

## General Info

Gibraltar, GIB

N 36° 09.1' W 05° 21.0' Mag Var: 3.5°W

Elevation: 15'

Military, Control Tower, IFR, Landing Fee,

Jet Starting Unit available, No Customs

Fuel: Jet A-1

Time Zone Info: GMT+1:00 uses DST

## Runway Info

Runway 09-27 6000' x 150' asphalt

Runway 09 (90.0°M) TDZE 10'

Lights: Edge, Part time

Displaced Threshold Distance 299'

Stopway Distance 364'

Runway 27 (270.0°M) TDZE 11'

Lights: Edge, Part time

Displaced Threshold Distance 367'

Stopway Distance 298'

## Communications Info

Gibraltar Tower **131.2** Military

Gibraltar Tower **240.37** Military

Gibraltar Approach Control **122.8** Military

Gibraltar Approach Control **264.87** Military

Gibraltar Talkdown Radar **130.4** Military

Gibraltar Talkdown Radar **235.05** MF Military

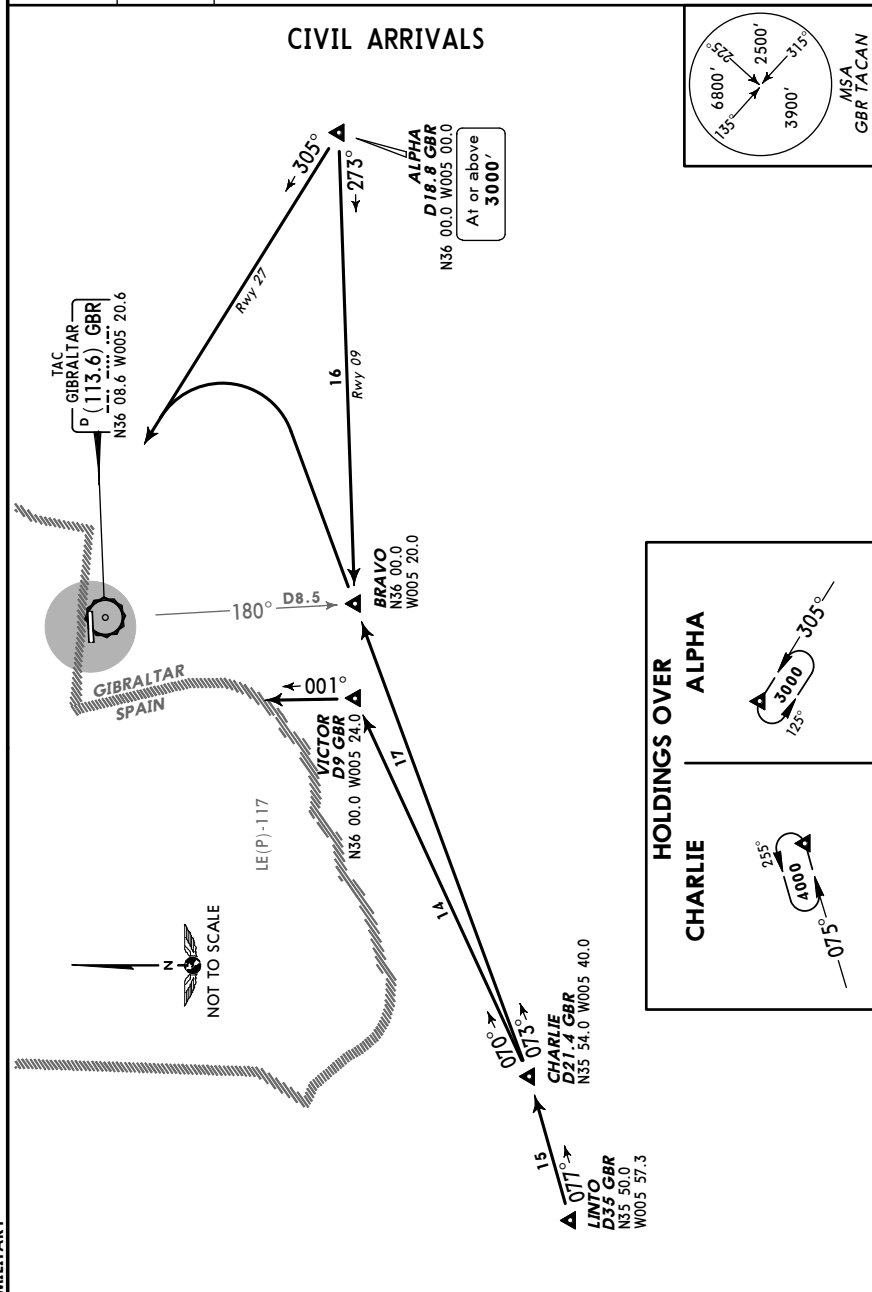
## Notebook Info

**LXGB/GIB** **JEPPesen** **GIBRALTAR, GIBRALTAR**  
 GIBRALTAR AB 18 NOV 05 (10-2) **ARRIVAL**

\*GIBRALTAR Approach (R) 122.8 Apt Elev 15'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

