set out in SERA.14083.

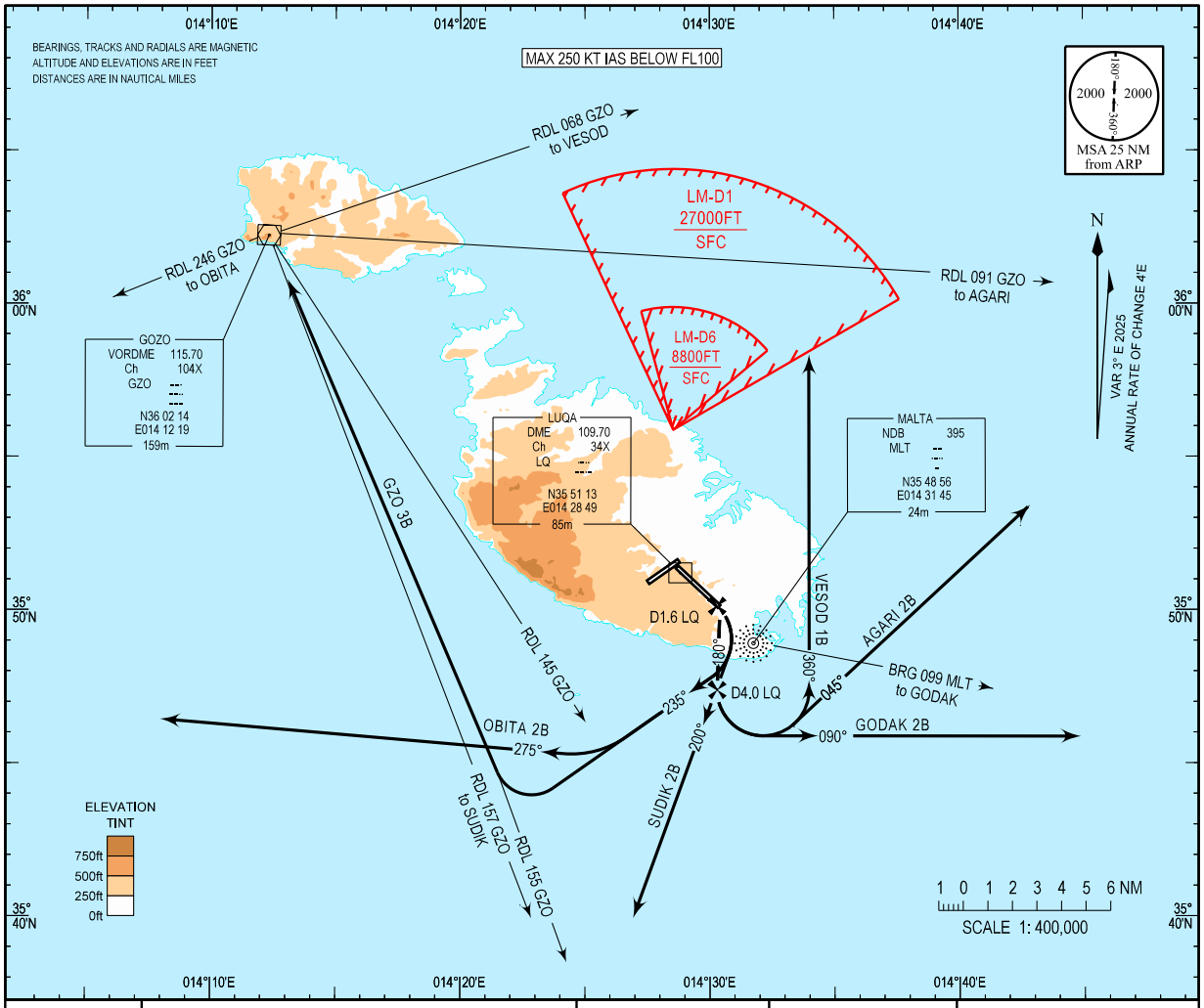
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 5000FT

GND	Luqa GND	121.605
TWR	Luqa TWR	135.105
APP	Luqa Radar	128.155
DEP ATIS	Luqa Information	127.005

LUQA (LMML)
RWY 13

AGARI 2B GODAK 2B
GZO 3B OBITA 2B
SUDIK 2B VESOD 1B



SID	ROUTING	INITIAL CLIMB	CONTACT	RESTRICTIONS
AGARI 2B	Straight ahead until LQ 1.6 DME, turn right, make a track of 180 until LQ 4.0 DME, turn left, make a track of 045, intercept GZO R091 inbound to AGARI.	Right turn after departure not below ALT 700 FT. Climb to maintain ALT 5000 FT unless otherwise instructed by ATC.	Remain on TWR frequency until passing ALT 2000 FT, then contact Luqa Radar. Expect first CPDLC Data Link Authority to be LMMM	MAX 250 KT IAS below FL100
GODAK 2B	Straight ahead until LQ 1.6 DME, turn right, make a track of 180 until LQ 4.0 DME, turn left, make a track of 090, intercept MLT BRG 099 inbound to GODAK.			
GZO 3B	Straight ahead until LQ 1.6 DME, turn right, make a track of 235 until crossing GZO R145, turn right, intercept GZO R155 inbound to GZO VOR.			Cross GZO R145 at ALT 2500 FT or above. MAX 250 KT IAS below FL100
OBITA 2B	Straight ahead until LQ 1.6 DME, turn right, make a track of 235 until crossing GZO R145, turn right, make a track of 275, intercept GZO R246 inbound to OBITA.			
SUDIK 2B	Straight ahead until LQ 1.6 DME, turn right, make a track of 200, intercept GZO R157 inbound to SUDIK.			MAX 250 KT IAS below FL100
VESOD 1B	Straight ahead until LQ 1.6 DME, turn right, make a track of 180 until LQ 4.0 DME, turn left, make a track of 360, intercept GZO R068 inbound to VESOD.			

Change: inserted note 'MAX 250 KT IAS BELOW FL100'

COMMUNICATION FAILURE PROCEDURE – RUNWAY 13

For outbound traffic operating under a SID from RWY 13:

If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations specified in the assigned Standard Instrument Departure Procedure as detailed in AD 2-LMML-SID13-1.

At LM 20 DME, adopt the appropriate procedures as set out in SERA.14083.

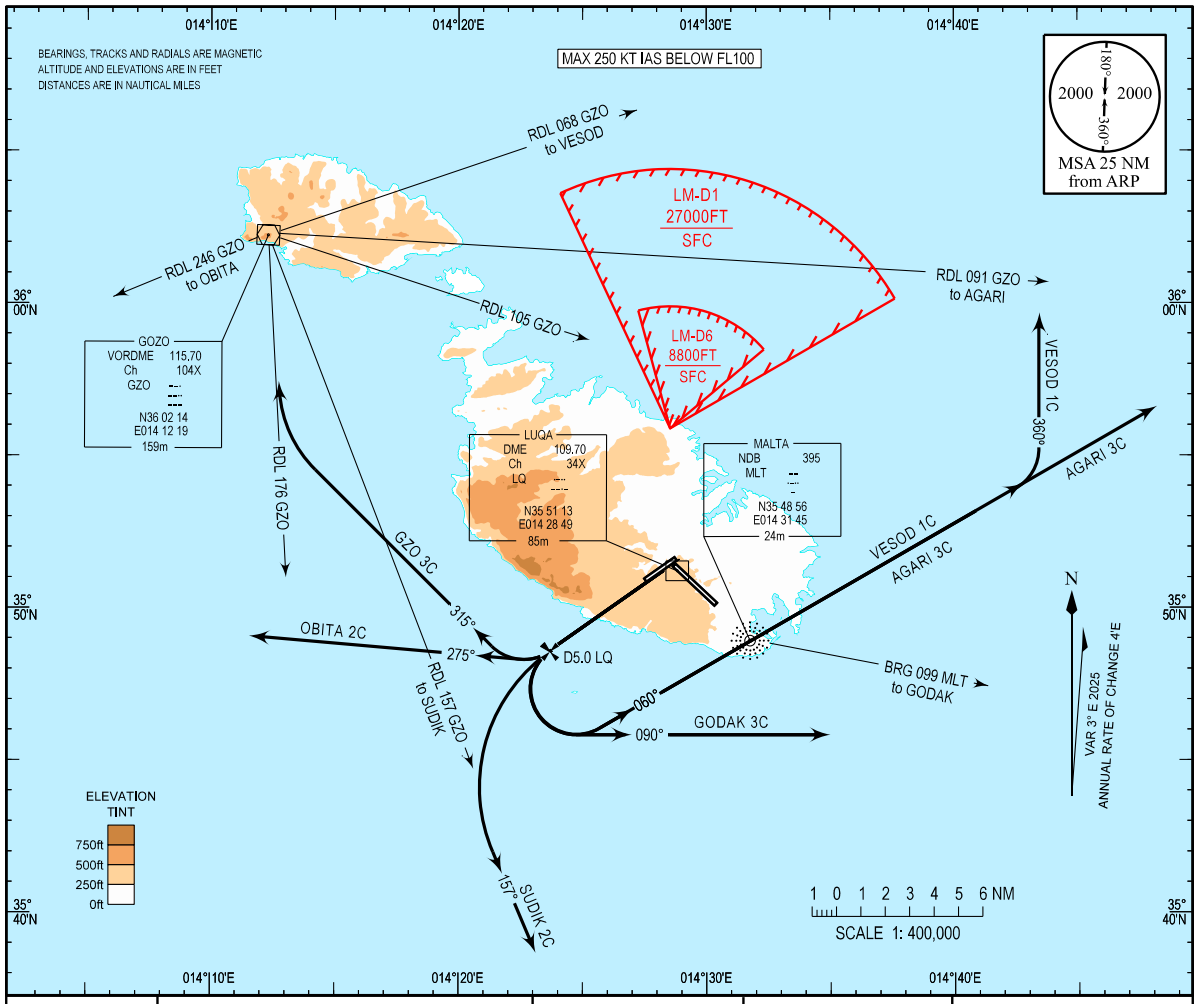
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 5000FT

GND	Luqa GND	121.605
TWR	Luqa TWR	135.105
APP	Luqa Radar	128.155
DEP ATIS	Luqa Information	127.005

LUQA (LMML)
RWY 23

AGARI 3C GODAK 3C
GZO 3C OBITA 2C
SUDIK 2C VESOD 1C



SID	ROUTING	INITIAL CLIMB	CONTACT	RESTRICTIONS
AGARI 3C	Straight ahead until LQ 5.0 DME, turn left, make a track of 060 intercept GZO R091 inbound to AGARI.	Climb to maintain ALT 5000 FT unless otherwise instructed by ATC.	Remain on TWR frequency until passing ALT 2000 FT, then contact Luqa Radar. Expect first CPDLC Data Link Authority to be LMMM	Cross LQ 5.0 DME at ALT 2500 FT or above. MAX 250 KT IAS below FL100
GODAK 3C	Straight ahead until LQ 5.0 DME, turn left, make a track of 090 intercept MLT BRG 099 inbound to GODAK.			
GZO 3C	Straight ahead until LQ 5.0 DME, turn right, make a track of 315 intercept GZO R176 inbound to GZO VOR.			
OBITA 2C	Straight ahead until LQ 5.0 DME, turn right, make a track of 275 intercept GZO R246 inbound to OBITA.			
SUDIK 2C	Straight ahead until LQ 5.0 DME, turn left, intercept GZO R157 inbound to SUDIK.			
VESOD 1C	Straight ahead until LQ 5.0 DME, turn left, make a track of 060, intercept GZO R105, turn left, make a track of 360, intercept GZO R068 inbound to VESOD.			

Change: inserted note 'MAX 250 KT BELOW FL100'

COMMUNICATION FAILURE PROCEDURE – RUNWAY 23

For outbound traffic operating under a SID from RWY 23:

If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations specified in the assigned Standard Instrument Departure Procedure as detailed in AD 2-LMML-SID23-1.

At LM 20 DME, adopt the appropriate procedures as set out in SERA.14083.

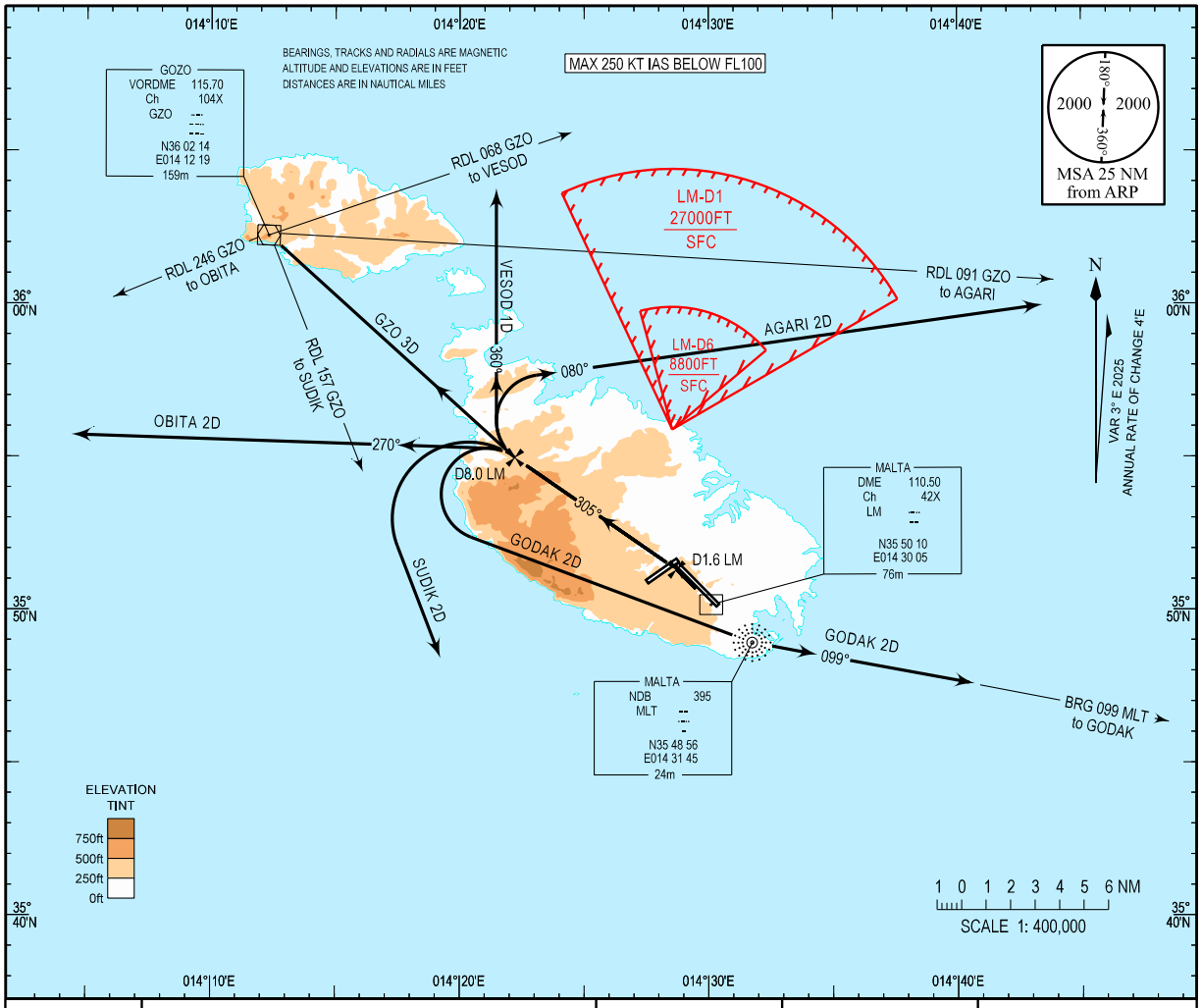
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 5000FT

GND	Luqa GND	121.605
TWR	Luqa TWR	135.105
APP	Luqa Radar	128.155
DEP ATIS	Luqa Information	127.005

LUQA (LMML)
RWY 31

AGARI 2D GODAK 2D
GZO 3D OBITA 2D
SUDIK 2D VESOD 1D



SID	ROUTING	INITIAL CLIMB	CONTACT	RESTRICTIONS
AGARI 2D	Straight ahead until LM 1.6 DME, turn left, make a track of 305 until LM 8.0 DME, turn right, make a track of 080, intercept GZO R091 inbound to AGARI.	Climb to maintain ALT 5000 FT unless otherwise instructed by ATC.	Remain on TWR frequency until passing ALT 2000 FT, then contact Luqa Radar. Expect first CPDLC Data Link Authority to be LMMM	Cross LM 8.0 DME at ALT 2500 FT or above. MAX 250 KT IAS below FL100
GODAK 2D	Straight ahead until LM 1.6 DME, turn left, make a track of 305 until LM 8.0 DME, turn left inbound to MLT NDB, intercept MLT BRG 099 inbound to GODAK.			
GZO 3D	Straight ahead until LM 1.6 DME, turn left, make a track of 305 until LM 8.0 DME, turn right inbound to GZO VOR.			
OBITA 2D	Straight ahead until LM 1.6 DME, turn left, make a track of 305 until LM 8.0 DME, turn left, make a track of 270, intercept GZO R246 inbound to OBITA.			
SUDIK 2D	Straight ahead until LM 1.6 DME, turn left, make a track of 305 until LM 8.0 DME, turn left, intercept GZO R157 inbound to SUDIK.			
VESOD 1D	Straight ahead until 1.6 DME, turn left, make a track of 305 until LM 8.0 DME, turn right, make a track of 360, intercept GZO R068 inbound to VESOD.			

Change: inserted note 'MAX 250 KT IAS BELOW FL100'

COMMUNICATION FAILURE PROCEDURE – RUNWAY 31

For outbound traffic operating under a SID from RWY 31:

If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations specified in the assigned Standard Instrument Departure Procedure as detailed in AD 2-LMML-SID31-1.

