

## APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

Apron surface and strength	Apron 1	PCN 40/R/C/Y/U General Aviation (light aircraft) up to 7000kg MTOW For use by locally based aircraft
	Apron 2	PCN 65/F/B/X/U Up to Code C
	Apron 3	PCN 45/R/B/X/U Military visitors ramp and General Aviation up to Code B
	LTM Apron	PCN 100/R/A/W/T Parking up to Code F reserved for Lufthansa Technik Malta maintenance operations
	Apron 4	PCN 60/R/B/X/U Long-term parking up to Code D Designated remote park
	Apron 5	PCN undetermined Parking subject to MIA concessions and limitations
	Apron 7	PCN 50/F/D/X/U Armed Forces of Malta ramp
	Apron 8	PCN 45/R/B/Y/U Up to Code D
	Apron 9	PCN 100/F/B/X/U Up to Code F

Taxiway Width Taxiway/taxilane surface and strength	TWY A	25M, PCN 100/F/B/X/U
	TWY B	45M, PCN 60/F/C/X/U
	TWY C to H	23M,PCN 100/F/B/X/U
	TWY J	15M,PCN 80/F/C/X/U
	TWY K	18M,PCN 80/F/C/X/U
	TWY L and R	18M,PCN 65/F/B/X/U
	TWY P	15M,PCN50/F/D/X/U
	TWY Q	18M,PCN50/F/D/X/U
	TWY S	25M,PCN 100F/B/X/U
	TWY Y	60M,PCN 100/F/B/X/U
	TWY Z	45M,PCN 75/F/D/X/U
	Taxilane I	PCN 45/R/B/Y/U
	Taxilane M	PCN 60/R/B/X/U
	Taxilane N	PCN 45/F/C/X/U
	Taxilane O	PCN 65/F/B/X/U
Taxilane T, U, V, W and X	PCN 100/F/B/X/U	
Altimeter check location and elevation	The stand area immediately in front of the Terminal building on Apron 9. 243 feet.	

## INS CHECK POINTS

<b>APRON 1</b>		
<b>Aircraft Stand</b>	<b>WGS 84 co-ordinates</b>	
1	TO BE SURVEYED	
2	355137.70N	0142848.23E
3	355137.41N	0142847.73E
4	355137.13N	0142847.24E
5	355136.84N	0142846.74E
6	355136.56N	0142846.25E
7	355136.27N	0142845.75E
8	355137.46N	0142845.31E
9	355137.75N	0142845.81E
10	355138.03N	0142846.30E
11	355138.32N	0142846.80E
12	355138.60N	0142847.29E

<b>APRON 2</b>		
<b>Aircraft Stand</b>	<b>WGS 84 co-ordinates</b>	
1	355134.36N	0142838.21E
1H	355133.95N	0142837.69E
2	355135.54N	0142836.74E
3	355136.71N	0142835.27E
4	TO BE SURVEYED	
5	TO BE SURVEYED	
6	TO BE SURVEYED	

<b>APRON 3</b>		
<b>Aircraft Stand</b>	<b>WGS 84 co-ordinates</b>	
1	TO BE SURVEYED	
2	TO BE SURVEYED	
3	TO BE SURVEYED	
4	TO BE SURVEYED	
5	TO BE SURVEYED	
6	TO BE SURVEYED	
7	TO BE SURVEYED	
8	TO BE SURVEYED	
9	TO BE SURVEYED	

<b>APRON 4</b>		
<b>Aircraft Stand</b>	<b>WGS 84 co-ordinates</b>	
1	355113.70N	0142754.64E
2	355115.29N	014757.36E
3	355116.89N	0142800.14E
4	355118.44N	0142802.89E
5	355120.08N	0142805.65E
5A	TO BE SURVEYED	
5B	TO BE SURVEYED	
5C	TO BE SURVEYED	

<b>APRON 8</b>		
<b>Aircraft Stand</b>	<b>WGS 84 co-ordinates</b>	
1	355113.55N	0142908.64E
2	355115.20N	0142906.61E
3	355116.87N	0142904.56E
4	355118.41N	0142902.65E
5	355120.15N	0142900.46E
6	355122.32N	0142858.33E