- Contact GIBRALTAR Approach at 50 NM inbound.
- Tracks depicted on chart are only for guidance when radar not available; pilots will normally be directed by radar to a 10 mile final for runway in use. In all cases, pilots will be given track guidance if they appear likely to infringe Spanish prohibited airspace.
- Overflight of the Rock and harbour installations prohibited.

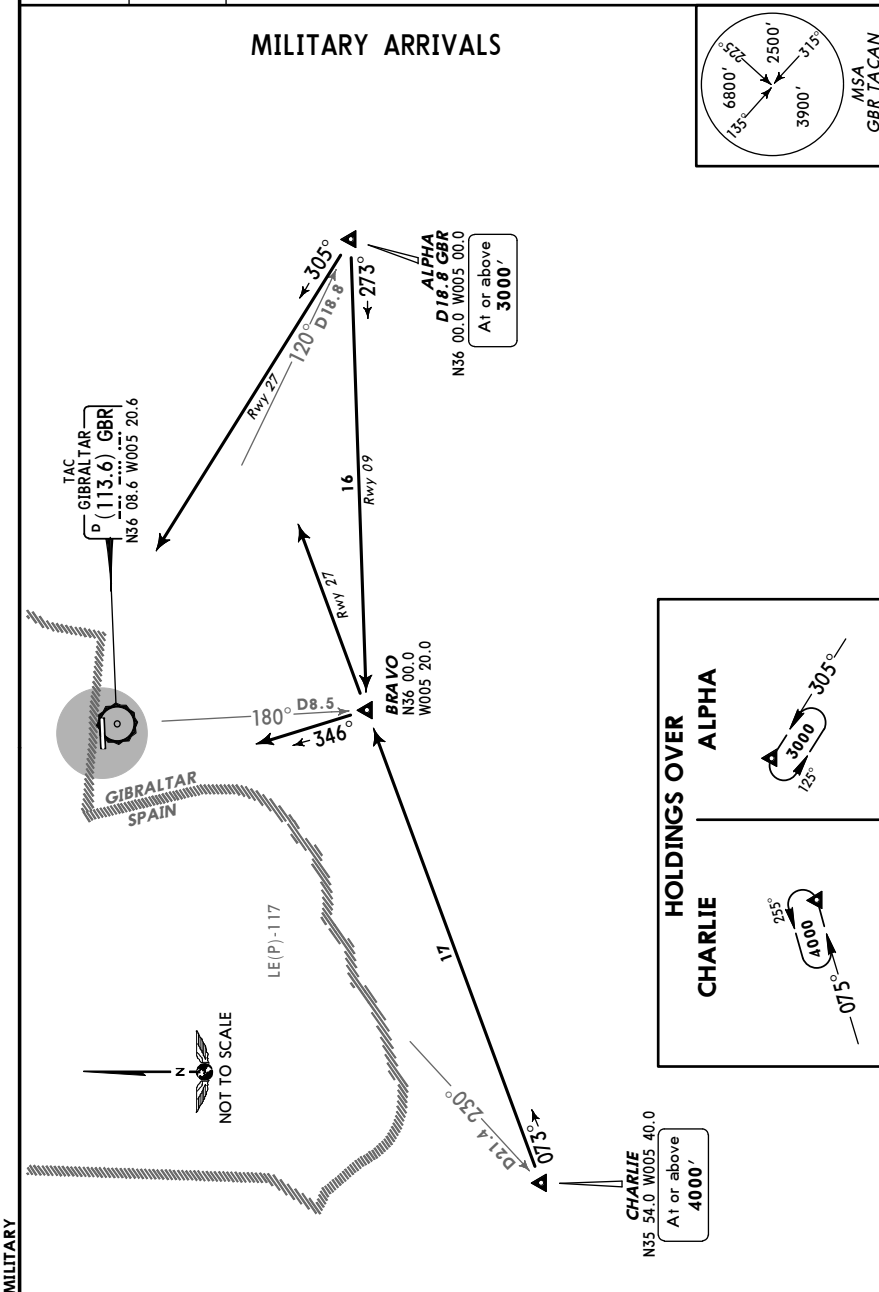


**LXGB/GIB** **JEPPesen** **GIBRALTAR, GIBRALTAR**  
 GIBRALTAR AB 18 NOV 05 (10-2A) **ARRIVAL**

\*GIBRALTAR Approach (R) 122.8 Apt Elev 15'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

