

03 OCT 24

## 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°02'E (DEC 24) / 0°03'E
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 www.raf.mod.uk/our-organisation/stations/raf-gibraltar/
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR.
8	Remarks:	

## LXGB AD 2.3 - OPERATIONAL HOURS

1	AD:	Airfield opening hours - 0830 - 2300 Mon-Sun (All times local). 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: Handling@gibair.gi Military Air Systems are to contact Air Operations via email: Gib-RAF-Ops@mod.gov.uk 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 Cools pools and Nil Air Start Trolleys.
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:	1. For inbound and outbound Mil freight handling services email: GIB-RAF-OCMOVS@mod.gov.uk 2. 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:	ICAO 8.
2	Rescue Equipment:	Rosenbauer Panther (4x4) Water Capacity 6,500ltrs Foam Capacity 800ltrs Rosenbauer Panther (6x6) Water Capacity 11,500ltrs Foam Capacity 1,500ltrs Mercedes Sprinter - Light Rescue Pump (LRP) Water Capacity 500ltrs
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:	Civilian Stands marked 1-5  All Air Systems ground Marshalled.
2	Runway & taxiway markings & lighting:	Runway: Non standard TDZ markings. Taxiway: Standard markings with addition of solid Yellow edge lines.
3	Stop Bars and runway guard lights:	Stop Bar and RGL at all Rwy entry points.
4	Other runway protection measures:	Nil.
5	Remarks:	PAAG Marker boards and Yellow circular markings painted across the Rwy indicate the PAAG position(s). PAAG not currently installed. A NOTAM will be issued if the PAAG is in use.

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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:  
N36 09 14.00 W005 20 26.00**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). ~ Nil.
3	Office responsible for TAF information: Periods of validity:	Gibraltar Met Office 3 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. 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/MORTy
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	087.50°	1798 x 45	PCN 65/F/A/W/T Blacktop	N36 09 03-17 W005 21 29-16	10-79ft TDZE 11-98ft
27	267.50°	1798 x 45	PCN 65/F/A/W/T Blacktop	N36 09 05-29 W005 20 28-21	11-19ft TDZE 11-88ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	RESA
7	8	9	10	11	12
09 - 0-03%U	Nil	833 x 150	1650 x 150	-	92m
27 - 0-03%D	Nil	831 x 150	1650 x 150	-	92m
12	Arresting Systems				
Rwy 09	PAAG (1420ft)			PAAG (1328ft)	Rwy 27
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). Arresting System: Normal Operations - De-rigged, 10 Days PNR for FJ.			

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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	1666	2499	1666	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	1661	2492	1661	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
<b>Note:</b>					

## 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:	<p>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. Simple Approach Lighting extending 300m into the sea from the 09 threshold.</p> <p>Rwy 27. Simple Approach Lighting extending 300m into the sea from the 27 threshold.</p> <p><b>Caution - Airfield surrounded by urban lighting.</b></p>						

## LXGB AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY

1	A Bn/I Bn location, characteristics and hours of operation:	Removed. (MAA/EXEMPTION/2013/06) see DAM Annex F.
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 - Lit with red obstruction lights. 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:	The stadium flood lights may be illuminated during aerodrome operating hours. All Aprons have lighting. COREL lights used to mark parked aircrafts.

## 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 Air Systems in vicinity of airfield.		N/A	G
4	ATS Unit Callsign: Language:	Gibraltar. English.	
5	Transition Altitude:	6,000ft.	
6	Remarks:	Air Systems 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	
Other	AFRS	121.6000 MHz Non-ATS freq	HO	HO	Available when fire vehicle on the ground attending aircraft in an emergency.

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
TACAN	GBR	Ch 83X 113.6	Not Operational		N36 08 34.80 W005 20 33.36		TACAN not useable for navigation.
Remarks:		TACAN currently unavailable and being replaced under Programme MARSHALL. Replacement expected to be complete Q4 / 2024.					

**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. 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 may always be encountered. 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 Air Systems in the immediate vicinity of the AD. 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, including for over flights of the runway below 500ft.
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:	See TAP Charts
6	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.	

**LXGB AD 2.23 - ADDITIONAL INFORMATION**

Nil.

## LXGB AD 2.24 - CHARTS RELATING TO THIS AERODROME

## Terminal Approach Procedure Charts

B1	Special Procedures (1)	AD 2 - LXGB - 1 - 9
B2	Special Procedures (2)	AD 2 - LXGB - 1 - 10
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
K5	ATC Surveillance MNM Alt	AD 2 - LXGB - 1 - 23

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**SPECIAL PROCEDURES (1)**

**GIBRALTAR**

Elev 12	Var 0°	TA 6000	TRL ATC	03 OCT 24	B1
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**HAZARDS**

**1. BIRDSTRIKE HAZARD.**

RAF Gibraltar sits in a unique area of Europe where birds are present at all times of the year and at particular times during the migration season. These can be broken down into seasonal hazards:

**Winter (October - March)** - Mainly dawn and dusk movements of Yellow-legged Gulls (YLG) between roosting and feeding sites, along with local YLGs in the vicinity of the airfield all day.

**Spring/Summer (February - July)** - YLGs moving between breeding sites on the rock and town area to feeding sites either in Spain, at sea or within Gibraltar. Migration of large birds (Raptors and Storks) flocking from the South towards Northern Europe particularly between 0900hr and 1600hr (weather dependant).

**Autumn (July - October)** - YLG numbers increase as young birds fledge the nest and birds begin to move around the area similar to winter movements. Return migration South of large birds (Raptors and Storks), can be in higher numbers after the breeding season. These birds will generally be moving in a North-to-South direction but may be seen in large flocks around the airfield and surrounding environment particularly between 0900hr and 1600hr and is weather dependant.

**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 15kt, 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 25kt 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

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Changes: Elev

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**SPECIAL PROCEDURES (2)**

**GIBRALTAR**

Elev <b>12</b>	Var <b>0°</b>	TA <b>6000</b>	TRL ATC	<b>03 OCT 24</b>	<b>B2</b>
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LXGB/GIB GIBRALTAR

**3. ROAD CROSSING THE RUNWAY.**

Gibraltar's rwy is unique in that it is crossed at the mid-point by a 4-lane public pedestrian, e-scooter and cycle lane. The road is closed to pedestrians no later than 15nm and closed to vehicles no later than 10nm, 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.

**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 seconds during a surveillance radar approach, commence immediate climb to **4000** QNH. Once level at **4000** QNH proceed own navigation to PIMOS.

**LAMP SIGNALS**

9. There are no pyrotechnics in use. Lamp signals will be shone from ATC.

**TURNAROUND PROCEDURE**

10. All acft above maximum certificated take-off mass (MCTOM) 17,000kg must use turning circles prior to backtrack. No turning allowed on the runway.

Changes: Elev

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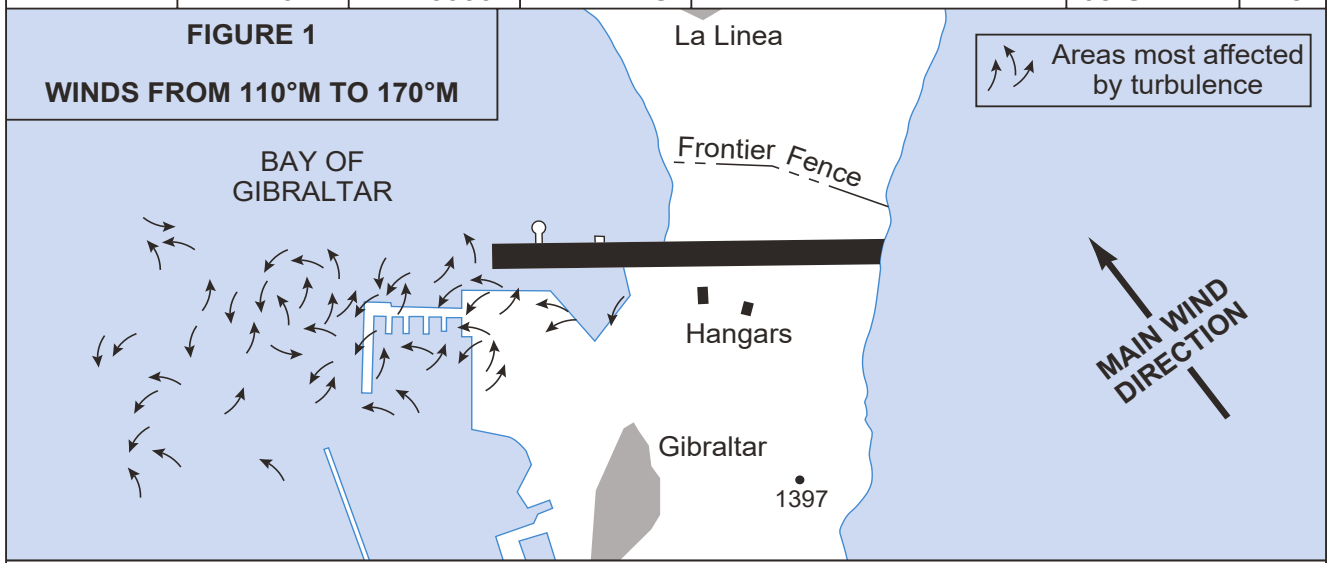
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# SPECIAL PROCEDURE (3) WIND EFFECT