<b>LTM APRON</b>	
<b>Aircraft Stand</b>	<b>WGS 84 co-ordinates</b>
	TO BE SURVEYED

<b>APRON 9</b>		
<b>Aircraft Stand</b>	<b>WGS 84 co-ordinates</b>	
1	355059.86N	0142933.81E
1R	355058.68N	0142934.97E
2	355058.71N	0142936.09E
3	355056.83N	0142938.41E
4	355055.21N	0142940.36E
5	355053.60N	0142942.39E
6	355052.07N	0142944.32E
7	355050.31N	0142946.71E
8	355048.22N	0142947.70E
8L	355049.74N	0142945.75E
8V	355049.00N	0142947.11E
9	355047.32N	0142941.38E
10	355048.99N	0142939.32E
11	355050.38N	0142937.59E
12	355051.96N	0142935.64E
13	355053.35N	0142933.92E
14	355055.02N	0142931.85E
15	355056.28N	0142932.28E
16	355055.46N	0142933.31E
17	355054.50N	0142934.75E
18	355053.69N	0142936.03E
18X	TO BE	SURVEYED
19	355052.65N	0142937.04E
20	355051.62N	0142938.54E
21	355050.70N	0142939.68E
21X	355049.05N	0142937.68E
22	355049.77N	0142940.83E
23	355048.51N	0142941.91E
24	355047.68N	0142942.94E

## SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

Use of aircraft stand ID signs, TWY guidelines and guidelines on aircraft stands	Lighted aircraft stand ID signs on Apron 9 Standard Markings
RWY and TWY markings	Threshold, centerline and runway designators-all runways Touchdown zone marking – RWY13/31 only Aiming points – all runways Displaced threshold – RWY 31 only Taxiway holding positions – all taxiways except TWY G Taxiway centerlines – all taxiways
Holding points	All taxiways except TWY G

**AERODROME OBSTACLES**

<i>In circling area and at AD</i>				<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>Obstacle Type</b>	<b>Elevation</b>	<b>Marking/LGT</b>	<b>Co-ordinates</b>	<b>Nil</b>
<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	
<b>Luqa Church</b>	378ft	LGTD	355142N 0142922E (*)	
<b>Delimara Power Station Chimney</b>	506ft	MARKED/LGTD	354954N 0143332E(*)	
<b>Ta' Loretu Church</b>	314ft	LGTD	355034N 0143005E(*)	
<b>Zurrieq Church</b>	500ft		354954N 0142833E(*)	
<b>Nigret Masts</b>	565ft		354927N 0142808E(*)	
<b>Safi Church</b>	412ft		355007N 0142904E(*)	
<b>Masts</b>	453ft	LGTD	335108N 0142711E(*)	
<b>Terrain</b>	775ft		355037N 014451E(*)	
<b>Terrain</b>	829ft		355049N 014352E(*)	
<b>Laferla Cross</b>	792ft		355106N 0142504E(*)	
<b>Siggiewi Church</b>	530ft		355120N 0142619E(*)	
<b>Radar Dome</b>	905ft	LGTD	355109N 0142254E	
<b>Verdala Hotel</b>	759ft		355231N 0142419E(*)	

Note: The asterisk (\*) indicates that the geographical co-ordinates are not in WGS-84

