

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For LXGB

Terminal Charts For LXGB

Revision Letter For Cycle 24-2017

Change Notices

Notebook

## General Information

Location: GIBRALTAR GIB  
ICAO/IATA: LXGB / GIB  
Lat/Long: N36° 09.1', W005° 21.0'  
Elevation: 12 ft

Airport Use: Military  
Daylight Savings: Observed  
UTC Conversion: -1:00 = UTC  
Magnetic Variation: 1.0° W

Fuel Types: Jet A-1  
Oxygen Types: Low Pressure  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0733 Z  
Sunset: 1722 Z

## Runway Information

Runway: 09  
Length x Width: 5830 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 12 ft  
Lighting: Edge  
Displaced Threshold: 499 ft

Runway: 27  
Length x Width: 5830 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 12 ft  
Lighting: Edge  
Displaced Threshold: 328 ft

## Communication Information

Gibraltar Tower: 24.057 Military  
Gibraltar Tower: 131.200 Military  
Gibraltar Talkdown Radar: 23.505 Military  
Gibraltar Radar: 122.800 Military  
Gibraltar Radar: 26.487 Military

Gibraltar Operations: 32.790 Military

Gibraltar Talkdown Radar: 130.400 Military

Gibraltar Talkdown Radar: 123.300 Military

LXGB/GIB  
GIBRALTAR

JEPPesen  
11 AUG 17 (10-1R) Eff 17 Aug

GIBRALTAR, GIBRALTAR

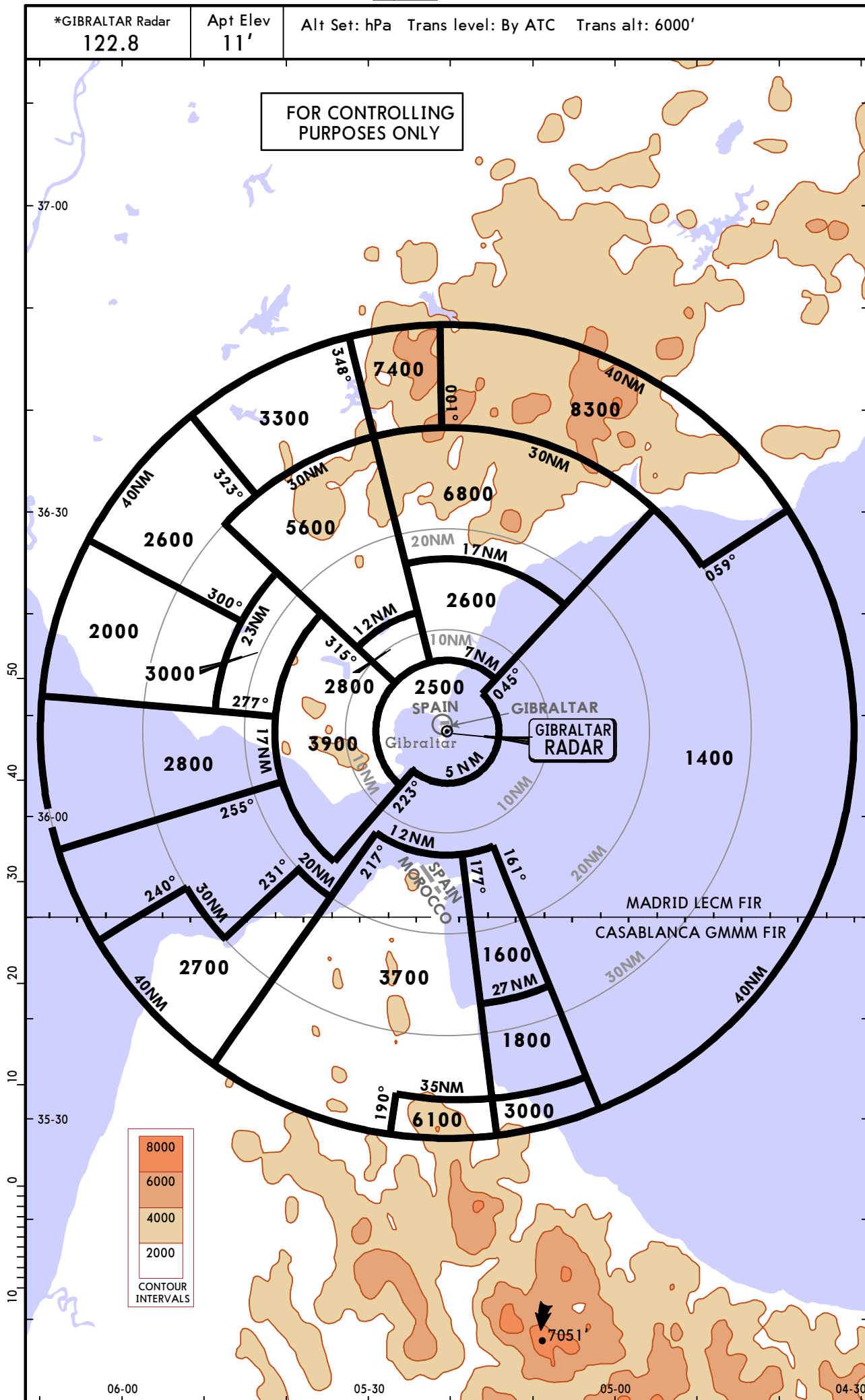
RADAR MINIMUM ALTITUDES

\*GIBRALTAR Radar  
122.8

Apt Elev  
11'

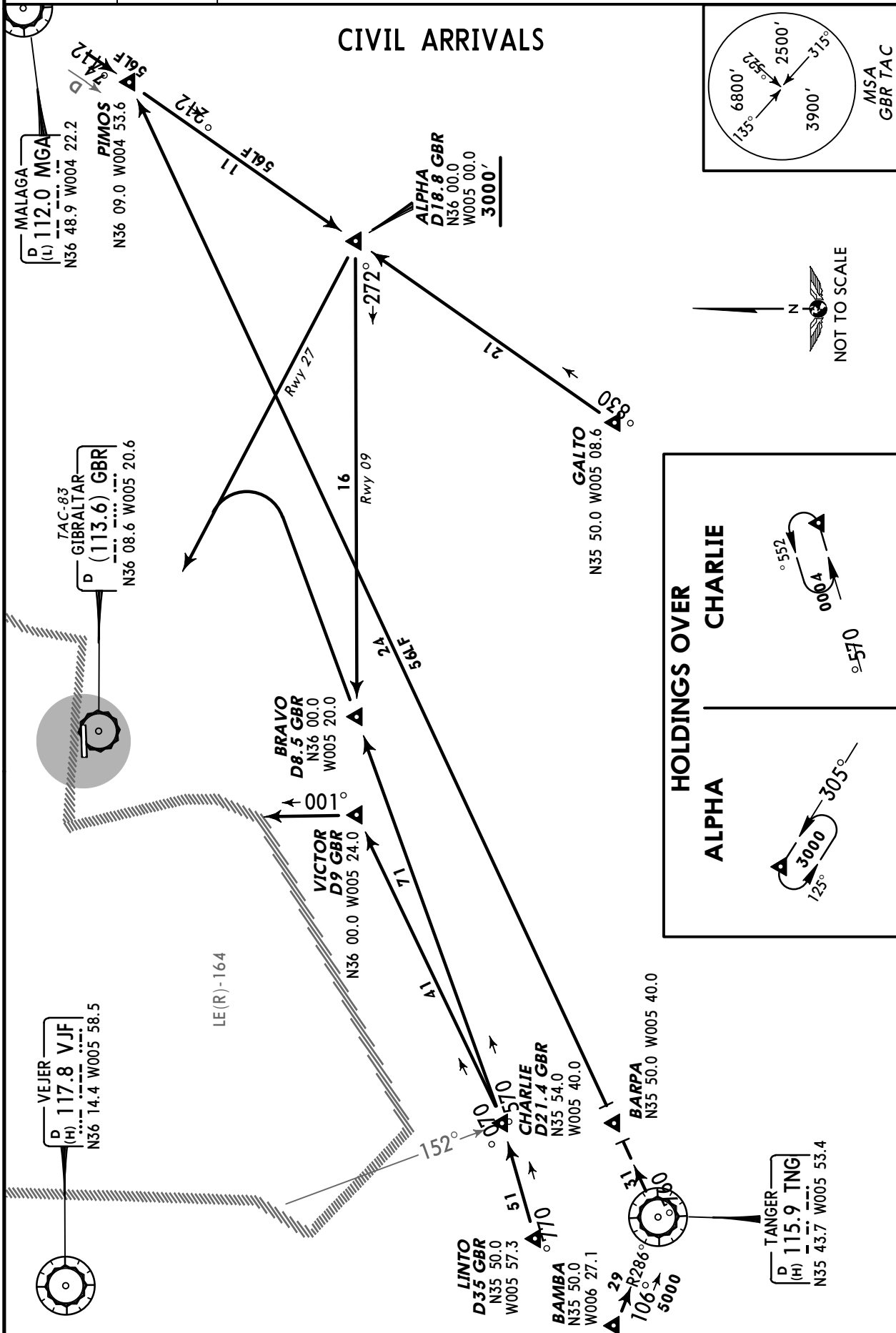
Alt Set: hPa Trans level: By ATC Trans alt: 6000'