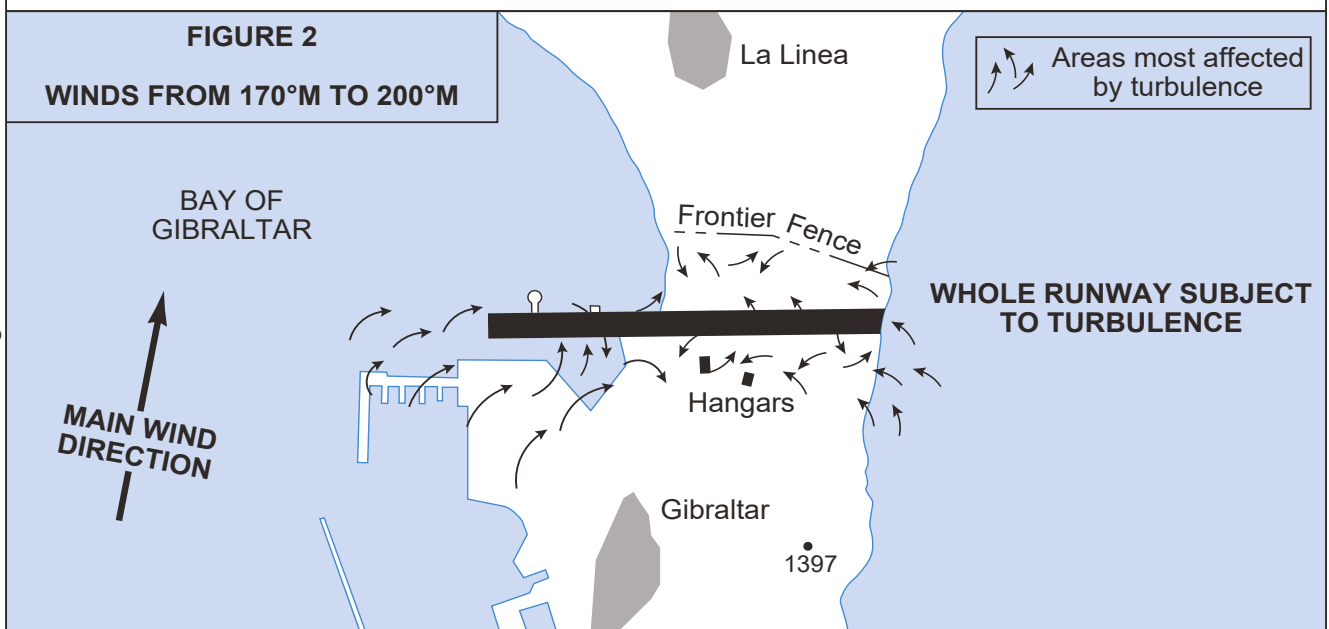
# GIBRALTAR

Elev 12    Var 0°    TA 6000    TRL ATC    03 OCT 24    B3

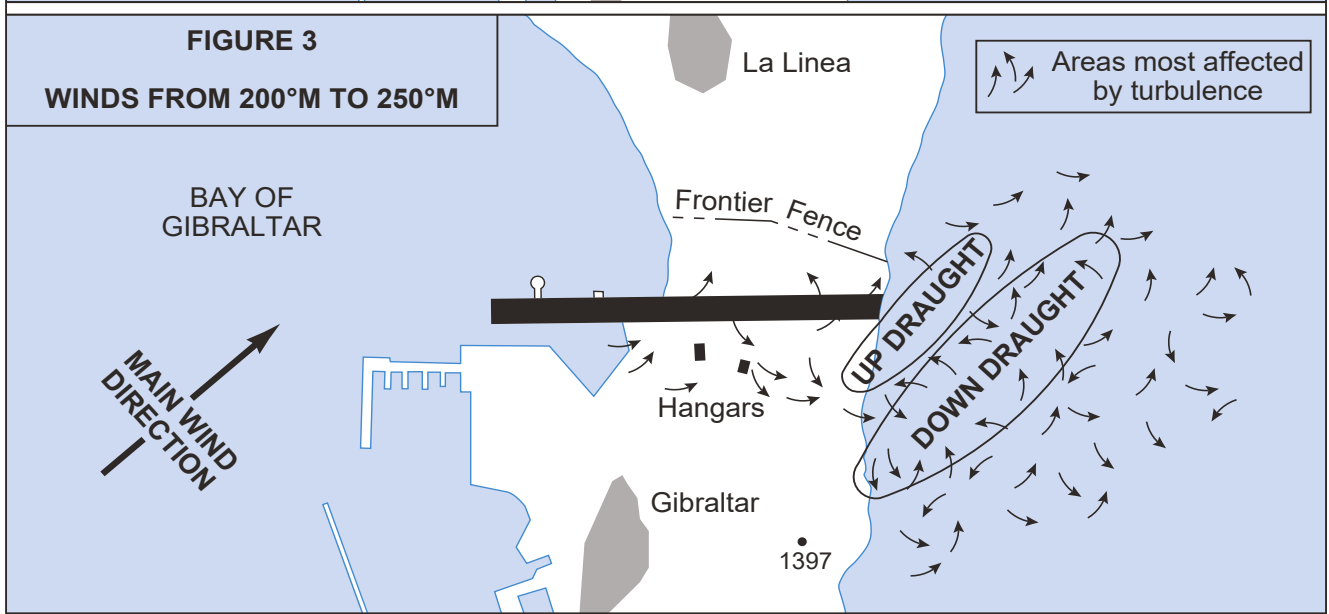
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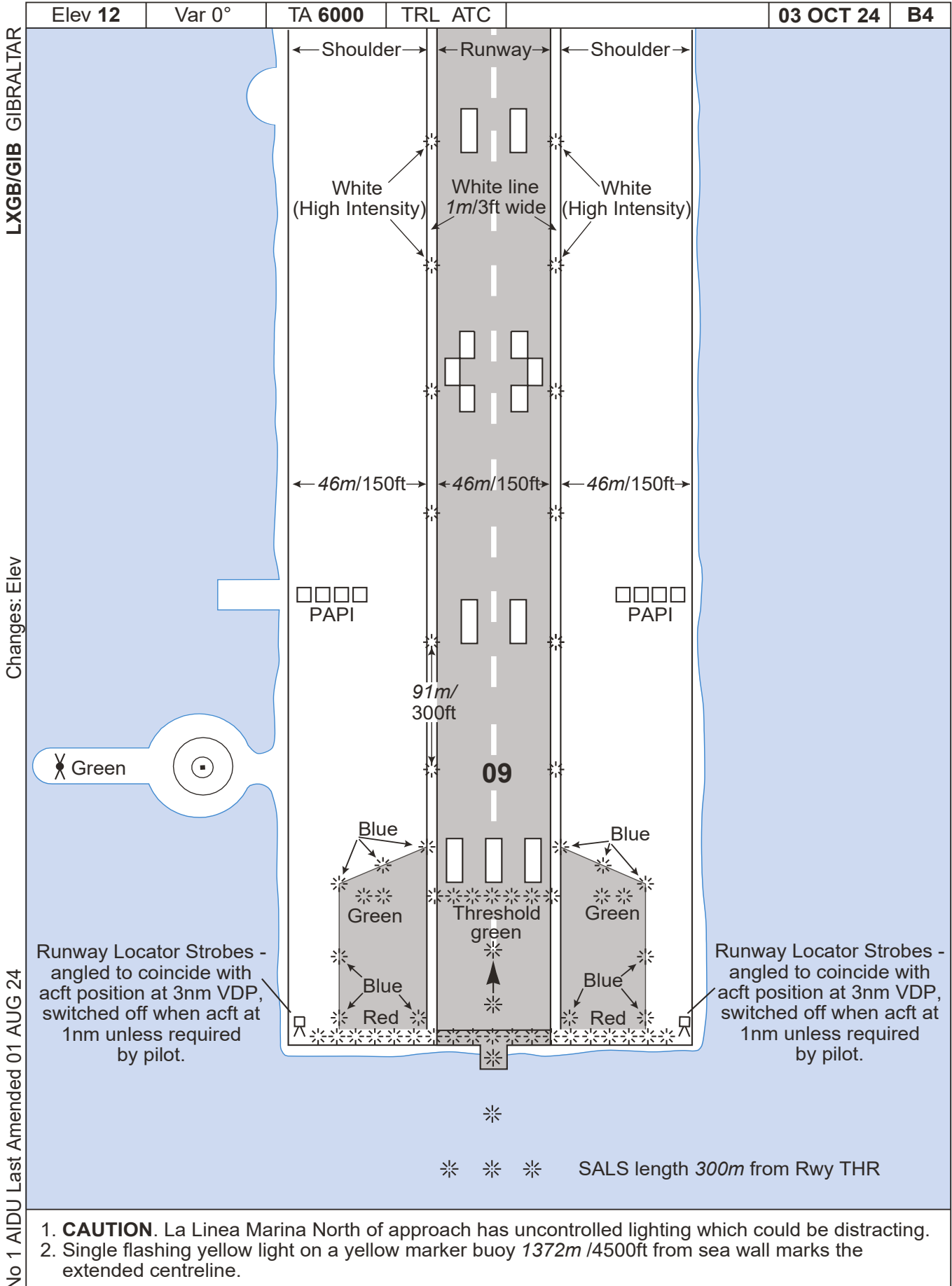


