

24 MAR 22

## LXGB AD 2.1 - LOCATION INDICATOR AND NAME

LXGB - GIBRALTAR

## LXGB AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	N36 09 04-21 W005 20 59-10 Mid-point of Runway 09/27
2	Direction and distance from City:	Immediately North of Gibraltar
3	Elevation/Reference Temperature:	12ft / 28°C Measured from the Alicante Datum
4	Magnetic Variation / Annual Change:	0° 35'W (DEC 20) / 0° 09' decreasing
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address:  Telephone:  Fax: E-mail: Web site:	Royal Air Force Air Operations, Mouchotte Building Spitfire Way RAF Gibraltar BFPO 52  Mil: 9231 98531 3353/2 Civ: +350 2005 3353/2 Duty Mob: +350 56001216 - gib-raf-ops@mod.gov.uk <a href="http://www.raf.mod.uk/our-organisation/stations/raf-gibraltar/">www.raf.mod.uk/our-organisation/stations/raf-gibraltar/</a>
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR.
8	Remarks:	

## LXGB AD 2.3 - OPERATIONAL HOURS

1	AD:	Airfield opening hours - 0930-2300 Mon-Sun. (All times local) Due to the construction of the Gibraltar Frontier Access Tunnel, the airfield will close 15 minutes after the last planned movement. 4hrs PPR, OOH on request. Aerodrome is closed to all Air Systems on 25 Dec.
2	Customs and Immigration:	HO
3	Health and Sanitation:	Nil
4	AIS Briefing Office:	HO
5	ATS Reporting Office (ARO):	HO
6	MET Briefing Office:	HO
7	ATS:	0915L - 2315L Mon - Sun.
8	Fuelling:	HO
9	Handling:	HO
10	Security:	H24
11	De-Icing:	Nil
12	Remarks:	All Air Systems are to give a minimum 4hrs PPR. Civil Air System PPR requests are to contact GibAir Handling via email: <a href="mailto:Handling@gibair.gi">Handling@gibair.gi</a> Military Air Systems are to contact Air Operations via email: <a href="mailto:Gib-RAF-Ops@mod.gov.uk">Gib-RAF-Ops@mod.gov.uk</a> Foreign Military will require diplomatic clearance through their own Embassies; UK / Great Britain diplomatic clearance is not valid for Gibraltar.

## LXGB AD 2.4 - HANDLING SERVICES AND FACILITIES

1	Cargo Handling Facilities:	Atlas 2K, 4535Kg forklift, 1864Kg forklift.
2	Fuel/Oil /HydraulicTypes:	PX24, OM15, OM33 (Limited Supplies), AL39, F35.
3	Fuelling Facilities/Capacity:	3 x Bowser - 33,000 litre capacity each. Fuel Farm - 4 x Tanks - 160,000 litre capacity each. Total capacity 739,000 litres.
4	Oxygen:	Subject to prior arrangement and minimum 10 days PNR.
5	De-Icing Facilities:	Nil.
6	Starting Units:	4x 90kVA GPUs, 2x 260 Coospools and Nil Air Start Trollies.
7	Hangar space for visiting aircraft:	Limited. Subject to prior arrangement through OC Operations.
8	Repair facilities for visiting aircraft:	Limited equipment only. Parent unit to provide specialist manpower.
9	Remarks:	Toilet trolley available on request.

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## LXGB AD 2.5 - PASSENGER FACILITIES

1	Accommodation:	Limited on base accommodation available for Service personnel and entitled passengers only. Crew accommodation booked through Air Ops, passenger accommodation through RAF Movements. Off base accommodation is to be booked by the Parent Unit.
2	Medical Facilities:	Airfield Medical Response Team. Military Primary Care Facility. Civilian Hospital in Gibraltar.
3	Remarks:	Limited capacity at civilian hospital; additional or complex cases are likely to be transferred to Spain. BFG has no AVMed qualified medical officers. All visiting air assets will need to ensure appropriate support is in place either integral to their unit or as formalised reach-back to UK.

## LXGB AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for Fire Fighting:	RFFS ICAO 7. (ICAO 8 available on request, 24hrs notice required).
2	Rescue Equipment:	Full rescue capability to ICAO /CAA standard
3	Capability for removal of disabled aircraft:	Limited resources available to remove Air Systems from runway. Depending on circumstances, support from the UK may be required.

## LXGB AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1	Type of Clearing equipment:	Nil.
2	Remarks:	Nil.

## LXGB AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surfaces:	Apron	Surface	Strength	
		Civil Apron	Concrete	PCN 52/R/A/W/T	
1	North Apron	Blacktop	PCN 28/F/A/W/T		
		Concrete	PCN 50/R/A/W/T		
1	South Apron	Blacktop (W)	PCN 45/F/A/W/T		
		Blacktop (E)	PCN 24/F/A/W/T		
		Concrete	PCN 45/R/A/W/T		
2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		A	19m	Blacktop	PCN 50/F/A/W/T
		B	19m	Blacktop	PCN 50/F/A/W/T
		C	19m	Blacktop	PCN 45/F/A/W/T
		D	19m	Blacktop	PCN 40/F/A/W/T
		E	19m	Blacktop	PCN 50/F/A/W/T
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints: INS Checkpoints:	N/A N/A			
5	Remarks:	*North Apron is marked for a Fast Jet dispersal.			

## LXGB AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS

1	Use of aircraft stand ID signs: Taxiway guide lines & visual docking/parking guidance system of aircraft stands:	Stand ID signs are not currently in use.  All Air Systems ground Marshalled.
2	Runway & taxiway markings & lighting:	<b>Runway:</b> Standard markings. In addition Western runway end marked with black and yellow chequer pattern, Eastern runway end marked with red and white cones whilst RESA has been removed. Runway Guard Lights in operation at Taxiway Holding Points Alpha, Charlie, Delta and Echo. <b>Taxiway:</b> Standard markings with addition of solid Yellow edge lines.
3	Stop Bars and runway guard lights:	Nil.
4	Other runway protection measures:	Nil.
5	Remarks:	Nil.

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**LXGB AD 2.10 - AERODROME OBSTACLES**Please refer to the "Measured Height Survey" data on the UK Mil AIP website [www.aidu.mod.uk/aip](http://www.aidu.mod.uk/aip).

Warning: 150ft mast located approximately 300m north of Rwy 27 THR, on Spanish mainland. Not marked or painted. Co-ordinates unavailable at this time.

**LXGB AD 2.11 - METEOROLOGICAL INFORMATION**

1	Associated MET Office:	Gibraltar
2	Hours of service: MET Office outside hours:	Forecaster - 0600(A) - AD Closure. (Auto METARS are used from AD Closure - 0550L). ~ JOMOC, Northwood H24
3	Office responsible for TAF information: Periods of validity:	Gibraltar 9 hours.
4	Type of landing forecast: Interval of issuance:	None N/A
5	Briefing/consultation provided:	Personal / telephone
6	Flight documentation: Language(s) used:	Charts / TAFs / METARS. English/Spanish (Limited). Abbreviated plain language text
7	Charts and other information available for briefing or consultation:	Actual / Forecast surface analyses and upper wind charts, rainfall radar, tephigrams, satellite imagery, thunderstorm location, computer model forecast, Sig Weather Charts.
8	Supplementary equipment available for providing information:	PC Data display - SWIIFT/MMS
9	ATS units provided with information:	Nil.
10	Additional information (limitation of services etc):	Nil.
11	Remarks:	An outline of the differences between military METARS/TAFs and their civilian equivalents can be found in the Defence Aerodrome Manual (DAM) at Annex LL.

**LXGB AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS**

Designations Runway Number	True bearing	Dimensions of Runway (m)	Strength (PCN) and surface of Runway and stopway	Threshold co-ordinates	Threshold elevation highest elevation of TDZ of precision APP Rwy
1	2	3	4	5	6
09	087°32'02" GEO	1778 x 45	PCN 65/F/A/W/T Blacktop	N36 09 03.17 W005 21 29.16	10.79ft TDZE 11.98ft
27	267°32'38" GEO	1778 x 45	PCN 65/F/A/W/T Blacktop	N36 09 05.30 W005 20 28.21	11.19ft TDZE 11.88ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
7	8	9	10	11	
09 - 0.03%U	Nil	840 x 150	1778 x 150	-	
27 - 0.03%D	Nil	814 x 150	1778 x 150	-	
12	Arresting Systems				
Rwy 09	PAAG (1420ft)			PAAG (1328ft)	Rwy 27
Normal Operations - De-rigged, 10 Days PNR for FJ.					
13	Remarks	<b>Portable Aircraft Arresting Gear (PAAG).</b> Normally de-rigged. When rigged in the UP position, hook equipped acft will not be permitted to land until the preceding landing acft is: a. <b>Rwy 09.</b> Clear of the pull-out area of the "UP" PAAG. b. <b>Rwy 27.</b> Clear of the pull-out area of the "UP" PAAG, and cleared to hold on the N or S area of the W turning circle. The runway longitudinal slope is assessed to be non-compliant due to a minimum radius of curvature of 6000m caused by a 400mm depression at the eastern end of the runway. (MAA/WAIVER/2014/40).			

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LXGB AD 2.13 - DECLARED DISTANCES					
Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
09	1680	2519	1680	1528	TORA = RW End 09 to Thr 27 lights TODA = RW End 09 to 1.5 x TORA LDA = Thr 09 to Thr 27 lights ASDA = RW End 09 to Thr 27 lights
27	1628	2441	1628	1528	TORA = RW End 27 to Thr 09 lights TODA = RW End 27 to 1.5 x TORA LDA = Thr 27 to Thr 09 lights ASDA = RW End 27 to Thr 09 lights

**Note:** Easternmost 50m of Eastern RESA is not available, due to tunnel works (MAA/AWE/2014/024).

LXGB AD 2.14 - APPROACH AND RUNWAY LIGHTING								
Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Distance from Thr (MEHT)	TDZ lighting Length	Runway Centreline lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End lighting Colour Wingbars	Stopway lighting Length(m) Colour
1	2	3	4	5	6	7	8	9
09	See Remarks	Green LI Green Wingbars	PAPI 3° ---- (31ft)	Nil	Nil	Flush White HI Omni,90m	Red	Nil
27	See Remarks	Green LI Green Wingbars	PAPI 3° ---- (31ft)	Nil	Nil	Flush White HI Omni,90m	Red	Nil
10	Remarks:	Rwy 09. Single Yellow flashing light on yellow marker buoy 1372m/4500ft from sea wall marks the extended centreline. Strobe lights angled to coincide with Air Systems position at 3nm, switched off when Air Systems at 1nm unless required by pilot.  Rwy 27. Strobe lights, switched off when Air Systems at 1nm unless required by pilot.  <b>Caution - Airfield surrounded by urban lighting.</b>						

LXGB AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY	
1	A Bn/I Bn location, characteristics and hours of operation: <a href="#">Removed. (MAA/EXEMPTION/2013/06) see DAM Annex F.</a>
2	Anemometer location and lighting: N36 09 09-10 W005 21 26-40 - Lit with red obstruction lights. N36 09 10-50 W005 20 29-20 - Unlit. N36 09 09-70 W005 20 53-60 - Lit with red obstruction lights.
3	Taxiway edge and centreline lighting: Taxiway A, B, C, D and E: blue side lighting.
4	Secondary power supply: Switch-over time: Yes. 15 seconds.
5	Remarks: <a href="#">Stadium lights: All Aprons. Portable lights to mark parked Air Systems.</a>

LXGB AD 2.16 - HELICOPTER LANDING AREA	
1	Location: Nil.
2	Elevation: Nil.
3	Lighting: Nil.
4	Remarks: Nil.