FOR CONTROLLING  
PURPOSES ONLY



# LXGB/GIB GIBRALTAR

*GIBRALTAR Radar <b>122.8</b>	Apt Elev <b>12'</b>	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. Contact GIBRALTAR Radar at 50 NM inbound. 2. 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 Restricted airspace. 3. Overflight of the Rock and harbour installations PROHIBITED.
----------------------------------	------------------------	--



CHANGES: PIMOS RNAV STAR withdrawn, arrivals transferred.

**LXGB/GIB**  
**GIBRALTAR**

**JEPPESSEN GIBRALTAR, GIBRALTAR**

2 JAN 15

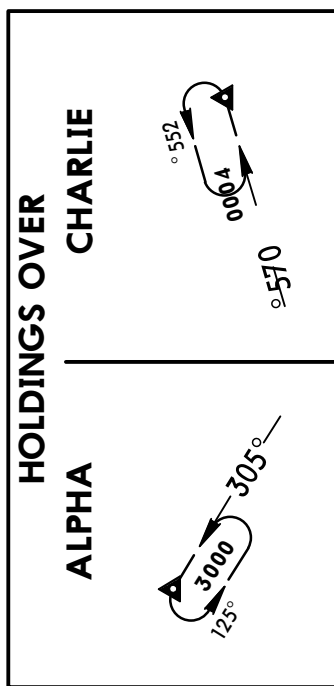
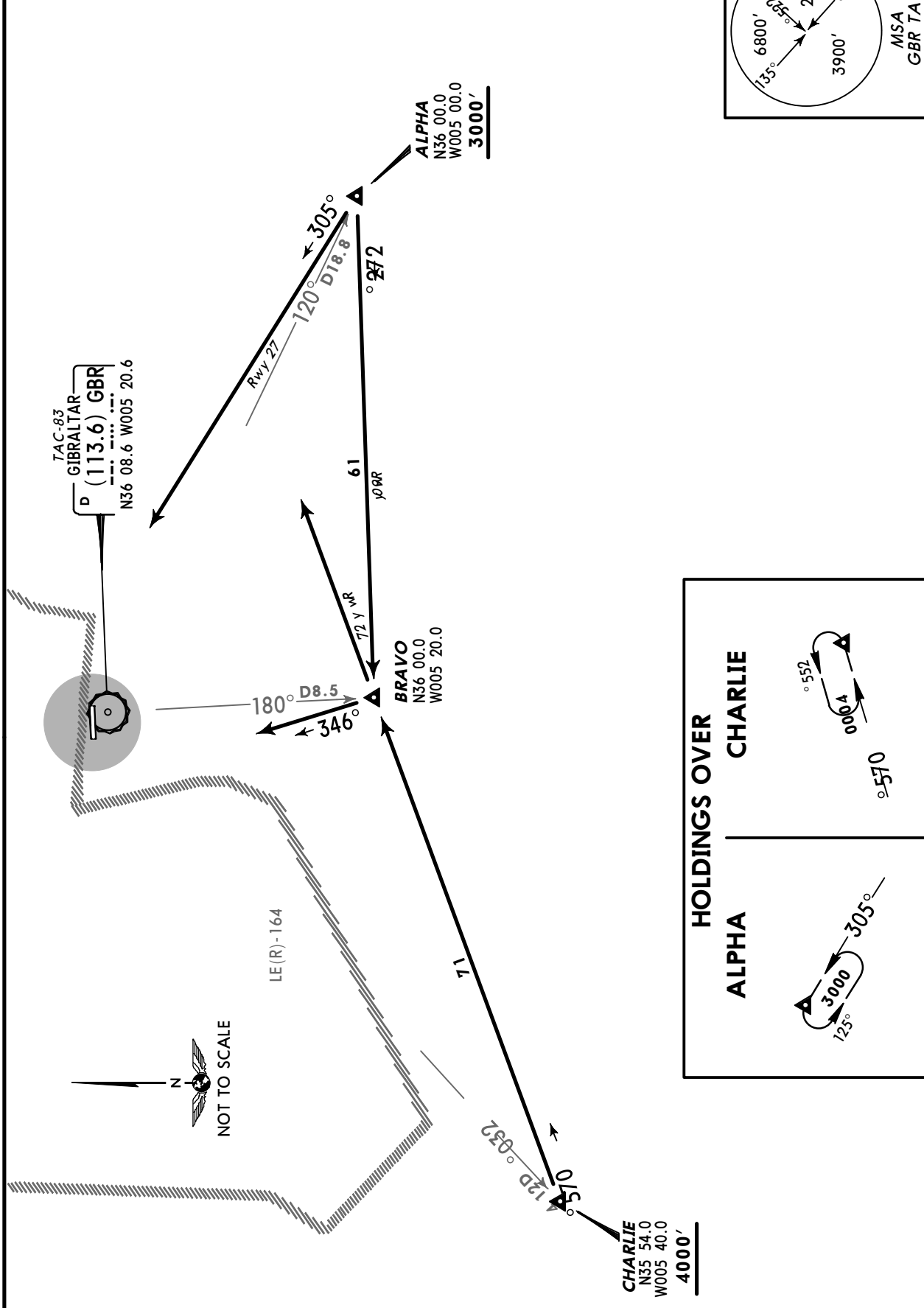
**10-2A**