# GIBRALTAR

# SPECIAL PROCEDURE (3) WIND EFFECT

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# SPECIAL PROCEDURE (4) LIGHTING Rwy 09 GIBRALTAR



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# GIBRALTAR SPECIAL PROCEDURE (4) LIGHTING Rwy 09

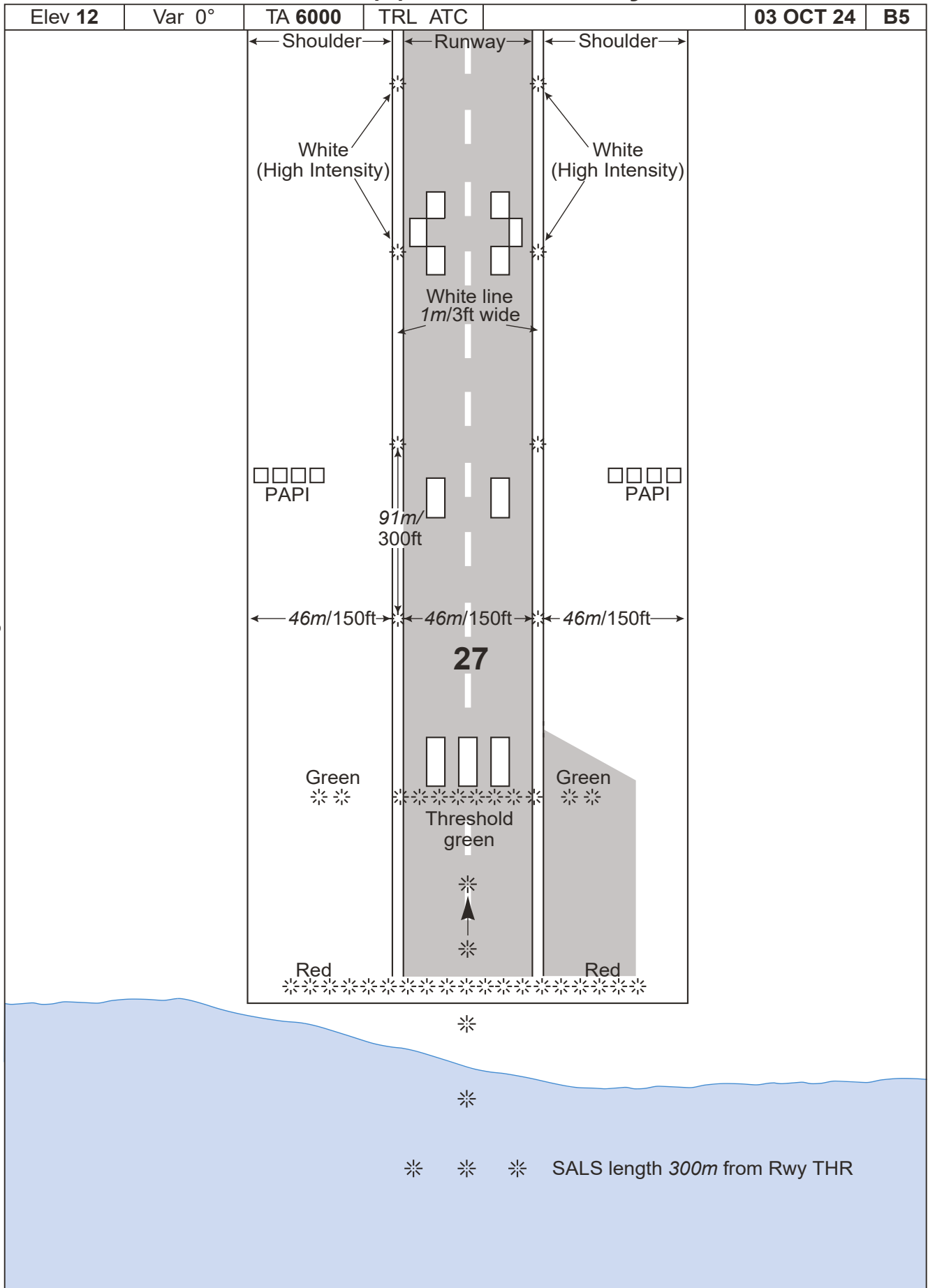
- CAUTION.** La Linea Marina North of approach has uncontrolled lighting which could be distracting.
- Single flashing yellow light on a yellow marker buoy 1372m /4500ft from sea wall marks the extended centreline.

# SPECIAL PROCEDURE (5) LIGHTING Rwy 27 GIBRALTAR

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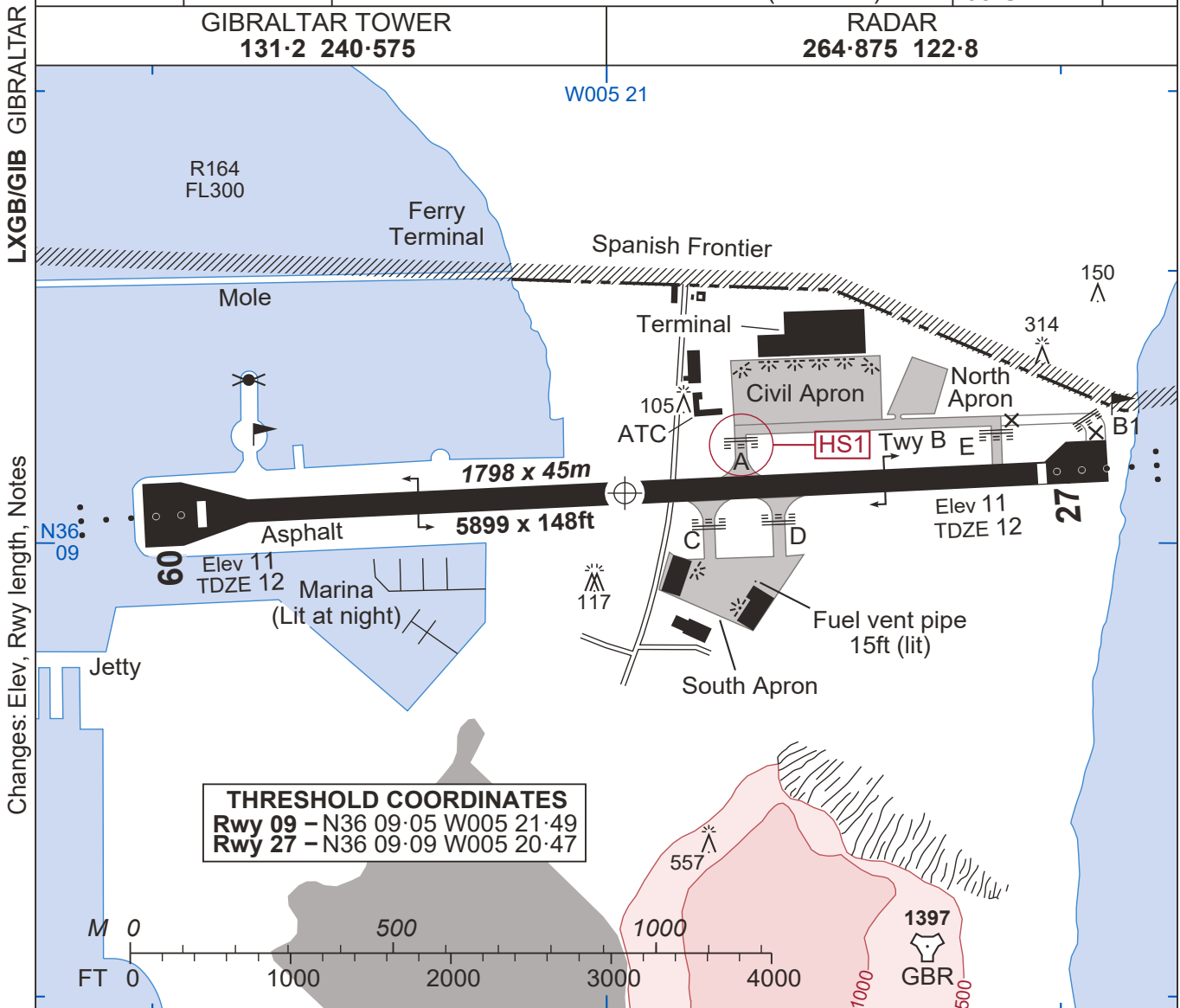
# GIBRALTAR SPECIAL PROCEDURE (5) LIGHTING Rwy 27

**AERODROME**

**GIBRALTAR**

Elev 12	Var 0°	ARP	N36 09-07 W005 20-98 (WGS 84)	03 OCT 24	D1
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GIBRALTAR TOWER 131-2 240-575			RADAR 264-875 122-8		
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RWY	SLOPE	LDA m/ft	APP LGT		RWY LGT
09 (088°T)	0-03%U	1528/5013	P3° (31)	SALS 300m	RTHL:REDL(H,O):RENL
27 (268°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.
- 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).** Not currently installed. Installation will be NOTAMed 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.