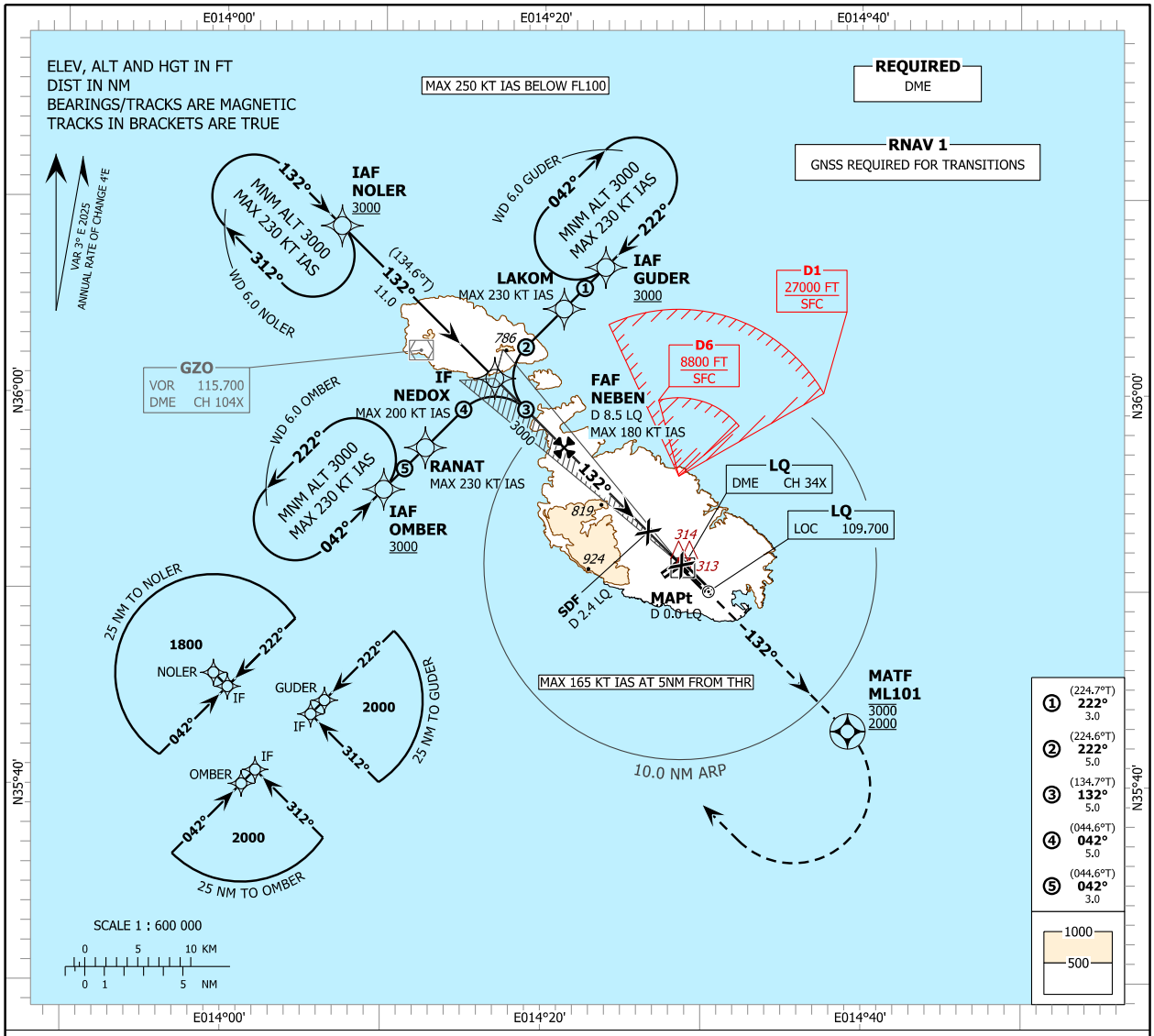
At LM 20 DME, adopt the appropriate procedures as set out in SERA.14083.

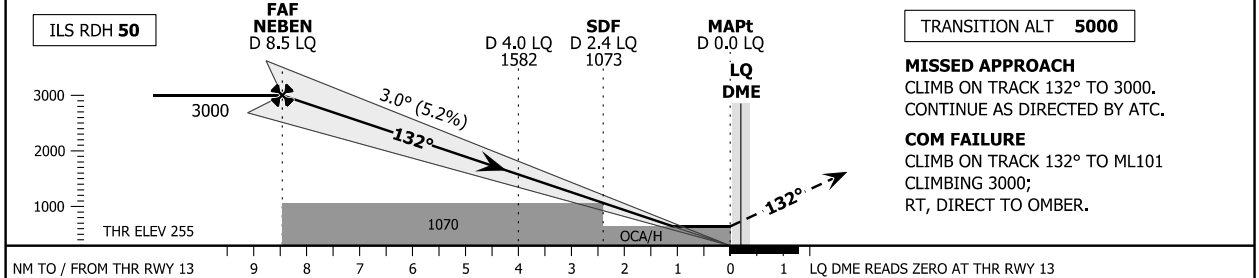
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 297
OCH RELATED TO
THR RWY 13 ELEV 255

GND	Luqa GND	121.605
TWR	Luqa TWR	135.105
APP	Luqa Radar	128.155
ARR ATIS	Luqa Information	127.405

MALTA/LUQA
LMML
ILS OR LOC
RWY 13





TRANSITION ALT **5000**

MISSED APPROACH
CLIMB ON TRACK 132° TO 3000.
CONTINUE AS DIRECTED BY ATC.

COM FAILURE
CLIMB ON TRACK 132° TO ML101
CLIMBING 3000;
RT, DIRECT TO OMBER.

Change: inserted speed constraints

OCA (OCH)	A	B	C	D	D_L
CAT I	403 (148)	415 (160)	428 (173)	443 (188)	446 (191)
LOC	650 (395)				-
CIRCLING	NOT AUTHORIZED				

DIST to LQ DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
DIST to THR RWY 13	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALT (HGT)	945 (690)	1264 (1009)	1582 (1327)	1901 (1646)	2219 (1964)	2538 (2283)	2856 (2601)

LOC: TIMING NOT AUTHORIZED FOR DEFINING MAPt.

GS	KT	70	90	100	120	140	160
FAF - MAPt (8.46 NM)	MIN:SEC	7:15	5:38	5:05	4:14	3:38	3:10
RATE OF DESCENT (5.2%)	FT / MIN	372	478	531	637	743	849

MALTA/LUQA
LMML
ILS OR LOC
RWY 13

INSTRUMENT APPROACH CHART - ICAO

AERONAUTICAL DATA TABULATION

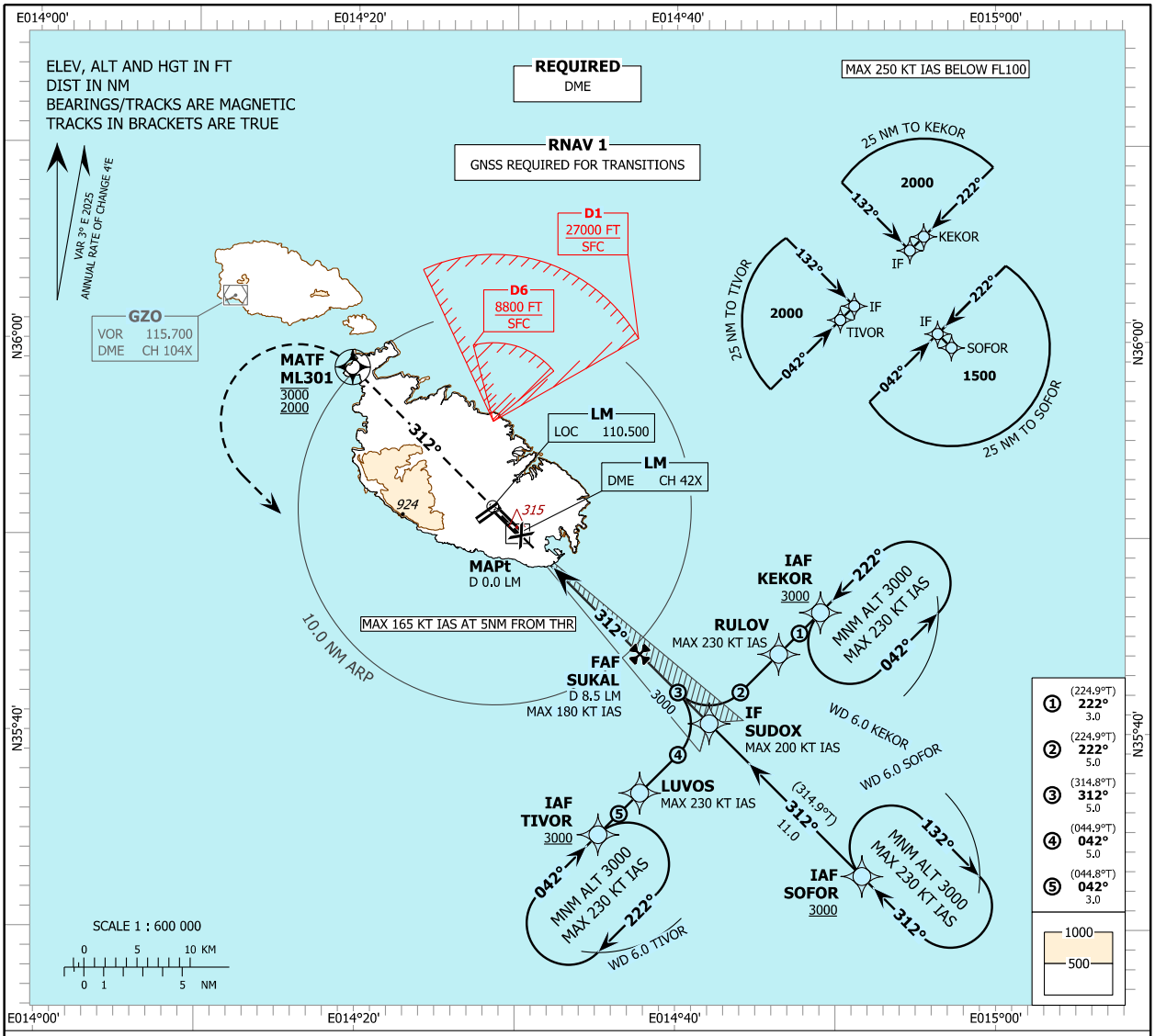
FIX/POINT	COORDINATES	
GUDER	36°06'33.9"N	014°23'52.7"E
LAKOM	36°04'25.7"N	014°21'16.5"E
LQ DME	35°51'13.3"N	014°28'49.3"E
LQ LOC	35°50'00.6"N	014°30'26.0"E
MAPt - BRG 131.71° / D 0.00 LQ	35°51'23.1"N	014°28'43.8"E
ML101	35°42'56.3"N	014°39'10.3"E
NEBEN - BRG 131.63° / D 8.45 LQ	35°57'20.8"N	014°21'19.6"E
NEDOX	36°00'51.9"N	014°16'56.6"E
NOLER	36°08'35.8"N	014°07'16.6"E
OMBER	35°55'09.6"N	014°10'01.4"E
RANAT	35°57'18.0"N	014°12'37.0"E
SDF - BRG 131.69° / D 2.40 LQ	35°53'05.1"N	014°26'37.3"E
THR RWY 13	35°51'23.13"N	014°28'43.76"E

INSTRUMENT APPROACH CHART - ICAO

AD ELEV 297
OCH RELATED TO
THR RWY 31 ELEV 231

GND	Luqa GND	121.605
TWR	Luqa TWR	135.105
APP	Luqa Radar	128.155
ARR ATIS	Luqa Information	127.405

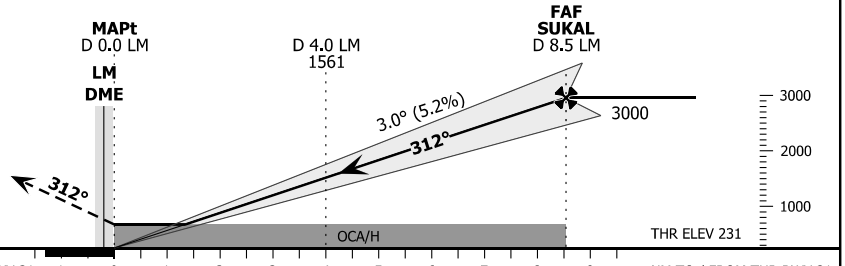
MALTA/LUQA
LMML
ILS OR LOC
RWY 31



TRANSITION ALT **5000**

MISSED APPROACH
CLIMB ON TRACK 312° TO 3000.
CONTINUE AS DIRECTED BY ATC.

COM FAILURE
CLIMB ON TRACK 312° TO ML301
CLIMBING 3000;
LT, DIRECT TO TIVOR.



Change: inserted speed constraints

OCA (OCH)	A	B	C	D	D_L
CAT I	386 (155)	396 (165)	407 (176)	420 (189)	428 (197)
LOC	650 (419)				-
CIRCLING	NOT AUTHORIZED				

DIST to LM DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
DIST to THR RWY 31	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALT (HGT)	924 (693)	1242 (1011)	1561 (1330)	1879 (1648)	2197 (1966)	2516 (2285)	2834 (2603)

LOC: TIMING NOT AUTHORIZED FOR DEFINING MAPt.

GS	KT	70	90	100	120	140	160
FAF - MAPt (8.54 NM)	MIN:SEC	7:19	5:42	5:07	4:16	3:40	3:12
RATE OF DESCENT (5.2%)	FT / MIN	372	478	531	637	743	849

MALTA/LUQA
LMML
ILS OR LOC
RWY 31

INSTRUMENT APPROACH CHART - ICAO

AERONAUTICAL DATA TABULATION

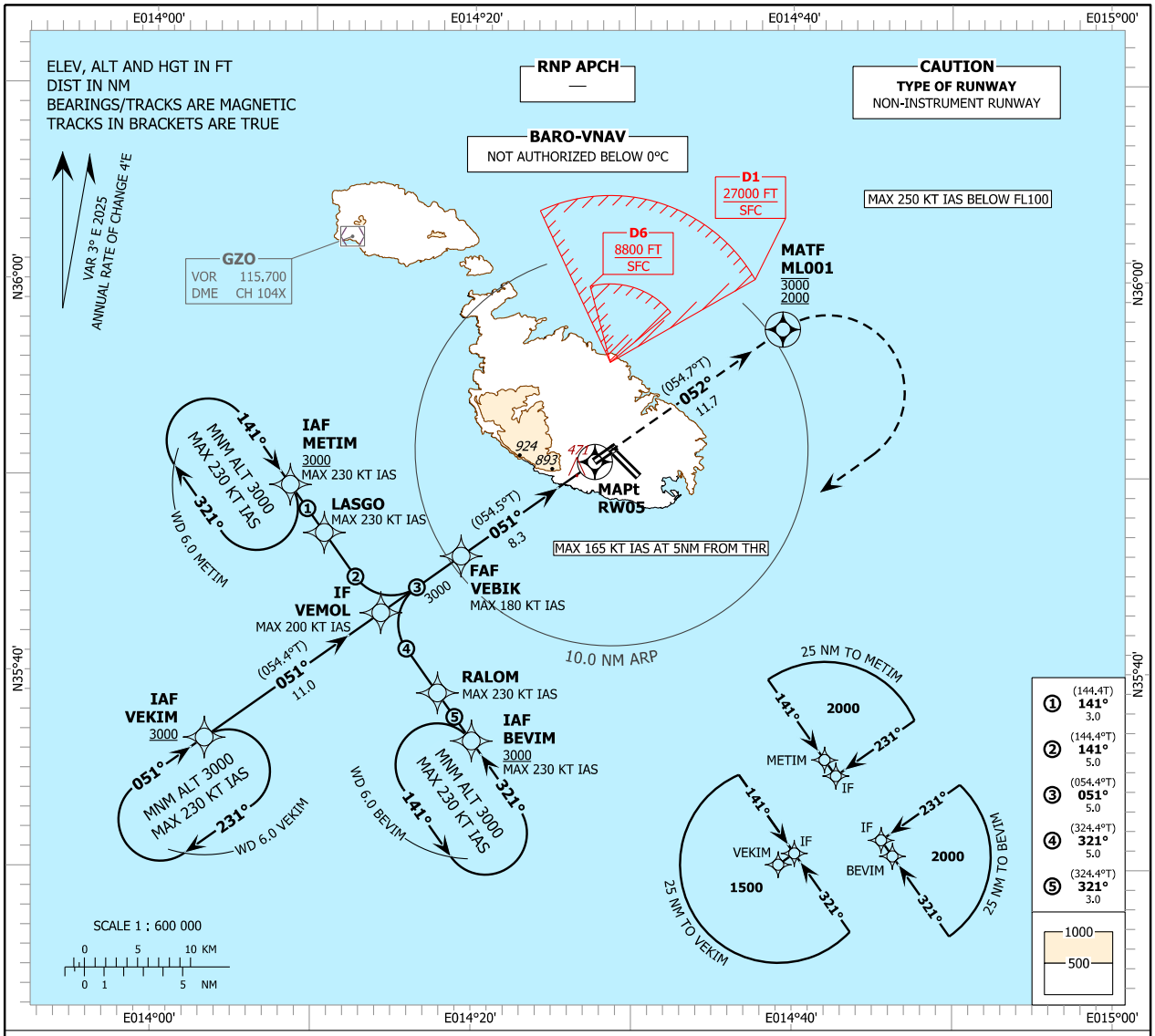
FIX/POINT	COORDINATES	
KEKOR	35°46'13.6"N	014°49'02.9"E
LM DME	38°35'09.7"N	014°30'05.3"E
LM LOC	35°51'33.8"N	014°28'30.6"E
LUVOS	35°37'00.1"N	014°37'47.2"E
MAPt - BRG 311.72° / D 0.00 LM	35°50'06.5"N	014°30'18.7"E
ML301	35°58'39.4"N	014°19'41.8"E
RULOV	35°44'06.0"N	014°46'26.8"E
SOFOR	35°32'46.4"N	014°51'40.0"E
SUDOX	35°40'33.1"N	014°42'06.8"E
SUKAL - BRG 311.79° / D 8.52 LM	35°44'05.0"N	014°37'45.6"E
THR RWY 31	35°50'06.50"N	014°30'18.71"E
TIVOR	35°34'52.2"N	014°35'11.6"E

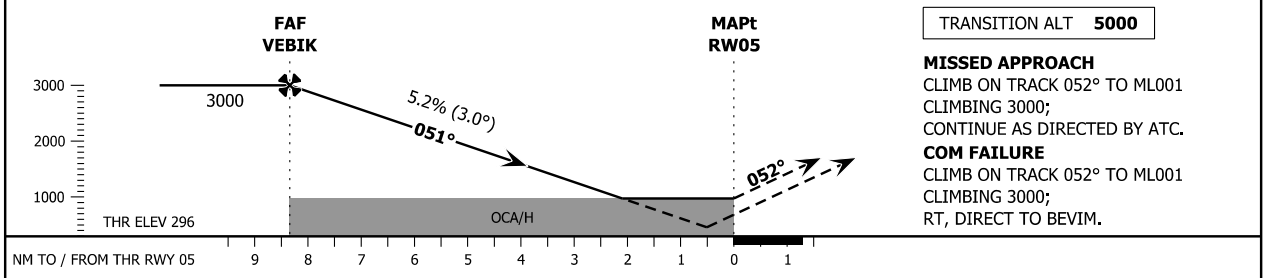
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 297
OCH RELATED TO
THR RWY 05 ELEV 296

GND	Luqa GND	121.605
TWR	Luqa TWR	135.105
APP	Luqa Radar	128.155
ARR ATIS	Luqa Information	127.405

MALTA/LUQA
LMML
RNP RWY 05
EGNOS CH 42196 E05A





TRANSITION ALT **5000**

MISSED APPROACH
CLIMB ON TRACK 052° TO ML001
CLIMBING 3000;
CONTINUE AS DIRECTED BY ATC.
COM FAILURE
CLIMB ON TRACK 052° TO ML001
CLIMBING 3000;
RT, DIRECT TO BEVIM.