**Eff 8 Jan**

**ARRIVAL**

<p>*GIBRALTAR Radar <b>122.8</b></p>	<p><i>Apt Elev</i> <b>12'</b></p>	<p>Alt Set: hPa Trans level: By ATC Trans alt: 6000'</p> <ol style="list-style-type: none"> <li>Contact GIBRALTAR Radar at 50 NM inbound.</li> <li>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 Restricted airspace.</li> <li>Overflight of the Rock and harbour installations PROHIBITED.</li> </ol>
--	---------------------------------------	---

**MILITARY ARRIVALS**



CHANGES: New chart (arrivals transferred).

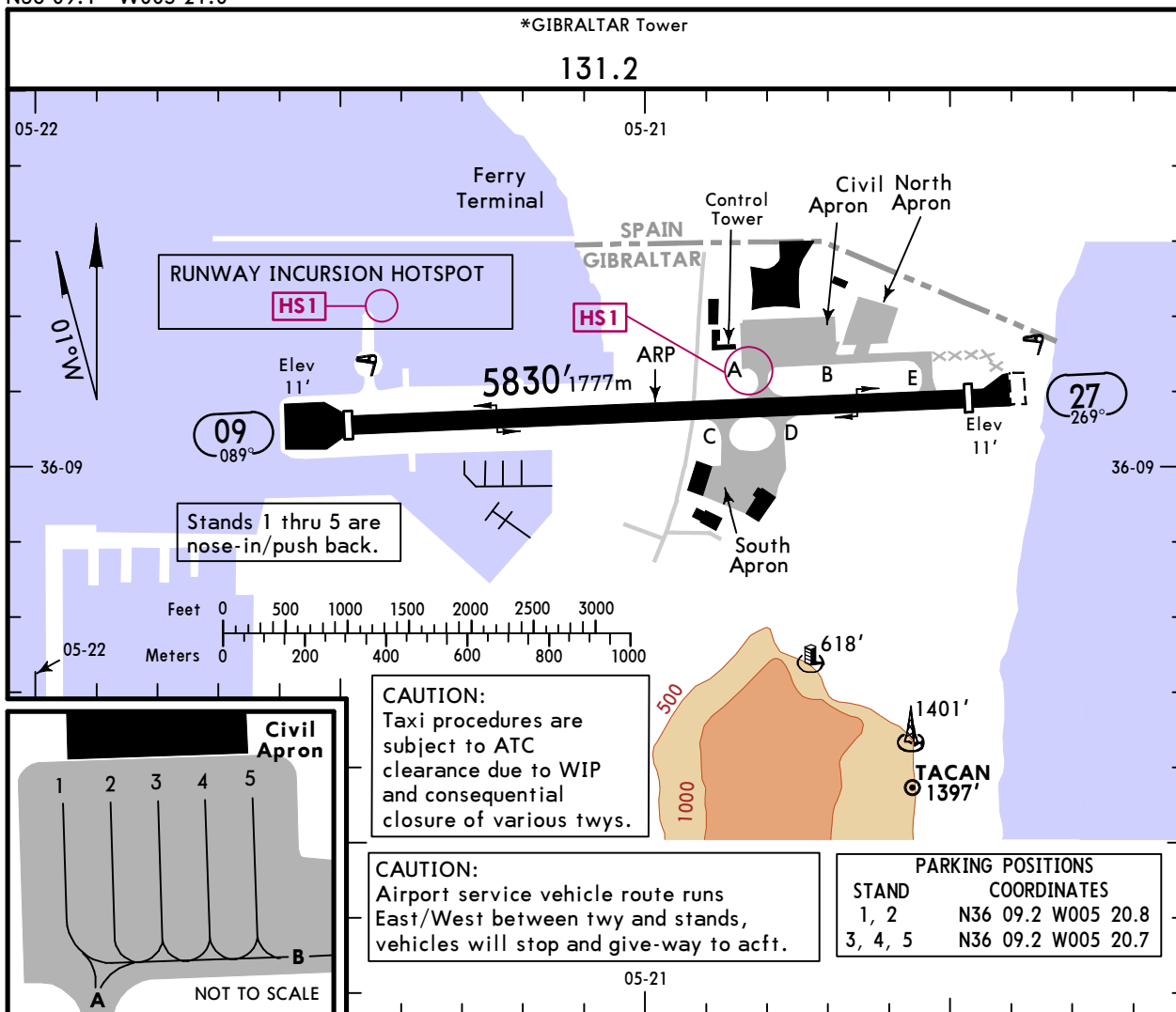
# LXGB/GIB

Apt Elev 12'  
N36 09.1 W005 21.0

**JEPPESEN**  
11 AUG 17 **10-9** Eff 17 Aug

# GIBRALTAR, GIBRALTAR

GIBRALTAR



## GENERAL

Main road crosses rwy at midpoint. Civil use PPR. Overflights of rwy below 500' require 6 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.

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

**CAUTION:**  
The lighting on LA LINEA PIER and Ferry Terminal 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 ②			WIDTH
		LANDING BEYOND		TAKE-OFF	
		Threshold	Glide Slope		
09	RL (90m) ① PAPI (angle 3.0°)	5013' 1528m		5512' 1680m ③	148'
27		5013' 1528m		5341' 1628m	45m

- 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. Strobe lights each side of threshold for all approaches. Switched off, when acft at 1NM final. Rwy end turning areas marked by blue edge lights for rwy 09 and blue reflective markers for rwy 27.
- ② Strip 197'/60m and RESA 295'/90m available for both runways.
- ③ Easternmost 164'/50m of Eastern RESA not available.

## Standard

### TAKE-OFF

A	1000m
B	
C	