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**GIBRALTAR**

**AERODROME**

TAXI

GIBRALTAR

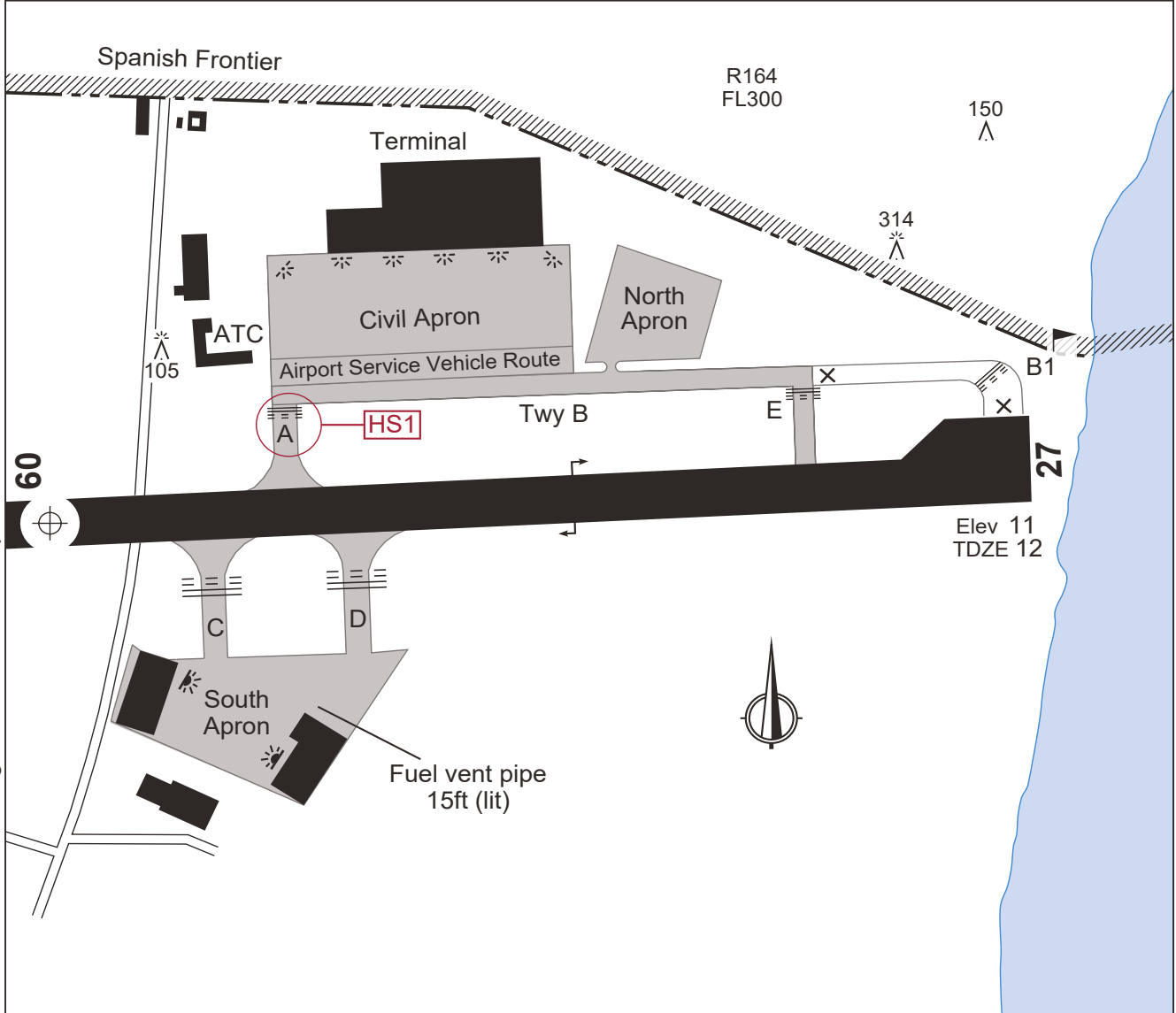
Elev 12	Var 0°	ARP	N36 09.07 W005 20.98 (WGS 84)	03 OCT 24	E1
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GIBRALTAR TOWER 131.2 240.575			RADAR 264.875 122.8		
----------------------------------	--	--	------------------------	--	--

LXGB/GIB GIBRALTAR

Changes: Elev, RESA completed.

No 1 AIDU Last Amended 16 AUG 24



1. North Apron is marked for a Fast Jet dispersal.
2. Airport service vehicle route runs East/West between twy and stands. Vehicles will stop and give way to aircraft. Pilots should remain vigilant to vehicles transiting the route.

GIBRALTAR

TAXI

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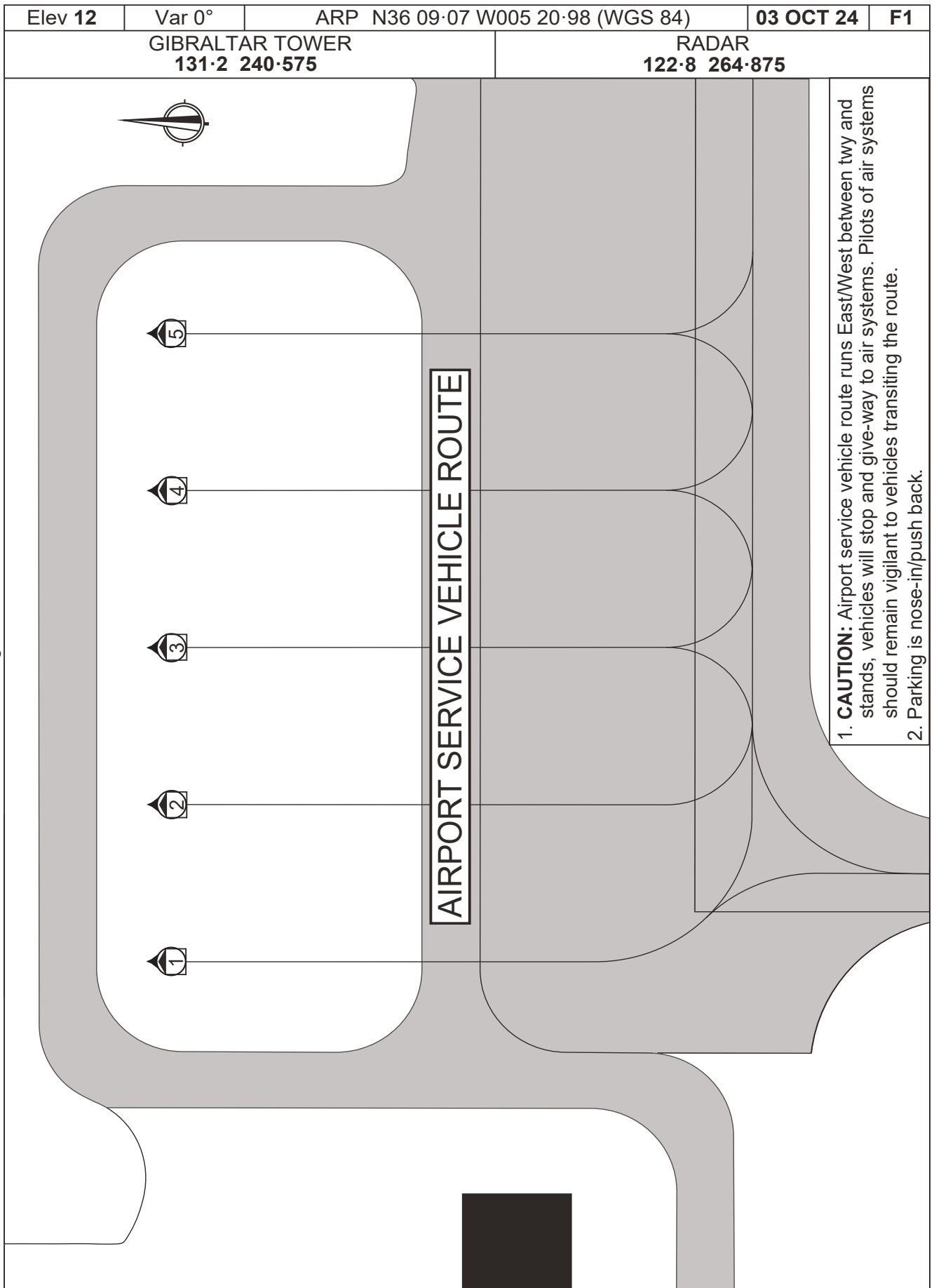
# RAMP