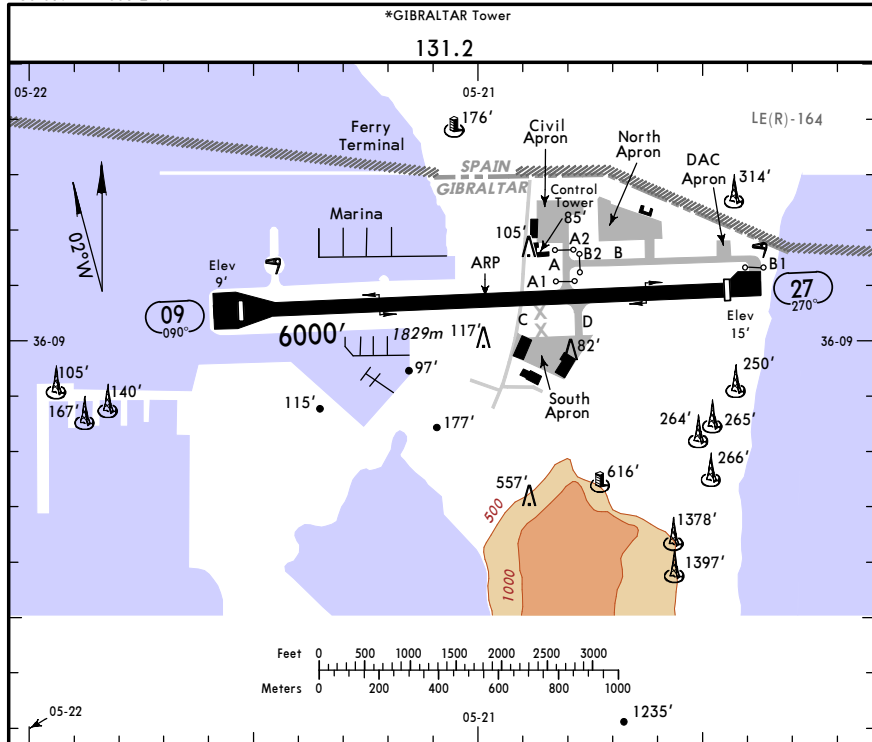
- Contact GIBRALTAR Approach at 50 NM inbound.
- Tracks depicted on chart are only for guidance when radar not available; pilots will normally be directed by radar to a 10 mile final for runway in use. In all cases, pilots will be given track guidance if they appear likely to infringe Spanish prohibited airspace.
- Overflight of the Rock and harbour installations prohibited.



LXGB/GIB

Apt Elev 15'  
N36 09.1 W005 21.0

JEPPesen GIBRALTAR, GIBRALTAR  
13 APR 07 (10-9)  
GIBRALTAR AB



**GENERAL**  
Main road crosses rwy at midpoint. Civil use PPR. Overflights of rwy below 500' require 4 minutes notice for the road to be closed. Rwy 09 right-hand circuit.  
All areas of the apt, other than designated rwys, turning circles, twy or aprons are to be treated as non-load bearing surfaces.  
Concrete security barriers adjacent to apron entrances. Pilots are to strictly observe twy CL guidance when entering or leaving aprons.

**WARNING:**  
Heavy bird activity and wind turbulence.

**CAUTION:**  
The lighting on LA LINEA PIER and Ferry Terminal (1500'/457m NW of rwy thresh 09) may be mistaken for rwy 09 in poor visibility and at night.  
Sodium street lights 900'(274m) South of threshold parallel to rwy 09.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	TAKE-OFF	WIDTH	
				LANDING BEYOND
	Threshold	Glide Slope		
09 27	RL (90m) ① PAPI (angle 3.0°) grooved	② 5335' 1626m	③ 5633' 1717m ④ 5699' 1737m	150' 46m

① No ALS to either rwy but there are Dayglow painted flashing buoys on the extended centerline of each rwy. RWY 09: one single flashing buoy 4500'(1372m) from sea wall. RWY 27: Single flashing white light at 3000'(914m), single flashing light at 6000'(1829m) and 9000'(2743m) from sea wall. Strobe lights each side of threshold for all approaches. Switched off, when acft at 2NM final.  
Rwy end turning areas marked as blue edge lights.  
CIVIL operators: ② 5016' (1529m). ③ 5509' (1679m).