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LXGB AD 2.17 - ATS AIRSPACE			
Designation and lateral limits		Vertical limits	Airspace Classification
1		2	3
Nil - absence of ATZ/MATZ may result in uncontrolled <a href="#">Air Systems</a> in vicinity of airfield.		N/A	G
4	ATS Unit Callsign: Language:	Gibraltar. English.	
5	Transition Altitude:	6,000ft.	
6	Remarks:	<a href="#">Air Systems</a> within Class G airspace receiving an ATS from Gibraltar ATC will be provided with a service in accordance with UK CAP 774	

LXGB AD 2.18 - ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
RAD	Gibraltar Radar	264-875 122-800	HO	HO	
T/D	Gibraltar Talkdown	235-050 130-400 123-300*	HO	HO	* NATO common frequency. Available on request only.
TWR	Gibraltar Tower	240-575 131-200	HO	HO	
OPS	Gibraltar Ops	327-900	HO	HO	

LXGB AD 2.19 - RADIO NAVIGATION AND LANDING AIDS							
Type Category (Variation)	Ident	Frequency	Hours of Operation		Antenna Site co-ordinates	Elevation of DME Transmitting antenna	Remarks
			Winter	Summer			
			# and by arrangement				
1	2	3	4		5	6	7
Remarks:		<a href="#">TACAN currently unavailable and being replaced under Programme MARSHALL</a>					

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**LXGB AD 2.20 - LOCAL TRAFFIC REGULATIONS**

1	<b>Airport regulations</b> RAF Gibraltar is owned and operated by the Ministry of Defence and regulated by the Military Aviation Authority. No guarantee can be given that this airfield meets the requirements of ICAO Annex 14 Volume I and II. Operators are to satisfy themselves that they have met all the requirements of the Gibraltar Civil Aviation (Air Navigation) Regulations 2009 and EU-OPS.
2	<b>Ground Movement</b> See Terminal Charts and NOTAMS.
3	<b>CAT II/III Operations</b> Nil.
4	<b>Warnings</b> 1. Overflight of Rock and harbour installations prohibited. 2. Major migration routes pass over Gibraltar and heavy concentrations of large birds <b>may always be encountered.</b> 3. Heavy Wind turbulence can be an issue. See Approach Charts. 4. Due to the lack of regulated airspace around RAF Gibraltar there is a possibility of unknown <b>Air Systems</b> in the immediate vicinity of the <b>AD.</b> 5. All areas of A/D other than designated Rwys, Turning Circle, Twys and Aprons are to be treated as non-load bearing surfaces.
5	<b>Helicopter Operations</b> Mil helo ops as briefed by ATC according to operational requirements. Routine local helo flights as directed by ATC.
6	<b>Use of Runways</b> Main road crosses Rwy 09 / 27 at mid point. ATC requires 6 minutes to secure runway for use, <b>including for over flights of the runway below 500ft.</b>
7	<b>Training</b> Nil.

**LXGB AD 2.21 - NOISE ABATEMENT PROCEDURES**

**See Terminal Approach Procedures (TAP) Charts and Noise Abatement Procedure Orders in DAM at Annex H.**

**LXGB AD 2.22 - FLIGHT PROCEDURES**

1	Procedures for in bound aircraft:	See TAP Charts
2	Departures:	See TAP Charts
3	Radio Communication Failure:	See TAP Charts
4	Missed Approach Procedure:	See TAP Charts
5	Aerodrome Operating Minima:	<b>See TAP Charts</b>
6	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.	

**LXGB AD 2.23 - ADDITIONAL INFORMATION**

Nil.

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## LXGB AD 2.24 - CHARTS RELATING TO THIS AERODROME

Terminal Approach Procedure Charts			En-Route Charts
B1	Special Procedures (1)	AD 2 - LXGB - 1 - 9	EU ( L ) 9
B2	Special Procedures (2)	AD 2 - LXGB - 1 - 10	EU ( H ) 9
B3	Special Procedures (3)	AD 2 - LXGB - 1 - 11	
B4	Special Procedures (4)	AD 2 - LXGB - 1 - 12	
B5	Special Procedures (5)	AD 2 - LXGB - 1 - 13	
D1	Aerodrome Chart	AD 2 - LXGB - 1 - 14	
E1	Taxi Chart	AD 2 - LXGB - 1 - 15	
F1	Ramp Chart	AD 2 - LXGB - 1 - 16	
H1	Arrivals (Civilian)	AD 2 - LXGB - 1 - 17	
H2	Arrivals (Military)	AD 2 - LXGB - 1 - 18	
K1	Radar (Civil Procedure) Rwy 09	AD 2 - LXGB - 1 - 19	
K2	Radar (Civil Procedure) Rwy 27	AD 2 - LXGB - 1 - 20	
K3	Radar (Mil Procedure) Rwy 09	AD 2 - LXGB - 1 - 21	
K4	Radar (Mil Procedure) Rwy 27	AD 2 - LXGB - 1 - 22	
RVC	Radar Vector Chart	AD 2 - LXGB - 1 - 23	

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**SPECIAL PROCEDURES (1)**

**GIBRALTAR**

Elev 12	Var 1°W	TA 6000	TRL ATC		24 MAR 22	B1
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LXGB/GIB GIBRALTAR

Changes: Amended wind speeds

No1 AIDU Last Amended 21 FEB 22

**HAZARDS**

**1. BIRDSTRIKE HAZARD.**

Due to the location of the airfield there is a significantly higher than normal concentration of bird activity to be expected in all stages of flight when operating between surface and 2000ft. ATC will inform acft on departure or arrival if the concentration of birds exceeds the normal level, in addition, if seen, ATC will pass information on large flocks transiting the area.

**2. TURBULENCE AND WIND SHEAR.**

The unique topography of the surrounding area can give rise to severe wind effects which often affect acft in the final stages of flight. When the wind direction is between 110° and 250° and speed in excess of 15kts, significant turbulence should be expected during the approach and in final stages of flight to the lee of the rock. This turbulence can make landing dangerous or impossible and acft captains are to approach with extreme caution in these conditions. Turbulence and gusts can often be seen on the surface of the water, a representation of the turbulence effect is at Chart B3. South Westerly winds in excess of 25kts can lead to the formation of waterspouts in the approach to RWY 27. Flying over or in proximity to these waterspouts has been demonstrated to be very hazardous, with rapid loss of control, severe wing drop and un-commanded change in attitude, altitude and track. ATC will report waterspouts seen from the tower but acft captains are to be aware that this phenomenon can establish very quickly and without warning.

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

**Wind Direction**

**Wind Speed**

110°M	27kt
120°M	22kt
130°M	19kt
140°M	17kt
150°M	15kt
160°M	14kt
170°M	12kt
180°M	11kt
190°M	12kt
200°M	13kt
210°M	13kt
220°M	15kt
230°M	17kt
240°M	19kt
250°M	21kt

**3. ROAD CROSSING THE RUNWAY.**

Gibraltar's rwy is unique in that it is crossed at the mid-point by a 4 lane public highway, plus pedestrian and cycle lanes. The road is closed to pedestrians no later than 12nm and closed to vehicles no later than 8nm, this generally affords 3 minutes for the road to be cleared. FOD inspections of the intersection are completed prior to any movement involving jet powered acft.

**4. HELI ROUTES.**

Helicopter routes in the Bay of Gibraltar conflict laterally with the Rwy 09 approach and Rwy 27 departure and missed approach paths. Acft captains are to maintain a good lookout for helicopters during these stages of flight. The provision of a surveillance service cannot be relied upon due to the small radar signature and possibility of being below coverage. Std routes and operating altitudes can be found in the Spanish AIP.

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**SPECIAL PROCEDURES (2)**

**GIBRALTAR**

Elev 12	Var 1°W	TA 6000	TRL ATC		24 MAR 22	B2
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LXGB/GIB GIBRALTAR

Changes: Emergency Arrival removed

No1 AIDU Last Amended 21 FEB 22

**DEPARTURE MINIMUM**

- 5. Vis 1000m at rwy THR.

**SRA APPROACH MINIMA**

- 6. Surveillance radar approach procedures do not conform to PANS-OPS and are limited to visual approaches only. The applicable weather minima for visual approaches is: **Visibility 5km or 5km in the direction of the approach path, cloudbase 1000ft.** Civil pilots not in visual contact with the THR at the 3nm points (point X for Rwy 09 and point Y for Rwy 27) are to initiate a M/App as directed by ATC. Military pilots not in visual contact with the THR at the VDP annotated on the military procedures chart are to initiate a M/App as directed by ATC.

**MISSED APPROACH**

- 7. Surveillance Radar Approach RWY 09. Climb to **4000** QNH as directed by radar.  
RWY 27. Climb to **4000** QNH as directed by radar.

**COMMS FAILURE**

- 8. Surveillance Radar Approach - If radio contact is lost for more than 10 sec during a surveillance radar approach, commence immediate climb to **4000** QNH. Once level at **4000** QNH proceed own navigation to PIMOS.

**PYROTECHNICS**

- 9. Pyrotechnic signals are not fired from ATC. Pyrotechnic signals will be fired by yellow BCU vehicle normally positioned to the LHS of landing threshold.

**TURNAROUND PROCEDURE**

- 10. All acft must use turning circles prior to backtrack. No turning allowed on the runway.

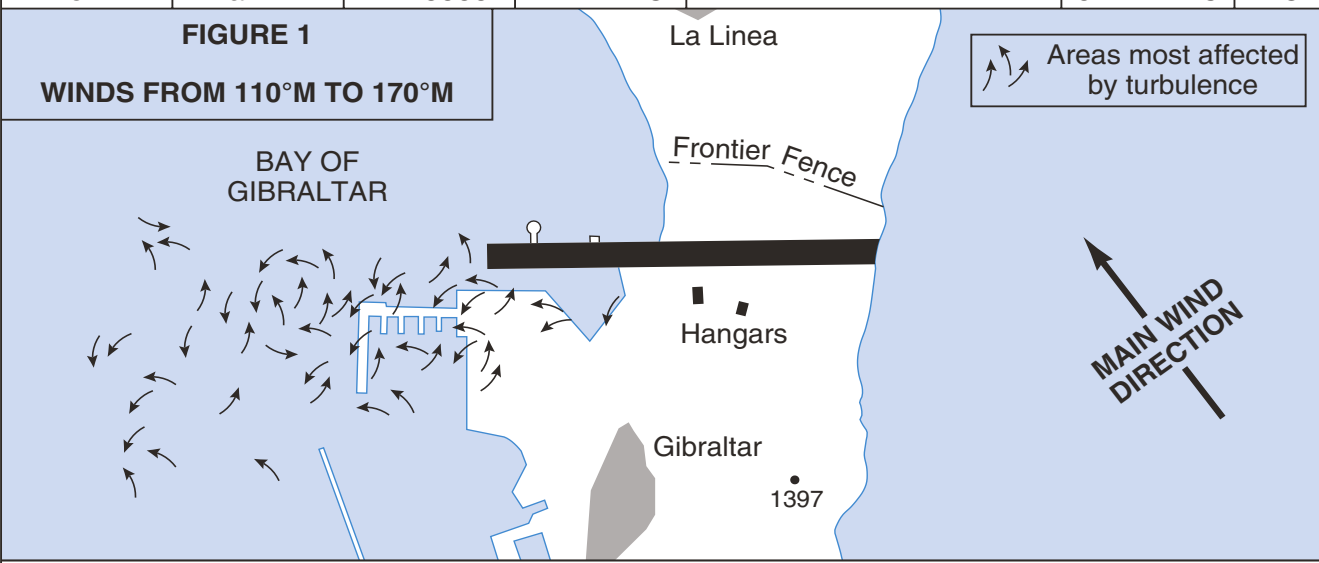
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# SPECIAL PROCEDURE (3) WIND EFFECT