# GIBRALTAR

LXGB/GIB GIBRALTAR

Changes: Elev

No 1 AIDU Last Amended 01 AUG 24



**GIBRALTAR**  
NO CRITERIA

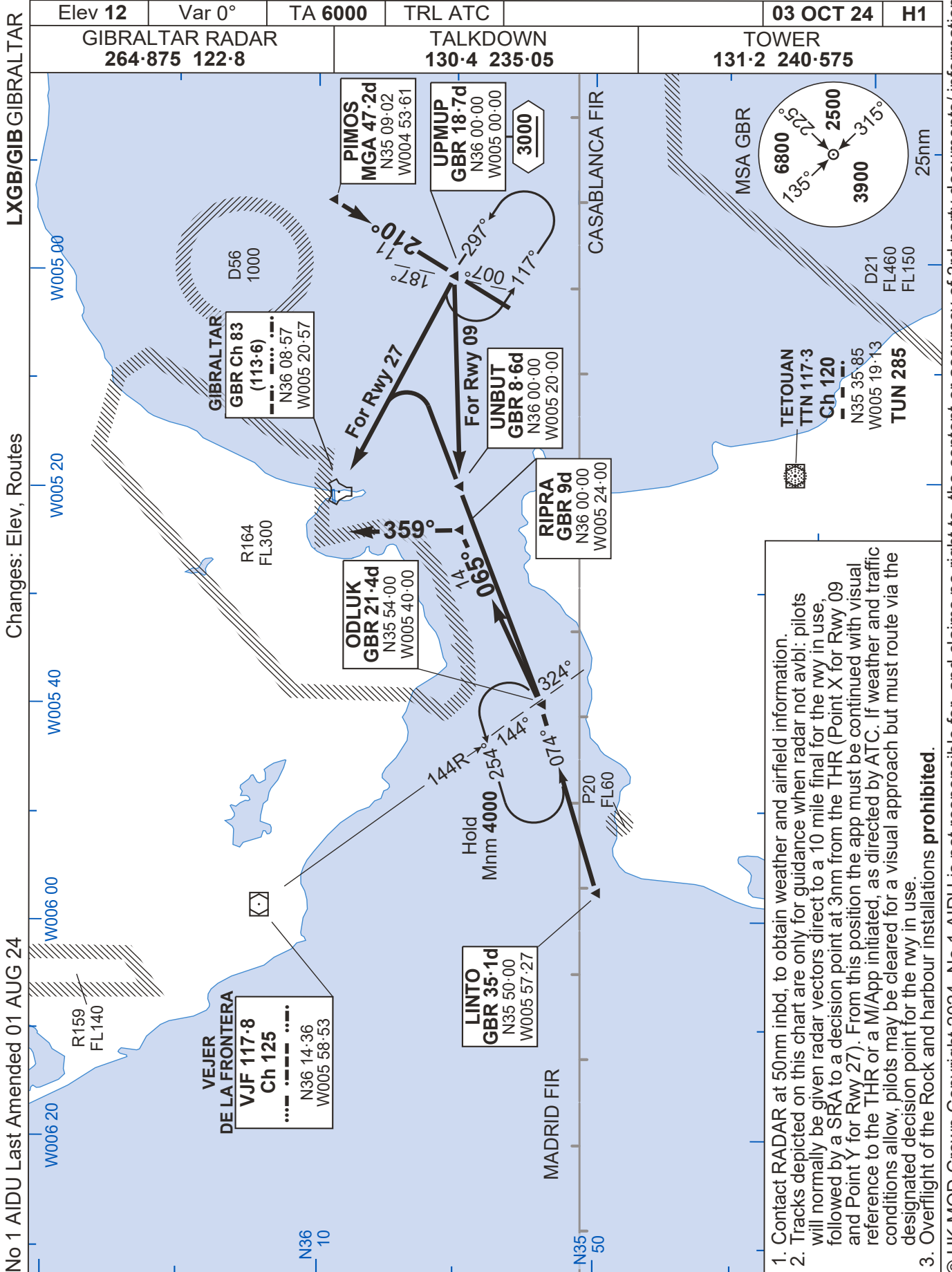
**RAMP**

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# ARRIVALS (CIVIL)

# GIBRALTAR



- Contact RADAR at 50nm inbd, to obtain weather and airfield information.
- 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.
- Overflight of the Rock and harbour installations **prohibited**.

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# GIBRALTAR

# ARRIVALS (CIVIL)

# ARRIVALS (MILITARY)

# GIBRALTAR

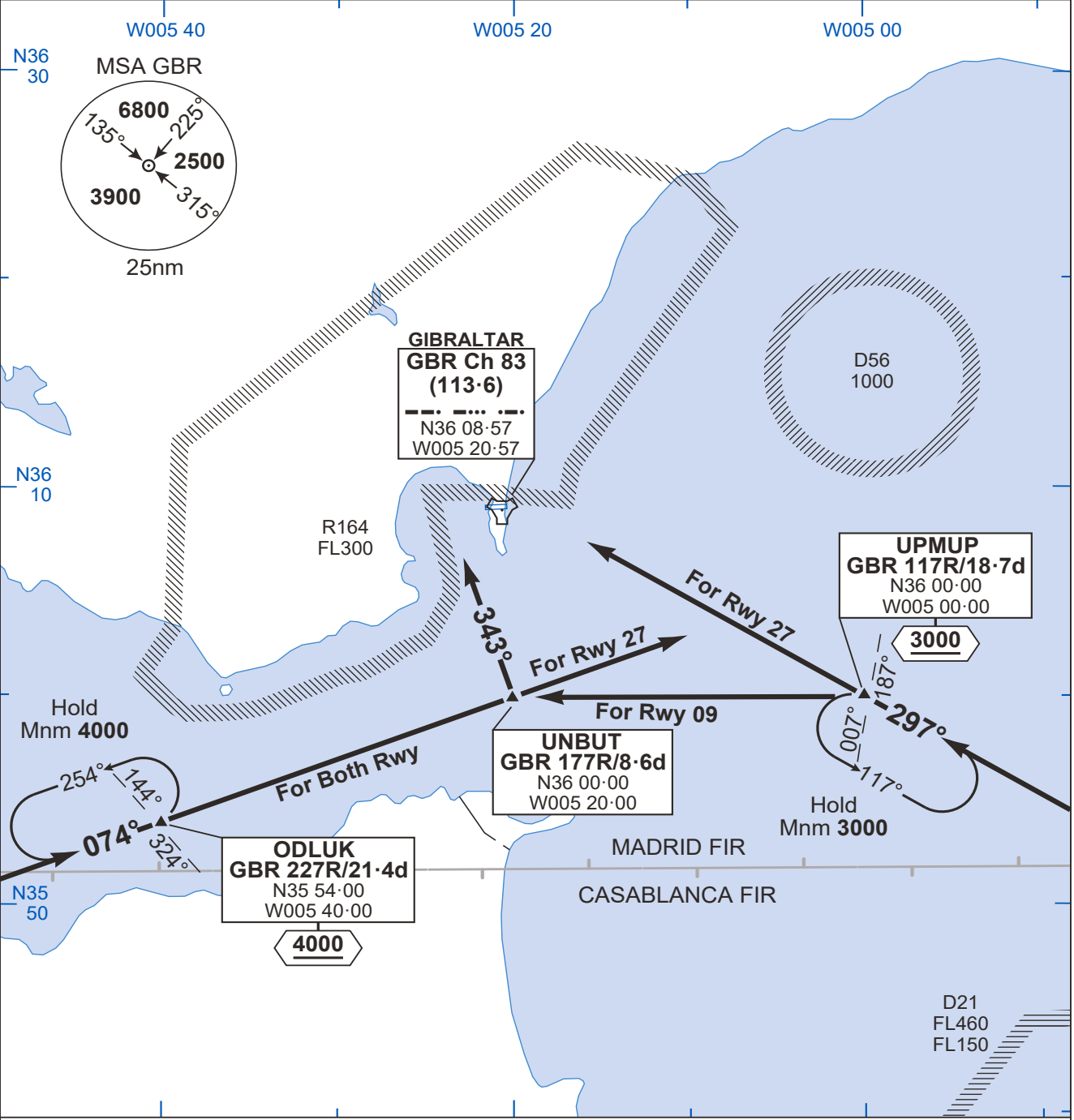
Elev 12	Var 0°	TA 6000	TRL ATC	03 OCT 24	H2
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GIBRALTAR RADAR 264-875 122-8	TALKDOWN 130-4 235-05	TOWER 131-2 240-575
----------------------------------	--------------------------	------------------------

LXGB/GIB GIBRALTAR

Changes: Elev

No 1 AIDU Last Amended 01 AUG 24



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 airfield 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.