D	

LXGB/GIB


**JEPPesen**

GIBALTAR, GIBALTAR

11 AUG 17

10-9A

Eff 17 Aug

GIBALTAR

**MIL EMERGENCY ARRIVAL PROCEDURES, RNP REQUIREMENTS**

**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 semi-circular Flight Level. The acft is to be NOT BELOW FL 70 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 2000' QFE. At D10.0 GBR TAC commence a procedure turn LEFT to re-establish inbound on R-105 GBR TAC maintaining 2000' QFE until visual with the Rock.  
**If visual contact with the Rock cannot be established by D2.5 GBR TAC climb to 4000' 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.  
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.

**RNP requirements**

- D. Prior to commencement of RNAV (RNP) AR procedures, operators are required to provide evidence to the Gibraltar Director of Civil Aviation of RNAV (RNP) AR operational approval from the National Aviation Authority responsible for the approval of the operator's Air Operator Certificate or, in the case of an aircraft not operating under an Air Operator Certificate, approval from the National Aviation Authority registering the aircraft.
- E. In order to cover the loss of GNSS at DA (H), the operator shall demonstrate to the Gibraltar Director of Civil Aviation that its aircraft minimum All Engines Operative climb gradient up to 1500' is as follows:
- a) Rwy 09
    - 9.5% for RNP 0.12
    - 11.4% for RNP 0.2
  - b) Rwy 27
    - 6.4% for RNP 0.12
- F. Aircraft Captains intending to use the RNAV (RNP) AR approach are to include the fact in the remarks section of the Flight Plan for the flight.