JAR-OPS TAKE-OFF

A	All Rwys
B	
C	
D	

1000m

LXGB/GIB

JEPPesen GIBRALTAR, GIBRALTAR  
13 APR 07 (10-9A)  
GIBRALTAR AB

**EMERGENCY ARRIVAL PROCEDURES (Applies only to MIL acft)**  
TACAN Let-down for use in the event of Surveillance Radar Failure

A. The initial apch is to be from the East, on R-105 GBR TAC at a safe quadrantal Flight Level. The acft is to be NOT BELOW FL70 at D10.0 GBR TAC and at 5000' when overhead. From overhead the TACAN turn LEFT outbound on R-105 GBR TAC. When established outbound descend to 2015' (2000'). At D10.0 GBR TAC commence a procedure turn LEFT to re-establish inbound on R-105 GBR TAC maintaining 2015' (2000') until visual with the Rock.  
**If visual contact with the Rock cannot be established by D2.5 GBR TAC climb to 3900' and turn LEFT to intercept and fly R-165 GBR TAC.**

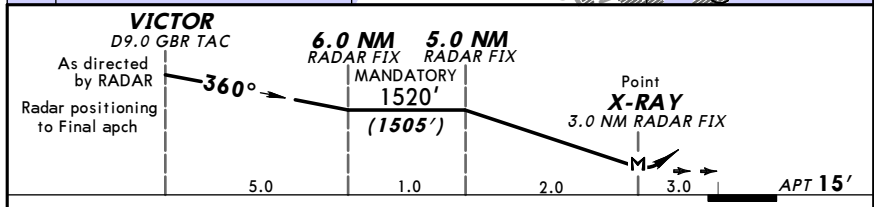
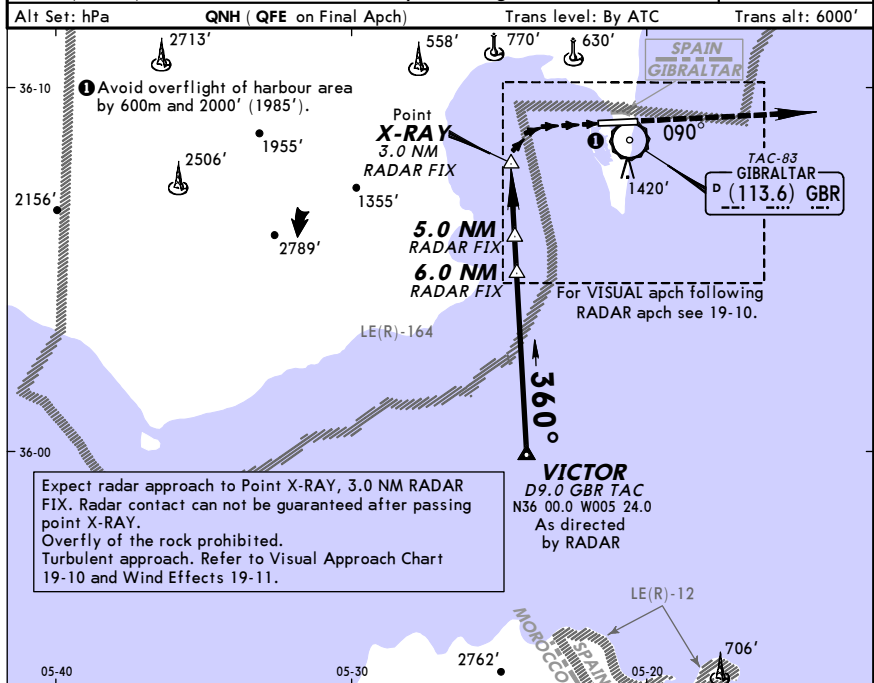
B. When Rock or rwy in sight:  
**RWY 09:** Turn LEFT to position for a right-hand circuit to land. The circuit is to be flown so as to ensure no violation of Spanish Prohibited Airspace.  
**RWY 27:** Continue with visual apch to land.

