**Airport Information** 

# LXGB (Gibraltar AB)

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### **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**

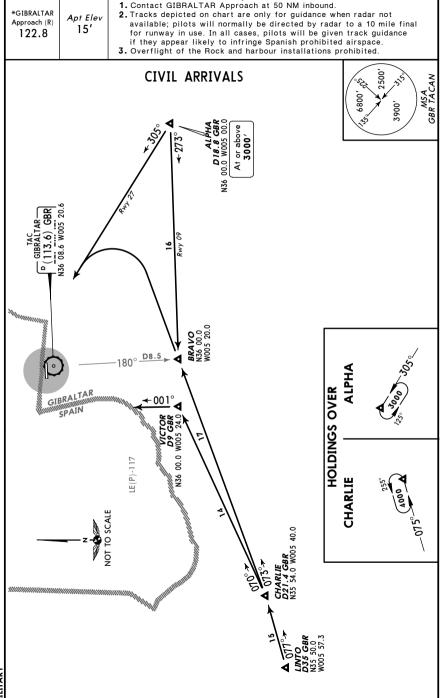
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MJEPPESEN GIBRALTAR, GIBRALTAR LXGB/GIB GIBRALTAR AB 18 NOV 05 (10-2)

\*GIBRALTAR Apt Elev Approach (R) 15'

CHANGES: Arrivals established/transferred.

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



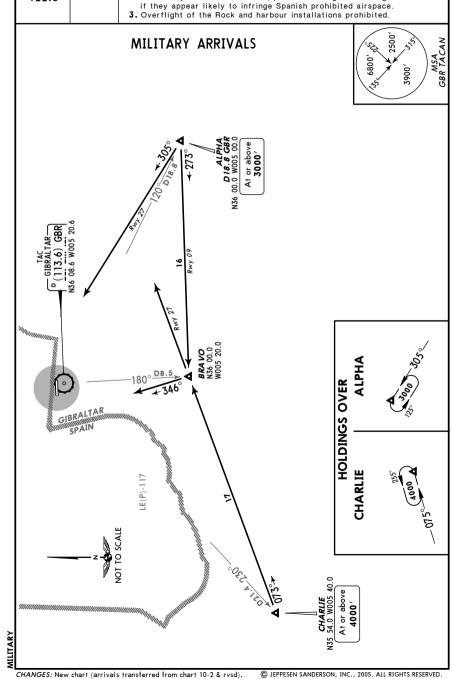
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MJEPPESEN GIBRALTAR, GIBRALTAR LXGB/GIB GIBRALTAR AB 18 NOV 05 (10-2A)

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

- Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. Contact GIBRALTAR Approach at 50 NM inbound.
- Contact GIBHALIAH 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.



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GIBRALTAR, GIBRALTAR LXGB/GIB M JEPPESEN Apt Elev **15**' N36 09.1 W005 21.0 13 APR 07 (10-9) GIBRALTAR AB \*GIBRALTAR Tower 131.2 05-22 05-21 LE(R)-164 Ferry North Terminal Apron DAC GIBRALTAR Control Marina 27 09 Flev 6000 15' 36-09 36-09 250 266 £616' ٨ 1378 1397 200 400 600 05-22 1235 05-21

#### GENERA

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 |                   |                           |                     |             |                      |       |  |  |
|-------------------------------|-------------------|---------------------------|---------------------|-------------|----------------------|-------|--|--|
|                               | USABLE LENGTHS    |                           |                     |             |                      |       |  |  |
|                               |                   |                           | — LANDING BEYOND —  |             |                      |       |  |  |
| RWY                           |                   |                           | Threshold           | Glide Slope | TAKE-OFF             | WIDTH |  |  |
| 09                            | DI (00 1 <b>0</b> | DADI (I- 7.08)I           | 25335' 1626m        |             | <b>3</b> 5633′ 1717m | 150'  |  |  |
| 27                            | RL (90m)          | PAPI (angle 3.0°) grooved | <b>3</b> 5555 1626m |             | 635699' 1737m        | 46m   |  |  |

• 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 |  |  |
|---------|--|----------|--|--|
| ı       |  |          |  |  |
|         |  | All Rwys |  |  |
| Α       |  |          |  |  |
| В       |  | 1000m    |  |  |
| С       |  | 1000111  |  |  |
| D       |  |          |  |  |

CHANGES: Variation. Rwy bearings. Stop bar.

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### 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.

CHANGES: None.

- 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 Navaids (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.

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CHANGES: Bearings. Notes.