OCA (OCH)	A	B	C	D
LPV	796 (500)			
LNAV/VNAV	900 (604)	901 (605)	902 (606)	902 (606)
LNAV	910 (614)			
CIRCLING	NOT AUTHORIZED			

DIST to MAPt / THR RWY 05	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALT (HGT)	983 (728)	1301 (1046)	1619 (1364)	1938 (1683)	2256 (2001)	2575 (2320)	2893 (2638)

LNAV: TIMING NOT AUTHORIZED FOR DEFINING MAPt.

GS	KT	70	90	100	120	140	160
FAF - MAPt (8.34 NM)	MIN:SEC	7:09	5:33	5:00	4:10	3:34	3:08
RATE OF DESCENT (5.2%)	FT / MIN	372	478	531	637	743	849

Change: inserted IAF speed constraints

MALTA/LUQA
LMML
RNP RWY 05
EGNOS CH 42196 E05A

INSTRUMENT APPROACH CHART - ICAO

AERONAUTICAL DATA TABULATION

SERIAL NUMBER	PATH DESCRIPTOR	WAYPOINT IDENTIFIER	FLY-OVER	COURSE °M (°T)	DIST (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED (KT)	VPA/ TCH	NAVIGATION SPECIFICATION
010	IF	METIM	-	-	-	-	A3000+	K230-	-	RNP APCH
020	TF	LASGO	-	141 (144.4)	3.0	-	A3000+	K230-	-	RNP APCH
030	TF	VEMOL	-	141 (144.4)	5.0	-	A3000+	K200-	-	RNP APCH
010	IF	BEVIM	-	-	-	-	A3000+	K230-	-	RNP APCH
020	TF	RALOM	-	321 (324.4)	3.0	-	A3000+	K230-	-	RNP APCH
030	TF	VEMOL	-	321 (324.4)	5.0	-	A3000+	K200-	-	RNP APCH
010	IF	VEKIM	-	-	-	-	A3000+	K230-	-	RNP APCH
020	TF	VEMOL	-	051 (054.4)	11.0	-	A3000+	K200-	-	RNP APCH
010	IF	VEMOL	-	-	-	-	A3000+	K200-	-	RNP APCH
020	TF	VEBIK	-	051 (054.4)	5.0	-	A3000+	K180-	-	RNP APCH
030	TF	RW05	Y	051 (054.5)	8.3	-	-	-	-3.0/15	RNP APCH
040	CF	ML001	Y	052 (054.7)	11.7	-	A2000+/A3000-	-	-	RNP APCH
050	DF	BEVIM	-	-	-	R	A3000	-	-	RNP APCH
060	HM	BEVIM	-	321 (324.5)	-	L	A3000+	K230-	-	RNAV 1

NOTE: RECOMMENDED RNAV PROCEDURE CODING IS PROVIDED SOLELY TO INDICATE WHICH PROCEDURE DESIGN PROTECTION AREAS WERE USED IN THE INSTRUMENT FLIGHT PROCEDURE DESIGN PROCESS.

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES	
BEVIM	35°36'34.2"N	014°19'58.9"E
LASGO	35°47'09.4"N	014°10'41.5"E
METIM	35°49'35.9"N	014°08'32.5"E
ML001	35°57'38.6"N	014°39'20.9"E
RALOM	35°39'00.8"N	014°17'50.5"E
RW05	35°50'50.97"N	014°27'36.40"E
VEBIK	35°46'00.0"N	014°19'15.9"E
VEKIM	35°36'39.8"N	014°03'18.1"E
VEMOL	35°43'05.2"N	014°14'16.2"E

FAS DATA BLOCK

OPERATION TYPE	0	**LTP/FTP ELLIPSOIDAL HEIGHT**	127.2
SBAS PROVIDER	1	**FPAP LATITUDE**	355135.6375N
AIRPORT IDENTIFIER	LMML	**FPAP LONGITUDE**	0142853.4065E
RUNWAY	RW05	**THRESHOLD CROSSING HEIGHT**	50
APPROACH PERFORMANCE DESIGNATOR	0	**TCH UNITS**	F
ROUTE INDICATOR	-	**GLIDE PATH ANGLE**	03.00
REFERENCE PATH DATA SELECTOR	0	**COURSE WIDTH AT THRESHOLD**	105
REFERENCE PATH IDENTIFIER	E05A	**LENGTH OFFSET**	8
LTP/FTP LATITUDE	355050.9695N	**HORIZONTAL ALERT LIMIT (HAL)**	40
LTP/FTP LONGITUDE	0142736.3985E	**VERTICAL ALERT LIMIT (VAL)**	50
PRECISION APPROACH PATH POINT DATA CRC REMAINDER		077353F7	

NON FAS DATA BLOCK FIELDS

LTP ORTOMETRIC HEIGHT	90.1
FPAP ORTOMETRIC HEIGHT	74.8

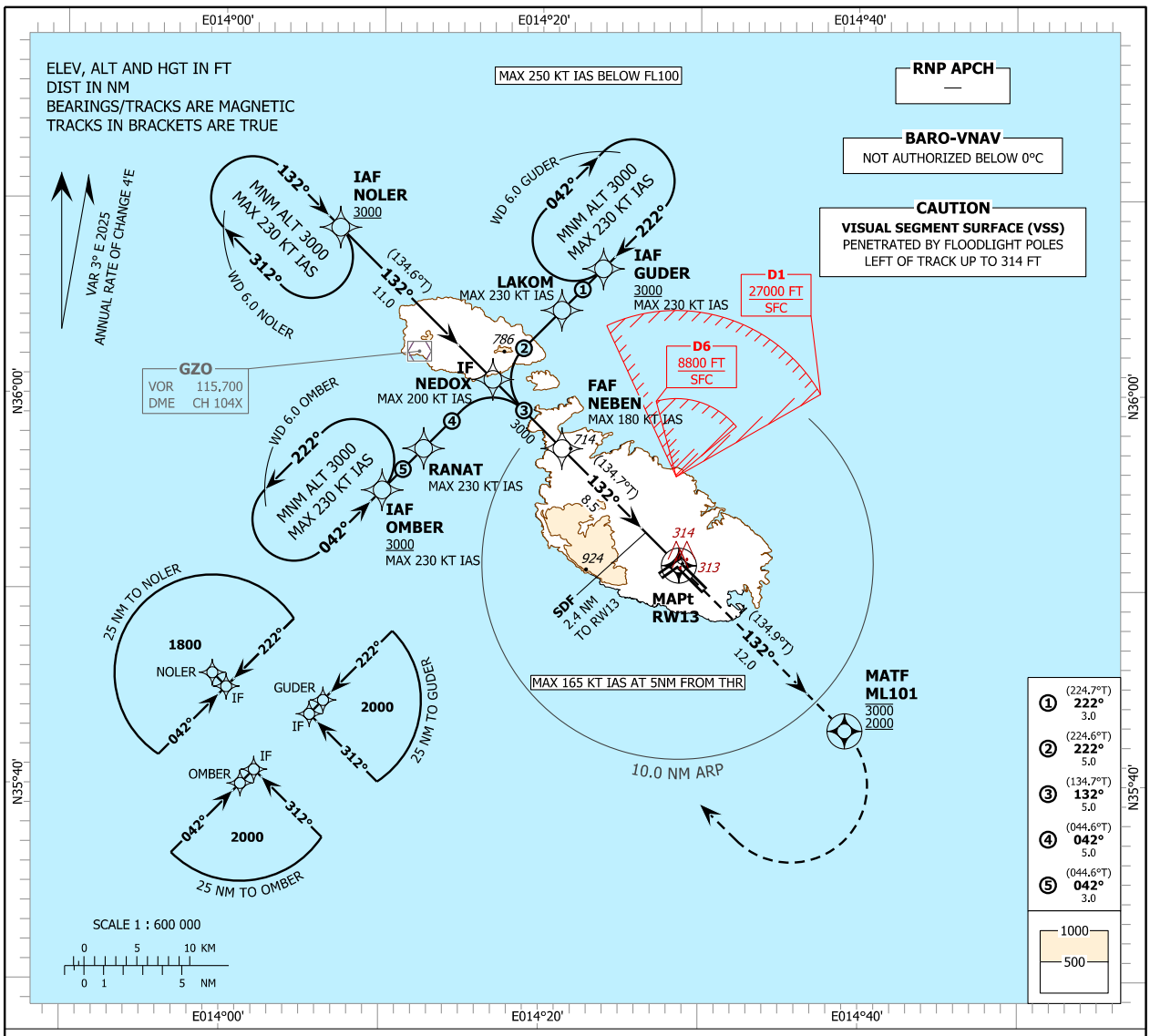
Change: revised FAS data block

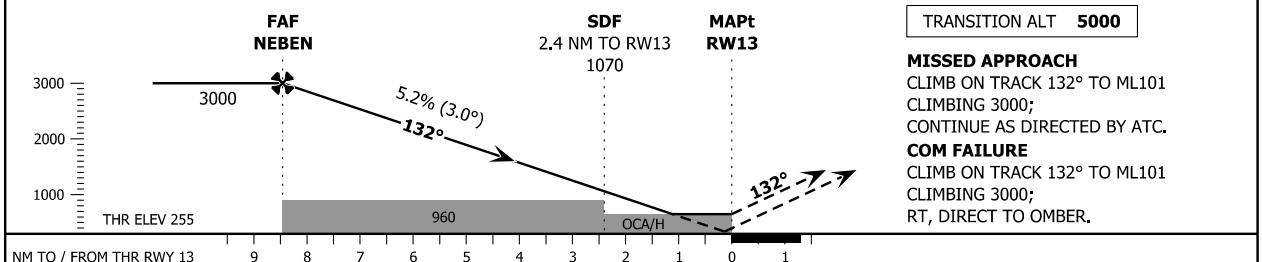
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 297
OCH RELATED TO
THR RWY 13 ELEV 255

GND	Luqa GND	121.605
TWR	Luqa TWR	135.105
APP	Luqa Radar	128.155
ARR ATIS	Luqa Information	127.405

MALTA/LUQA
LMML
RNP RWY 13
EGNOS CH 52330 E13A





TRANSITION ALT **5000**

MISSED APPROACH
CLIMB ON TRACK 132° TO ML101
CLIMBING 3000;
CONTINUE AS DIRECTED BY ATC.
COM FAILURE
CLIMB ON TRACK 132° TO ML101
CLIMBING 3000;
RT, DIRECT TO OMBER.

Change: inserted IAF speed constraints

OCA (OCH)	A	B	C	D	D_L
LPV	403 (148)	415 (160)	428 (173)	443 (188)	446 (191)
LNAV/VNAV	534 (279)	546 (291)	554 (299)	565 (310)	-
LNAV	650 (395)				-
CIRCLING	NOT AUTHORIZED				

DIST to MAPt / THR RWY 13	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALT (HGT)	942 (687)	1261 (1006)	1579 (1324)	1897 (1642)	2216 (1961)	2534 (2279)	2853 (2598)

LNAV: TIMING NOT AUTHORIZED FOR DEFINING MAPt.

GS	KT	70	90	100	120	140	160
FAF - MAPt (8.46 NM)	MIN:SEC	7:15	5:38	5:05	4:14	3:38	3:10
RATE OF DESCENT (5.2%)	FT / MIN	372	478	531	637	743	849

MALTA/LUQA
LMML
RNP RWY 13
EGNOS CH 52330 E13A

INSTRUMENT APPROACH CHART - ICAO

AERONAUTICAL DATA TABULATION

SERIAL NUMBER	PATH DESCRIPTOR	WAYPOINT IDENTIFIER	FLY-OVER	COURSE °M (°T)	DIST (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED (KT)	VPA/ TCH	NAVIGATION SPECIFICATION
010	IF	OMBER	-	-	-	-	A3000+	K230-	-	RNP APCH
020	TF	RANAT	-	042 (044.6)	3.0	-	A3000+	K230-	-	RNP APCH
030	TF	NEDOX	-	042 (044.6)	5.0	-	A3000+	K200-	-	RNP APCH
010	IF	GUDER	-	-	-	-	A3000+	K230-	-	RNP APCH
020	TF	LAKOM	-	222 (224.7)	3.0	-	A3000+	K230-	-	RNP APCH
030	TF	NEDOX	-	222 (224.6)	5.0	-	A3000+	K200-	-	RNP APCH
010	IF	NOLER	-	-	-	-	A3000+	K230-	-	RNP APCH
020	TF	NEDOX	-	132 (134.6)	11.0	-	A3000+	K200-	-	RNP APCH
010	IF	NEDOX	-	-	-	-	A3000+	K200-	-	RNP APCH
020	TF	NEBEN	-	132 (134.7)	5.0	-	A3000+	K180-	-	RNP APCH
030	TF	RW13	Y	132 (134.7)	8.5	-	-	-	-3.0/15	RNP APCH
040	CF	ML101	Y	132 (134.9)	12.0	-	A2000+/A3000-	-	-	RNP APCH
050	DF	OMBER	-	-	-	R	A3000	-	-	RNP APCH
060	HM	OMBER	-	042 (44.6)	-	L	A3000+	K230-	-	RNAV 1

NOTE: RECOMMENDED RNAV PROCEDURE CODING IS PROVIDED SOLELY TO INDICATE WHICH PROCEDURE DESIGN PROTECTION AREAS WERE USED IN THE INSTRUMENT FLIGHT PROCEDURE DESIGN PROCESS.