C. Aircraft using 2 Nav aids (eg TACAN and INS) need not overfly the facility and are authorised to begin the outbound turn at D3.0 GBR TAC, continuing the procedure as above.

**LXGB/GIB** **JEPPesen** **GIBRALTAR, GIBRALTAR**  
**GIBRALTAR AB** 13 APR 07 (18-1) CIVIL USED PROC **NON-STANDARD Rwy 09**

*GIBRALTAR Approach (APP/R) Contact Approach at 50 NM inbound <b>122.8</b>		*GIBRALTAR Talkdown (R) <b>130.4</b>		*GIBRALTAR Tower <b>131.2</b>	
RADAR	Final Apch Crs <b>360°</b>	Mandatory Alt <b>5.0 NM</b> RADAR FIX <b>1520' (1505')</b>	MDA(H) <b>920' (905')</b>	Apt Elev <b>15'</b>	

MISSED APCH: Continue in radar pattern as directed climbing to 3900' (3885'). When over the upwind end of runway, or passing 1900' (1885') in IMC, climb on runway heading.



Gnd speed-Kts	70	90	100	120	140	160			
Desc Grad from 5.0 NM RADAR FIX to MAP 4.9%	347	447	496	595	695	794		PAPI	Refer to Missed Apch above

**JAR-OPS** LANDING RWY 09 **CEILING REQUIRED** CIRCLE-TO-LAND

The use of the runway is limited to visual approaches only. At point X-RAY the apch may be continued visually or a missed apch executed.

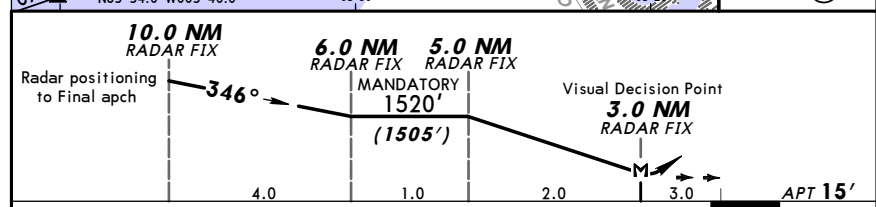
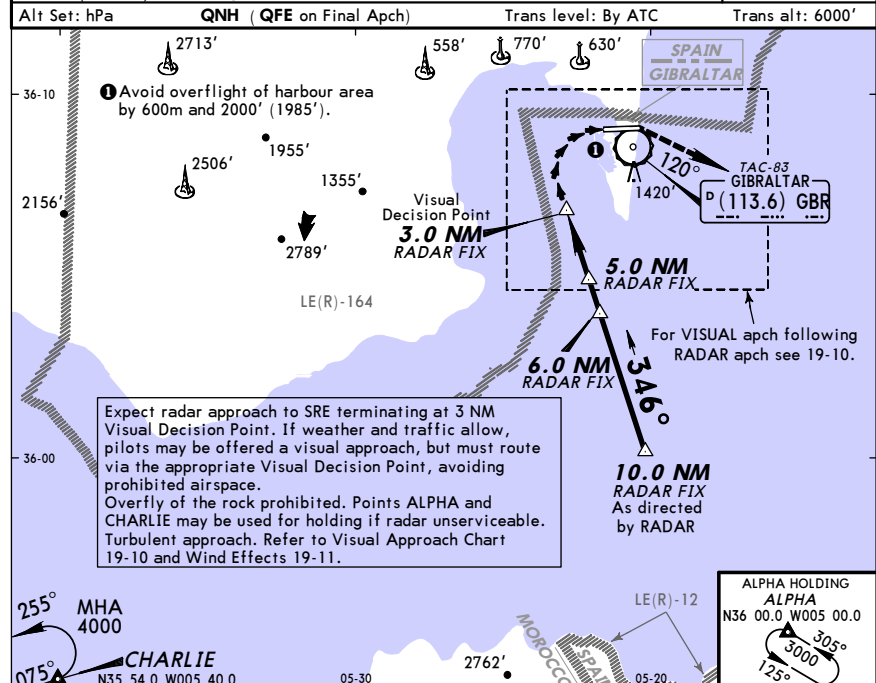
MDA(H) **920' (905')**

A		A	
B		B	
C	1000' - 5.0 km	C	NOT AUTHORIZED
D		D	

**LXGB/GIB** **JEPPesen** **GIBRALTAR, GIBRALTAR**  
**GIBRALTAR AB** 13 APR 07 (18-2) MILITARY USED PROC **\*SRE Rwy 09**