<i>In circling area and at AD</i>				<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>Obstacle Type</b>	<b>Elevation</b>	<b>Marking/LGT</b>	<b>Co-ordinates</b>	<b>Nil</b>
<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	
<b>Verdala Palace</b>	807ft	LGTD	355145N 0142405E(*)	
<b>Mdina Cathedral</b>	777ft	LGTD	355315N 0142418E(*)	
<b>Zebbug Church</b>	434ft		355221N 0142635E(*)	
<b>Mtarfa Tower</b>	7 55ft	LGTD	355338N 0142403E(*)	
<b>Gharghur TV Antenna</b>	665ft	MARKED/LGTD	355507N 0142653E(*)	
<b>Madliena Mast</b>	720ft	LGTD	355554N 0142736E(*)	
<b>Qrendi Church</b>	460ft		355009N 0142730E(*)	
<b>ATC Tower</b>	335ft	LGTD	355112.69N 0142838.46E	
<b>Hangar</b>	329ft	LGTD	355142N 0142843E(*)	
<b>Reservoir</b>	269ft		355145N 0142857E(*)	
<b>TV Antenna</b>	679ft	MARKED/LGTD	355444N 0142728E(*)	
<b>Portomaso Tower and mast</b>	352ft	LGTD	355521N 0142935E(*)	
<b>Reservoir</b>	432ft		355019N 0142655E(*)	
<b>Building</b>	468ft		355017N 0142632E(*)	
<b>Building</b>	486ft		355002N 0142629E(*)	
<b>Benghajsa aerial farm</b>	250ft		354900N 0143150E(*)	

Note: The asterisk (\*) indicates that the geographical co-ordinates are not in WGS-84

### METEOROLOGICAL INFORMATION PROVIDED

Associated MET Office	LUQA (MWO)
Hours of service	H24
Office responsible for TAF preparation	LUQA 9, 18HR
Periods of validity Type of landing forecast Interval of issuance	TAF (short range) every 3 hours and valid for 9 hours TAF (long range) every 6 hours and valid for 18 hours TREND every 30minutes with 2 hours validity and broadcast on ATIS METAR ever 30minutes and broadcast on ATIS SPECI METAR as required and broadcast on ATIS
Briefing/consultation provided	P
Flight documentation Language used	C English
Charts and other information available for briefing or consultation	S,U,P,W,T
Supplementary equipment available for providing information	Doppler Weather Radar METEOSAT
ATS units provided with information	Apron Management Unit LUQA TWR Malta APP Malta ACC
Additional information (limitation of service, etc.)	Nil



### RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimensions of RWY (M)	Strength and surface of RWY and SWY	THR Co-ordinates	THR ELEV and highest ELEV of TDZ of precision APP RWY
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
05	054.30°	2377 x 45	PCN 75 F/D/X/U Up to Code D	355050.90N 0142736.28E	THR 297ft
23	234.68°	2377 x 45	PCN 75 F/D/X/U Up to Code D	3551135.71N 0142853.53E	THR 247ft
13	134.73°	3544 x 60	PCN 100 F/B/X/U	355123.13N 0142843.76E	THR 256ft TDZ
31	314.77°	3355 x 60	PCN 100 F/B/X/U	355006.50N 0143018.71E	THR 230ft TDZ
<b>Slope of RWY-SWY</b>	<b>Dimensions of SWY (M)</b>	<b>Dimensions of CWY (M)</b>	<b>Dimensions of Strip (M)</b>	<b>OFZ</b>	<b>Remarks</b>
<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>
0% (548M) -0.85% (1829M)	—	153 x 137	2743 x 183/137	Nil	See Notes 1,2,4 and 7
0.85% (1829M) 0% (548M)	-	183 x 183	2743 x 183/137	Nil	See Notes 1,2,3 and 7
0.1% (650M) -0.6% (1377M) -0.1% (1328M) 0% (189M)	-	48 x 300	3900 x 300	Nil	See Note 6
0.1% (1328M) 0.6% (1377M) -0.1% (650M) SWY -0.45%	200 x 60	400 x 300	3900 x 300	Nil	See Notes 5 and 6

**NOTES**

- (1) The strip width for RWY 05/23 is not uniform and varies from 183M to 137M
- (2) Buildings and hangars encroach onto strip of RWY 05/23 near the threshold of RWY 23.
- (3) The last 600M of RWY 23 are not visible from the touchdown position.
- (4) The first 600M of RWY 05 are not visible from the ATC tower.
- (5) The threshold of RWY 31 is displaced by 189M
- (6) The overall slope of RWY 13/31 is 0.24%.
- (7) The overall slope for RWY 05/23 is 0.64%.