# LXGB/GIB GIBRALTAR

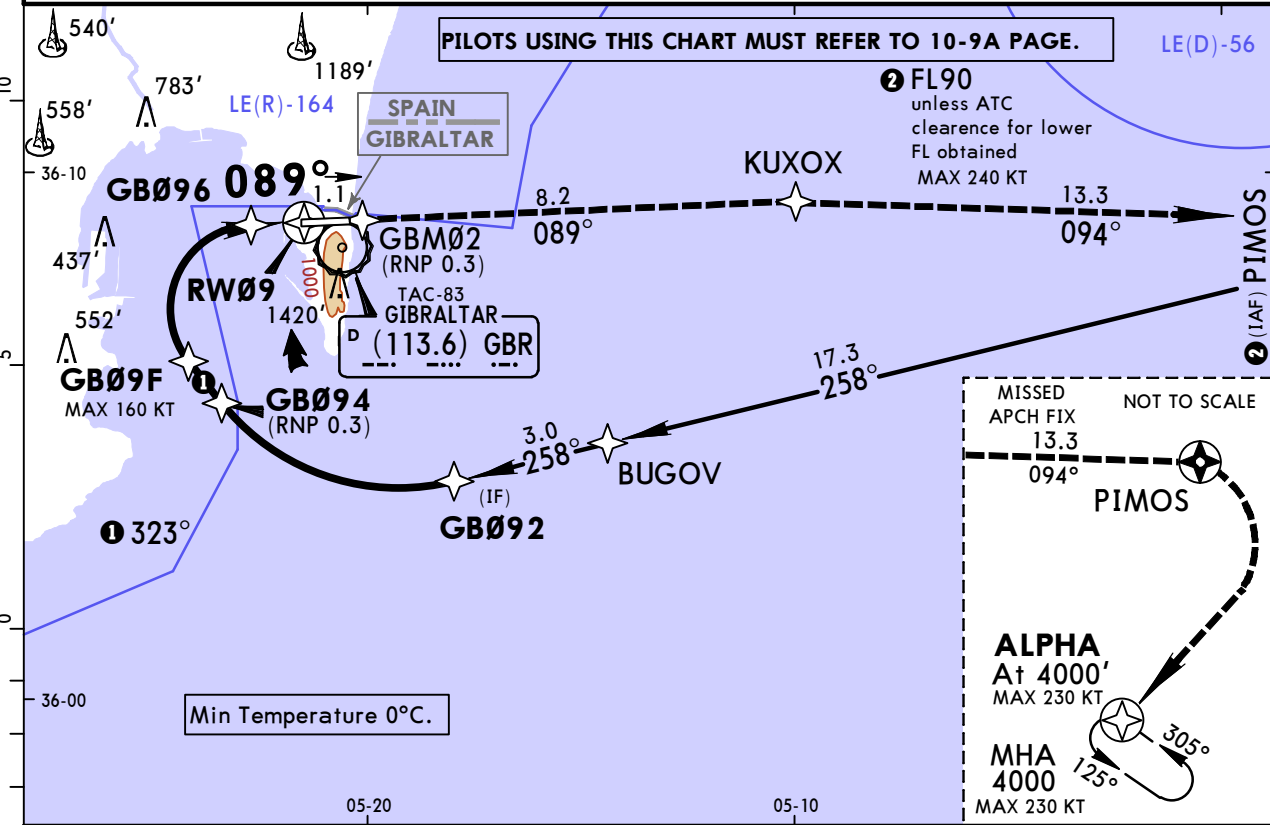
11 AUG 17  
Eff 17 Aug 12-20

JEPPESSEN

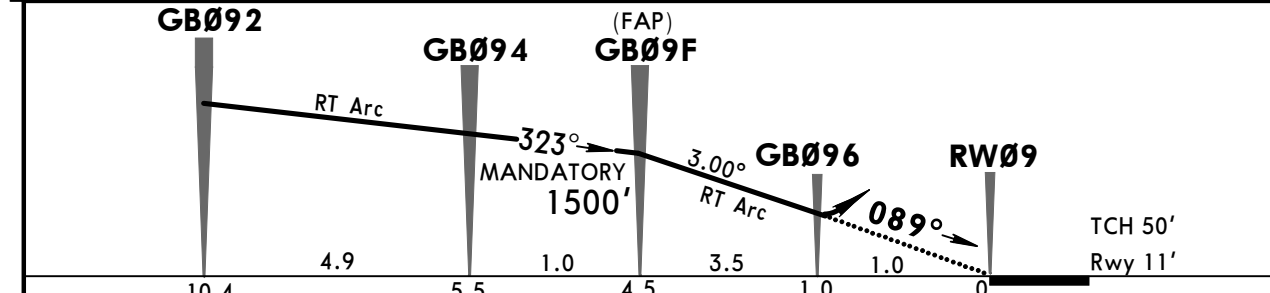
# GIBRALTAR, GIBRALTAR RNAV (RNP) Rwy 09

*GIBRALTAR Radar Contact Approach at 50 NM inbound <b>122.8</b>		*GIBRALTAR Talkdown <b>130.4</b>		*GIBRALTAR Tower <b>123.3X</b>		*GIBRALTAR Tower <b>131.2</b>		<p>MSA GBR TAC</p>
RNAV	Final Apch Crs <b>089°</b>	Mandatory Alt <b>GB09F</b> <b>1500'</b> (1489')	RNP 0.12 DA(H) <b>374'</b> (363')	Apt Elev 12' Rwy 11'				
<b>MISSED APCH: Climb to 4000', follow final approach track to RW09, then ahead to GBM02, KUXOX and PIMOS. At PIMOS turn RIGHT (MAX 230 KT) to ALPHA and enter the holding at 4000' or as instructed by ATC. RNP less than 1.0 to GBM02.</b>								

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'  
**1. AUTHORISATION REQUIRED. 2. RF required. 3. Procedure limited to CAT C speeds.**



DIST to RW09	4.0	3.0	2.0	1.0
ALTITUDE	1340'	1020'	700'	380'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	Refer to Missed Apch above
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at DA								

Standard				STRAIGHT-IN LANDING RWY 09			
RNP-0.12 (required until GBM02) DA(H) CD: <b>374'</b> (363')		RNP-0.2 (required until GBM02) DA(H) CD: <b>601'</b> (590')		RNP-0.3 (required until GBM02) DA(H) A: <b>1091'</b> (1080') CD: <b>1131'</b> (1120') B: <b>1111'</b> (1100')			
A	NOT APPLICABLE		NOT APPLICABLE		RVR 1500m		
B	NOT APPLICABLE		NOT APPLICABLE		RVR 2400m		
C	RVR 1700m		RVR 2400m		RVR 2400m		
D	RVR 1700m		RVR 2400m		RVR 2400m		