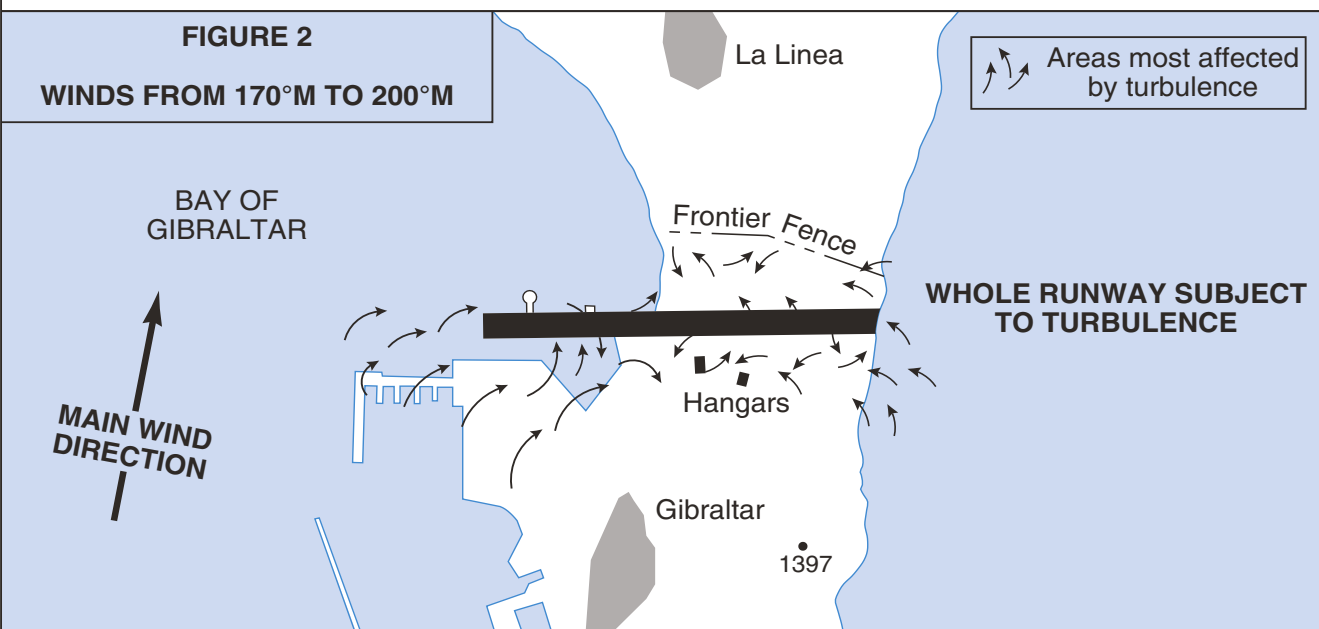
# GIBRALTAR

Elev 12	Var 1°W	TA 6000	TRL ATC	01 FEB 18	B3
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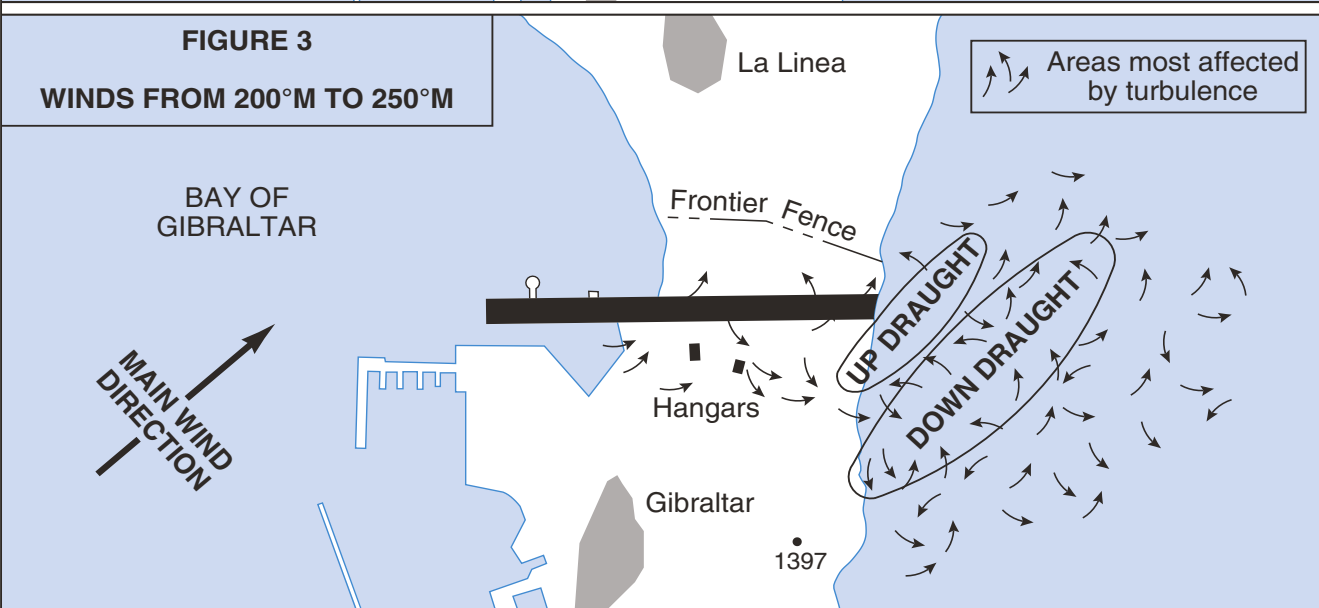
LXGB/GIB GIBRALTAR



Changes: Editorial



No1 AIDU Last Amended 07 DEC 17

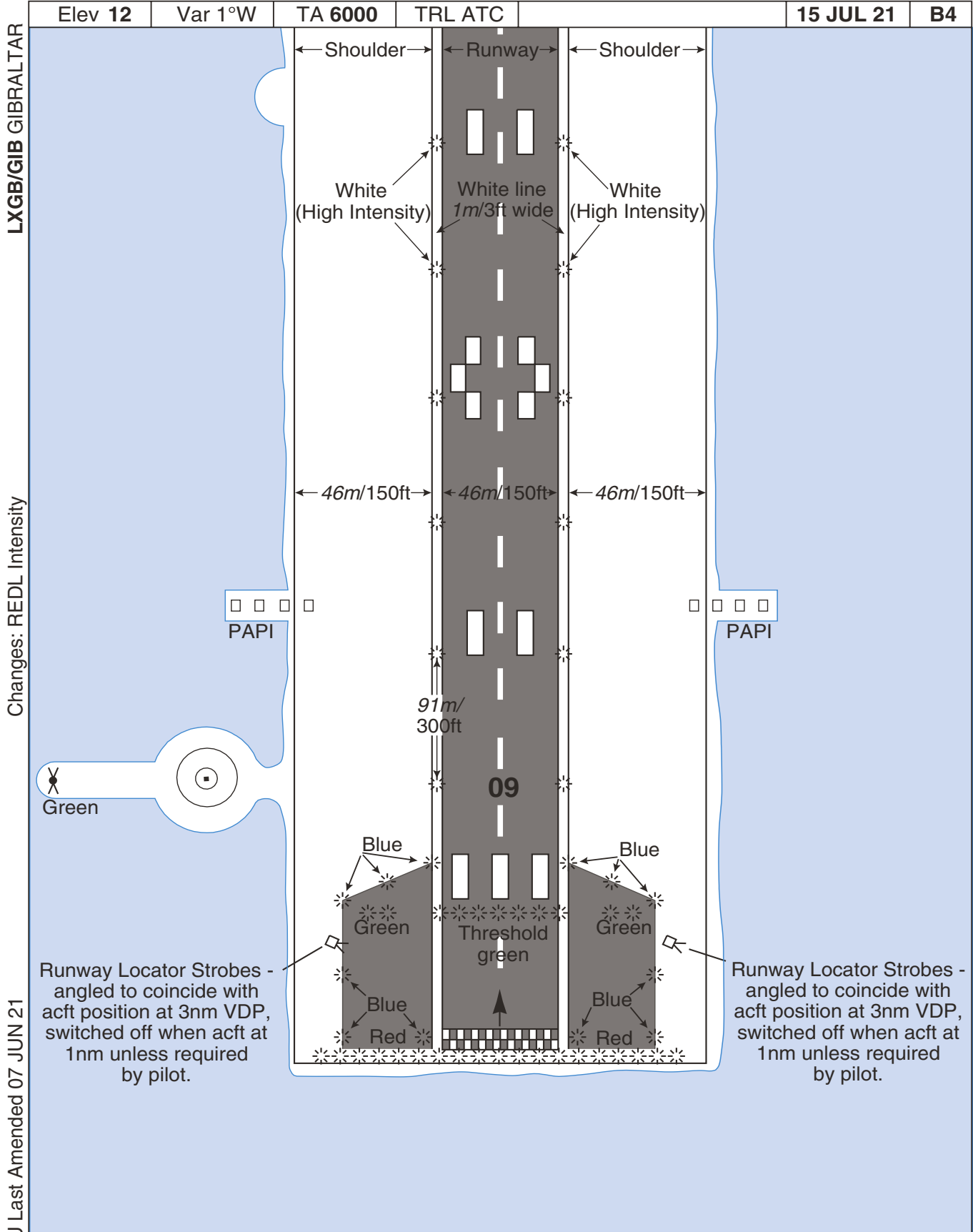


# GIBRALTAR

# SPECIAL PROCEDURE (3) WIND EFFECT

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# SPECIAL PROCEDURE (4) LIGHTING Rwy 09 GIBRALTAR



Changes: REDL Intensity

No1 AIDU Last Amended 07 JUN 21

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- CAUTION.** La Linea Marina North of approach has uncontrolled lighting which could be distracting.
- Single flashing yellow light on a yellow marker buoy 1372m/4500ft from sea wall marks the extended centreline.