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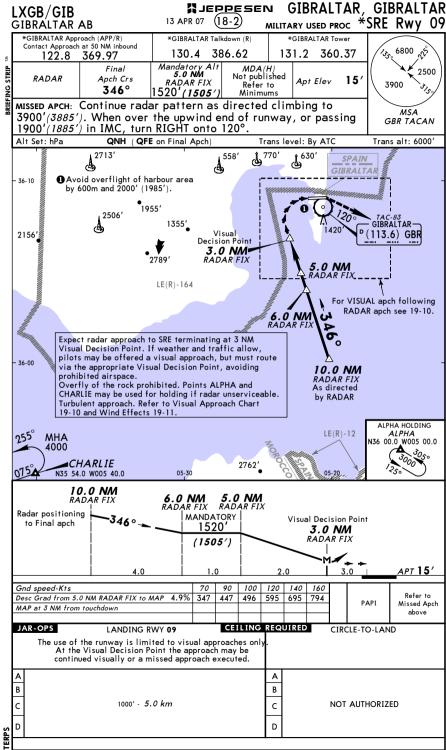
GIBRALTAR, GIBRALTAR MILEPPESEN LXGB/GIB 13 APR 07 (18-1) CIVIL USED PROC NON-STANDARD RWY 09 GIBRÁLTAR AB \*GIBRALTAR Approach (APP/R)
Contact Approach at 50 NM inbound \*GIBRALTAR Talkdown (R \*GIBRALTAR Tower 6800' 122.8 130.4 131.2 Mandatory Alt 5.0 NM RADAR FIX Final MDA(H) 2500 Apch Crs RADAR Apt Elev 15 920' (905') 360° 3900' |520′/*1505′* MISSED APCH: Continue in radar pattern as directed climbing to 3900'(3885'). When over the upwind end of runway, or passing MSA GBR TACAN 1900'(1885') in IMC, climb on runway heading. Alt Set: hPa QNH (QFE on Final Apch) Trans level: By ATC Trans alt: 6000 3 770' 2713 558 SPAIN A Avoid overflight of harbour area 36-10 by 600m and 2000' (1985'). Point X-RAY 1955′ 3.0 NM 2506' RADAR FIX GIBRALTAR-ຝ 1420' <sup>D</sup> (113.6) GBR 2156' 1355′ 5.0 NM RADAR FIX 6.0 NM For VISUAL apch following RADAR FIX RADAR apch see 19-10. LE(R)-164 Ò 0 36-00 **VICTOR** Expect radar approach to Point X-RAY, 3.0 NM RADAR D9.0 GBR TAC FIX. Radar contact can not be guaranteed after passing N36 00.0 W005 24.0 point X-RAY. As directed Overfly of the rock prohibited. by RADAR Turbulent approach. Refer to Visual Approach Chart 19-10 and Wind Effects 19-11. LE(R)-12 706' 2762' 05-40 05-30 **VICTOR** 6.0 NM 5.0 NM RADAR FIX RADAR FIX D9.0 GBR TAC As directed MANDATORY by RADAR Point 1520 X-RAY Radar positioning 3.0 NM RADAR FIX (1505' to Final apch APT 15 5.0 1.0 70 90 100 120 140 160 Gnd speed-Kts Desc Grad from 5.0 NM RADAR FIX to MAP 4.9% 347 447 496 595 695 794 Refer to PAPI Missed Apch MAP at Visual Decision Point X/3 NM from above touchdown JAR-OPS CEILING REQUIRED LANDING RWY 09 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' 1000' - 5.0 km NOT AUTHORIZED

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CHANGES: Procedure title.

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GIBRALTAR, GIBRALTAR **ZJEPPESEN** LXGB/GIB 27 APR 07 (18-3) CIVIL USED PROC NON-STANDARD RWY 27 GIBRÁLTAR AB \*GIBRALTAR Tower \*GIBRALTAR Approach (APP/R)
Contact Approach at 50 NM inbound \*GIBRALTAR Talkdown (R 6800' 122.8 130.4 131.2 Mandatory Alt 5.0 NM RADAR FIX Final MDA(H) 2500 Apch Crs RADAR Apt Elev 15 920' (905') 270° 3900' 520'(1**505**') MISSED APCH: Continue in radar pattern as directed climbing to 3900'(3885'). When over the upwind end of runway, or passing MSA GBR TAC 1900'(1885') in IMC, turn LEFT onto track 180°. QNH (QFE on Final Apch) Alt Set: hPa Trans level: By ATC Trans alt: 6000 CAUTION: LE(R)-164 prohibited unless executing a Missed Apch as directed by ATC. LE(D)-56 .1017′ LE(R)-164 SPAIN For VISUAL apch following RADAR apch see 19-10. GIBRALTAR -270° 36-10 10.0 NM 5.0 NM RADAR FIX RADAR FIX 6.0 NM As directed RADAR FIX by RADAR YANKEE 3.0 NM RADAR FIX TAC-83 GIBRALTAR-Avoid overflight of harbour area by 600m and 2000' (1985'). (113.6) GBR Expect radar approach to Point YANKEE, 3.0 NM RADAR FIX. Radar contact can not be guaranteed after passing point YANKEE. Overfly of the rock prohibited. Turbulent approach. Refer to Visual Approach Chart 36-00 19-10 and Wind Effects 19-11. 05-20 05-10 05-00 10.0 NM 5.0 NM 6.0 NM RADAR FIX RADAR FIX As directed MANDATORY Point by RADAR 1520 YANKEE Radar positioning 3.0 NM RADAR FIX to Final apch (1505') <u>APT</u> 15' 1.0 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 Refer to PAPI Missed Apch MAP at Visual Decision Point Y/3 NM from touchdown STRAIGHT-IN LANDING RWY 27 CEILING REQUIRED JAR-OPS The use of the runway is limited to visual approaches only At point YANKEE the apch may be continued vissually or missed apch executed. MDA(H) 920' (905' 1000' - 5.0 km NOT AUTHORIZED

