

# Malta International Airport

IATA/ICAO CODE: MLA/LMML  
 CITY: Luqa  
 COUNTRY: Malta

## AIRPORT CONTACT

No changes reported by the airport in 2011  
 Verify information below with the airport

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Airport Web Site:	<a href="http://www.maltairport.com">www.maltairport.com</a>	

ELEVATION: 300 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
05/23	2377	-	-	45
13/31	13/3544 31/3355	-	-	60

## NOISE ABATEMENT PROCEDURES

See AIP Malta for details.

### 1. General

1.1 The following provisions are applicable to all aircraft with a MTOW of more than 5,700 kg.

1.2 These provisions may, at any time, be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.

### 2. Use of runways

2.1 Due to noise abatement regulations, Malta ATC will select RWY 13 as the main runway for landings and departures between 2300 LT and 0600 LT unless the tailwind component exceeds 5 knots and/or the runway surface is wet. This is not applicable when wind shear has been reported or forecast or when thunderstorms are expected to affect the approach or departure.

2.2 When the associated crosswind component on the preferred RWY 13/31 exceeds 15 knots, RWY 05/23 will be used instead. Pilots of aircraft unable to use RWY 05/23 due to runway or associated taxiway limitations should inform Malta ATC as soon as possible. Delays may be expected for aircraft requesting alternative runways from those declared by ATC.

3. Procedures for arriving traffic

3.1 Procedures for arriving traffic using ILS

3.1.1 When vectoring aircraft to the ILS on RWY 13, Malta ATC will clear arriving aircraft to intercept the GP at an altitude of 3000ft. Pilots should not request to intercept the GP at an altitude which is less than 3000ft.

3.1.2 Unless otherwise instructed by Malta ATC, arriving aircraft using the ILS should:

- (a) leave the initial approach fix at 210KT IAS  $\pm$  10KT and maintain this speed until 9NM from touchdown, unless a higher IAS is required for control purposes;
- (b) reduce to 160KT IAS  $\pm$  10KT using an intermediate flap setting with landing gear retracted;
- (c) intercept the glide slope at not lower than the prescribed glide slope interception altitude;
- (d) lower landing gear and set flaps for landing; and
- (e) establish final approach speed between 4NM and 5NM from touchdown.

3.2 Procedures for arriving traffic not using ILS

3.2.1 While maintaining as high an altitude as practicable, arriving aircraft not using the ILS should:

- (a) follow a descent path which will not result in the aircraft being, at any time, lower than the approach path which would otherwise be followed had the aircraft been using the ILS; and
- (b) if executing a visual approach for RWY 31, aircraft should fly as much as possible over the sea.

4. Procedures for departing traffic

4.1 The provisions for departing aircraft are set out according to the height reached above aerodrome level (AAL).

- (a) Take-off to 1500ft AAL: set take-off power and take-off flaps and climb at V2 + 10KT to 20KT (or as limited by body angle).
- (b) At 1500ft AAL: reduce thrust to not less than climb power/thrust.
- (c) 1500ft to 3000ft AAL: climb at V2 + 10KT to 20KT.
- (d) At 3000ft AAL: accelerate smoothly to en-route climb speed with flap retraction on schedule.

4. Procedures for departing traffic

4.1 The provisions for departing aircraft are set out according to the height above the airport level (AAL)

Take-off to 1500 ft AAL	Set take-off power and take-off flaps Climb at V2 +10KT to 20KT or as limited by body angle
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At 1500 ft AAL	Reduce thrust to not less than climb power/thrust
1500 - 3000 ft AAL	Climb at V2 + 10KT-20KT
At 3000 ft AAL	Accelerate smoothly to en-route climb speed with flap retraction on schedule

## 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 of Civil Aviation is empowered to grant temporary exemption in certain cases if the operator furnishes proof of the economic or technical impossibility of operating to, or from Malta, by means of 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.

## **CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

## **AIRPORT CURFEWS - [NONE](#)**

## **PREFERENTIAL RUNWAYS**

See Noise Abatement Procedures

## **OPERATING QUOTA - [NONE](#)**

## **ENGINE RUN-UP RESTRICTIONS**

2.4.1 An engine ground run is defined as any engine start-up not associated with the planned aircraft departure.

2.4.2 Requests for engine ground runs at idle power setting should be made directly with ATC. Engine ground runs at higher power settings must be authorized by the Airport Operations Department of MIA. Ad-hock request for engine ground runs at higher power settings due to exceptional circumstances should be addressed directly to the MIA Duty Officer. All engine ground runs are subject to ATC clearance and shall be supervised under the responsibility of an officer designated by the maintenance organization requesting the run-up.

2.4.3 Engine runs at idle power setting are permitted on all aprons at all times. Higher power engine runs are only permitted between 0600 LT and 2300 LT at an area designated by MIA.

2.4.4 Aircraft up to Code C are authorized to conduct engine runs on Apron 4 as directed by MIA. In the event that aircraft are present on Apron 4 during the requested run up period, MIA will determine whether to proceed with engine run-up on Apron 4 or transfer the run-up location to runway 23/05. A minimum 24 hours advance notice is required for notification of higher than idle engine run-ups for Code C aircraft.

2.4.5 Code D, Code E and Code F aircraft are only authorized to conduct engine runs on runway 23/05 subject to co-ordination with MIA. Request for engine run-ups for Code D, Code E and Code F aircraft shall be submitted at least 48 hours in advance. Submission of requests less than 24 hours prior to the execution of the run-up will be rejected.

2.4.6 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 from of the engine intakes. Care must also be taken to minimize the potential scattering of material from adjacent grass areas.

2.4.7 Prior permission for an engine run-up shall be obtained in writing, from Malta International Airport plc, Airside Operations Department (+356 2369 6618/6658 or email engine runs@maltairport.com) in advance of the planned time of the engine run-up in line with clauses 2.4.4 and 2.4.5 above.

2.4.8 Engine ground runs on Apron 7 will be conducted at the discretion of the Armed Forces of Malta at all times.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-

Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS  
See Noise Abatement Procedures paragraph 7

CHAPTER 2 PHASEOUT - [NONE](#)

CHAPTER 3 RESTRICTIONS - [NONE](#)