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES	
GUDER	36°06'33.9"N	014°23'52.7"E
LAKOM	36°04'25.7"N	014°21'16.5"E
ML101	35°42'56.3"N	014°39'10.3"E
NEBEN	35°57'20.8"N	014°21'19.6"E
NEDOX	36°00'51.9"N	014°16'56.6"E
NOLER	36°08'35.8"N	014°07'16.6"E
OMBER	35°55'09.6"N	014°10'01.4"E
RANAT	35°57'18.0"N	014°12'37.0"E
RW13	35°51'23.07"N	014°28'43.84"E

FAS DATA BLOCK

OPERATION TYPE	0	**LTP/FTP ELLIPSOIDAL HEIGHT**	115.0
SBAS PROVIDER	1	**FPAP LATITUDE**	355006.5455N
AIRPORT IDENTIFIER	LMML	**FPAP LONGITUDE**	0143018.6560E
RUNWAY	RW13	**THRESHOLD CROSSING HEIGHT**	50
APPROACH PERFORMANCE DESIGNATOR	0	**TCH UNITS**	F
ROUTE INDICATOR	-	**GLIDE PATH ANGLE**	03.00
REFERENCE PATH DATA SELECTOR	0	**COURSE WIDTH AT THRESHOLD**	105
REFERENCE PATH IDENTIFIER	E13A	**LENGTH OFFSET**	8
LTP/FTP LATITUDE	355123.0690N	**HORIZONTAL ALERT LIMIT (HAL)**	40.0
LTP/FTP LONGITUDE	0142843.8365E	**VERTICAL ALERT LIMIT (VAL)**	35.0
PRECISION APPROACH PATH POINT DATA CRC REMAINDER		B992BE9D	

NON FAS DATA BLOCK FIELDS

LTP ORTOMETRIC HEIGHT	77.8
FPAP ORTOMETRIC HEIGHT	70.1

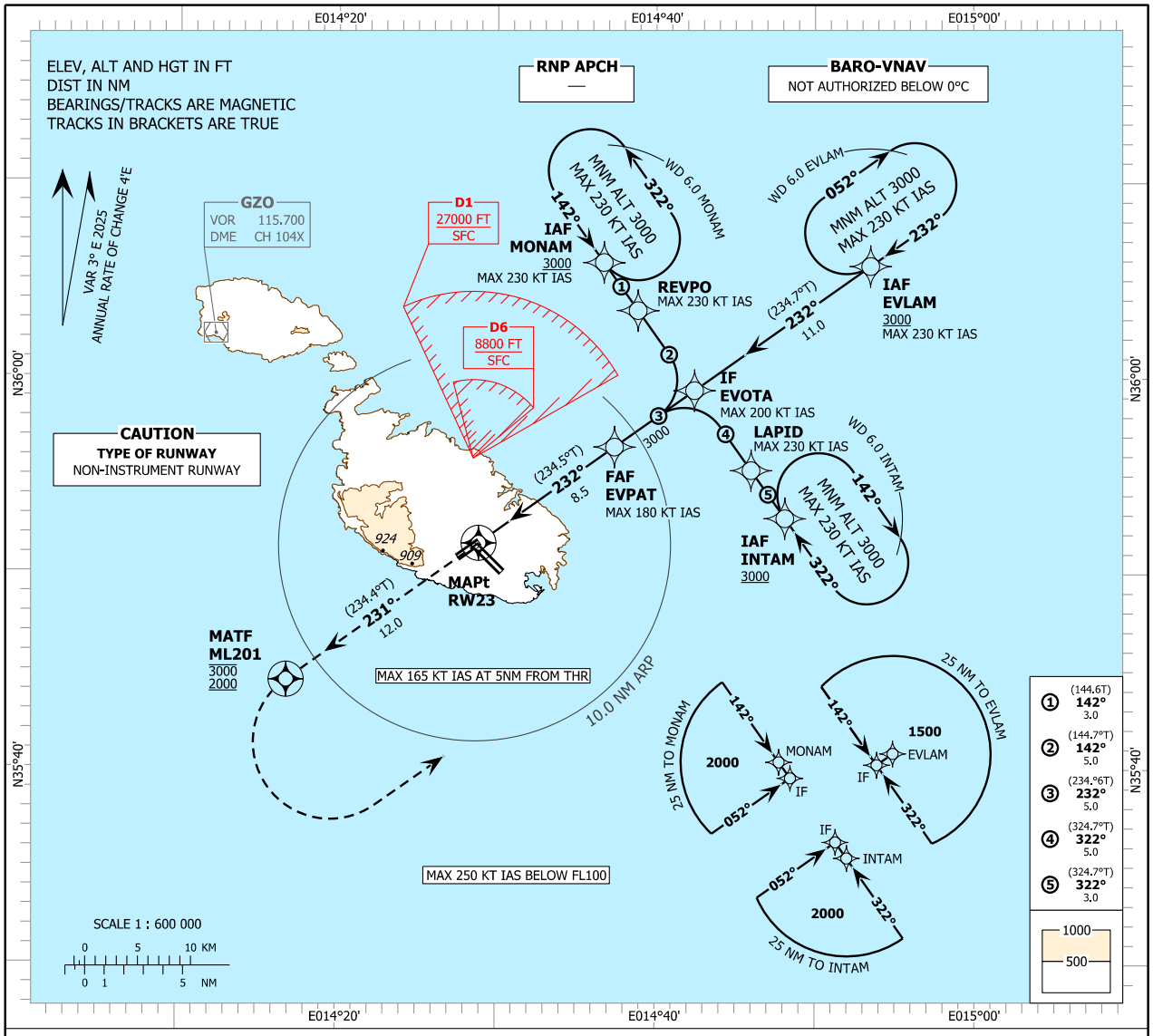
Change: revised FAS data block

INSTRUMENT APPROACH CHART - ICAO

AD ELEV 297
OCH RELATED TO
THR RWY 23 ELEV 245

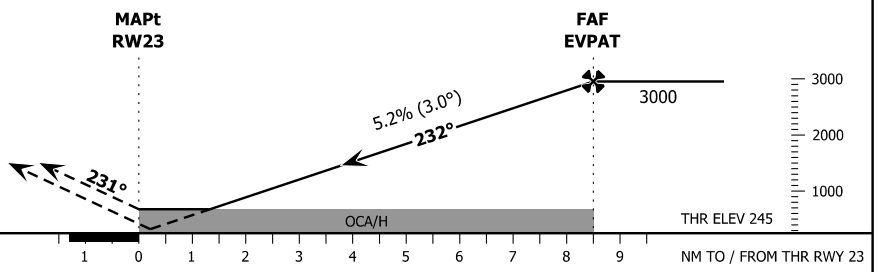
GND	Luqa GND	121.605
TWR	Luqa TWR	135.105
APP	Luqa Radar	128.155
ARR ATIS	Luqa Information	127.405

MALTA/LUQA
LMML
RNP RWY 23
EGNOS CH 64238 E23A



TRANSITION ALT **5000**

MISSED APPROACH
CLIMB ON TRACK 231° TO ML201
CLIMBING 3000;
CONTINUE AS DIRECTED BY ATC.
COM FAILURE
CLIMB ON TRACK 231° TO ML201
CLIMBING 3000;
LT, DIRECT TO INTAM.



OCA (OCH)	A	B	C	D
LPV	745 (500)			
LNAV/VNAV	745 (500)			
LNAV	750 (505)			
CIRCLING	NOT AUTHORIZED			

DIST to MAPt / THR RWY 23	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALT (HGT)	932 (701)	1251 (1020)	1569 (1338)	1888 (1657)	2206 (1975)	2524 (2293)	2843 (2612)

LNAV: TIMING NOT AUTHORIZED FOR DEFINING MAPt.

GS	KT	70	90	100	120	140	160
FAF - MAPt (8.49 NM)	MIN:SEC	7:17	5:40	5:06	4:15	3:38	3:11
RATE OF DESCENT (5.2%)	FT / MIN	372	478	531	637	743	849

Change: inserted IAF speed constraints

MALTA/LUQA
LMML
RNP RWY 23
EGNOS CH 64238 E23A

INSTRUMENT APPROACH CHART - ICAO

AERONAUTICAL DATA TABULATION

SERIAL NUMBER	PATH DESCRIPTOR	WAYPOINT IDENTIFIER	FLY-OVER	COURSE °M (°T)	DIST (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED (KT)	VPA/ TCH	NAVIGATION SPECIFICATION
010	IF	MONAM	-	-	-	-	A3000+	K230-	-	RNP APCH
020	TF	REVPO	-	142 (144.6)	3.0	-	A3000+	K230-	-	RNP APCH
030	TF	EVOTA	-	142 (144.7)	5.0	-	A3000+	K200-	-	RNP APCH
010	IF	INTAM	-	-	-	-	A3000+	K230-	-	RNP APCH
020	TF	LAPID	-	322 (324.7)	3.0	-	A3000+	K230-	-	RNP APCH
030	TF	EVOTA	-	322 (324.7)	5.0	-	A3000+	K200-	-	RNP APCH
010	IF	EVLAM	-	-	-	-	A3000+	K230-	-	RNP APCH
020	TF	EVOTA	-	232 (234.7)	11.0	-	A3000+	K200-	-	RNP APCH
010	IF	EVOTA	-	-	-	-	A3000+	K200-	-	RNP APCH
020	TF	EVPAT	-	232 (234.6)	5.0	-	A3000+	K180-	-	RNP APCH
030	TF	RW23	Y	232 (234.5)	8.5	-	-	-	-3.0/15	RNP APCH
040	CF	ML201	Y	231 (234.4)	12.0	-	A2000+/A3000-	-	-	RNP APCH
050	DF	INTAM	-	-	-	L	A3000	-	-	RNP APCH
060	HM	INTAM	-	322 (324.7)	-	R	A3000+	K230-	-	RNAV 1

NOTE: RECOMMENDED RNAV PROCEDURE CODING IS PROVIDED SOLELY TO INDICATE WHICH PROCEDURE DESIGN PROTECTION AREAS WERE USED IN THE INSTRUMENT FLIGHT PROCEDURE DESIGN PROCESS.

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES	
EVLAM	36°05'47.0"N	014°53'30.4"E
EVOTA	35°59'25.3"N	014°42'26.0"E
EVPAT	35°56'31.5"N	014°37'24.6"E
INTAM	35°52'53.0"N	014°48'07.6"E
LAPID	35°55'20.2"E	014°45'59.6"E
ML201	35°44'35.4"N	014°16'50.8"E
MONAM	36°05'57.3"N	014°36'43.5"E
REVPO	36°03'30.4"N	014°38'52.1"E
RW23	35°51'35.64"N	014°28'53.41"E

FAS DATA BLOCK

OPERATION TYPE	0	**LTP/FTP ELLIPSOIDAL HEIGHT**	111.9
SBAS PROVIDER	1	**FPAP LATITUDE**	355050.9695N
AIRPORT IDENTIFIER	LMML	**FPAP LONGITUDE**	0142736.3985E
RUNWAY	RW23	**THRESHOLD CROSSING HEIGHT**	50
APPROACH PERFORMANCE DESIGNATOR	0	**TCH UNITS**	F
ROUTE INDICATOR	-	**GLIDE PATH ANGLE**	03.00
REFERENCE PATH DATA SELECTOR	0	**COURSE WIDTH AT THRESHOLD**	105
REFERENCE PATH IDENTIFIER	E23A	**LENGTH OFFSET**	8
LTP/FTP LATITUDE	355135.6375N	**HORIZONTAL ALERT LIMIT (HAL)**	40.0
LTP/FTP LONGITUDE	0142853.4065E	**VERTICAL ALERT LIMIT (VAL)**	50.0
PRECISION APPROACH PATH POINT DATA CRC REMAINDER		BBDD8BC2	

NON FAS DATA BLOCK FIELDS

LTP ORTOMETRIC HEIGHT	74.8
FPAP ORTOMETRIC HEIGHT	90.1

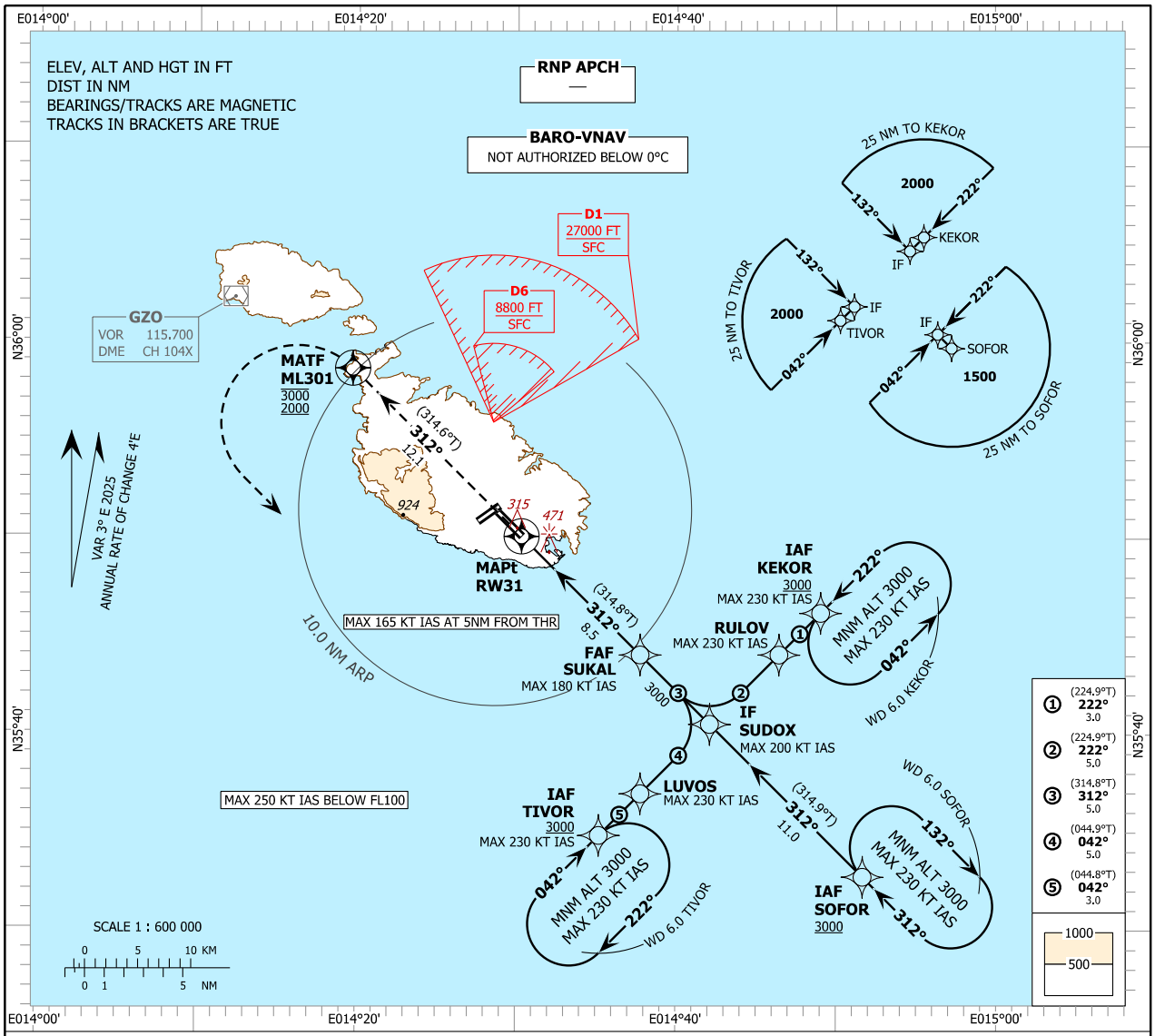
Change: revised FAS data block

INSTRUMENT APPROACH CHART - ICAO

AD ELEV 297
OCH RELATED TO
THR RWY 31 ELEV 231

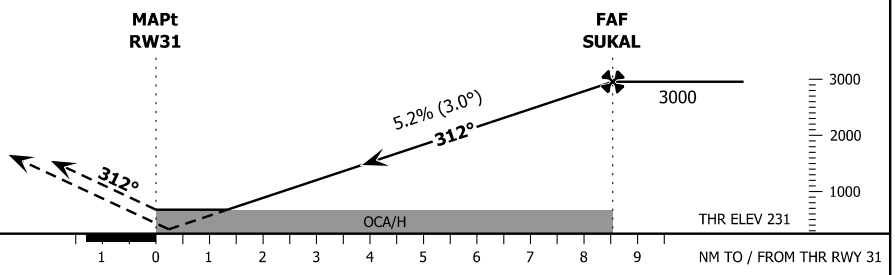
GND	Luqa GND	121.605
TWR	Luqa TWR	135.105
APP	Luqa Radar	128.155
ARR ATIS	Luqa Information	127.405

MALTA/LUQA
LMML
RNP RWY 31
EGNOS CH 87897 E31A



TRANSITION ALT **5000**

MISSED APPROACH
CLIMB ON TRACK 312° TO ML301
CLIMBING 3000;
CONTINUE AS DIRECTED BY ATC.
COM FAILURE
CLIMB ON TRACK 312° TO ML301
CLIMBING 3000;
LT, DIRECT TO TIVOR.



OCA (OCH)	A	B	C	D	D_L
LPV	386 (155)	396 (165)	407 (176)	420 (189)	428 (197)
LNAV/VNAV	601 (370)	614 (383)	622 (391)	632 (401)	-
LNAV	720 (489)				-
CIRCLING	NOT AUTHORIZED				

DIST to MAPt / THR RWY 31	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALT (HGT)	918 (687)	1236 (1005)	1554 (1323)	1873 (1642)	2191 (1960)	2510 (2279)	2828 (2597)

LNAV: TIMING NOT AUTHORIZED FOR DEFINING MAPt.

GS	KT	70	90	100	120	140	160
FAF - MAPt (8.54 NM)	MIN:SEC	7:19	5:42	5:07	4:16	3:40	3:12
RATE OF DESCENT (5.2%)	FT / MIN	372	478	531	637	743	849

Change: inserted IAF speed constraints

MALTA/LUQA
LMML
RNP RWY 31
EGNOS CH 87897 E31A

INSTRUMENT APPROACH CHART - ICAO

AERONAUTICAL DATA TABULATION

SERIAL NUMBER	PATH DESCRIPTOR	WAYPOINT IDENTIFIER	FLY-OVER	COURSE °M (°T)	DIST (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED (KT)	VPA/ TCH	NAVIGATION SPECIFICATION
010	IF	KEKOR	-	-	-	-	A3000+	K230-	-	RNP APCH
020	TF	RULOV	-	222 (224.9)	3.0	-	A3000+	K230-	-	RNP APCH
030	TF	SUDOX	-	222 (224.9)	5.0	-	A3000+	K200-	-	RNP APCH
010	IF	TIVOR	-	-	-	-	A3000+	K230-	-	RNP APCH
020	TF	LUVOS	-	042 (044.8)	3.0	-	A3000+	K230-	-	RNP APCH
030	TF	SUDOX	-	042 (044.9)	5.0	-	A3000+	K200-	-	RNP APCH
010	IF	SOFOR	-	-	-	-	A3000+	K230-	-	RNP APCH
020	TF	SUDOX	-	312 (314.9)	11.0	-	A3000+	K200-	-	RNP APCH
010	IF	SUDOX	-	-	-	-	A3000+	K200-	-	RNP APCH
020	TF	SUKAL	-	312 (314.8)	5.0	-	A3000+	K180-	-	RNP APCH
030	TF	RW31	Y	312 (314.8)	8.5	-	-	-	-3.0/15	RNP APCH
040	CF	ML301	Y	312 (314.6)	12.1	-	A2000+/A3000-	-	-	RNP APCH
050	DF	TIVOR	-	-	-	L	A3000	-	-	RNP APCH
060	HM	TIVOR	-	042 (044.8)	-	R	A3000+	K230-	-	RNAV 1

NOTE: RECOMMENDED RNAV PROCEDURE CODING IS PROVIDED SOLELY TO INDICATE WHICH PROCEDURE DESIGN PROTECTION AREAS WERE USED IN THE INSTRUMENT FLIGHT PROCEDURE DESIGN PROCESS.