*GIBRALTAR Approach (APP/R) Contact Approach at 50 NM inbound <b>122.8 369.97</b>		*GIBRALTAR Talkdown (R) <b>130.4 386.62</b>		*GIBRALTAR Tower <b>131.2 360.37</b>	
RADAR	Final Apch Crs <b>346°</b>	Mandatory Alt <b>5.0 NM</b> RADAR FIX <b>1520' (1505')</b>	MDA(H) Not published Refer to Minimums	Apt Elev <b>15'</b>	

MISSED APCH: Continue radar pattern as directed climbing to 3900' (3885'). When over the upwind end of runway, or passing 1900' (1885') in IMC, turn RIGHT onto 120°.



Gnd speed-Kts	70	90	100	120	140	160			
Desc Grad from 5.0 NM RADAR FIX to MAP 4.9%	347	447	496	595	695	794		PAPI	Refer to Missed Apch above

**JAR-OPS** LANDING RWY 09 **CEILING REQUIRED** CIRCLE-TO-LAND

The use of the runway is limited to visual approaches only. At the Visual Decision Point the approach may be continued visually or a missed approach executed.

A		A	
B		B	
C	1000' - 5.0 km	C	NOT AUTHORIZED
D		D	

**LXGB/GIB GIBRALTAR AB** **JEPPesen** **GIBRALTAR, GIBRALTAR**  
 27 APR 07 (18-3) CIVIL USED PROC **NON-STANDARD Rwy 27**

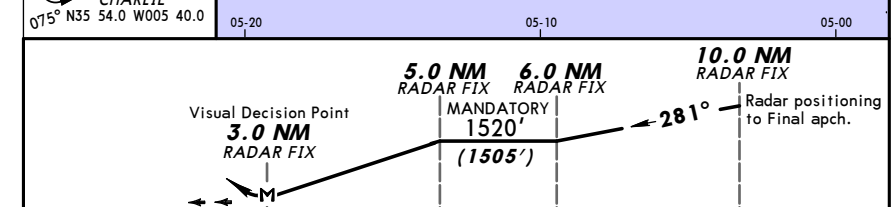
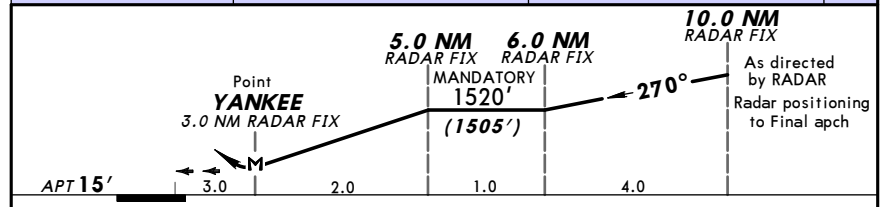
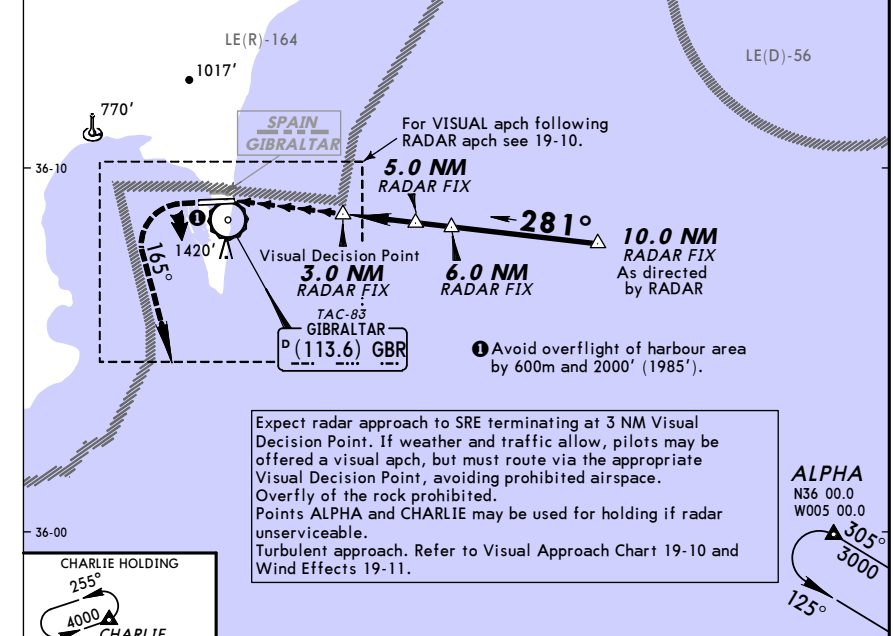
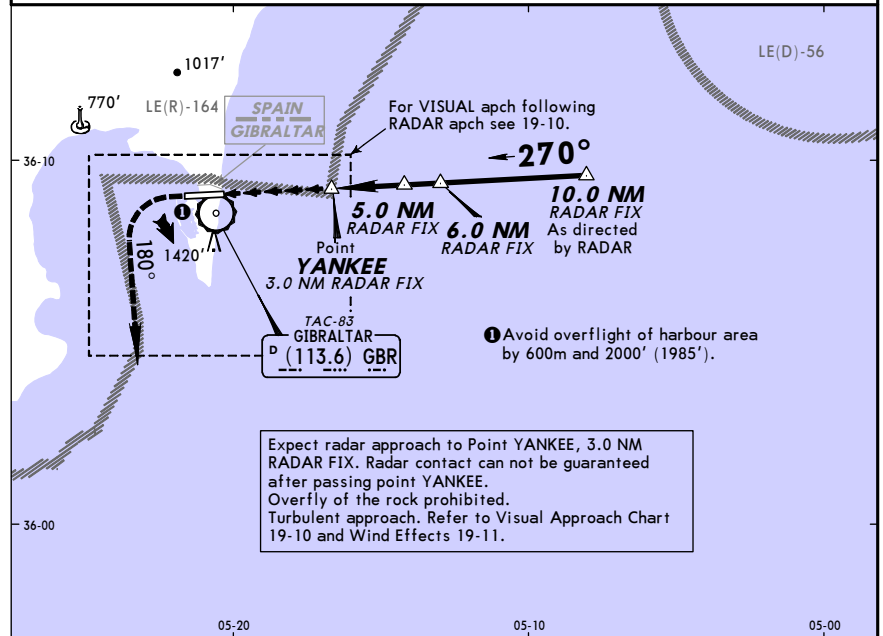
**LXGB/GIB GIBRALTAR AB** **JEPPesen** **GIBRALTAR, GIBRALTAR**  
 27 APR 07 (18-4) MILITARY USED PROC **\*SRE Rwy 27**