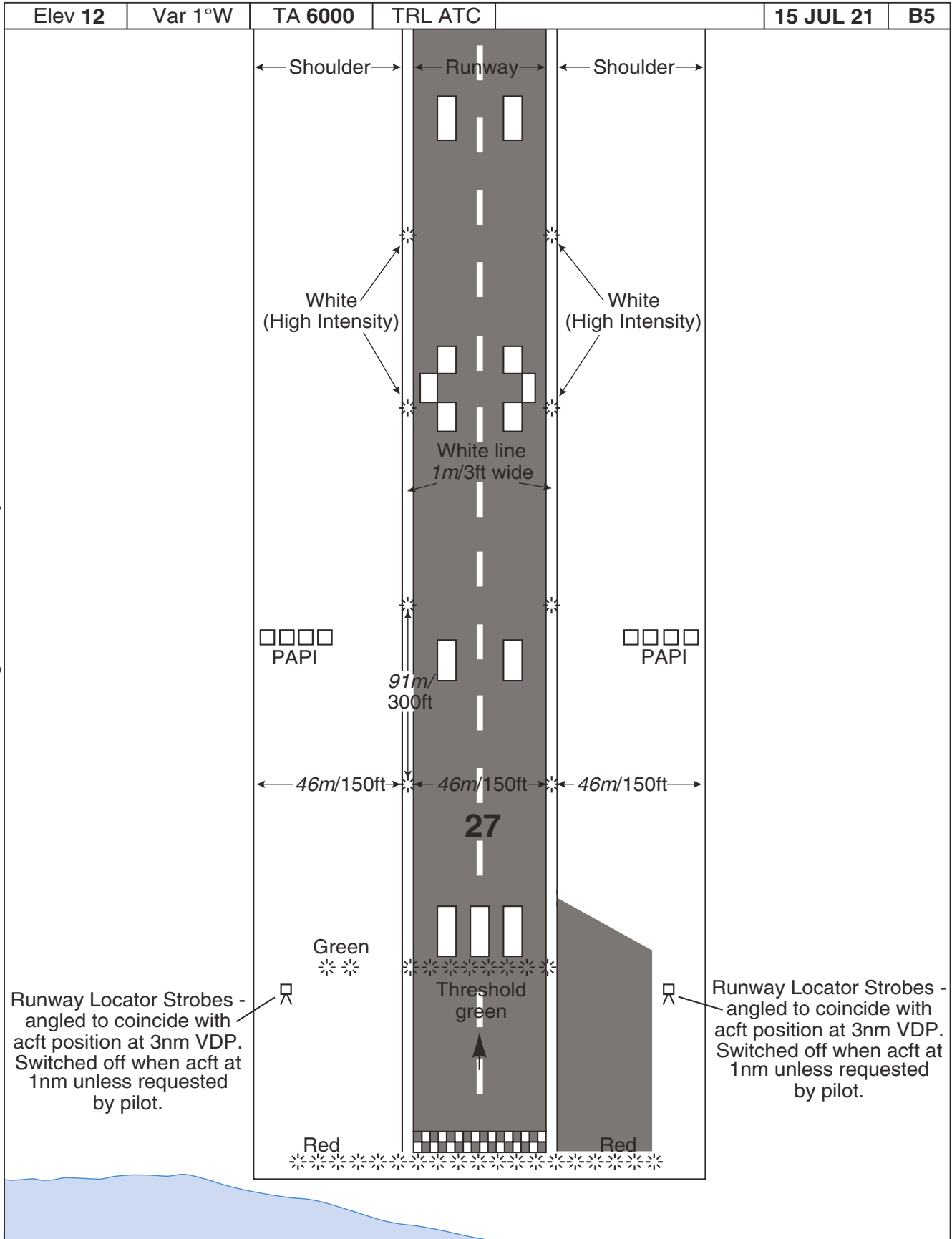
# GIBRALTAR SPECIAL PROCEDURE (4) LIGHTING Rwy 09

# SPECIAL PROCEDURE (5) LIGHTING Rwy 27 GIBRALTAR

LXGB/GIB GIBRALTAR

Changes: REDL Intensity

No1 AIDU Last Amended 07 JUN 21



1. Red rwy end lights temp moved 51m towards THR due to WIP. (Turning pad area reduced with no lighting)

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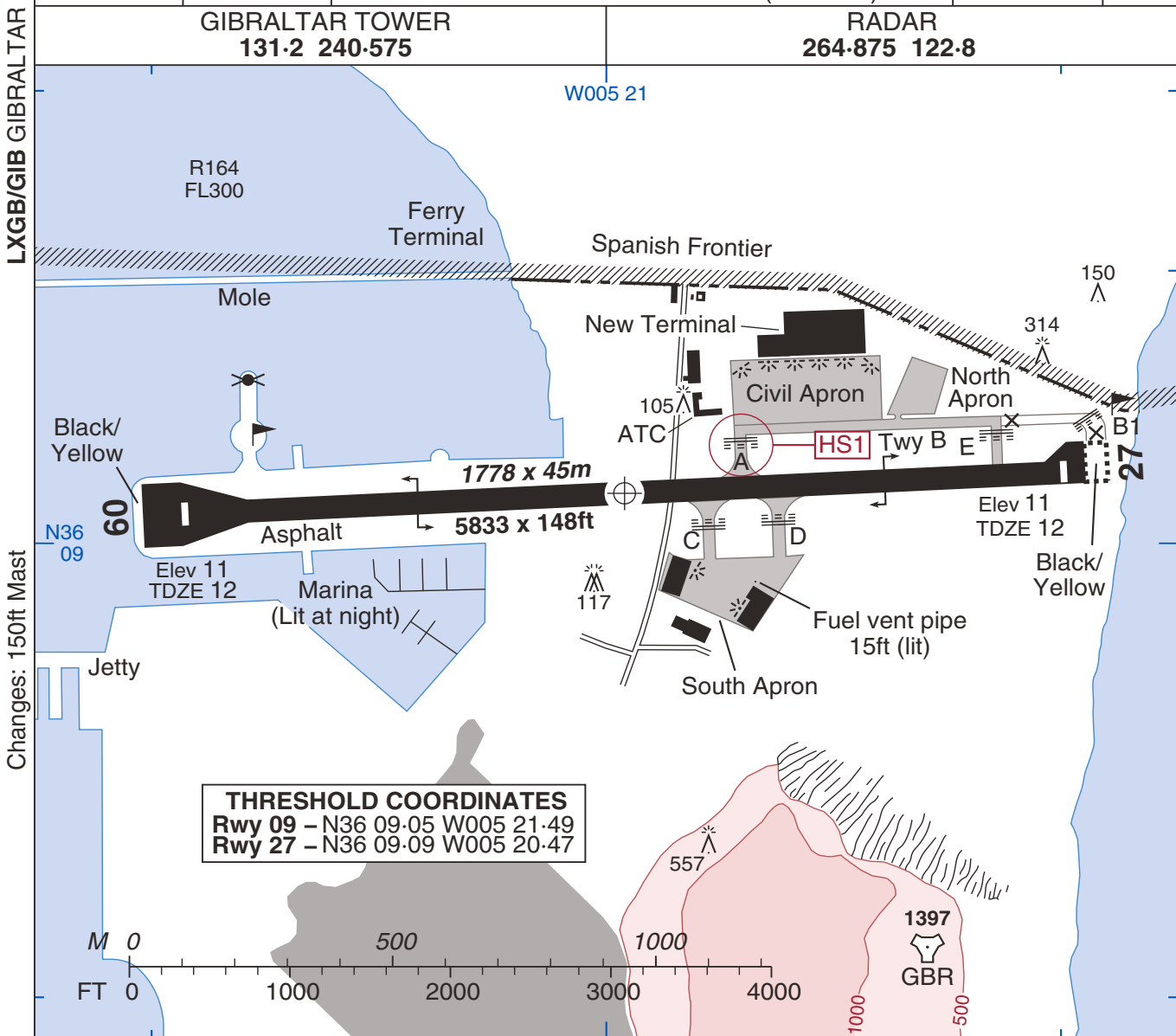
# GIBRALTAR SPECIAL PROCEDURE (5) LIGHTING Rwy 27

**AERODROME**

**GIBRALTAR**

Elev 12	Var 1°W	ARP	N36 09-07 W005 20-98 (WGS 84)	24 MAR 22	D1
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GIBRALTAR TOWER 131.2 240.575			RADAR 264.875 122.8		
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THRESHOLD COORDINATES	
Rwy 09	- N36 09-05 W005 21-49
Rwy 27	- N36 09-09 W005 20-47

RWY	SLOPE	LDA m/ft	APP LGT	RWY LGT
09 (087°T)	0-03%U	1528/5013	P3° (31)	RTHL:REDL(H,O):RENL
27 (267°T)	0-03%D			

- CAUTION.** La Linea Marina North of approach has uncontrolled lighting which could be distracting.
- Rwy 09.** The lighting on La Linea Pier and Ferry Terminal may be mistaken for rwy in poor vis and at night.
- Rwy 27.** End elev 12ft falls to 8ft within first 1000ft. Dip not apparent until acft descends to approx 300ft on Final App.
- Rwy Ends.** Both rwy ends marked by black/yellow chequered areas. Easternmost 50m of Eastern RESA is not available due to tunnel works.
- D THR.**
  - Rwy 09.** 91m/300ft from red extremity lights.
  - Rwy 27.** 61m/200ft from red extremity lights.

**Note:** Temp cones mark start of WIP area.
- All areas of the AD, other than desig rwys, turning circles, twy or aprons are to be treated as non-load bearing surfaces.
- Portable Aircraft Arresting Gear (PAAG).** Normally de-rigged. When rigged in the UP position, hook equipped aircraft will not be permitted to land until the preceding landing aircraft is:
  - Rwy 09.** Clear of the pull-out area of the "UP" PAAG.
  - Rwy 27.** Clear of the pull-out area of the "UP" PAAG, and cleared to hold on the N or S area of the W turning circle.