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES	
KEKOR	35°46'13.6"N	014°49'02.9"E
LUVOS	35°37'00.1"N	014°37'47.2"E
ML301	35°58'39.4"N	014°19'41.8"E
RULOV	35°44'06.0"N	014°46'26.8"E
RW31	35°50'06.55"N	014°30'18.66"E
SOFOR	35°32'46.4"N	014°51'40.0"E
SUDOX	35°40'33.1"N	014°42'06.8"E
SUKAL	35°44'05.0"N	014°37'45.6"E
TIVOR	35°34'52.2"N	014°35'11.6"E

FAS DATA BLOCK

OPERATION TYPE	0	**LTP/FTP ELLIPSOIDAL HEIGHT**	107.4
SBAS PROVIDER	1	**FPAP LATITUDE**	355126.7580N
AIRPORT IDENTIFIER	LMML	**FPAP LONGITUDE**	0142839.1040E
RUNWAY	RW31	**THRESHOLD CROSSING HEIGHT**	50
APPROACH PERFORMANCE DESIGNATOR	0	**TCH UNITS**	F
ROUTE INDICATOR	-	**GLIDE PATH ANGLE**	03.00
REFERENCE PATH DATA SELECTOR	0	**COURSE WIDTH AT THRESHOLD**	105
REFERENCE PATH IDENTIFIER	E31A	**LENGTH OFFSET**	168
LTP/FTP LATITUDE	355006.5455N	**HORIZONTAL ALERT LIMIT (HAL)**	40.0
LTP/FTP LONGITUDE	0143018.6560E	**VERTICAL ALERT LIMIT (VAL)**	35.0
PRECISION APPROACH PATH POINT DATA CRC REMAINDER		13B4E4F2	

NON FAS DATA BLOCK FIELDS

LTP ORTOMETRIC HEIGHT	70.3
FPAP ORTOMETRIC HEIGHT	77.0

Change: revised FAS data block

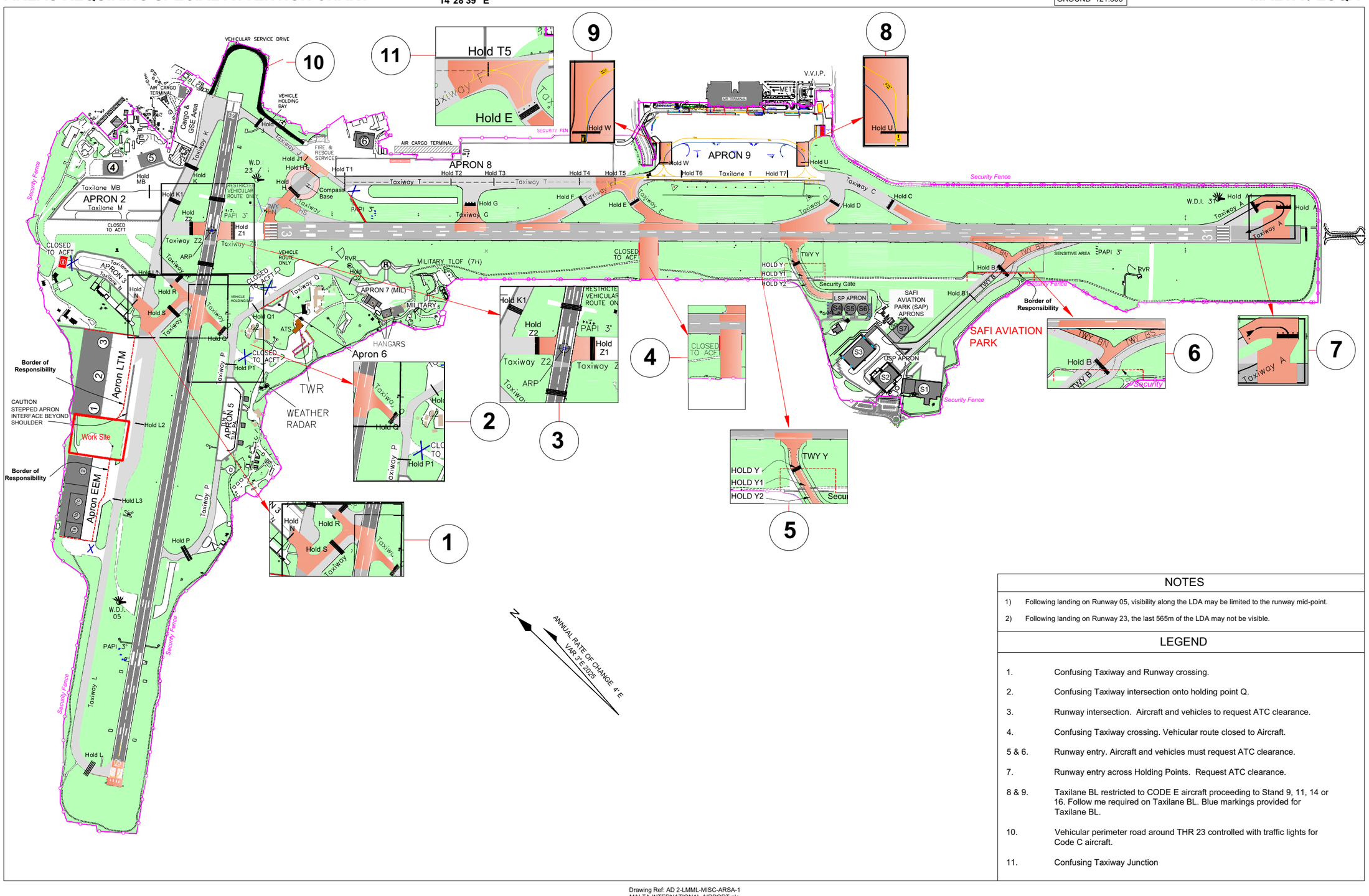
AREAS REQUIRING SPECIAL ATTENTION CHART

ARP 35°51'27" N 14°28'39" E

ELEV 297 feet

TWR 135.105
GROUND 121.605

MALTA / LUQA



NOTES

1) Following landing on Runway 05, visibility along the LDA may be limited to the runway mid-point.

2) Following landing on Runway 23, the last 565m of the LDA may not be visible.

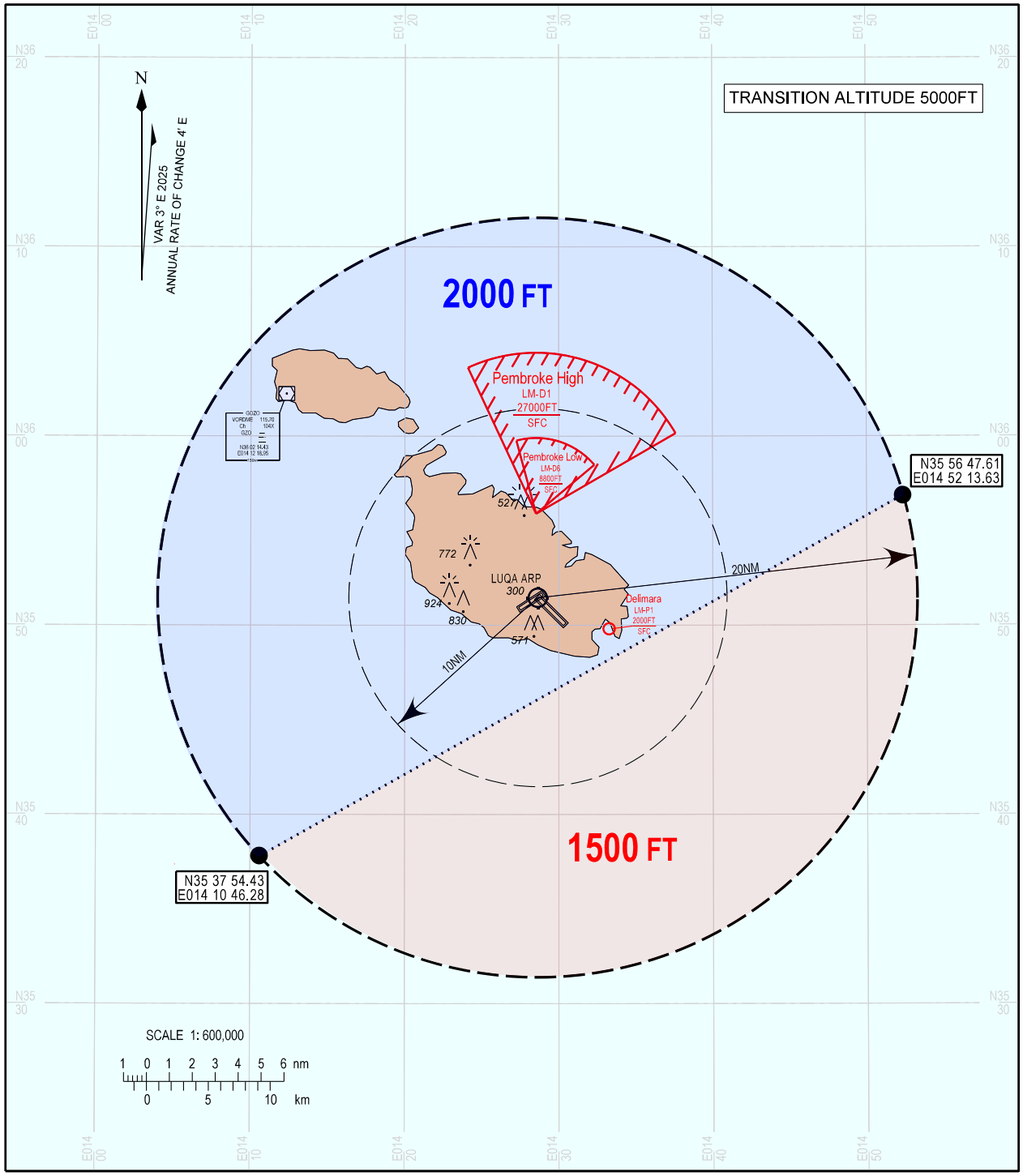
LEGEND

1.	Confusing Taxiway and Runway crossing.
2.	Confusing Taxiway intersection onto holding point Q.
3.	Runway intersection. Aircraft and vehicles to request ATC clearance.
4.	Confusing Taxiway crossing. Vehicular route closed to Aircraft.
5 & 6.	Runway entry. Aircraft and vehicles must request ATC clearance.
7.	Runway entry across Holding Points. Request ATC clearance.
8 & 9.	Taxilane BL restricted to CODE E aircraft proceeding to Stand 9, 11, 14 or 16. Follow me required on Taxilane BL. Blue markings provided for Taxilane BL.
10.	Vehicular perimeter road around THR 23 controlled with traffic lights for Code C aircraft.
11.	Confusing Taxiway Junction

Drawing Ref: AD 2-LMML-MISC-ARSA-1
MALTA INTERNATIONAL AIRPORT plc

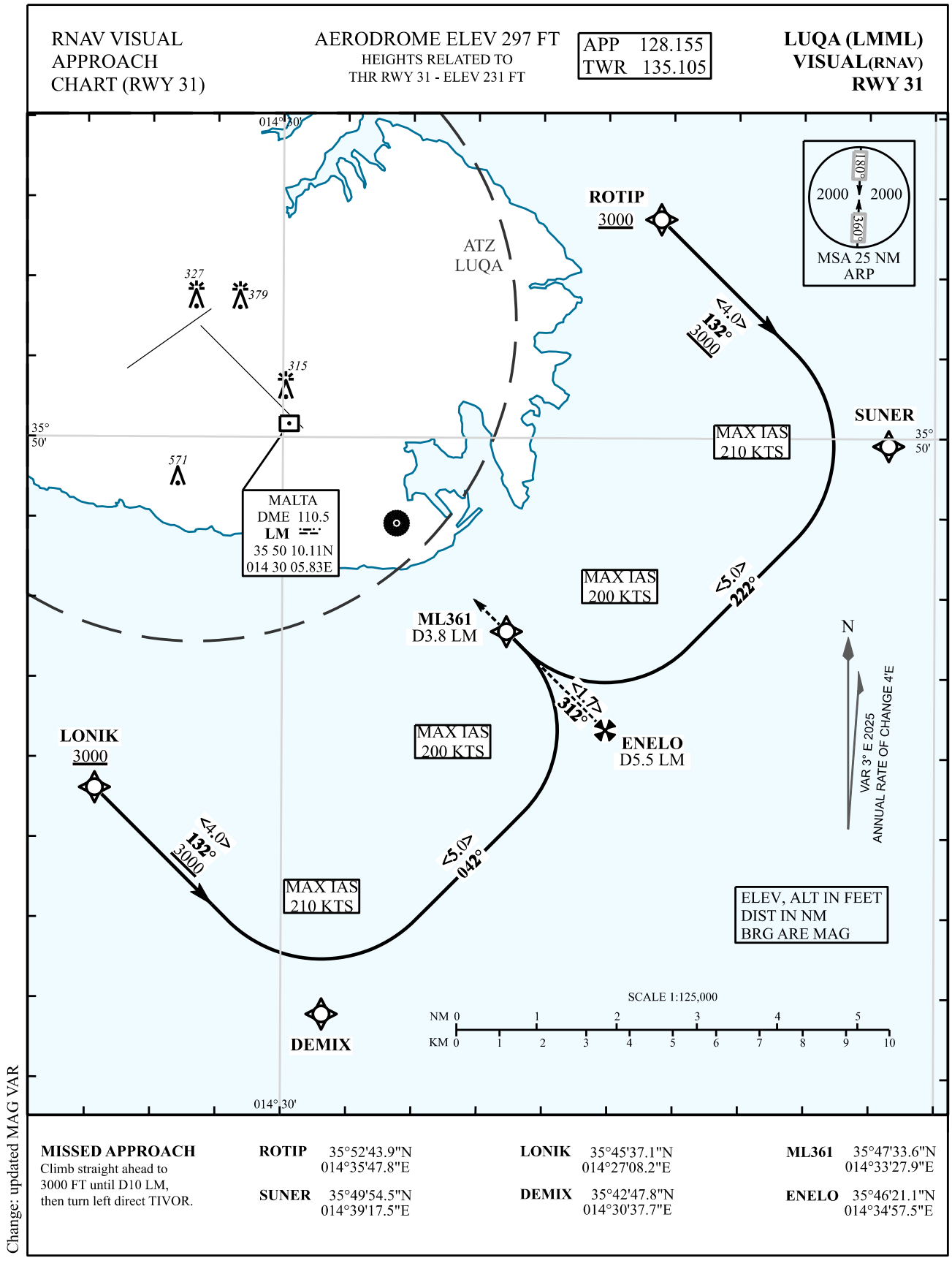
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ATC SURVEILLANCE MINIMUM ALTITUDE CHART



Change: updated chart title (removed ICAO); updated MAG VAR

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RNAV VISUAL APPROACH CHART (RWY 31)
AERODROME ELEV 297 FT
HEIGHTS RELATED TO THR RWY 31 - ELEV 231 FT
APP 128.155
TWR 135.105
LUQA (LMML)
VISUAL(RNAV)
RWY 31
014° 30'
ROTIP
3000
ATZ
LUQA
MSA 25 NM
ARP
2000
2000
180°
360°
<4.0>
132°
3000
SUNER
35° 50'
MAX IAS
210 KTS
327
379
315
571
MALTA
DME 110.5
LM
35 50 10.11N
014 30 05.83E
MAX IAS
200 KTS
<5.0>
222°
ML361
D3.8 LM
<1.7>
312°
ENELO
D5.5 LM
LONIK
3000
<4.0>
132°
3000
MAX IAS
200 KTS
<5.0>
042°
MAX IAS
210 KTS
N
VAR 3° E 2025
ANNUAL RATE OF CHANGE 4'E
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
SCALE 1:125,000
NM 0 1 2 3 4 5
KM 0 1 2 3 4 5 6 7 8 9 10
DEMIX
014° 30'
Change: updated MAG VAR
MISSED APPROACH
Climb straight ahead to 3000 FT until D10 LM, then turn left direct TIVOR.
ROTIP 35°52'43.9"N 014°35'47.8"E
LONIK 35°45'37.1"N 014°27'08.2"E
ML361 35°47'33.6"N 014°33'27.9"E
SUNER 35°49'54.5"N 014°39'17.5"E
DEMIX 35°42'47.8"N 014°30'37.7"E
ENELO 35°46'21.1"N 014°34'57.5"E

Visual Approach Notes

1. ROTIP / LONIK visual approaches will only be authorized by ATC following a pilot request and subject to traffic. ATC phraseology will be CLEARED ROTIP / LONIK VISUAL APPROACH RUNWAY 31.