*GIBRALTAR Approach (APP/R) Contact Approach at 50 NM inbound <b>122.8</b>		*GIBRALTAR Talkdown (R) <b>130.4</b>		*GIBRALTAR Tower <b>131.2</b>	
RADAR	Final Apch Crs <b>270°</b>	Mandatory Alt <b>5.0 NM RADAR FIX 1520' (1505')</b>	MDA(H) <b>920' (905')</b>	Apt Elev <b>15'</b>	

*GIBRALTAR Approach (APP/R) Contact Approach at 50 NM inbound <b>122.8 369.97</b>		*GIBRALTAR Talkdown (R) <b>130.4 386.62</b>		*GIBRALTAR Tower <b>131.2 360.37</b>	
RADAR	Final Apch Crs <b>281°</b>	Mandatory Alt <b>5.0 NM RADAR FIX 1520' (1505')</b>	MDA(H) Not published Refer to Minimums	Apt Elev <b>15'</b>	

MISSED APCH: Continue in radar pattern as directed climbing to 3900' (3885'). When over the upwind end of runway, or passing 1900' (1885') in IMC, turn LEFT onto track 180°.

MISSED APCH: Continue radar pattern as directed climbing to 3900' (3885'). When over the upwind end of rwy, or passing 1900' (1885') in IMC, turn LEFT onto 165°.



Gnd speed-Kts		70	90	100	120	140	160	PAPI	Refer to Missed Apch above
Desc Grad from 5.0 NM RADAR FIX to MAP 4.9%		347	447	496	595	695	794		
MAP at Visual Decision Point 1/3 NM from touchdown									

Gnd speed-Kts		70	90	100	120	140	160	PAPI	Refer to Missed Apch above
Desc Grad from 5.0 NM RADAR FIX to MAP 4.9%		347	447	496	595	695	794		
MAP at 3 NM from touchdown									