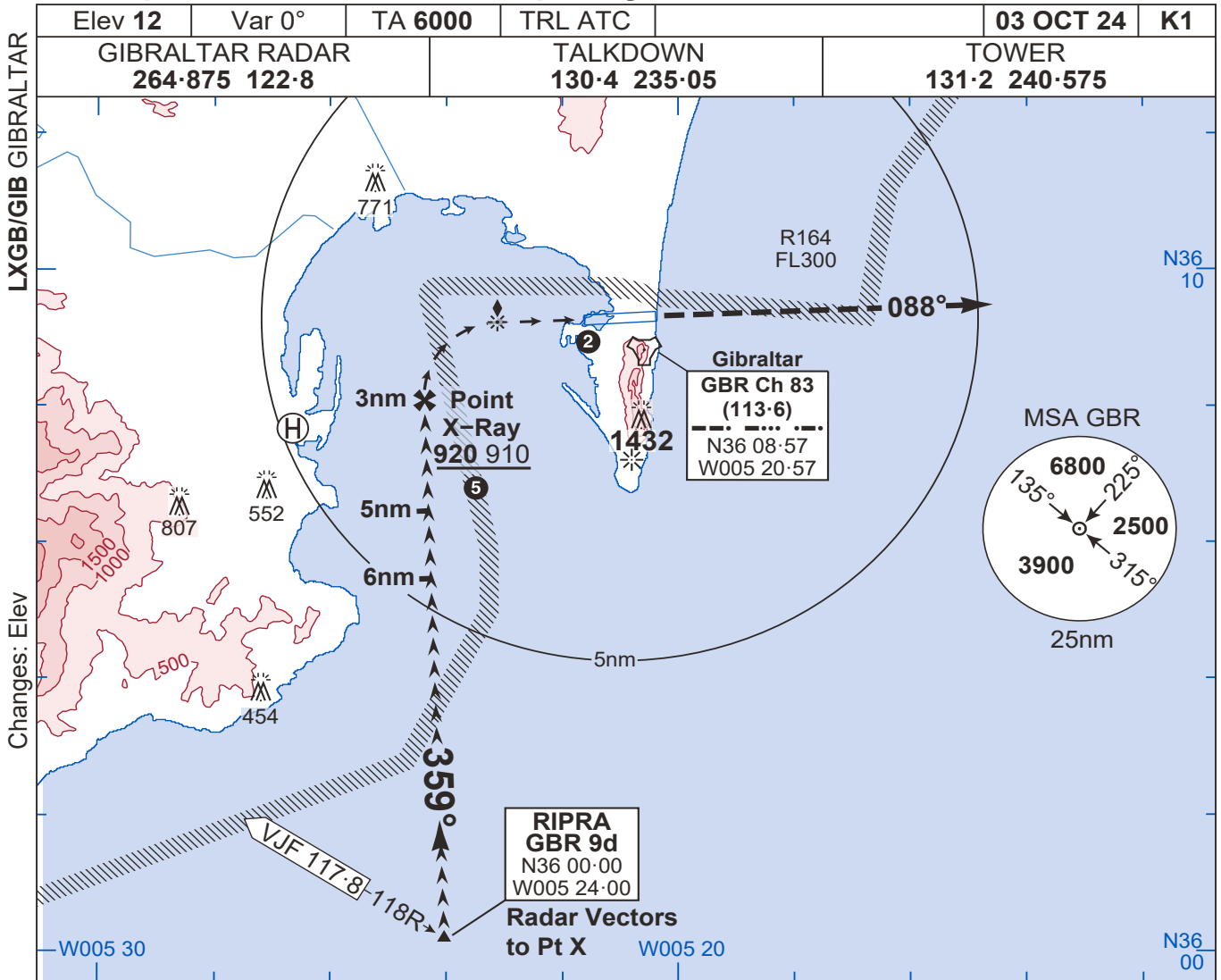
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# GIBRALTAR

# ARRIVALS (MILITARY)

# SRA (CIVIL PROCEDURE) Rwy 09

# GIBRALTAR



THR NM	6	5	3	THR Elev 11/0hPa		
CAT	SRA ⑤			CIRC		
A	CEILING 1000			CAUTIONS. 1. Non-standard scale. ② Avoid overflight of harbour area and position N36 08.00 W005 21.65 by 600m and 2000ft AMSL. 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. 4. Point X is 3nm track distance from THR, acft 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. ⑤ In the absence of required visual reference and Radar guidance a missed approach climb gradient of 6.7% is required to clear high terrain to the South of the runway.		
B	VIS 5km					
C	Does not comply with PANS OPS criteria.					
D	Procedure mnm descent altitude 920ft.					
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

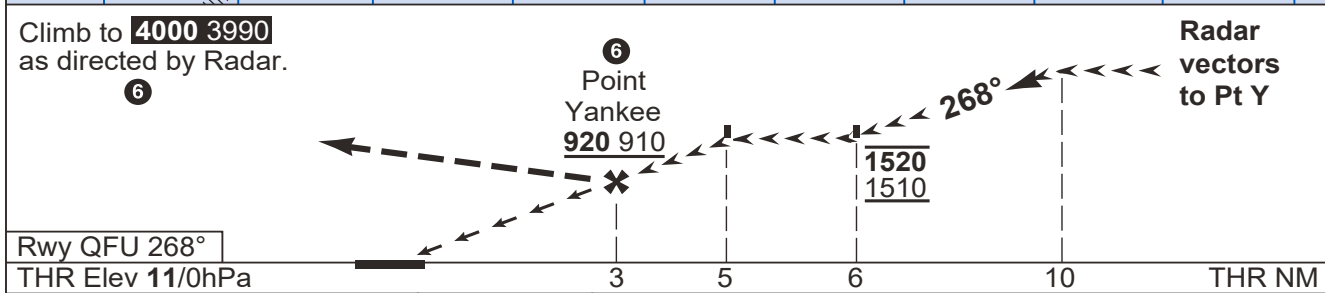
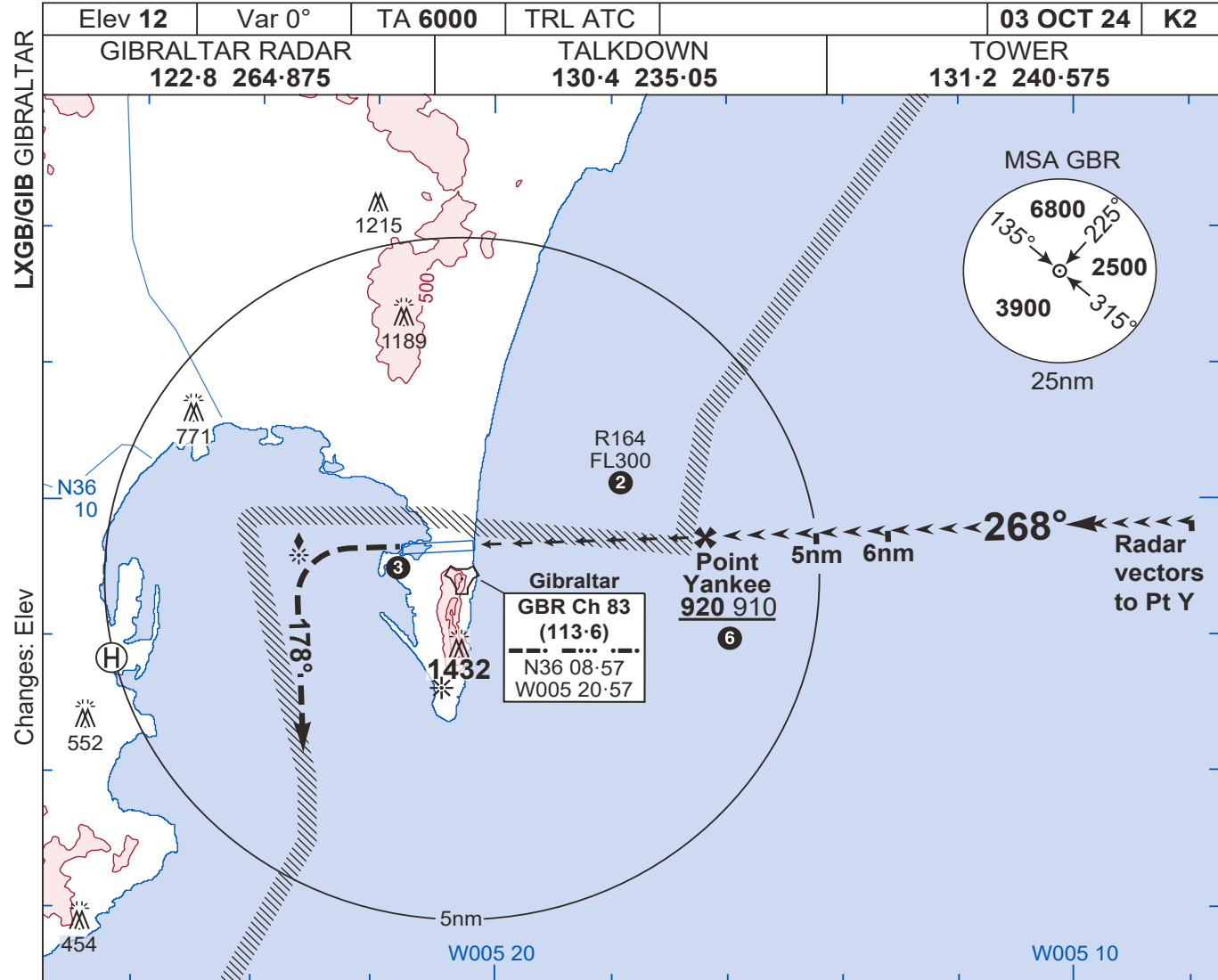
**SRA (CIVIL PROCEDURE) Rwy 09**

No 1 AIDU Last Amended 01 AUG 24

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# SRA (CIVIL PROCEDURE) Rwy 27