## DECLARED DISTANCES

<b>RWY Designator</b>	<b>TORA (M)</b>	<b>TODA (M)</b>	<b>ASDA (M)</b>	<b>LDA (M)</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
05	2377	2530	2377	2377	See Note 3
05P	1580	1733	1580		See Note 2
05R	670	823	670		See Note 2
23	2377	2560	2377	2377	See Note 3
23Y	1900	2083	1900		See Note 2
23Q	1600	1783	1600		See Note 2
13	3544	3592	3544	3544	See Note 3
13F	2499	2547	2499		See Note 1
13E	2088	2136	2088		See Note 1
31	3355	3755	3555	3355	See Note 3
31C	2051	2451	2251		See Note 1
31D	1640	2040	1840		See Note 1

### NOTES

- (1) The declared distances 13E, 13F, 31C and 31D refer to take-offs from the intersection of the runway with TWY E, F, C and D respectively. These distances are measured from the point where the runway centerline meets the respective taxiway centerline.
- (2) The declared distances 05P, 05R, 23Q and 23Y refer to take-offs from the intersection of the runway with TWY P,S,Q and Y respectively. These distances are measured from the point where the runway centerline meets the respective taxiway centerline.
- (3) Runway End Safety Area not available.
- (4) Declared distance signs not installed for intersection take-offs.

## APPROACH AND RUNWAY LIGHTING

<b>RWY Designator</b>	<b>APCH LGT type LEN INTST</b>	<b>THR LGT colour WBAR</b>	<b>PAPI (MEHT)</b>	<b>TDZ LGT LEN</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
05	Simple approach lighting system; 300M High intensity centerline and two bars; White; Variable	Green Green	Left/Right 3.0° 20.5M	Nil
23	Simple approach lighting system; 300M High intensity centerline and two bars; White; Variable	Green Green	Left/Right 3.0° 20.5M	Nil
13	Precision approach lighting system; 780M High intensity barette centerline and cross Bar; White; Variable	Green Green	Left/Right 2.85° 17.6M	Nil
31	Precision approach lighting system; 900M High intensity centerline and five bars; White; Variable	Green Green	Left/Right 2.85° 17.6M	Nil
<b>RWY centre line LGT LEN, spacing, colour INTST</b>	<b>RWY edge LGT LEN, spacing, colour, INTST</b>	<b>RWY End LGT colour WBAR</b>	<b>SWY LGT LEN colour</b>	<b>Remarks</b>
<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>
Nil	60M White High Intensity	Red Red	Nil	Nil
30M White; White/Red; Red High Intensity; Variable	60M White High Intensity	Red Red	Nil	See Notes 1 and 2
30M White; White/Red; Red High Intensity; Variable	60M White High Intensity	Red Red	Nil	See Notes 1 and 2

### NOTES

- (1) The centerline lights of RWY 13/31 alternate to red starting at 900M from the runway end lights.
- (2) The runway edge lights of RWY 13/31 alternate to yellow on the last 600m and show red ahead of the displaced threshold of RWY 31.

## AERODROME LIGHTING AND SECONDARY POWER SUPPLY

IBN location, characteristics	IBN: At approximately 250M SW of control tower; FLG G 'LU'	
Hours of operation	H24	
LDI Location and LGT	LHI: in signal square, 300m NE of control tower, not lighted	
WDI Location and LGT	WDI RWY 31: To the right of THR, lighted WDI RWY 05,13,23: To the West of ARP, lighted	
Anemometer location and LGT	Anemometers: Co-located with each GP antenna	
TWY edge, centerline and stop bar lighting	Edge	All TWY (except P – closed at night), blue, both sides Note: Reflective markings along the edges of TWY Q between Q2 and Apron 7.
	Centreline	TWY A,C,D,E,F and G; green Note: TWY A, C, D, E, F and G have centerline lights showing alternate green and yellow when exiting the runway and show green when approaching the runway.
	Stop Bar	TWY A,C,D,E,F and H; 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.
Apron taxiway centerline and aircraft stand lead-in lighting	Centreline	Green on Apron 9
	Lead-in	Amber on Stands 9-24 (except 18X and 21X) on Apron 9, individually switched on
	Edge Lights	Blue on Aprons 2,8 and 9
Secondary power supply/Switch-over time	All aerodrome lighting and landing aids/20 SEC	
Remarks	All lighting complies with ICAO CAT 1 requirements. The lighting intensity of all lights is variable on request. SWY 31 is co-located on TWY Y and is only provided with TWY edge lights.	