LXGB/GIB GIBRALTAR

Changes: 150ft Mast

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**GIBRALTAR**

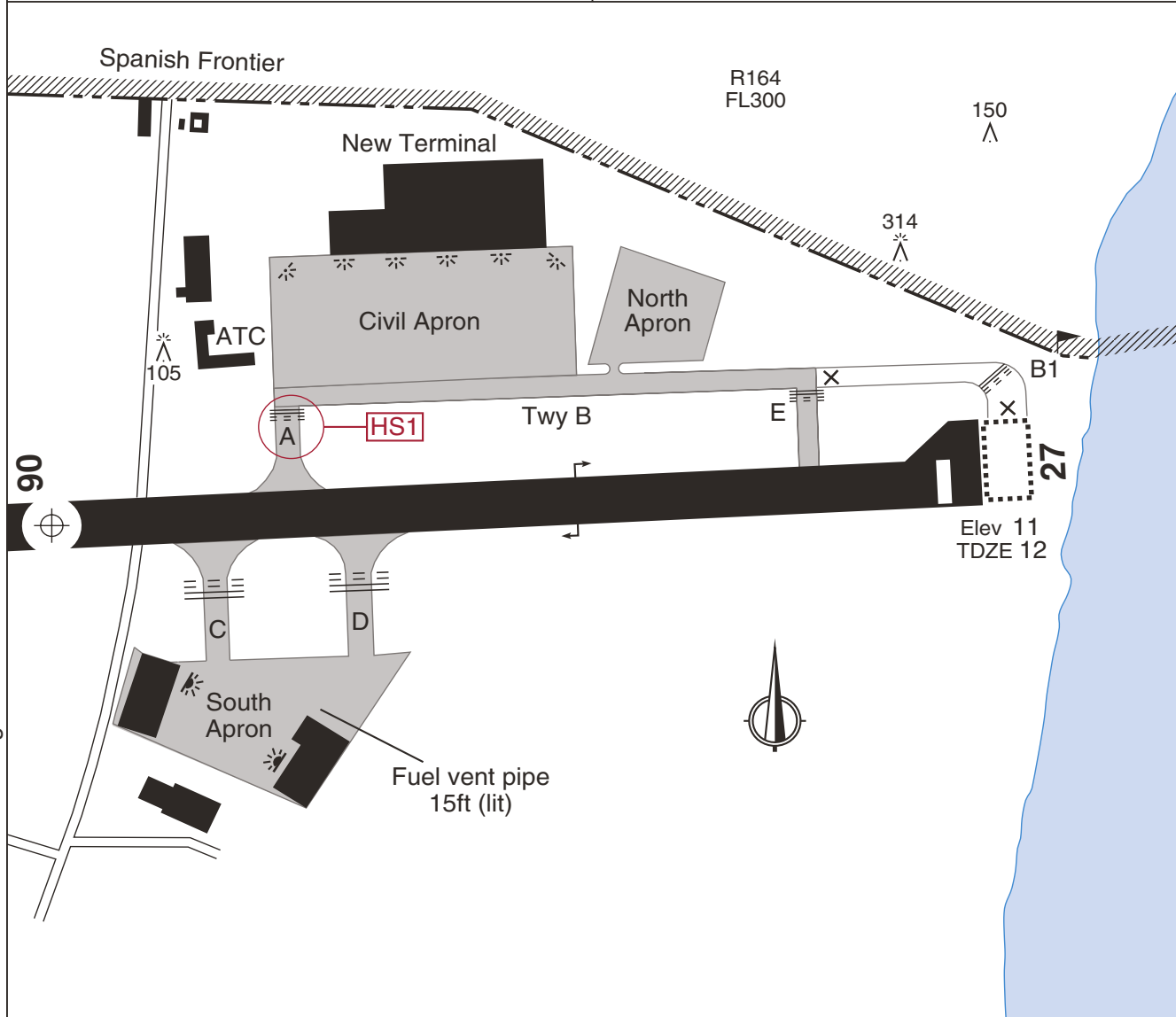
**AERODROME**

TAXI

GIBRALTAR

Elev 12	Var 1°W	ARP	N36 09-07 W005 20-98 (WGS 84)	24 MAR 22	E1
GIBRALTAR TOWER 131.2 240.575			RADAR 264.875 122.8		

LXGB/GIB GIBRALTAR



Changes: 150ft Mast

1. North Apron is marked for a Fast Jet dispersal.

No1 AIDU Last Amended 21 FEB 22

GIBRALTAR

TAXI

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# RAMP

# GIBRALTAR

Elev 12	Var 1°W	ARP N36 09-07 W005 20-98 (WGS 84)	13 OCT 16	F1
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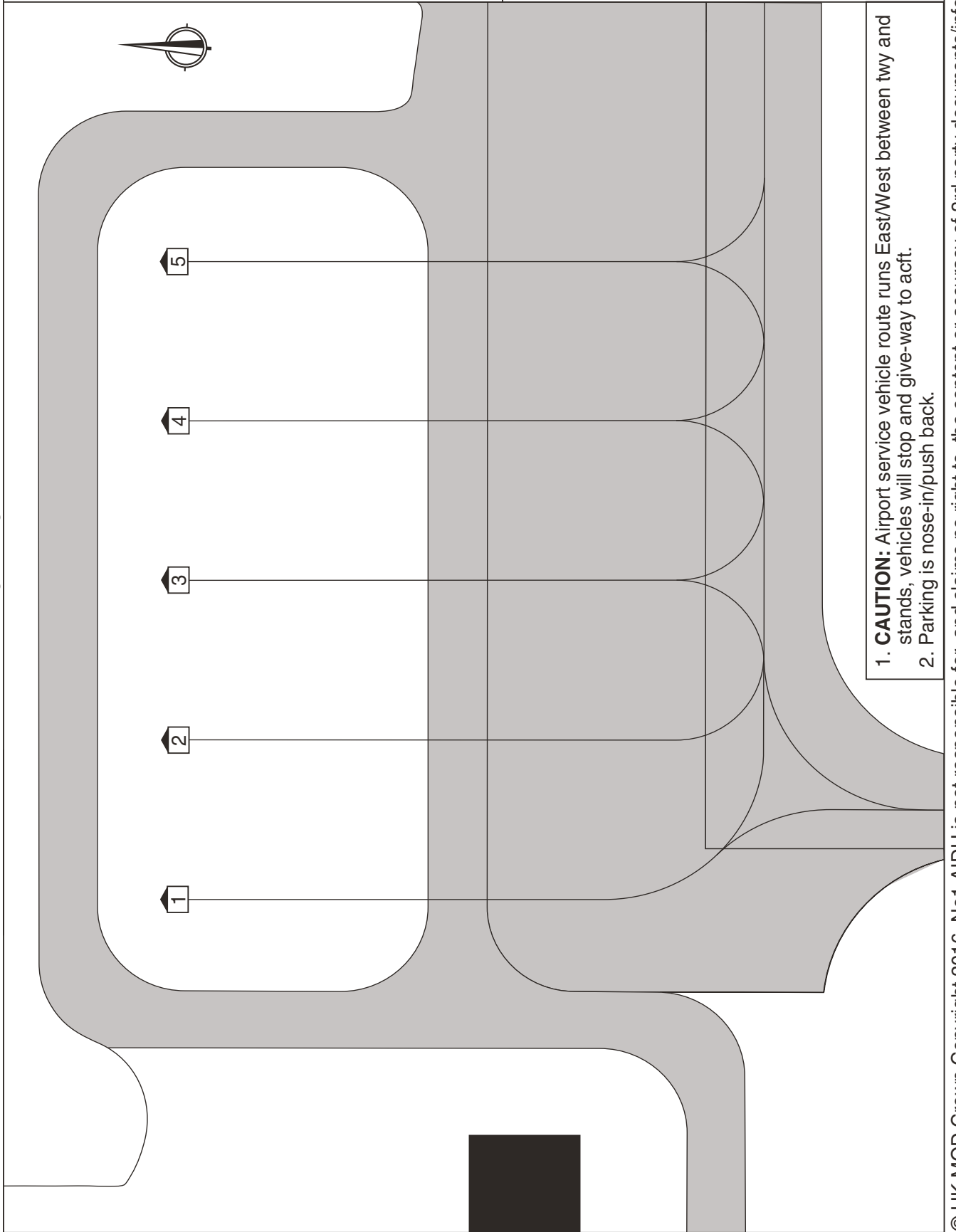
GIBRALTAR TOWER  
131.2 240-575

RADAR  
122.8 264-875

LXGB/GIB GIBRALTAR

Changes: Mag Var

No1 AIDU Last Amended 05 SEP 16



- 1. **CAUTION:** Airport service vehicle route runs East/West between twy and stands, vehicles will stop and give-way to acft.
- 2. Parking is nose-in/push back.

**GIBRALTAR**  
NO CRITERIA

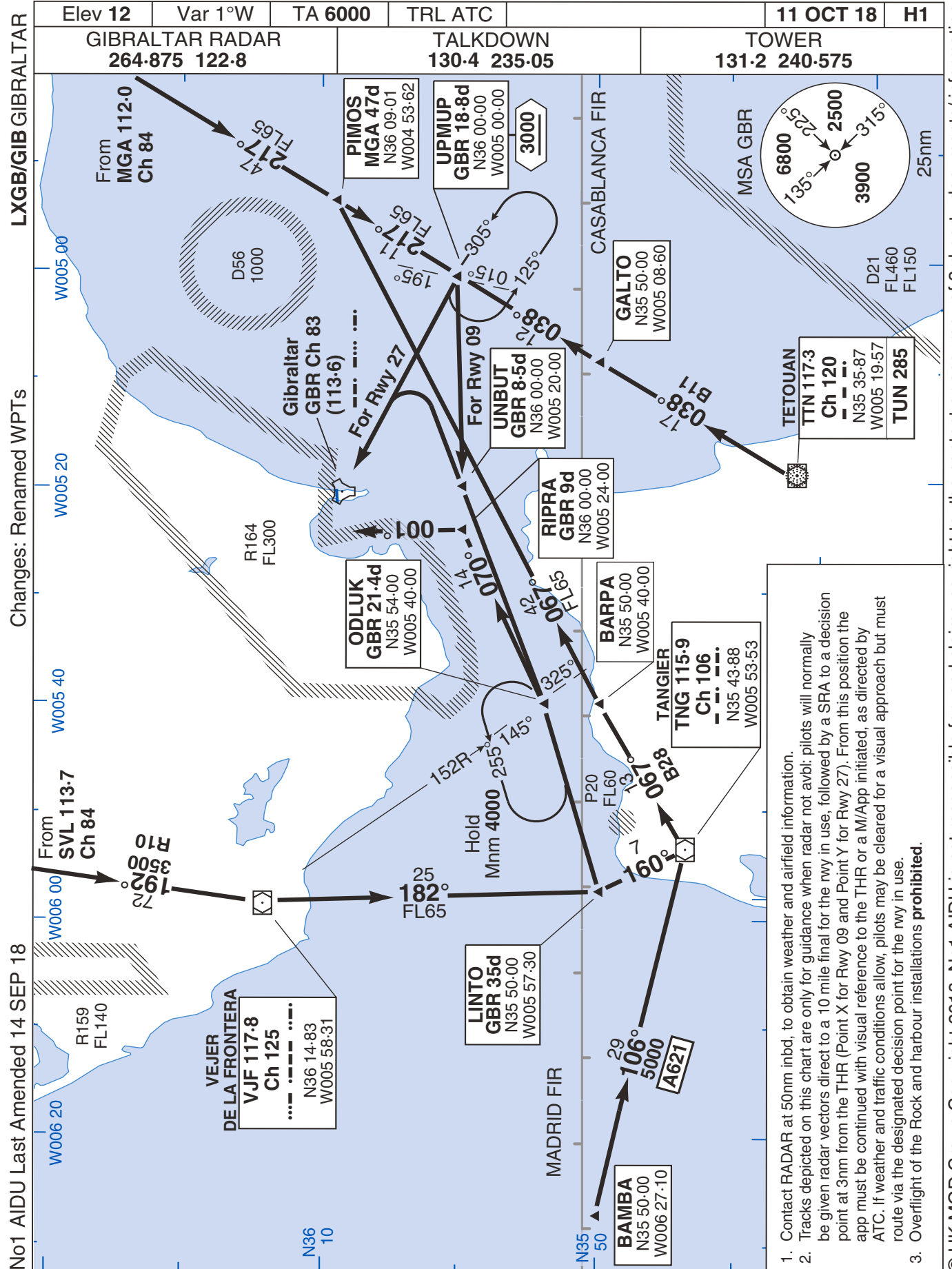
# RAMP

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# ARRIVALS (CIVIL)