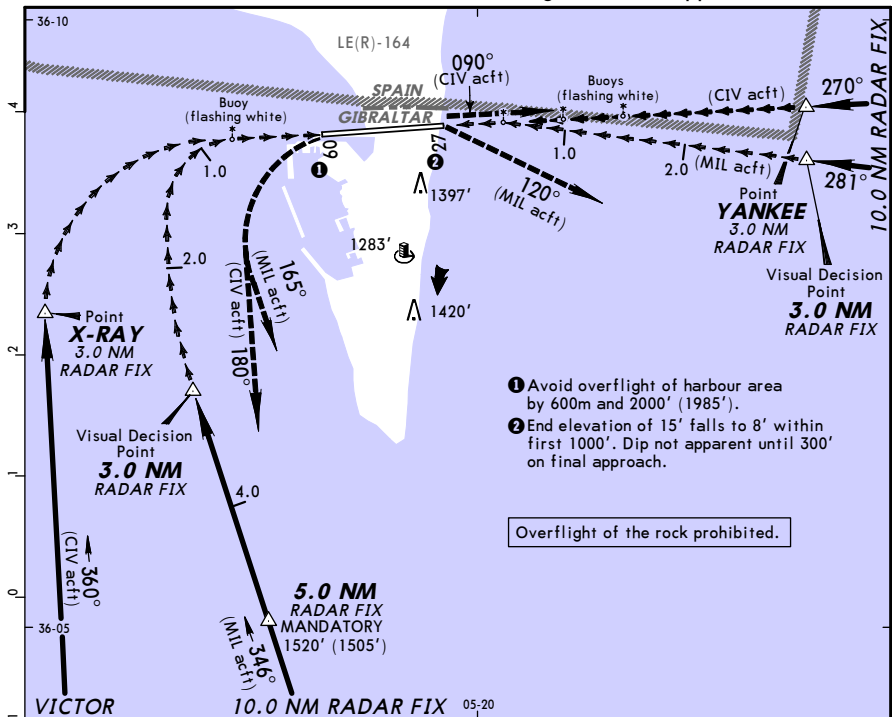
**JAR-OPS** STRAIGHT-IN LANDING RWY 27 **CEILING REQUIRED** CIRCLE-TO-LAND  
 The use of the runway is limited to visual approaches only.  
 At point YANKEE the apch may be continued visually or missed apch executed.  
 MDA(H) **920' (905')**

**JAR-OPS** LANDING RWY 27 **CEILING REQUIRED** CIRCLE-TO-LAND  
 The use of the runway is limited to visual approaches only.  
 At the Visual Decision Point the approach may be continued visually or a missed approach executed.

A	1000' - 5.0 km	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

A	1000' - 5.0 km	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

**LXGB/GIB**  
**GIBRALTAR AB**  
 13 APR 07 (19-10)  
**JEPPESEN GIBRALTAR, GIBRALTAR**  
**VISUAL APPROACH CHART following the Radar approach**



Pilots will be advised by RADAR at the 3.0 NM  
 (CIV: Point X-RAY / Point YANKEE; Mil: Visual Decision Point)

**TURBULENCE:**  
 Turbulence around the rock is influenced by both the surface wind and the 1000' wind. Generally a 1000' wind of less than 15 Kts does not produce significant turbulence. However, with a wind direction between 130° and 240° and speed in excess of 15 Kts, the severity of turbulence increases as the wind speed increases.

In some cases the turbulence may make conditions dangerous or impossible for landing. The area of turbulence can often be seen on the water. Wind speeds above 25 Kts from 090° - 110° may cause severe turbulence and marked variations in airspeed during the latter stages of an approach to Rwy 09.

**MISSED APPROACH:**

**Rwy 09:** Continue radar pattern as directed climbing to 3900'. When over the upwind end of rwy, or when passing 1900' in IMC turn RIGHT onto 120° (MIL acft) or climb on runway heading (CIV acft).

**Rwy 27:** Continue radar pattern as directed climbing to 3900'. When over the upwind end of rwy, or when passing 1900' in IMC turn LEFT onto 165° (MIL acft) or 180° (CIV acft).

**LXGB/GIB**  
**GIBRALTAR AB**  
 13 APR 07 (19-11)  
**JEPPESEN GIBRALTAR, GIBRALTAR**  
**WIND EFFECTS**

Pilots are to observe wind limitations for landing as published by their appropriate Operating Authority. Where no such limitations are published, the following may be used for guidance:

Wind Direction (Steady or Gusting)	110°	120°	130°	140°	150°	160°	170°	180°	190°	200°	210°	220°	230°	240°	250°
Wind Speed (Kts)	30	25	20	18	17	16	15	15	15	16	17	18	20	22	25

Wind speeds in excess of the figures quoted are likely to cause severe turbulence and/or wind shear on Final Approach.