## 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.

### ATS AIRSPACE

Name Lateral Limits Vertical Limits Class of Airspace	Unit providing service	Call sign Languages Hours of Service	Frequency	Remarks
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<p style="text-align: center;"><b>MALTA CTR</b></p> <p>The area consisting of a segment of circle bounded by the arc of circle, centre LM DME, radius 20NM, and a segment of circle bounded by the arc of circle centre GZO VOR, radius 17NM</p> <p style="text-align: center;"><u>2000 FT AMSL</u> SFC</p> <p>Class of airspace: C</p>	<p style="text-align: center;">Luqa TWR</p> <p style="text-align: center;">(LMMLTWR)</p>	<p style="text-align: center;">Luqa Tower</p> <p style="text-align: center;">ENG H24</p>	<p>135.1 MHZ</p>	<p>See Notes</p>
<p style="text-align: center;"><b>LUQA ATZ</b></p> <p>A circle, centre LM DME, radius 9NM</p> <p style="text-align: center;"><u>2000 FT AMSL</u> SFC</p> <p>Class of airspace: C</p>				

NOTES	<p>(1) A graphical representation of the Malta CTR and Luqa ATZ is shown on page <b>AD 2-48 (Control Areas Chart)</b></p> <p>(2) Malta APP provides service to SVFR flights when Malta CTR is in IMC.</p>
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### ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Apron (Apron 9) Clearance Delivery	Apron	121.825MHZ	H24	See Notes 1,3 and 4
APP	Luqa Approach/Luqa Radar	128.150 MHZ		See Notes 2,3 and 4
TWR	Luqa Tower	135.100 MHZ		See Notes 1,3 and 4
ATIS	Luqa Terminal Information	127.400MHZ		

#### NOTES

- (1) Frequency 133.900 MHz is used in case of unserviceability of the primary frequency
- (2) Frequency 118.350 MHz is used in case of unserviceability of the primary frequency.
- (3) UHF 284.500MHz is available for military aircraft not equipped with VHF radios.
- (4) Distress frequency 121.500 MHz is monitored (H24)

### 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	Remarks
1	2	3	4	5	6	7
GOZO VOR/DME (2°01'E)	GZO	115.7 MHZ CH104X	H24	360214.43N 0141218.95E	Not available	
LUQA DME (2°04'E)	LQ	(CH 34X)	H24	355113.46N 0142848.99E	Not available	
MALTA DME (2°04°)	LM	(CH 42X)	H24	355010.15N 0143005.70E	Not available	
MALTA NDB (2°04°E)	MLT	395 KHZ	H24	354855.77N 0143144.94E		
LLZ13 – ILS CAT1 (2°04'E)	LQ	109.7 MHZ	H24	355001.07N 0143025.44E		See Notes 1,3 and 4
GP13	LQ	333.2 MHZ	H24	355113.46N 0142848.99E		2.85° RDH 50ft
LLZ 31 – ILS CAT 1 (2°04'E)	LM	110.5 MHZ	H24	355113.46N 0142830.96E		See Notes 2, 3 and 4
GP31	LM	329.6 MHZ	H24	355010.15N 0143005.70E		2.85°, RDH 50ft

#### NOTES

- (1) LQ DME substitutes markers for ILS 13.
- (2) LM DME substitutes markers for ILS 31.
- (3) ILS 13 and ILS 31 are electronically interlocked and only one is available at any one time.
- (4) ILS 13 and ILS 31 are regularly flight checked to CAT II standards.