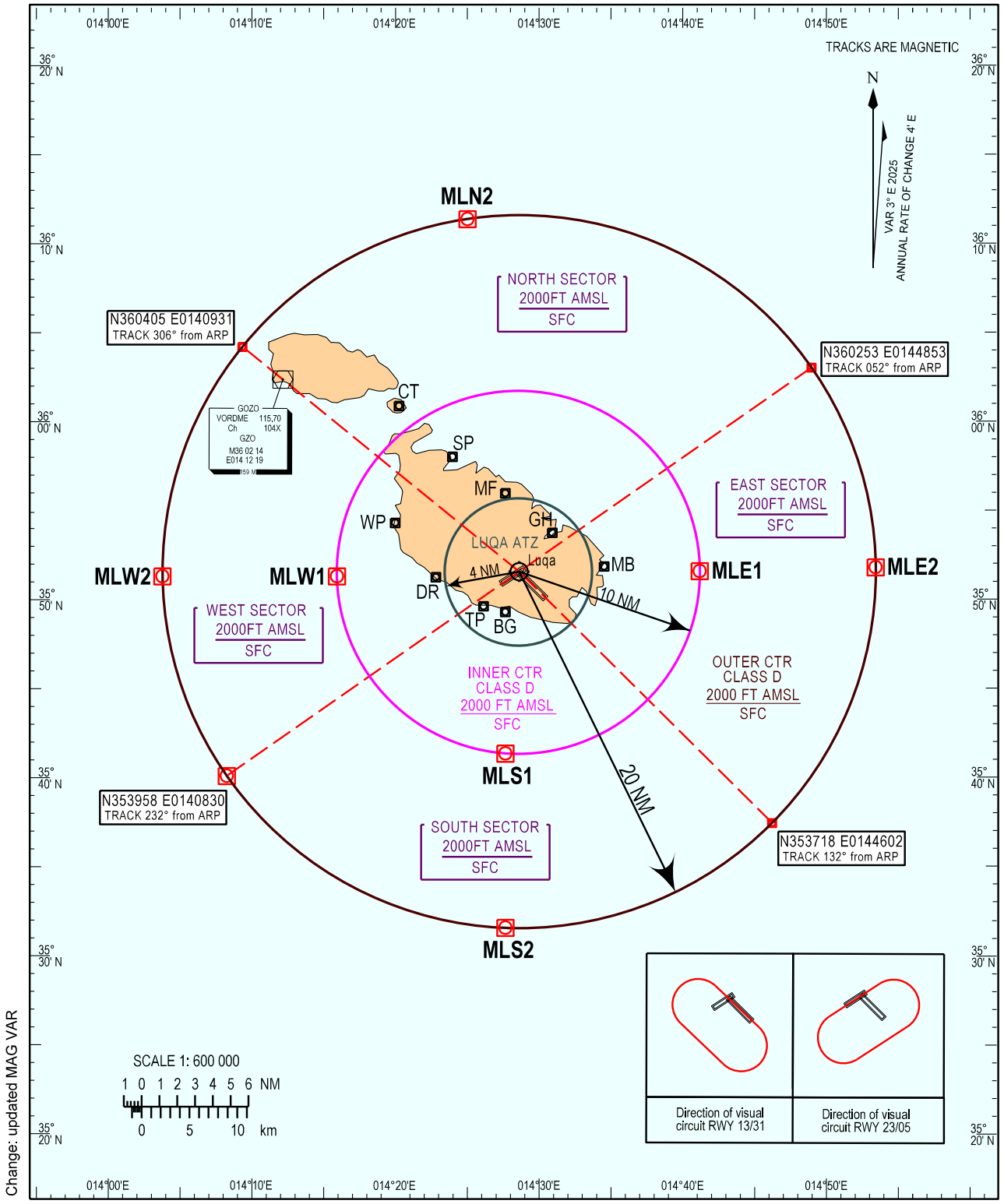
2. ROTIP / LONIK visual approaches are normally available for LMML arrivals entering the TMA via entry points DIRKA, EKOLA, UPLIT, MOLAM and DORAT.

3. When cleared by ATC to conduct a visual approach, pilots are required to follow the entire procedure from ROTIP – SUNER – ENELO – ML361 or LONIK – DEMIX – ENELO – ML361.

4. ROTIP / LONIK visual approaches require RNAV 5/FMS navigation capability and are designed to enable a Continuous Descent Approach. Descent below 3000 FT is only authorized after passing SUNER / DEMIX.

5. VFR aircraft activity may be present at 2000 FT or below in the vicinity of ROTIP over Marsascala Bay (MB).

LUQA CONTROL ZONE (CTR)



Change: updated MAG VAR

VFR DEP/ARR POINTS

Designator	*VFR DEP/ARR route*	*Coordinates*	*RDL / DIST (NM) from GZO VOR/DME*
1	2	3	4
MLE1	EAST VFR DEP/ARR	355140N 0144103E	R111 / D25.5
MLE2	EAST VFR DEP/ARR	355140N 0145307E	R105 / D34.7
MLN2	GOZO VFR DEP/ARR	361119N 0142500E	R045 / D13.7
MLS1	SOUTH VFR DEP/ARR	354123N 0142740E	R146 / D24.3
MLS2	SOUTH VFR DEP/ARR	353122N 0142740E	R155 / D33.3
MLW1	WEST VFR DEP/ARR	355109N 0141605E	R162 / D11.5
MLW2	WEST VFR DEP/ARR	355109N 0140349E	R209 / D13.1

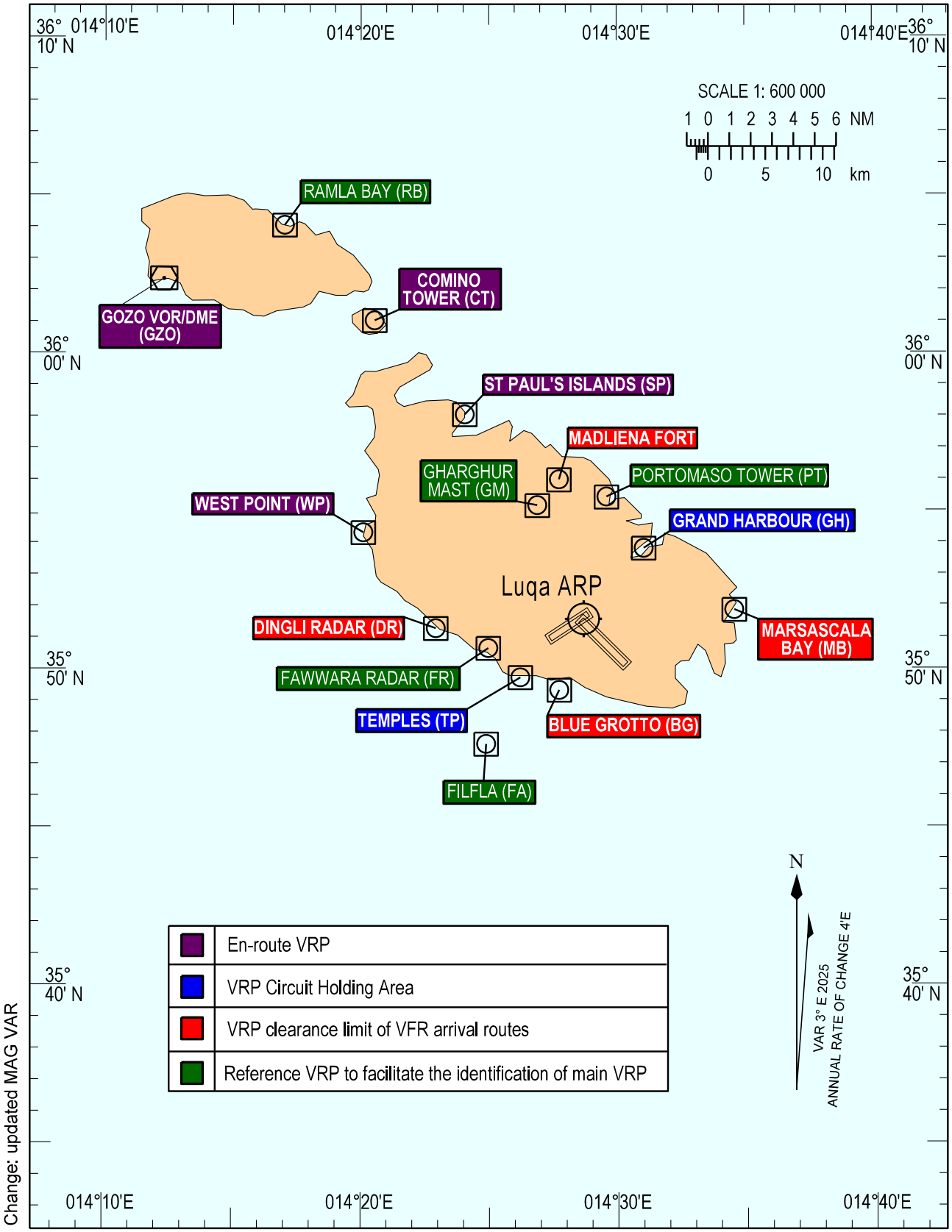
RCF procedures for VFR flights operating in the Luqa CTR

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 over **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 GROTTO (BG)** and await visual signals from the aerodrome control tower.
- If operating as aerodrome traffic pilots should squawk A7600 and await visual signals from the aerodrome control tower.

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

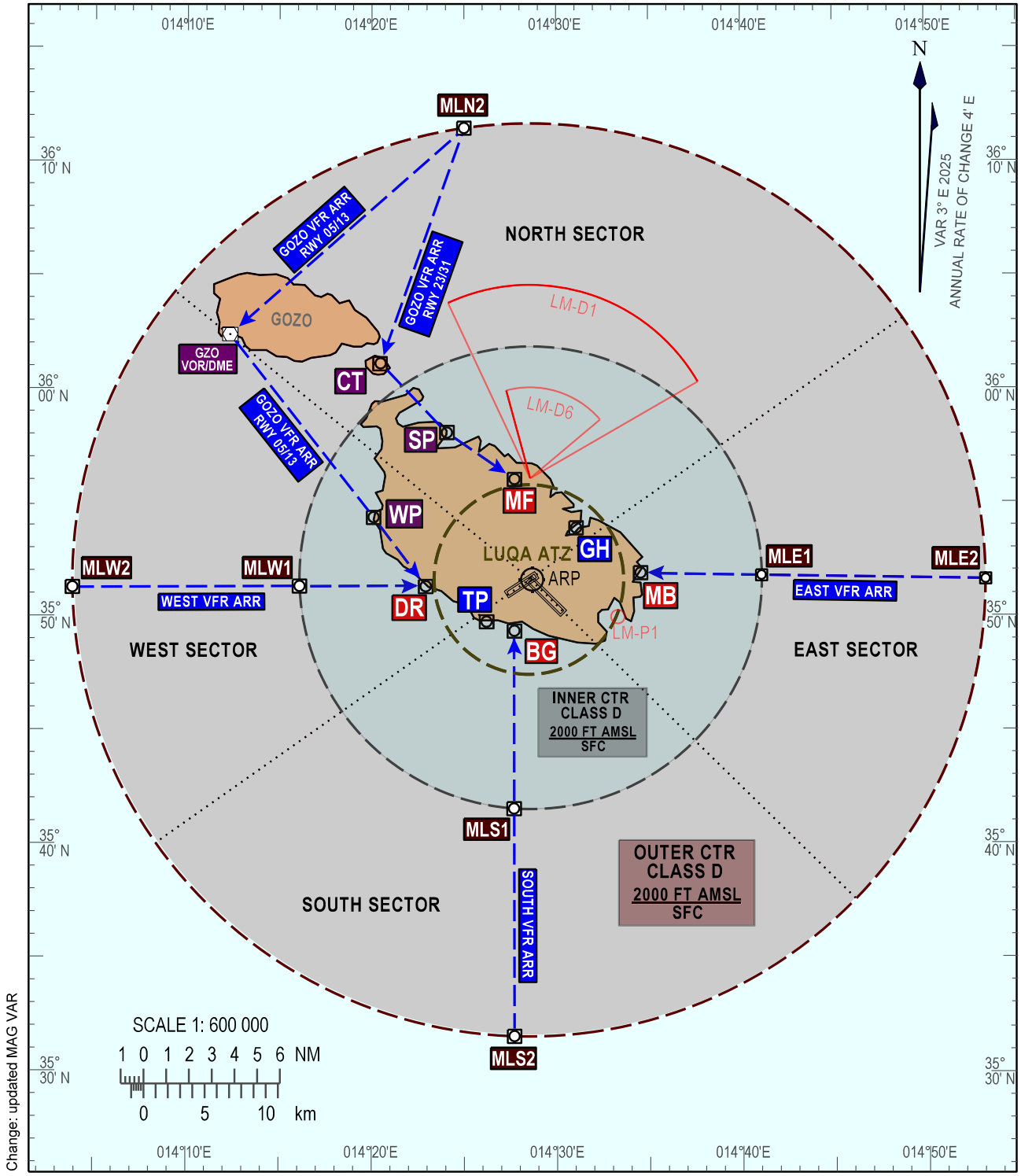
VISUAL REPORTING POINTS (VRP)



VRP INFORMATION

Designator	*Location*	*Coordinates*
1	2	3
ARP	LUQA ARP	355127N 0142839E
BG	BLUE GROTTO	354912N 0142741E
CT	COMINO TOWER	360040N 0142027E
DR	DINGLI RADAR	355109N 0142254E
FA	FILFLA	354730N 0142451E
FR	FAWWARA RADAR	355032N 0142456E
GH	GRAND HARBOUR	355312N 0143030E
GM	GĦARGĦUR MAST	355503N 0142650E
GZO	GOZO VOR/DME	360214N 0141219E
MB	MARSASCALA BAY	355145N 0143430E
MF	MADLIENA FORT	355552N 0142741E
PT	PORTOMASO TOWER	355519N 0142932E
RB	RAMLA BAY	360342N 0141701E
SP	ST PAUL'S ISLANDS	355755N 0142402E
TP	TEMPLES	354918N 0142606E
WP	WEST POINT	355412N 0142005E

STANDARD VFR ARRIVAL ROUTES



STANDARD VFR ARRIVALS

International VFR flights planning to enter the LUQA CTR should flight plan as follows:

1. **GOZO VFR ARR** if planning to enter via the NORTH SECTOR.

Runway in use for VFR ARR	***Insert in Field 15***	***Routing expected***	***Remark in Field 18***
RWY 05 / 13	MLN2	MLN2 GZO WP DR	RMK / GOZO VFR ARR
RWY 23 / 31	MLN2	MLN2 CT SP MF	RMK / GOZO VFR ARR

2. **WEST VFR ARR** if planning to enter via the WEST SECTOR.

Runway in use for VFR ARR	***Insert in Field 15***	***Routing expected***	***Remark in Field 18***
RWY 05 / 13 / 23 / 31	MLW2	MLW2 MLW1 DR	RMK / WEST VFR ARR

3. **SOUTH VFR ARR** if planning to enter via the SOUTH SECTOR.

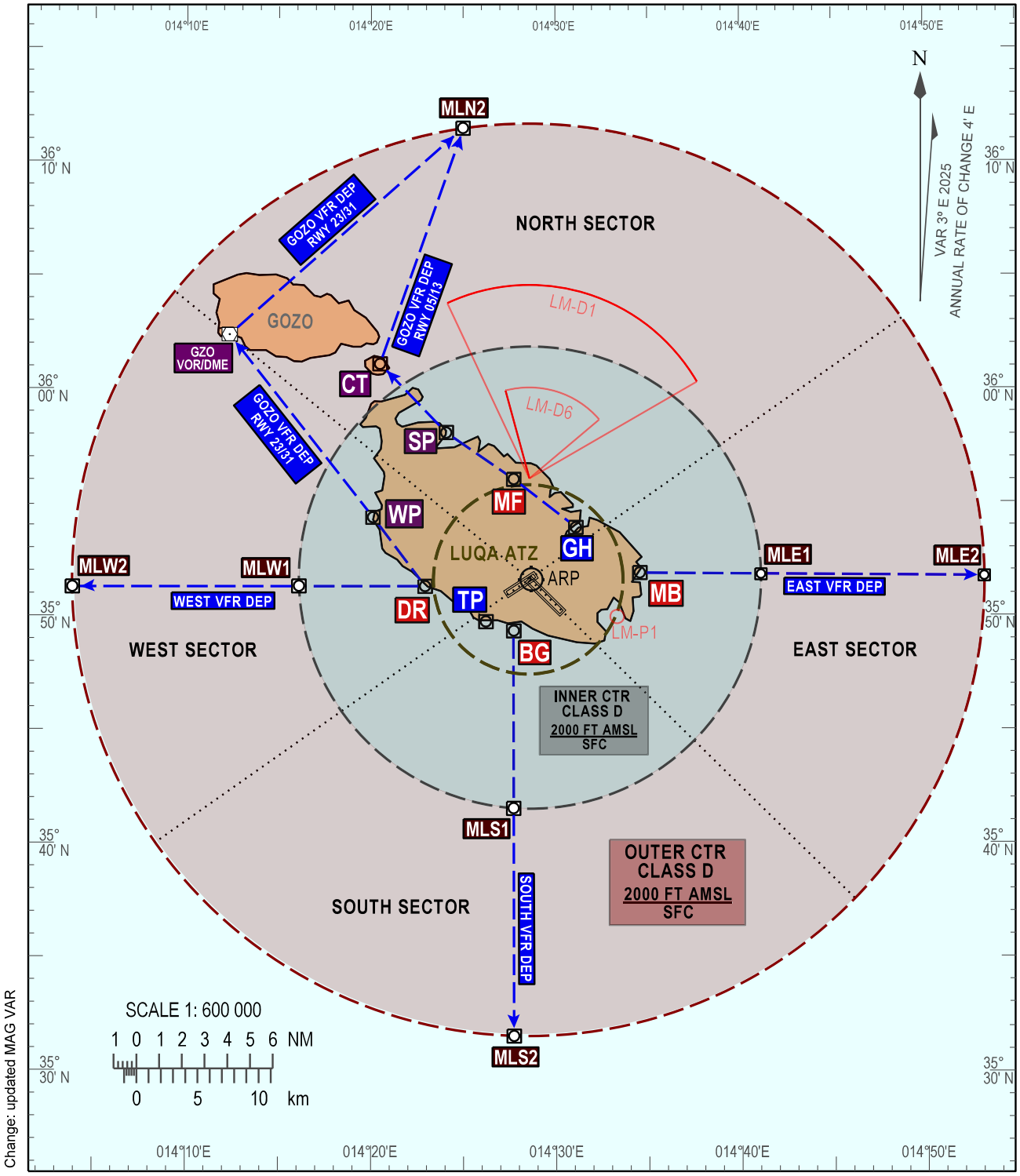
Runway in use for VFR ARR	***Insert in Field 15***	***Routing expected***	***Remark in Field 18***
RWY 05 / 13 / 23 / 31	MLS2	MLS2 MLS1 BG	RMK / SOUTH VFR ARR

4. **EAST VFR ARR** if planning to enter via the EAST SECTOR.

Runway in use for VFR ARR	***Insert in Field 15***	***Routing expected***	***Remark in Field 18***
RWY 05 / 13 / 23 / 31	MLE2	MLE2 MLE1 MB	RMK / EAST VFR ARR

- ATC clearance to enter the LUQA CTR OUTER zone should be expected at an altitude of 2000 FT.
- Aircraft may be instructed to orbit over a point designated on the ARR route before entering the visual pattern.
- Pilots should ensure familiarization with the VRPs indicated in the STANDARD VFR ARR ROUTES chart.
- Remark in Field 18 is mandatory if routing in Field 15 cannot be inserted.