# GIBRALTAR



Climb to <b>4000 3990</b> as directed by Radar.		Radar vectors to Pt Y	
Rwy QFU 268°		Radar vectors to Pt Y	
THR Elev 11/0hPa		THR NM	
CAT	SRA ⑥	CIRC	CAUTIONS.
A	<b>CEILING 1000</b>	NOT AUTH	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.
GS (kt)	80 120 150 180 210		5. Point Y is 3nm track distance from THR, 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.
5nm-3nm 2nm	1:30 1:00 0:48 0:40 0:34		⑥ In the absence of required visual reference and Radar guidance a missed approach climb gradient of 8.2% is required to clear high terrain to the South of the runway.
ROD (fpm)	2.8° 400 590 740 890 1040		

No 1 AIDU Last Amended 01 AUG 24

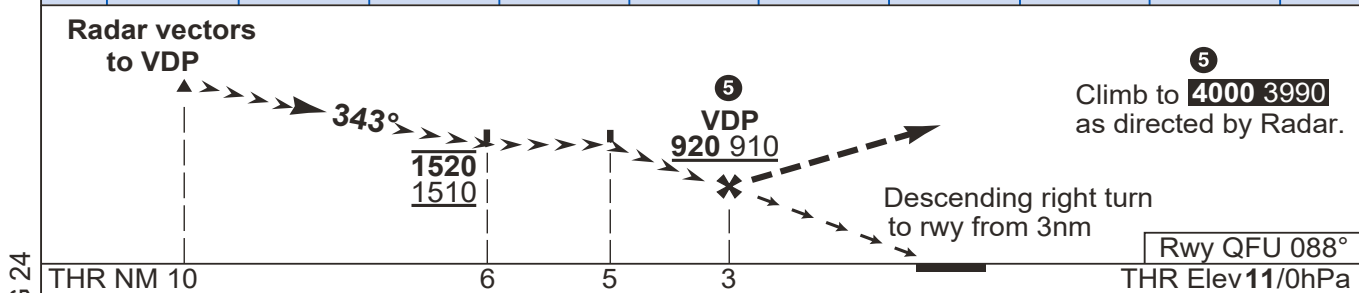
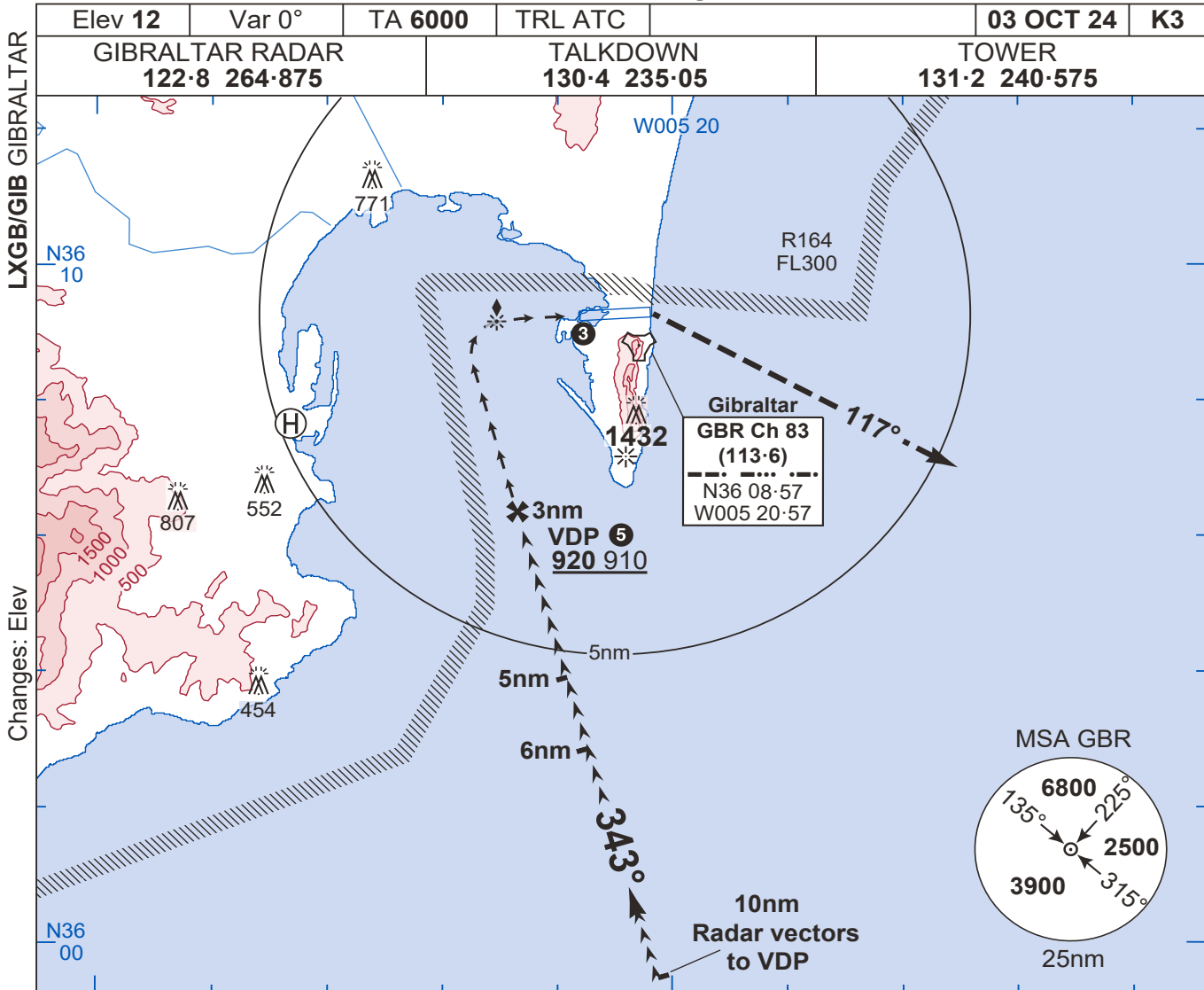
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**GIBRALTAR**  
NO CRITERIA

**SRA (CIVIL PROCEDURE) Rwy 27**

# SRA (MILITARY PROCEDURE) Rwy 09

# GIBRALTAR



THR NM 10		6					5					3					THR Elev 11/0hPa				
CAT		SRA ⑤					CIRC					CAUTIONS.									
A		CEILING 1000					NOT AUTH					1. Non-standard scale.									
B		VIS 5km										③ Avoid overflight of harbour area and position N36 08:00 W005 21:65 by 600m and 2000ft AMSL.									
C		Does not comply with PANS OPS criteria										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.									
D												⑤ In the absence of required visual reference and Radar guidance a Missed Approach Climb Gradient (MACG) of 28.7% is required to clear high terrain to the South of the runway.									
GS (kt)		80	120	150	180	210	Achievable MACG					20%	15%	10%	5%	2.5%					
5nm-3nm		2nm	1:30	1:00	0:48	0:40	0:34	VDP Minima					1130	1250	1370	1480	1540				
ROD (fpm)		2.8°	400	590	740	890	1040														