# GIBRALTAR



No1 AIDU Last Amended 14 SEP 18

# GIBRALTAR

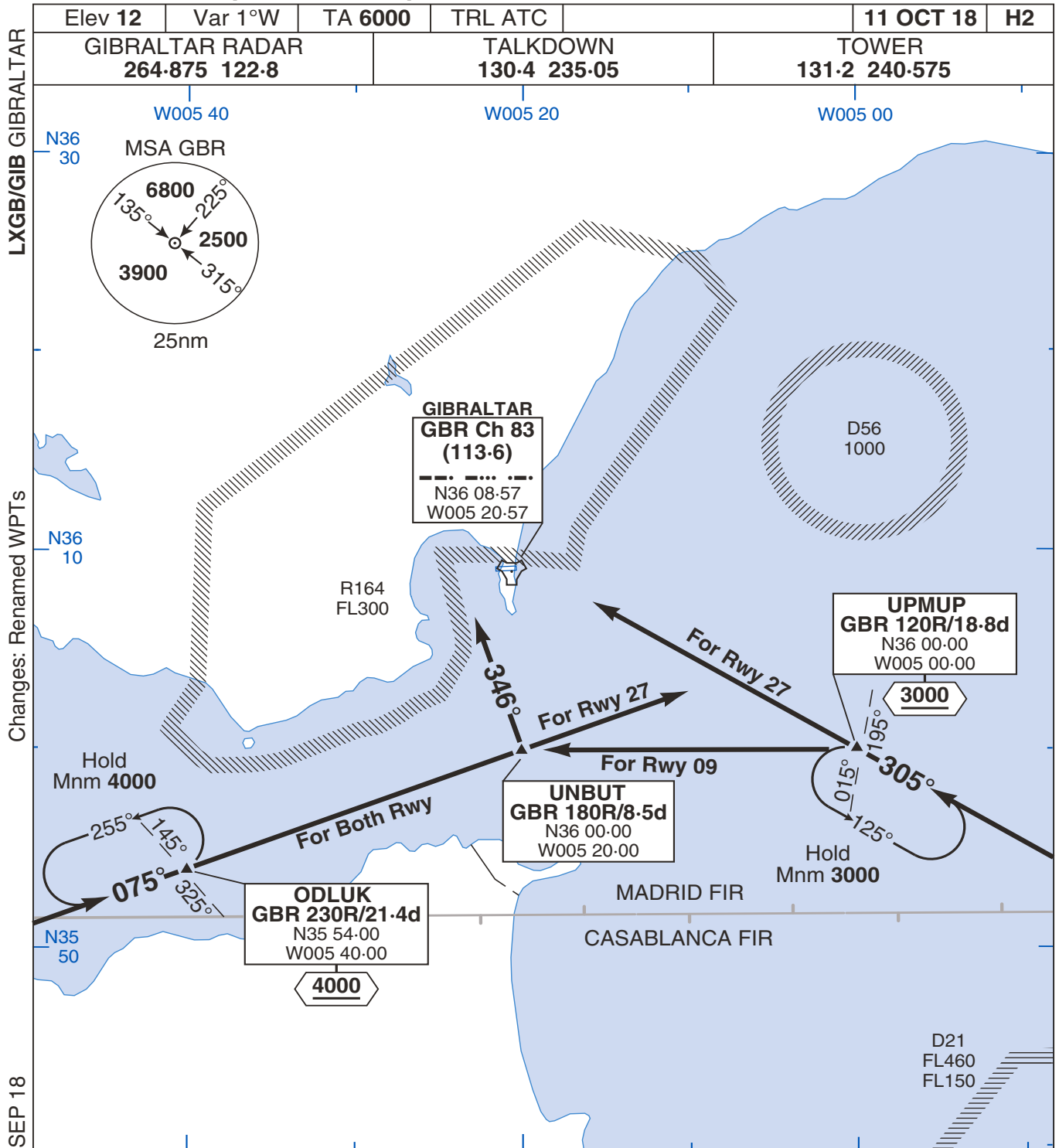
# ARRIVALS (CIVIL)

1. Contact RADAR at 50nm inbd, to obtain weather and airfield information.
2. Tracks depicted on this chart are only for guidance when radar not avbl: pilots will normally be given radar vectors direct to a 10 mile final for the rwy in use, followed by a SRA to a decision point at 3nm from the THR (Point X for Rwy 09 and Point Y for Rwy 27). From this position the app must be continued with visual reference to the THR or a M/App initiated, as directed by ATC. If weather and traffic conditions allow, pilots may be cleared for a visual approach but must route via the designated decision point for the rwy in use.
3. Overflight of the Rock and harbour installations **prohibited**.

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# ARRIVALS (MILITARY)

# GIBRALTAR



No1 AIDU Last Amended 14 SEP 18

1. Contact RADAR at 50nm inbd, to obtain weather and airfield information.
2. Tracks depicted on this chart are only for guidance when radar not available: pilots will normally be given radar vectors direct to a 10 mile final for the rwy in use, followed by a SRA to a Visual Descent Point (VDP) 3nm from the THR. From this position the approach must be continued with visual reference to the THR or a M/App initiated, as directed by ATC. If weather and traffic conditions allow, pilots may be cleared for a visual approach but must route via the VDP. In all cases, pilots will be given track guidance if they appear likely to infringe Spanish Restricted airspace.
3. Overflight of the Rock and harbour installations **prohibited**.
4. Fast Jet aircraft, recovering to the aircraft visually are to recover with a mnm 4nm spacing between formations. Run in and break (RIAB) height is normally not below 500ft QFE, remain clear of LER164. RIAB can be auth to not below 100ft QFE.

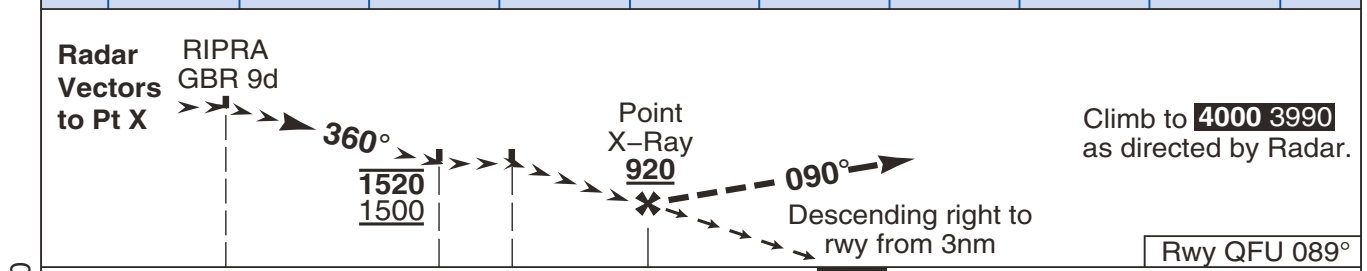
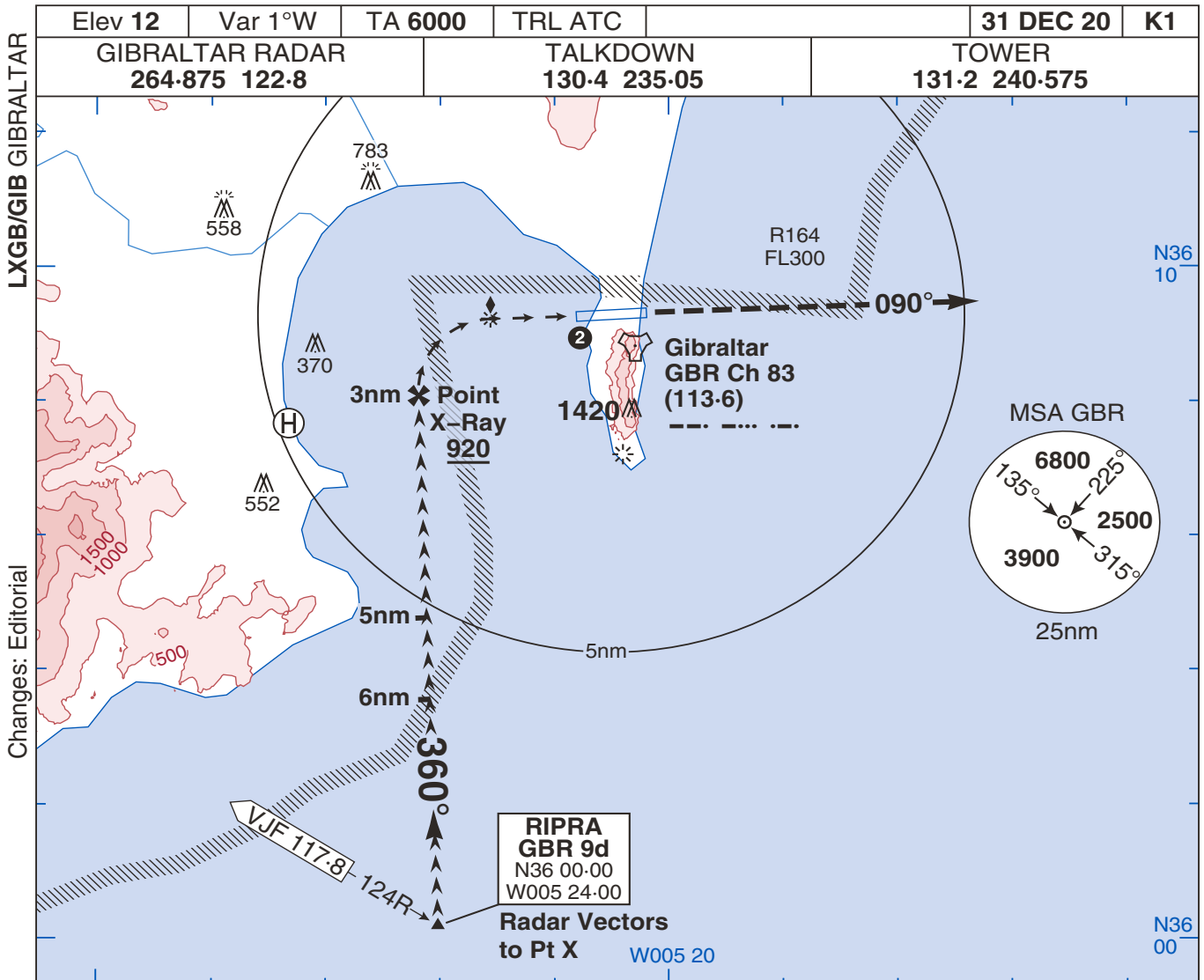
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# GIBRALTAR

# ARRIVALS (MILITARY)

**SURVEILLANCE RADAR APPROACH  
(CIVIL PROCEDURE) Rwy 09**

**GIBRALTAR**



NM	6					5					3					Rwy QFU 089°														
CAT	SRA										CIRC										CAUTIONS.									
A	CEILING 1000																				1. Non-standard scale.									
B	VIS 5km																				2. Avoid overflight of harbour area and position N36 08-00 E005 21-65 by 600m and 2000ft AMSL.									
C	Does not comply with PANS OPS criteria.										NOT AUTH										3. La Linea Marina North of approach has uncontrolled lighting which could be distracting. Lighting on pier and ferry terminal 457m/1500ft NE of thr may be mistaken for rwy in poor vis and at night.									
D	Procedure mnm descent altitude 920ft.																				4. Point X is 3nm track distance from the TD point for Rwy 09, act must cross this point not below 920ft AMSL. At Point X a M/App must be executed, unless the app is continued visually with the required visual reference being avbl. Radar contact cannot be guaranteed after passing Point X.									
GS (kt)	80		120		150		180		210																					
5nm-3nm	2nm		1:30		1:00		0:48		0:40		0:34																			
ROD (fpm)	2.8°		400		590		740		890		1040																			