STANDARD VFR DEPARTURE ROUTES



STANDARD VFR DEPARTURES

International VFR flights planning to exit the LUQA CTR should flight plan as follows:

1. **GOZO VFR DEP** if planning to exit via the NORTH SECTOR.

Runway in use for VFR DEP	***Insert in Field 15***	***Routing expected***	***Remark in Field 18***
RWY 05 / 13	MLN2	GH MF SP CT MLN2	RMK / GOZO VFR DEP
RWY 23 / 31	MLN2	DR WP GZO MLN2	RMK / GOZO VFR DEP

2. **WEST VFR DEP** if planning to exit via the WEST SECTOR.

Runway in use for VFR DEP	***Insert in Field 15***	***Routing expected***	***Remark in Field 18***
RWY 05 / 13 / 23 / 31	MLW2	DR MLW1 MLW2	RMK / WEST VFR DEP

3. **SOUTH VFR DEP** if planning to exit via the SOUTH SECTOR.

Runway in use for VFR DEP	***Insert in Field 15***	***Routing expected***	***Remark in Field 18***
RWY 05 / 13 / 23 / 31	MLS2	BG MLS1 MLS2	RMK / SOUTH VFR DEP

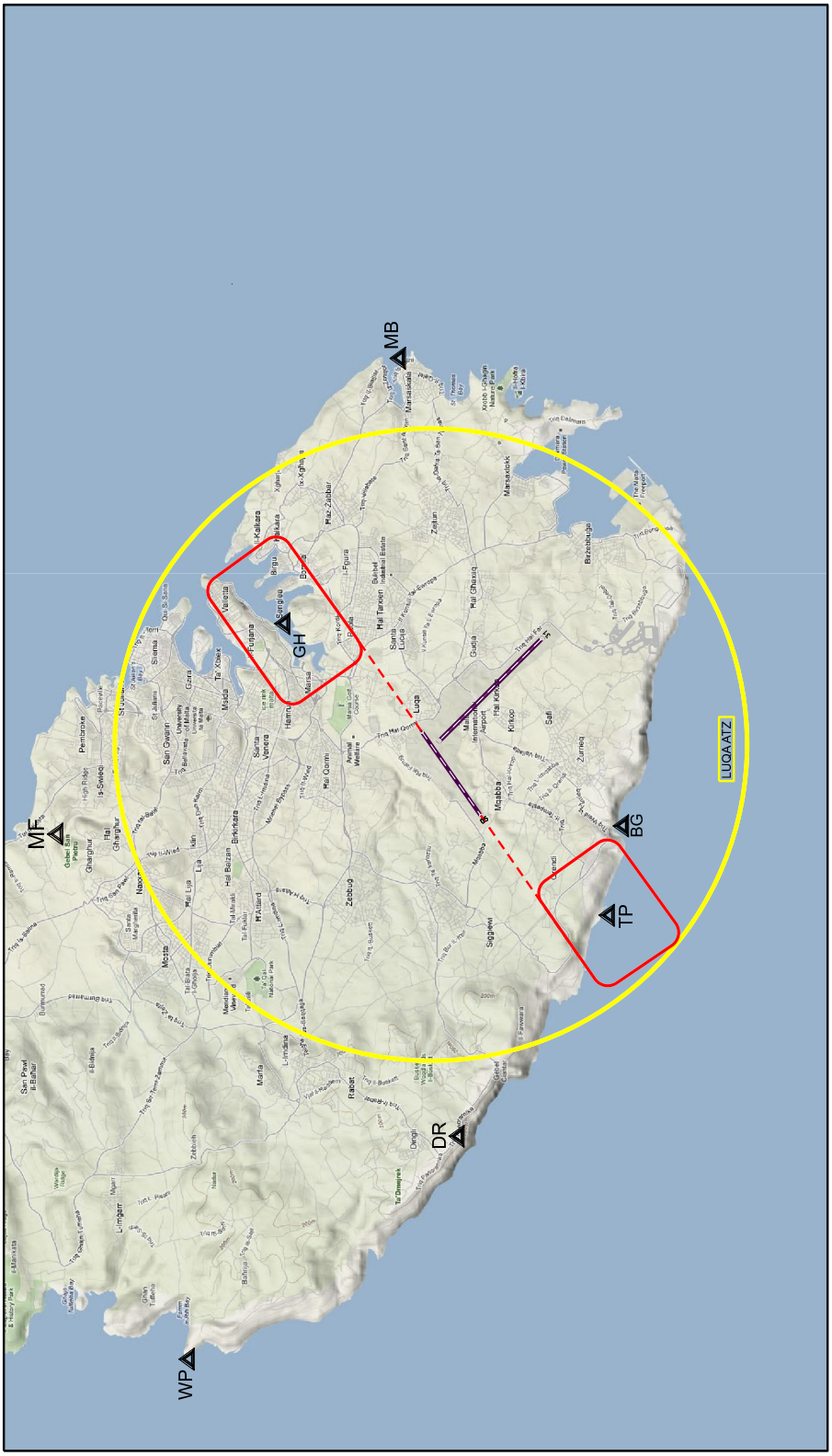
4. **EAST VFR DEP** if planning to exit via the EAST SECTOR.

Runway in use for VFR DEP	***Insert in Field 15***	***Routing expected***	***Remark in Field 18***
RWY 05 / 13 / 23 / 31	MLE2	MB MLE1 MLE2	RMK / EAST VFR DEP

- ❖ Expect initial ATC clearance to continue on runway track and to climb to altitude 1500 FT.
- ❖ Further clearance to climb to requested VFR cruising levels may be expected after exiting the LUQA CTR INNER zone.
- ❖ Pilots should ensure familiarization with the VRPs indicated in the STANDARD VFR DEP ROUTES chart.
- ❖ Remark in Field 18 is mandatory if routing in Field 15 cannot be inserted.

CIRCUIT HOLDING AREAS IN THE LUQA ATZ FOR LIGHT AIRCRAFT

Circuit Holding Areas in the Luqa ATZ for light aircraft

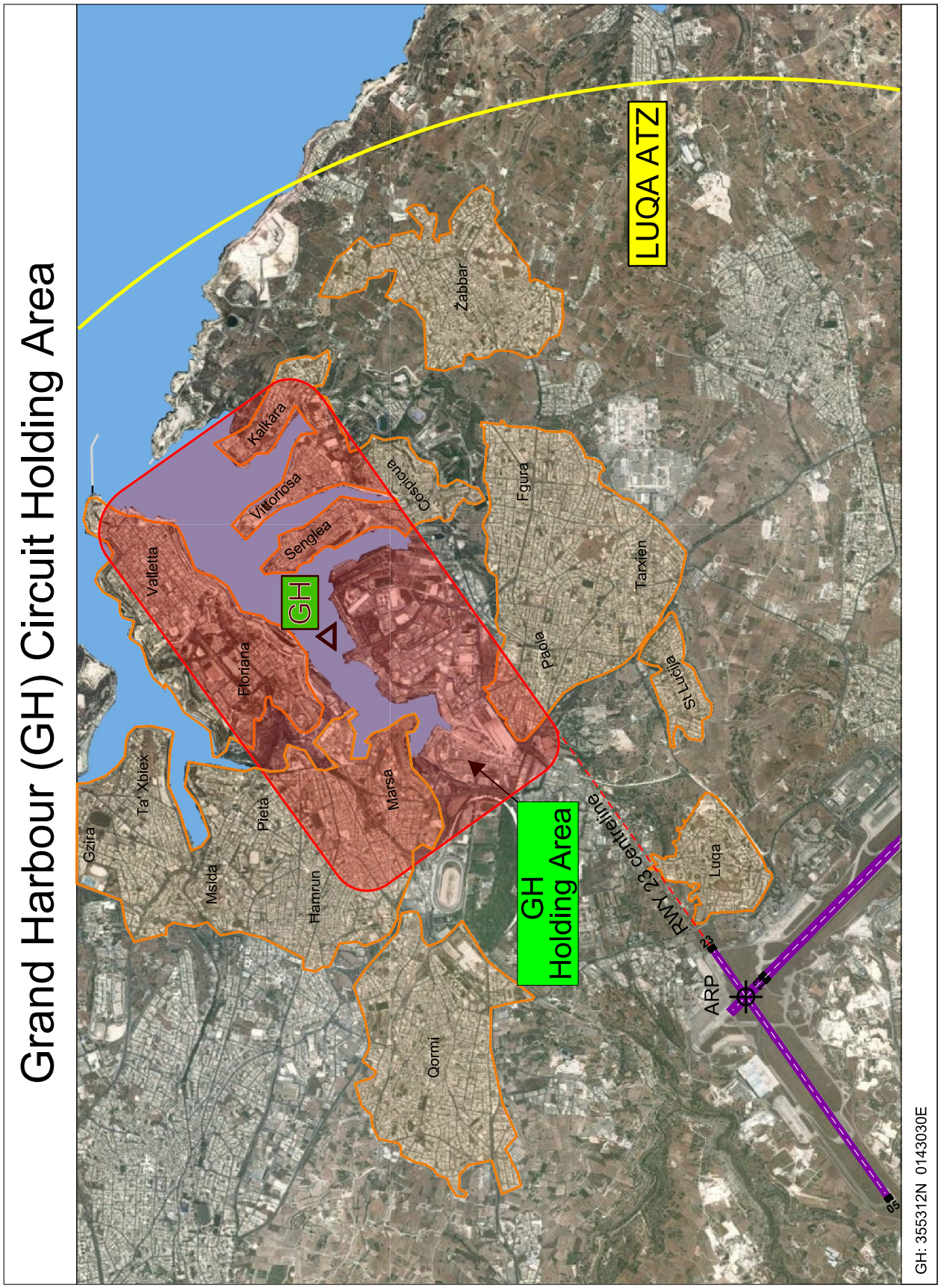


AD ELEV 297 FT	LMML ARP 355127.15N 0142838.78E	MAG VAR 3° E (2025)
LUQA TOWER 135.105	LUQA GROUND 121.605	LUQA INFORMATION DEP ATIS 127.005 ARR ATIS 127.405

Change: updated MAG VAR

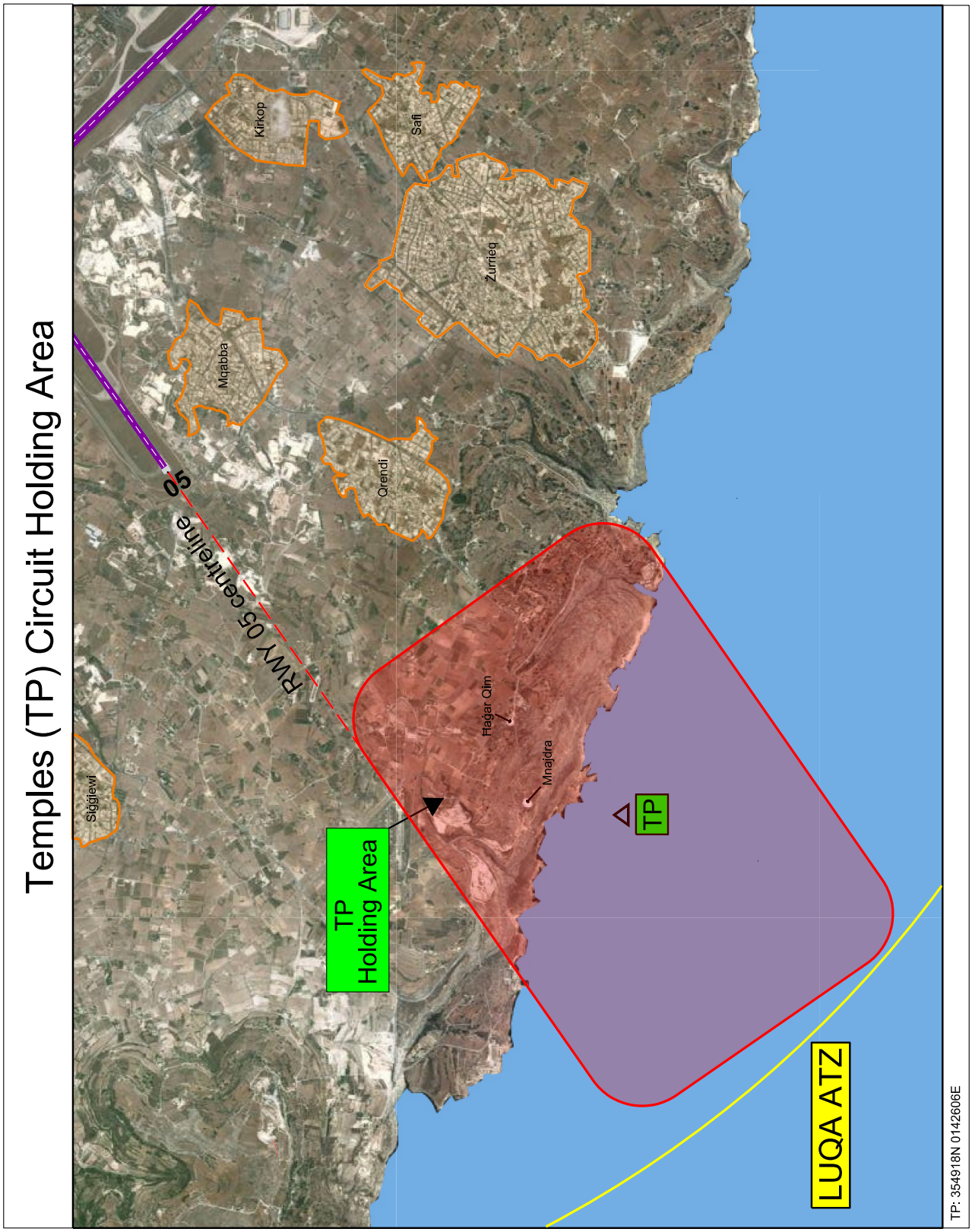
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GRAND HARBOUR (GH) CIRCUIT HOLDING AREA



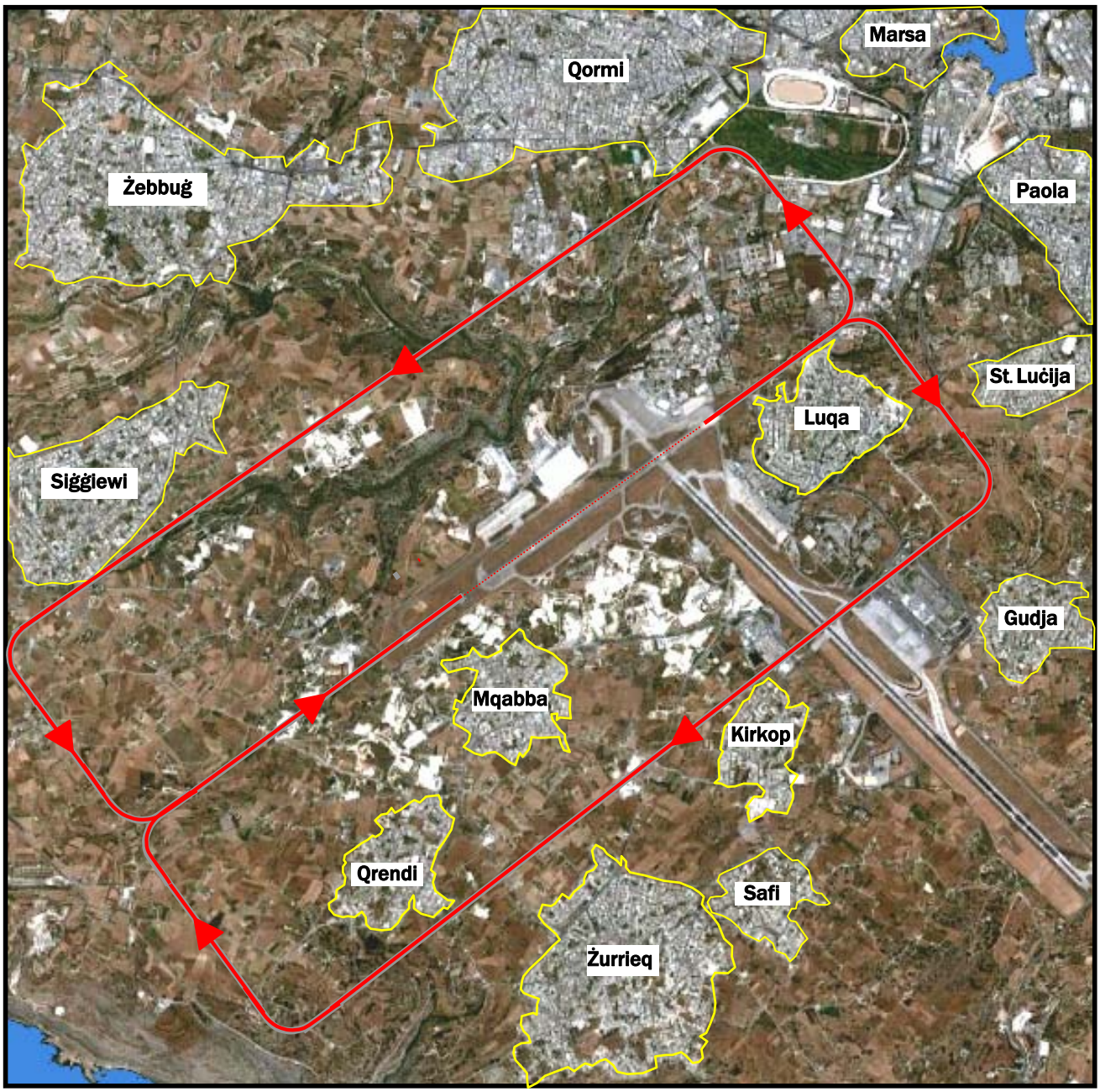
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TEMPLES (TP) CIRCUIT HOLDING AREA