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MJEPPESEN GIBRALTAR, GIBRALTAR LXGB/GIB 27 APR 07 (18-4) MILITARY USED PROC \*SRE RWV 27 GIBRÁLTAR AB \*GIBRALTAR Approach (APP/R) \*GIBRALTAR Tower \*GIBRALTAR Talkdown (R) 6800 131.2 360.37 122.8 369.97 130.4 386.62 Mandatory Alt 5.0 NM RADAR FIX MDA(H) Not published Final 2500 RADAR Apch Crs Apt Elev 15 Refer to 3900 281° 520'(1**505**') Minimums MISSED APCH: Continue radar pattern as directed climbing to MSA 3900'(3885'). When over the upwind end of rwy, or passing GBR TACAN 1900'(1885')in IMC, turn LEFT onto 165°. QNH (QFE on Final Apph) Alt Set: hPa Trans level: By ATC Trans alt: 6000' LE(R)-164 LE(D)-56 1017 770 For VISUAL apch following RADAR apch see 19-10. ولان 5.0 NM 36-10 RADAR FIX -281° 10.0 NM Visual Decision Point RADAR FIX 6.0 NM RADAR FIX As directed 3.0 NM by RADAR RADAR FIX TAC-83 GIBRALTAR — <sup>D</sup>(113.6) GBR ① Avoid overflight of harbour area by 600m and 2000' (1985'). Expect radar approach to SRE terminating at 3 NM Visual Decision Point. If weather and traffic allow, pilots may be offered a visual apch, but must route via the appropriate ALPHA Visual Decision Point, avoiding prohibited airspace. N36 00.0 Overfly of the rock prohibited. Points ALPHA and CHARLIE may be used for holding if radar W005 00.0 A305 unserviceable. 36-00 Turbulent approach. Refer to Visual Approach Chart 19-10 and CHARLIE HOLDING Wind Effects 19-11. 255° 1250 4000A CHARLIE 015° N35 54.0 W005 40.0 05-00 10.0 NM 5.0 NM 6.0 NM RADAR FIX RADAR FIX RADAR FIX Radar positioning MANDATORY Visual Decision Point to Final apch. 1520 3.0 NM RADAR FIX (1505')APT 15 1.0 90 | 100 | 120 | 140 | 160 Refer to Desc Grad from 5.0 NM RADAR FIX to MAP 4.9% 347 447 496 595 695 794 PAPI Missed Apch MAP at 3 NM from touchdown above 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. 1000' - 5.0 km NOT AUTHORIZED

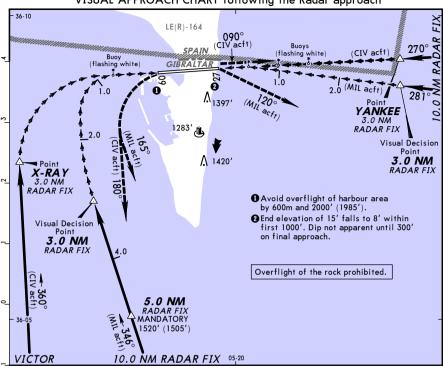
CHANGES: None.

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LXGB/GIB GIBRALTAR AB

₩JEPPESEN GIBRALTAR, GIBRALTAR 13 APR 07 (19-10)

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

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).

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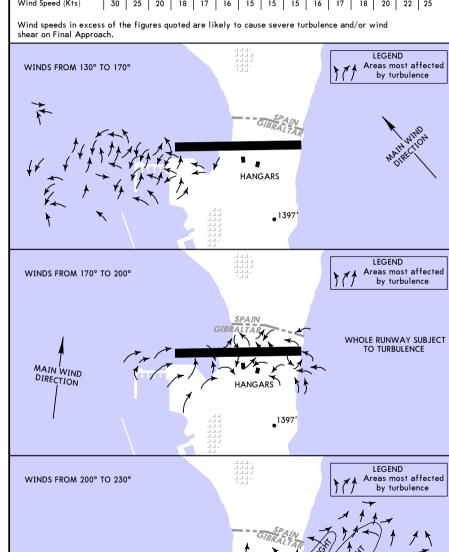
LXGB/GIB GIBRALTAR AB M JEPPESEN (19-11)

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:

13 APR 07

110° | 120° | 130° | 140° | 150° | 160° | 170° | 180° | 190° | 200° | 210° | 220° | 230° | 240° | 250° (Steady or Gusting) Wind Speed (Kts)



HANGARS