**GIBRALTAR**  
NO CRITERIA

**SURVEILLANCE RADAR APPROACH  
(CIVIL PROCEDURE) Rwy 09**

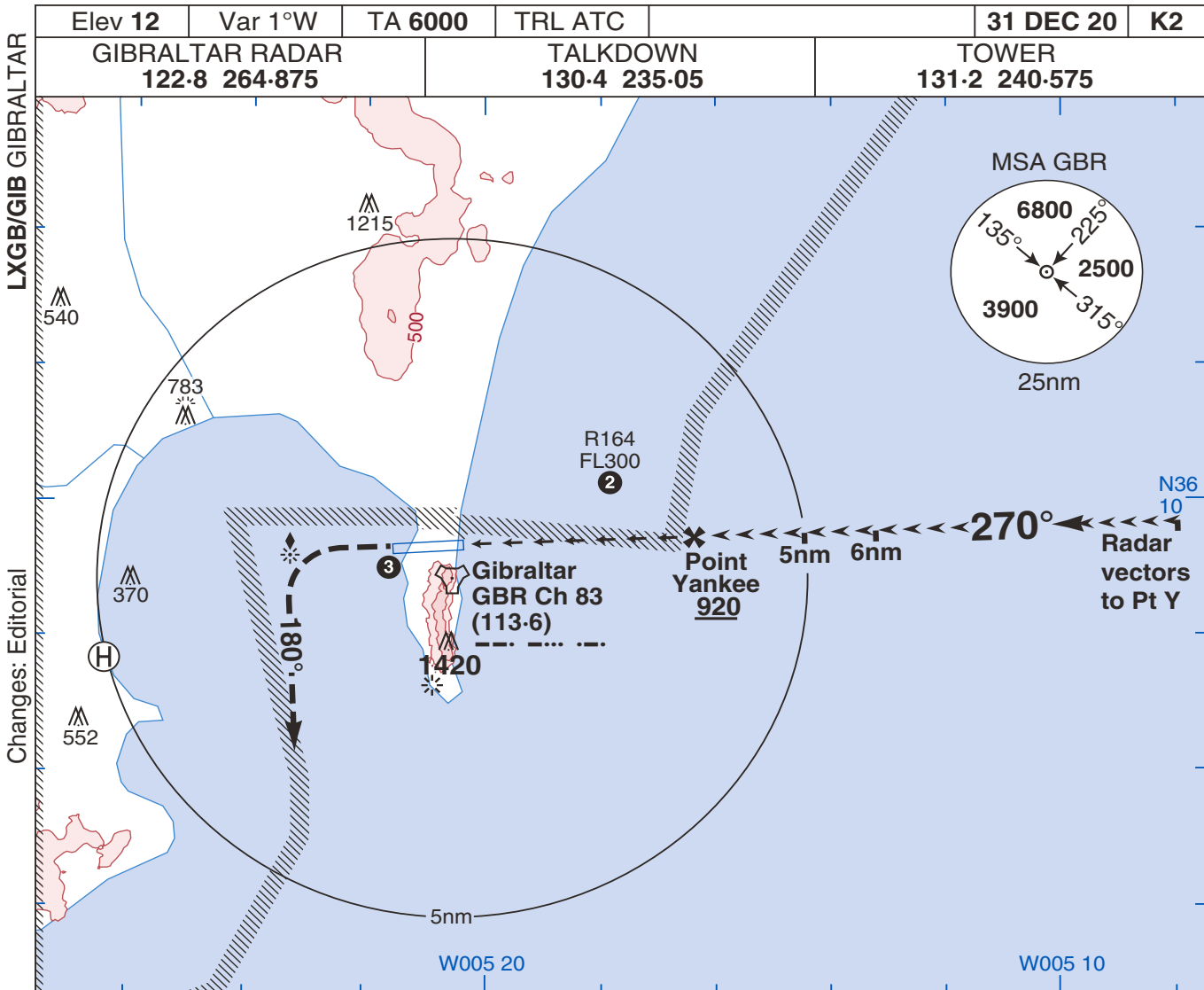
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Changes: Editorial

No1 AIDU Last Amended 12 NOV 20

**SURVEILLANCE RADAR APPROACH  
(CIVIL PROCEDURE) Rwy 27**

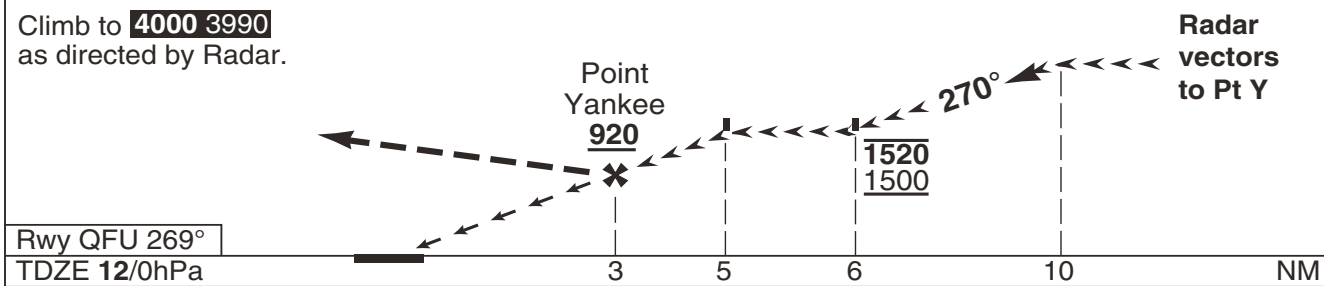
**GIBRALTAR**



LXGB/GIB GIBRALTAR

Changes: Editorial

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Rwy QFU 269°  
TDZE 12/0hPa

CAT	SRA	CIRC	CAUTIONS.				
A	<b>CEILING 1000</b>	<b>NOT AUTH</b>	1. Non-standard scale.				
B	<b>VIS 5km</b>		2. R164 prohibited unless executing a M/App as directed by ATC.				
C	<b>Does not comply with PANS OPS criteria.</b>		3. Avoid overflight of harbour area and position N36 08-00 W005 21.65 by 600m and 2000ft AMSL.				
D	<b>Procedure mnm descent altitude 920ft.</b>		4. End Elev 12ft falls to 8ft within first 1000ft. Dip not apparent until 300ft on final App.				
			5. Point Y is 3nm track distance from the TD point for Rwy 27, acft must cross this point not below 920ft AMSL. At Point Y a M/App must be executed, unless the app is continued visually with the required visual reference being avbl. Radar contact cannot be guaranteed after passing Point Y.				
GS (kt)	80	120	150	180	210		
5nm-3nm	2nm	1:30	1:00	0:48	0:40	0:34	
ROD (fpm)	2.8°	400	590	740	890	1040	

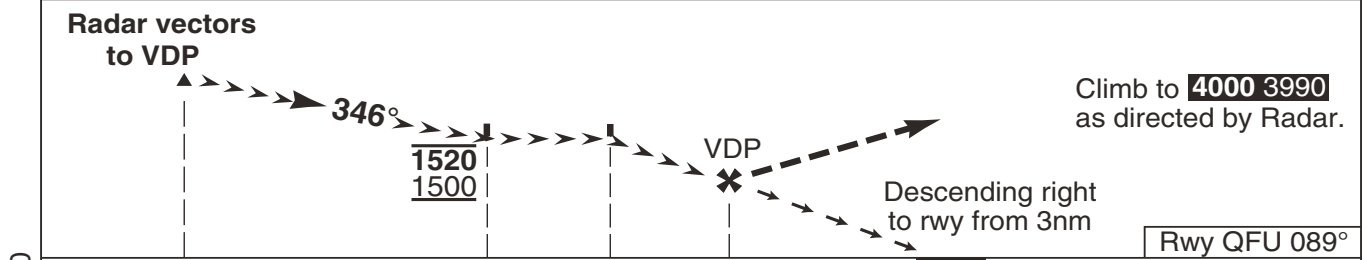
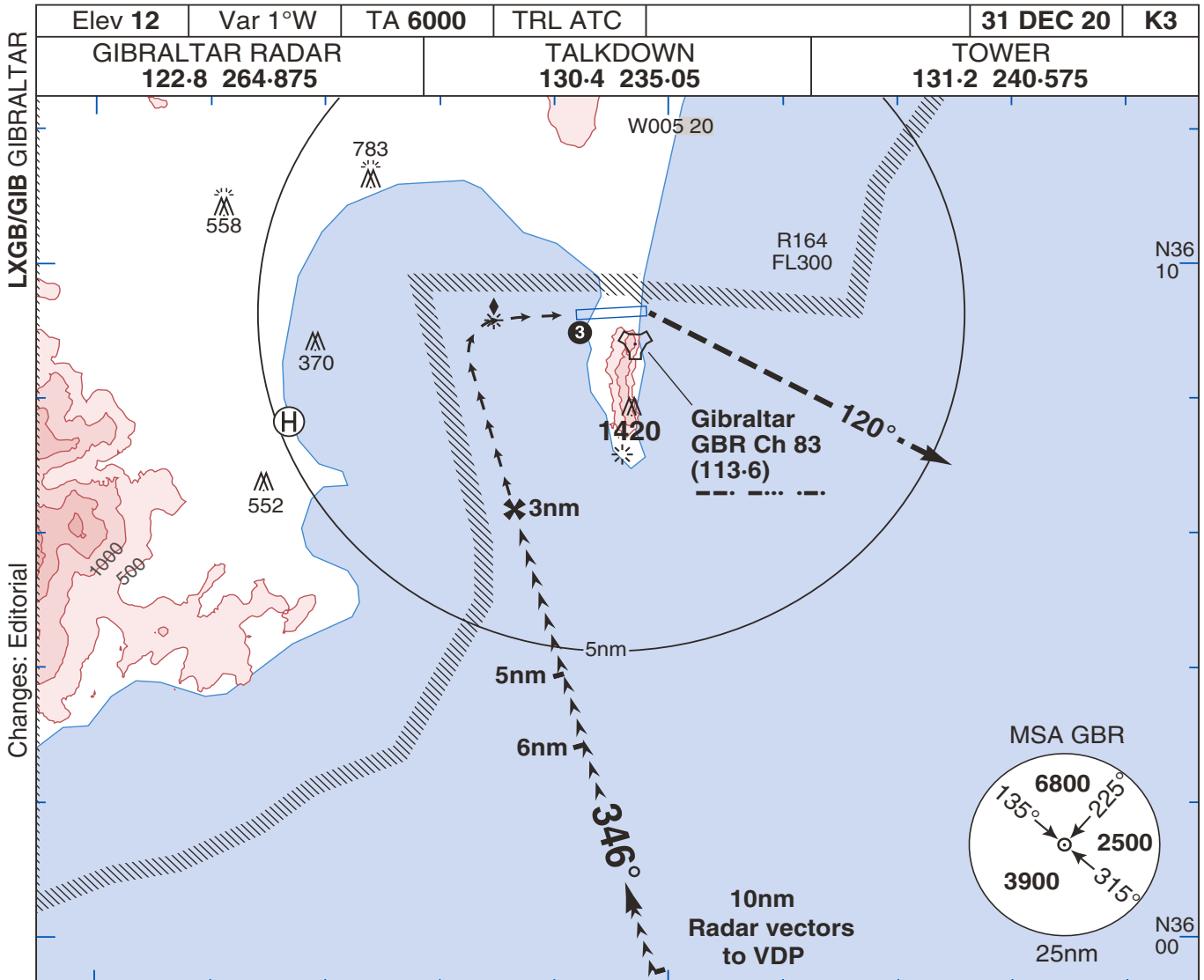
No1 AIDU Last Amended 12 NOV 20

**GIBRALTAR  
NO CRITERIA**

**SURVEILLANCE RADAR APPROACH  
(CIVIL PROCEDURE) Rwy 27**

**SURVEILLANCE RADAR APPROACH  
(MILITARY PROCEDURE) Rwy 09**

**GIBRALTAR**



NM	10	6	5	3		
CAT	SRA		CIRC			
A	CEILING 1000		NOT AUTH			
B	VIS 5km					
C	Does not comply with PANS OPS criteria					
D						
GS (kt)	80	120	150	180	210	
5nm-3nm	2nm	1:30	1:00	0:48	0:40	0:34
ROD (fpm)	2.8°	400	590	740	890	1040

- CAUTIONS.**
1. Non-standard scale.
  2. **SPANISH FRONTIER** lies immediately N of AD.
  3. Avoid overflight of harbour area and position N36 08-00 W005 21-65 by 600m and 2000ft AMSL.
  4. La Linea Marina North of approach has uncontrolled lighting which can be distracting. Lighting on pier and ferry terminal 457m/1500ft NE of thr may be mistaken for rwy in poor vis and at night.