## GIBRALTAR

NO CRITERIA

## SRA (MILITARY PROCEDURE) Rwy 09

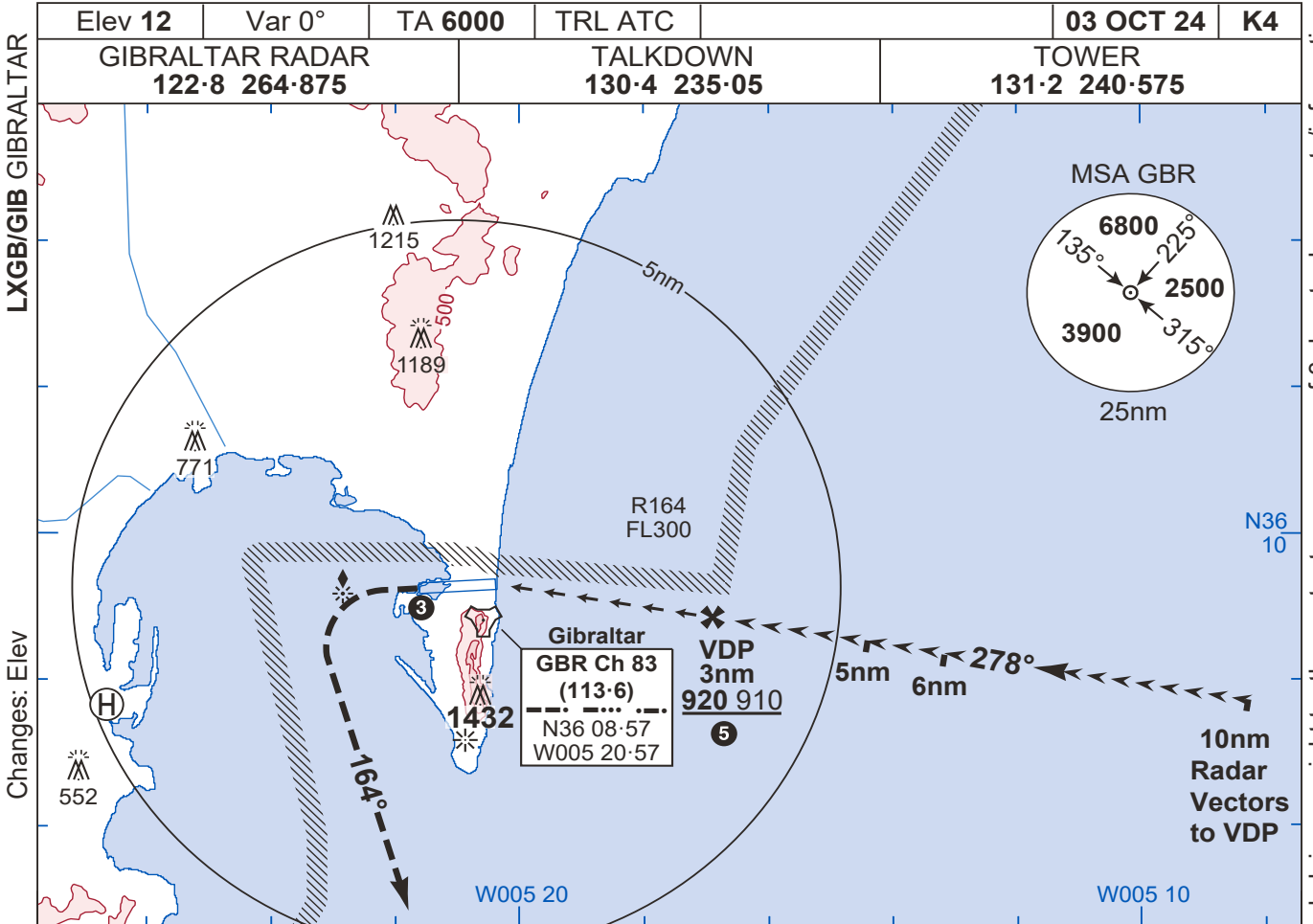
No 1 AIDU Last Amended 01 AUG 24

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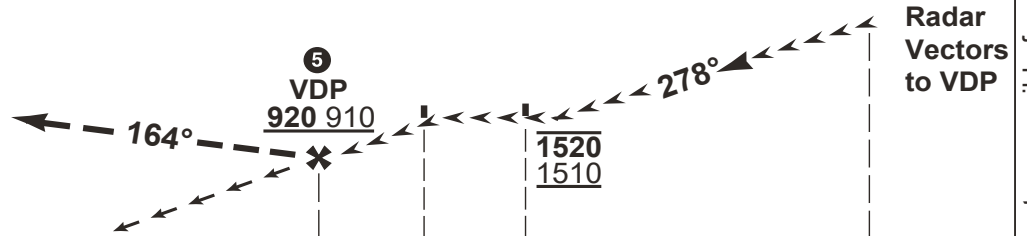


# SRA (MILITARY PROCEDURE) Rwy 27

# GIBRALTAR



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



Rwy QFU 268°

THR Elev 11/0hPa

3 5 6 10 THR NM

CAT	SRA ⑥	CIRC																				
A	<b>CEILING 1000</b>  <b>VIS 5km</b>  <b>Does not comply with PANS OPS criteria</b>	<b>NOT AUTH</b>																				
B																						
C																						
D																						
<table border="1"> <thead> <tr> <th>GS (kt)</th> <th>80</th> <th>120</th> <th>150</th> <th>180</th> <th>210</th> </tr> </thead> <tbody> <tr> <td>5nm-3nm</td> <td>2nm</td> <td>1:30</td> <td>1:00</td> <td>0:48</td> <td>0:40</td> <td>0:34</td> </tr> <tr> <td>ROD (fpm)</td> <td>2.8°</td> <td>400</td> <td>590</td> <td>740</td> <td>890</td> <td>1040</td> </tr> </tbody> </table>			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
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. End Elev 12ft falls to 8ft within first 1000ft. Dip not apparent until 300ft on final App.
- ⑤ VDP is 3nm track distance from THR, acft must cross this point not below 920ft AMSL. At VDP 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 VDP.
- ⑥ In the absence of required visual reference and Radar guidance a missed approach climb gradient of 10.5% is required to clear high terrain to the South of the runway.

No 1 AIDU Last Amended 01 AUG 24

**GIBRALTAR**  
NO CRITERIA

**SRA (MILITARY PROCEDURE) Rwy 27**

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# ATC SURVEILLANCE MNM ALTITUDE

# GIBRALTAR

Elev 12 Var 0° TA 6000 TRL ATC ARP N36 09-07 W005 20-98 (WGS 84) 13 JUN 24 K5

GIBRALTAR RADAR  
264.875 122.8

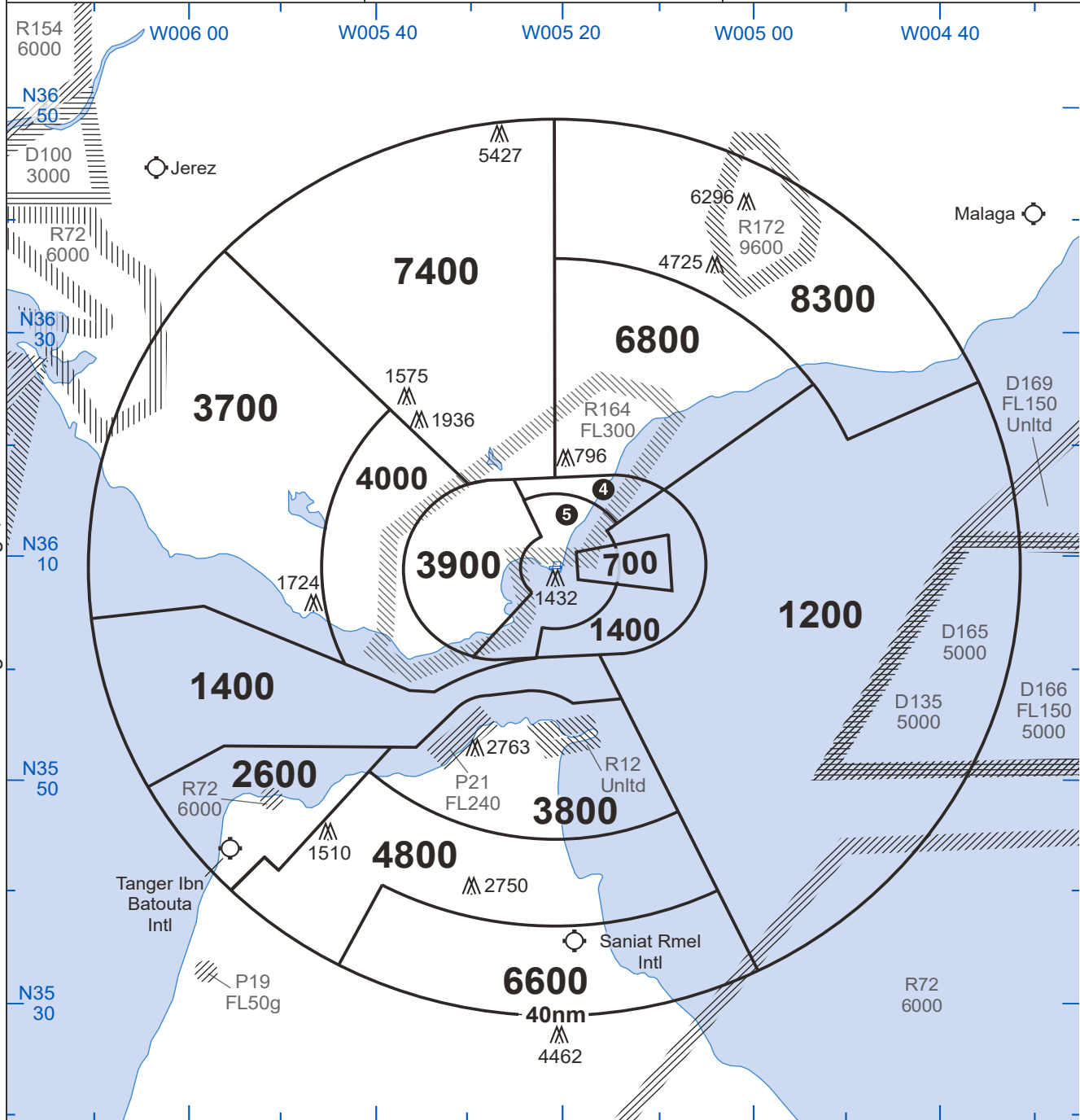
TALKDOWN  
130.4 235.05

TOWER  
131.2 240.575

LXGB/GIB GIBRALTAR

Changes: Redesign, SUAS

No 1 AIDU Last Amended 16 APR 24



1. CAUTION. Chart should only be used for cross check of alts whilst in receipt of an ATC surveillance service.
2. Comms Failure. In the event of complete radio comms failure in an aircraft, the pilot is to adopt the appropriate procedures described in SPECIAL PROCEDURES B2.
3. QFE Datum 12ft.
- ④ 2800
- ⑤ 2500
6. Levels shown are based on QNH.

# GIBRALTAR

# ATC SURVEILLANCE MNM ALTITUDE

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