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VISUAL CIRCUIT RWY 05 FOR LIGHT AIRCRAFT

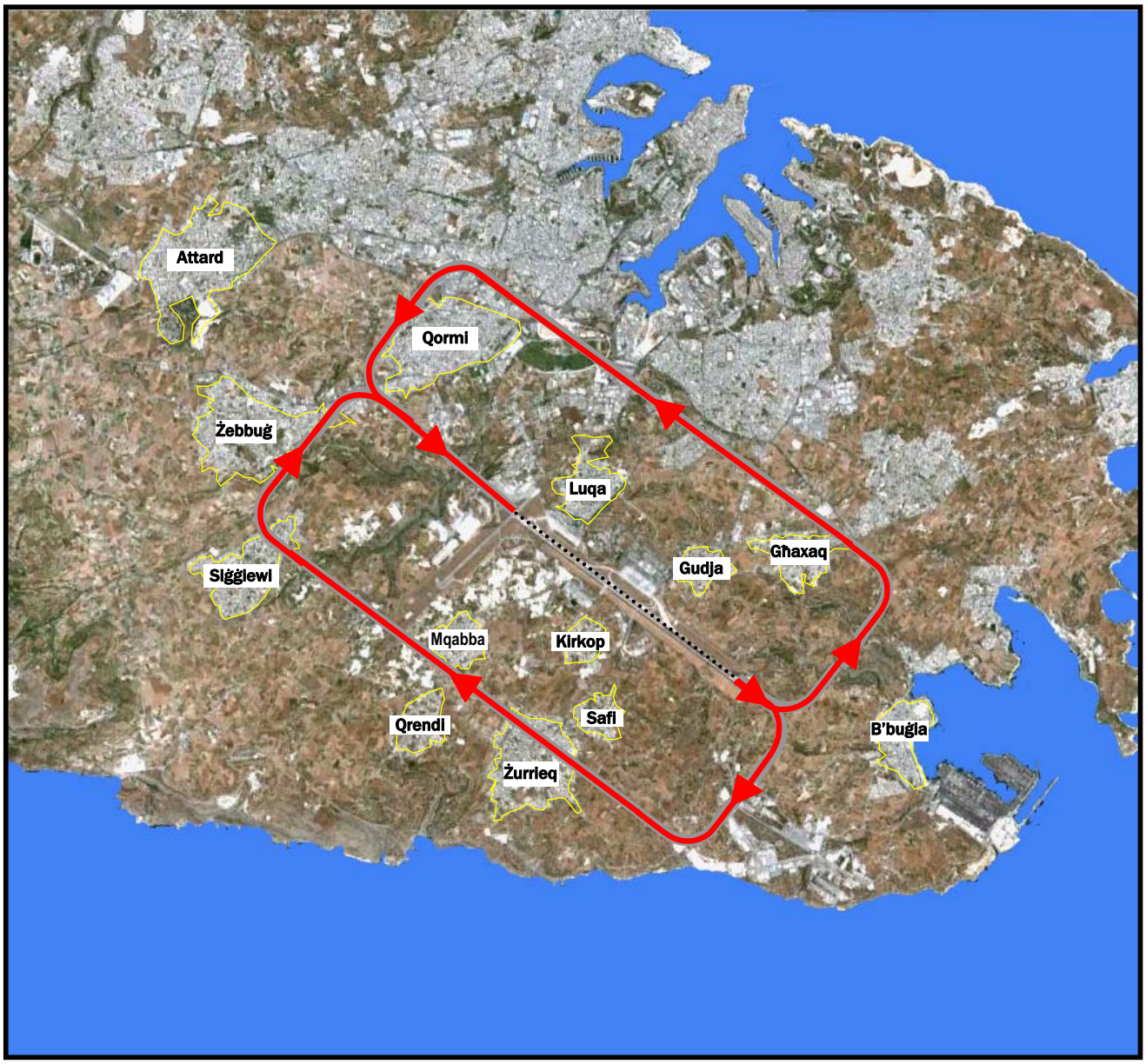


Circuit Altitude not above 1500 feet QNH.

Circuits on RWY 05 may be variable in direction in accordance with ATC instructions.

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VISUAL CIRCUIT RWY 13 FOR LIGHT AIRCRAFT



Circuit Altitude not above 1500 feet QNH.

Circuits on RWY 13 may be variable in direction in accordance with ATC instructions.

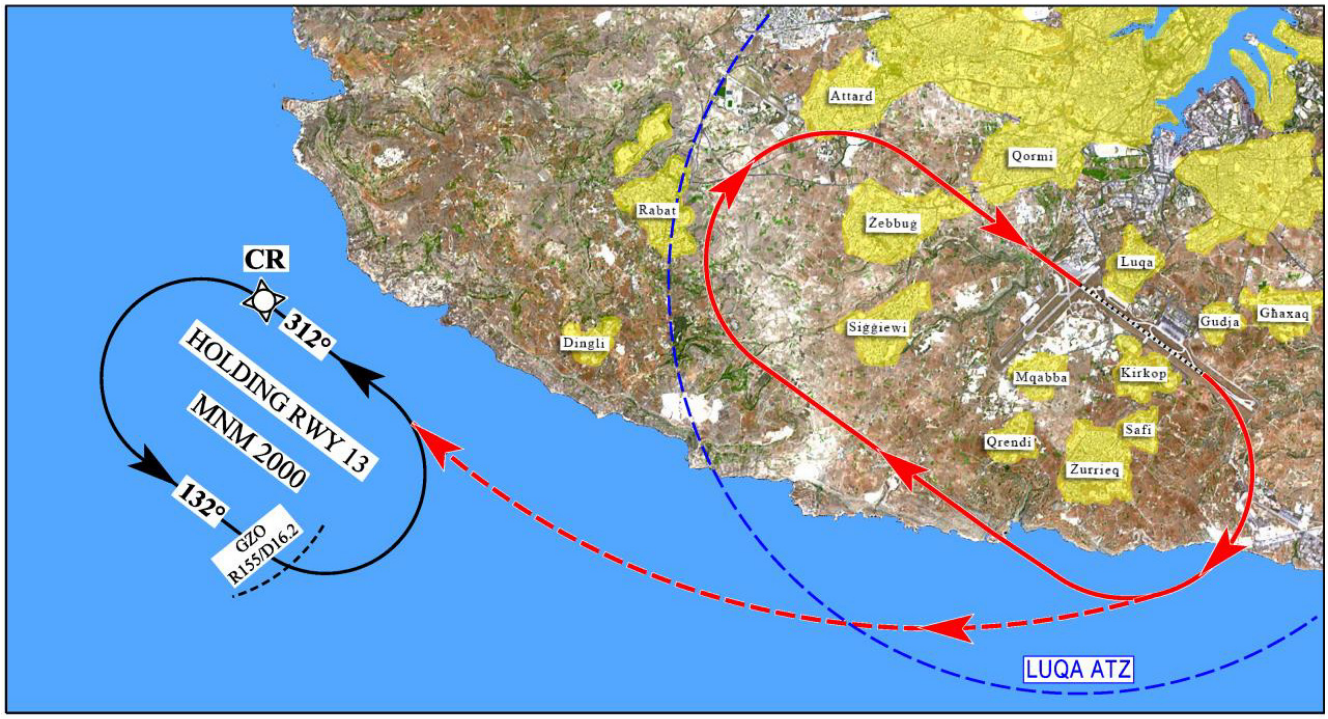
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VISUAL CIRCUIT RWY 13 FOR LIGHT AIRCRAFT - LOW-LEVEL CIRCUIT



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STANDARD RIGHT-HAND VISUAL CIRCUIT RWY 13 FOR MEDIUM/HEAVY AIRCRAFT



Unless otherwise instructed by ATC:

- Climb straight ahead and turn crosswind as indicated in red above.
- Climb to maintain altitude 2000 ft before joining right downwind.
- Commence base turn south of Rabat village to intercept final approach RWY 13.

For delay purposes and sequencing with other traffic ATC may instruct aircraft to hold over CR as indicated overleaf. When instructed to hold over CR aircraft should climb straight ahead and turn crosswind as indicated in dashed red above.

Holding Procedure

Holding Fix Designator:	CR
Coordinates of CR:	355219N 0141855E
Left-Hand Pattern	
Inbound Track:	312°
Outbound Time/Distance:	1 min / 4 NM (whichever is earlier)
Maximum IAS:	210 KT
Minimum Holding Altitude:	2000 ft

VISUAL CIRCUIT RWY 23 FOR LIGHT AIRCRAFT



Circuit Altitude not above 1500 feet QNH.

Circuits on RWY 23 may be variable in direction in accordance with ATC instructions.

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VISUAL CIRCUIT RWY 31 FOR LIGHT AIRCRAFT



Circuit Altitude not above 1500 feet QNH.

Circuits on RWY 31 may be variable in direction in accordance with ATC instructions.

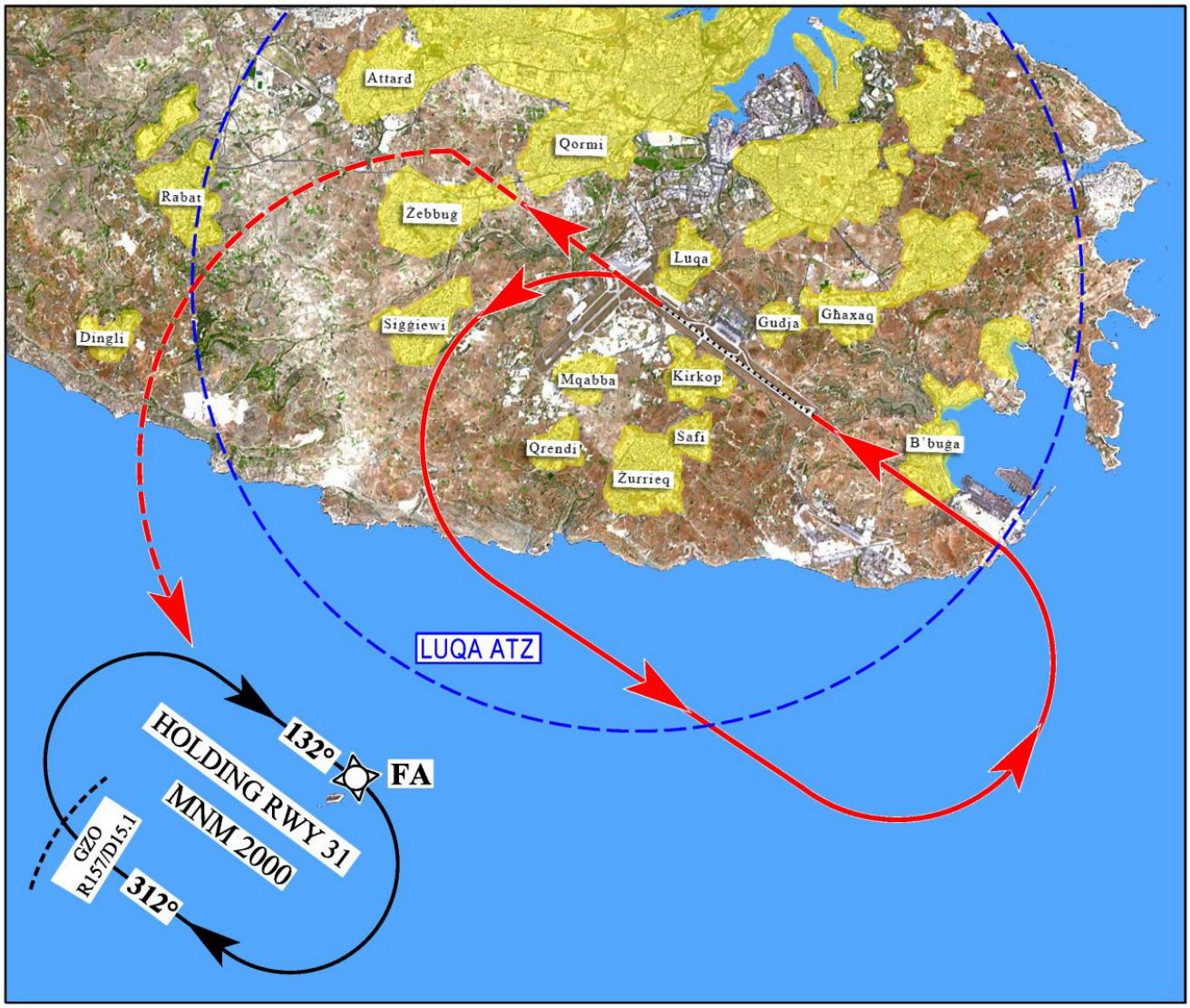
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VISUAL CIRCUIT RWY 31 FOR LIGHT AIRCRAFT - LOW-LEVEL CIRCUIT



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STANDARD LEFT-HAND VISUAL CIRCUIT RWY 31 FOR MEDIUM/HEAVY AIRCRAFT



Unless otherwise instructed by ATC:

- Climb straight ahead and turn crosswind as indicated in red above.
- Climb to maintain altitude 2000 ft before joining left downwind.
- Commence base turn to intercept final approach over the sea.

For delay purposes and sequencing with other traffic ATC may instruct aircraft to hold over FA as indicated overleaf. When instructed to enter the hold over FA aircraft should climb straight ahead and turn crosswind as indicated in dashed red above.

Holding Procedure

Holding Fix Designator:	FA
Coordinates of FA:	354730N 0142451E
Right-Hand Pattern	
Inbound Track:	132°
Outbound Time/Distance:	1 min / 4 NM (whichever is earlier)
Maximum IAS:	210 KT
Minimum Holding Altitude:	2000 ft

AD 3 HELIPORTS

GOZO HELIPORT

Note: The following sections in this chapter are intentionally left blank: AD-3.14, AD-3.15, AD-3.16, AD-3.17, AD-3.18, AD-3.19, AD-3.20, AD-3.21, AD-3.22

LMMG AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

LMMG — GOZO Heliport

LMMG AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Heliport reference point co-ordinates and site at heliport	360143N 0141621E (*) at geometrical centre of the strip
2	Elevation	326 FT
3	Heliport Administration, address, telephone, fax, SITA	The Chairperson Gozo Heliport Ltd c/o Malta Investment Management Co. Ltd The Clock Tower Tigne Point Sliema TP 01 Malta Phone:(356) 9982 2704 Email: lisa-marie.brooke@gov.mt
5	Types of traffic permitted (IFR/VFR)	VFR only
6	Remarks	The Gozo Heliport is unlicensed and available for domestic traffic only. Prior permission is required for the use of the heliport.

LMMG AD 3.3 OPERATIONAL HOURS

1	Operational hours	Day operations only – operating hours will be established subject to company exigencies. Night operations only allowed in exceptional circumstances and with prior coordination.

LMMG AD 3.4 FIRE FIGHTING SERVICES

1	Heliport category for fire fighting	Unavailable

LMMG AD 3.5 MARKINGS

1	Heliport markings	Heliport identification, TLOF edge, edge of strip

LMMG AD 3.6 HELIPORT OBSTACLES

In approach/TKOF areas			Near heliport		
1A			1B		
Area affected	Obstacle Type Elevation Markings/LGT	Co-ordinates	Obstacle Type Elevation Markings/LGT	Co-ordinates	Remarks
a	b	c	a	b	
10/APCH 28/TKOF	Xewkija Church 585 FT	360158N 0141542E *	Santa Cilia Tower 381 FT	360149N 0141629E *	Nil
	Ghajnsielem Church - 406 FT	360139N 0141725E *			

LMMG AD 3.7 METEOROLOGICAL INFORMATION PROVIDED

1	Met information provided	Only meteorological information specific to Luqa aerodrome is provided by Malta ATS

LMMG AD 3.8 HELIPORT DATA

1	Heliport type	Surface level
2	TLOF dimensions and SFC type	22 M x 22 M, concrete
3	Strip dimensions and SFC type	130 M x 20 M, asphalt Overall length, including concrete pads is 174 M
4	MAG bearings	280°/100°
5	Safety area dimensions	285 M x 85 M
6	Remarks	Nil

LMMG AD 3.9 HELIPORT LIGHTING

1	Hours of operation	Day Operations Only
2	WDI location and LGT	86 M, BRG 036° from the centre of eastern concrete pad, not lighted
3	Remarks	Non-standard flood lighting available for illumination of eastern end of strip during night.

LMMG AD 3.10 ATS AIRSPACE

1	Airspace details	(see AD 2.17 for details of the Malta CTR)
2	ATS unit	Uncontrolled heliport and all communications shall be made with Luqa Tower.

LMMG AD 3.11 LOCAL TRAFFIC REGULATIONS

1. Unless occupied or otherwise directed by the heliport administration, helicopters shall land on the concrete pad at the eastern end of the strip, nearest the Terminal building, in order to facilitate the disembarking and embarking of passengers.
2. Take-off shall be made from one of the concrete pads at either end of the heliport strip.

LMMG AD 3.12 NOISE ABATEMENT PROCEDURES

1. Helicopters should avoid flying over residential areas located near the heliport at all times, especially during the night.

LMMG AD 3.13 FLIGHT PROCEDURES

1. All approaches shall be conducted in such a way as to avoid built-up areas as much as practicable. Pilots shall maintain two-way RTF contact with Luqa Tower, at least until the heliport is in sight.
2. All departures shall be conducted in such a way as to avoid built-up areas as much as practicable. Pilots shall:
   a. maintain two-way RTF contact with Luqa Tower at least until the Heliport is in sight when proceeding to Gozo;
   b. try to establish radio contact with Luqa Tower prior to taking off from the Heliport and in the event when no such communications can be established, take-off at their discretion up to a maximum height of 500 FT and remain in the vicinity of the Heliport until two-way radio communications has been established with Luqa Tower or Approach.
3. Landing and take-off at the Gozo Heliport shall be conducted at pilot's discretion.

LMMG AD 3.23 CHARTS RELATED TO A HELIPORT

Chart name	Page
Heliport Chart — ICAO	AD 3-LMMG-HPC - 1

HELIPORT CHART — ICAO



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