No1 AIDU Last Amended 12 NOV 20

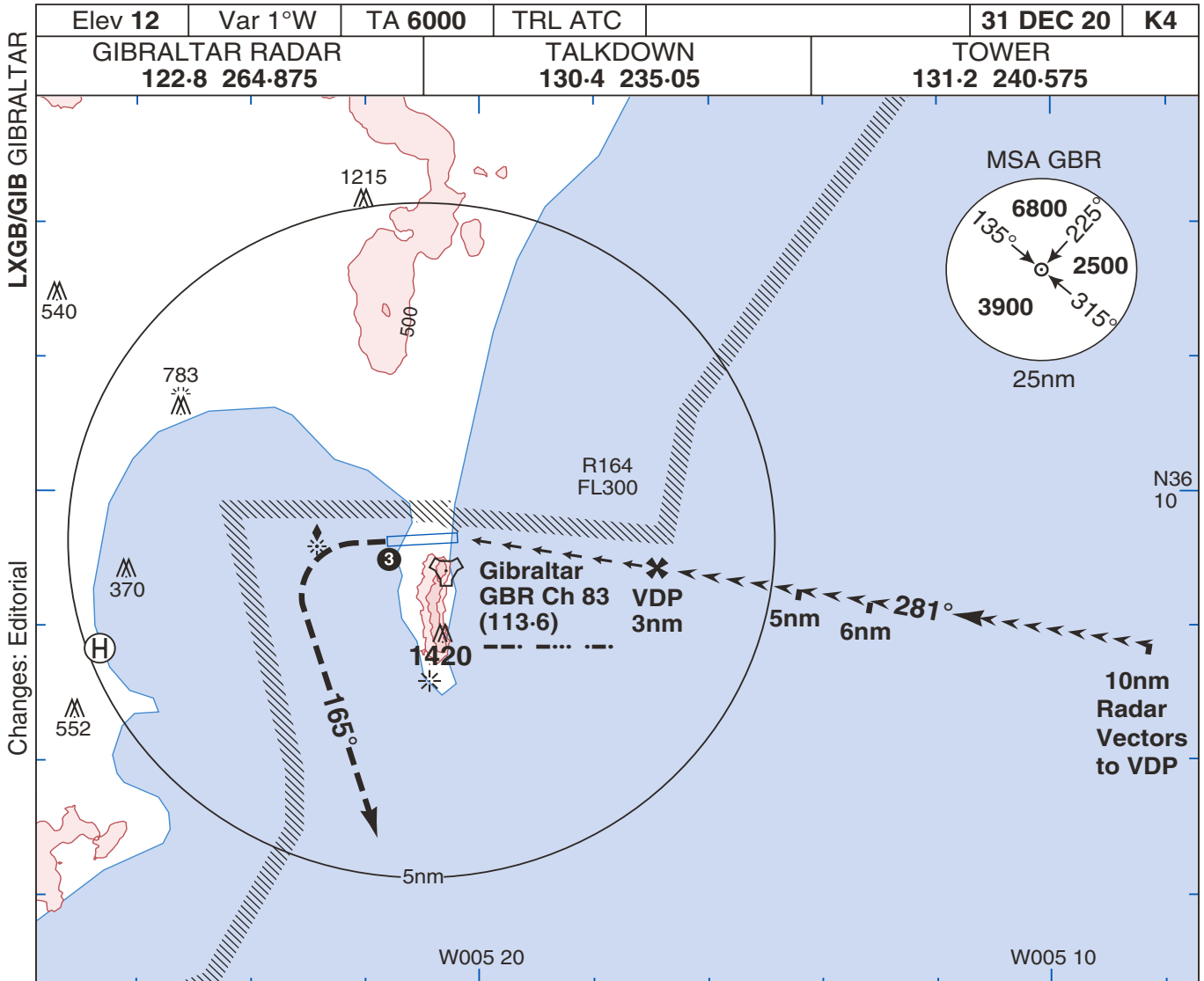
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**GIBRALTAR**  
NO CRITERIA

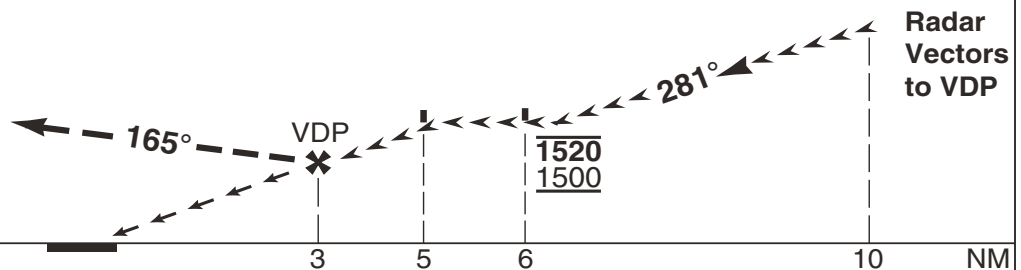
**SURVEILLANCE RADAR APPROACH  
(MILITARY PROCEDURE) Rwy 09**

**SURVEILLANCE RADAR APPROACH  
(MILITARY PROCEDURE) Rwy 27**

**GIBRALTAR**



Climb to **4000 3990** as directed by Radar.



Rwy QFU 269°  
TDZE 12/0hPa

CAT	SRA	CIRC
A	<b>CEILING 1000</b>	<b>NOT AUTH</b>
B	<b>VIS 5km</b>	
C	<b>Does not comply with PANS OPS criteria</b>	
D		
GS (kt)	<b>80 120 150 180 210</b>	
5nm-3nm	<b>2nm 1:30 1:00 0:48 0:40 0:34</b>	
ROD (fpm)	<b>2.8° 400 590 740 890 1040</b>	

**CAUTIONS.**

1. Non-standard scale.
2. **SPANISH FRONTIER** lies immediately N of AD.
3. Avoid overflight of harbour area and position N36 08.00 W005 21.65 by 600m and 2000ft AMSL.
4. End Elev 12ft falls to 8ft within first 1000ft. Dip not apparent until 300ft on final App.

**GIBRALTAR**  
NO CRITERIA

**SURVEILLANCE RADAR APPROACH  
(MILITARY PROCEDURE) Rwy 27**

LXGB/GIB GIBRALTAR

Changes: Editorial

No1 AIDU Last Amended 12 NOV 20

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# RADAR VECTORING CHART

# GIBRALTAR

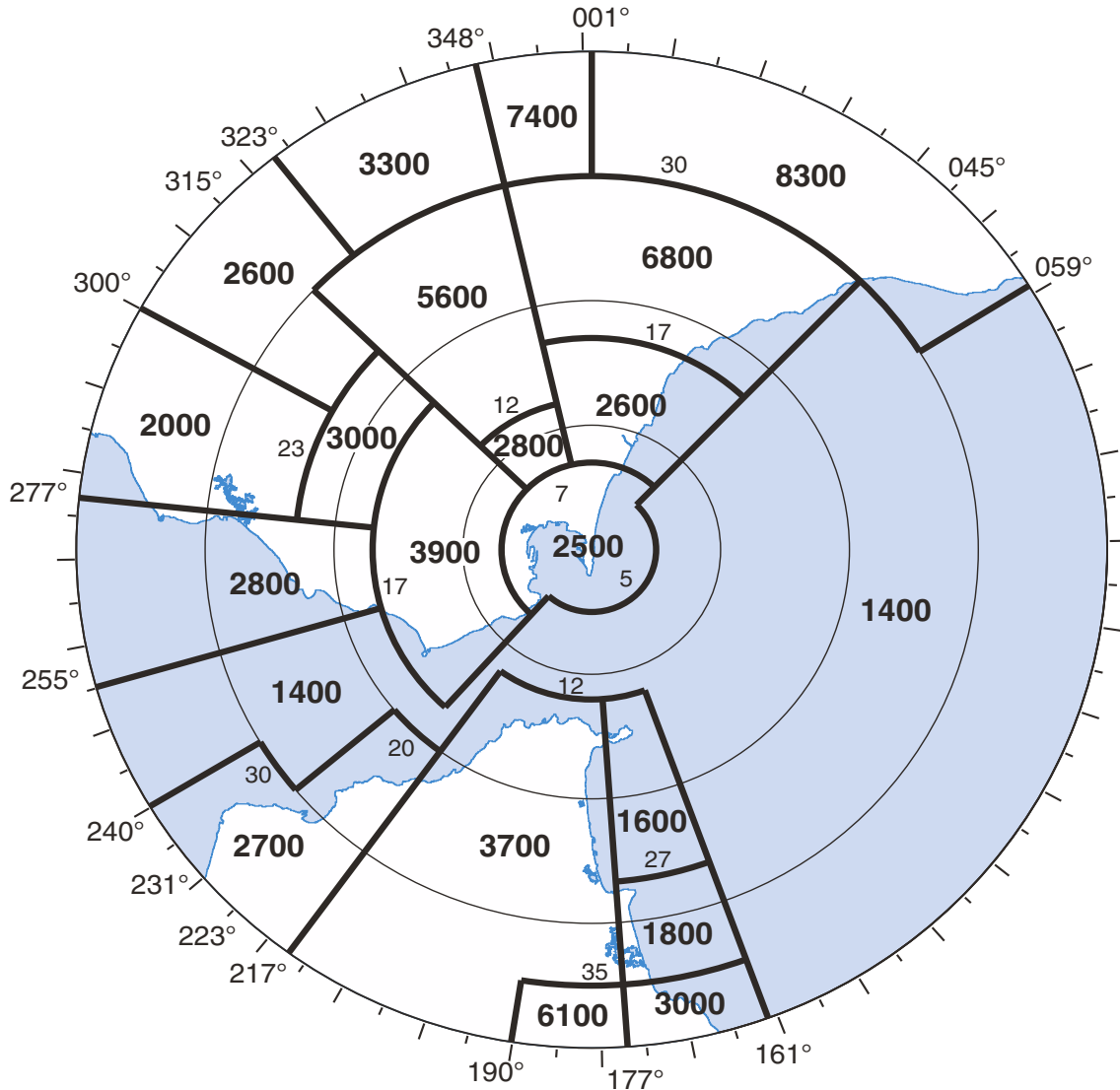
LXGB/GIB-GIBRALTAR

Elev 11	Var 1°W	TA 6000	TRL ATC		17 AUG 17	RVC
GIBRALTAR RADAR 122.8 264.875		TALKDOWN 130.4 235.05		TOWER 131.2 240.575		



FOR CONTROLLING PURPOSES ONLY.

**RADAR HEAD: N36 08 35.7189 W005 20 34.4358**



**ALL HEIGHTS QNH**

**GENERAL INFORMATION**

1. All bearings are mag.
2. All distances are NM from the radar head.
3. All levels are based on QNH.

**Warning:** RVC is maintained subject to limitations as detailed in No1 AIDU Hazard Log.

Changes: Revised

No1 AIDU Last Amended 26 AUG 17

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## GIBRALTAR

## RADAR VECTORING CHART

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