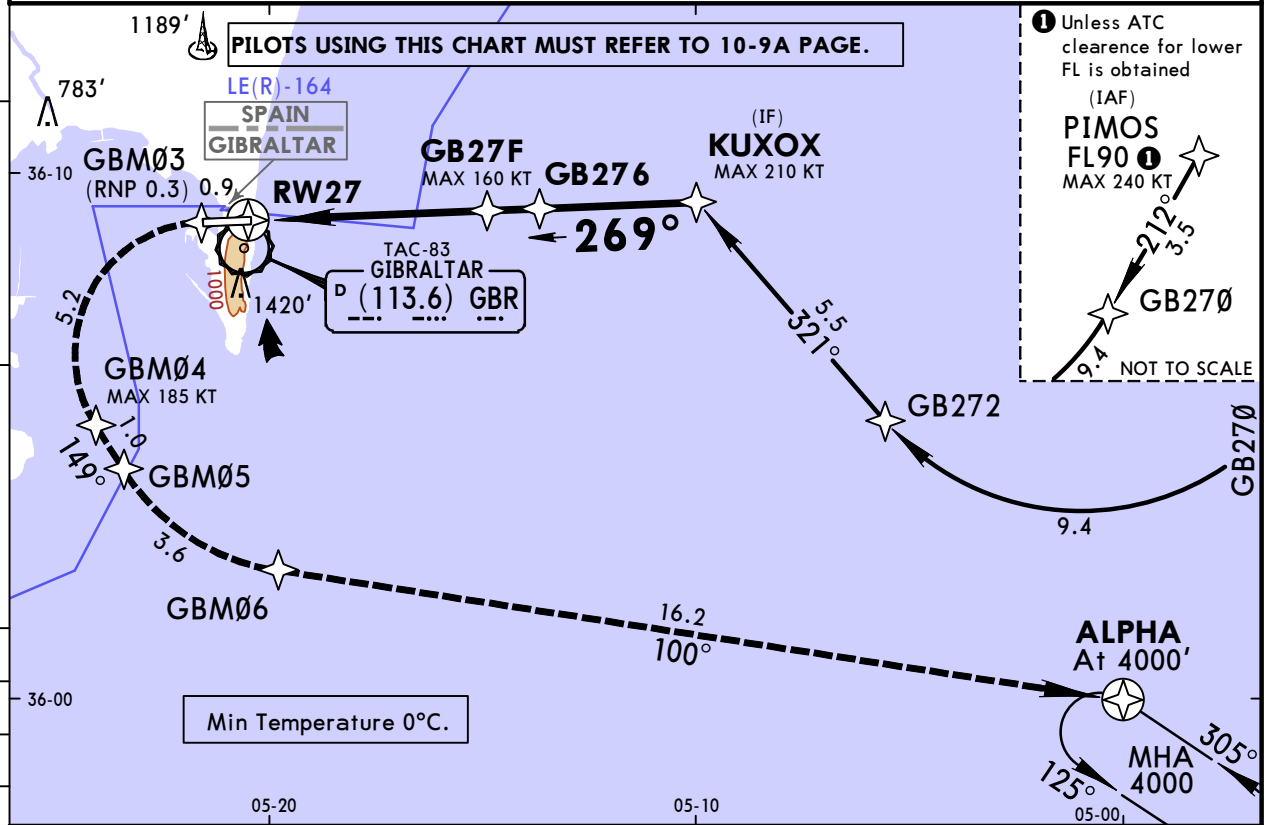
# LXGB/GIB GIBRALTAR

11 AUG 17  
Eff 17 Aug 12-21

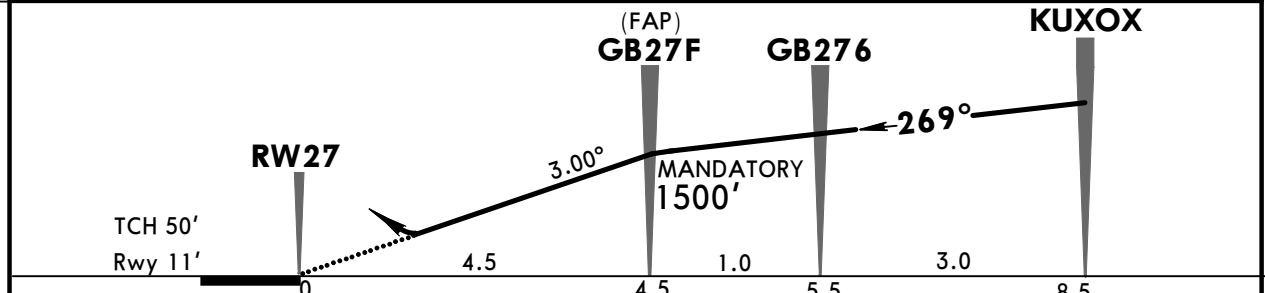
# JEPPESEN GIBRALTAR, GIBRALTAR CIVIL USED PROC RNAV (RNP) Rwy 27

*GIBRALTAR Radar Contact Approach at 50 NM inbound <b>122.8</b>		*GIBRALTAR Talkdown <b>130.4</b>		*GIBRALTAR Tower <b>123.3X</b>		<b>131.2</b>	
RNAV	Final Apch Crs <b>269°</b>	Mandatory Alt <b>GB27F</b> <b>1500'</b> (1489')	RNP 0.12 DA(H) <b>465'</b> (454')	Apt Elev 12' Rwy 11'			
<b>MISSED APCH:</b> Climb to 4000', follow final approach track to RW27, then ahead to GBM03, GBM04, GBM05, GBM06 and ALPHA. At ALPHA enter holding at 4000' or as directed by ATC. RNP less than 1.0 to GBM03.							MSA GBR TAC

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'  
**1. AUTHORISATION REQUIRED. 2. RF required. 3. Procedure limited to CAT C speeds.**



DIST to RW27	1.0	2.0	3.0	4.0
ALTITUDE	380'	700'	1020'	1340'



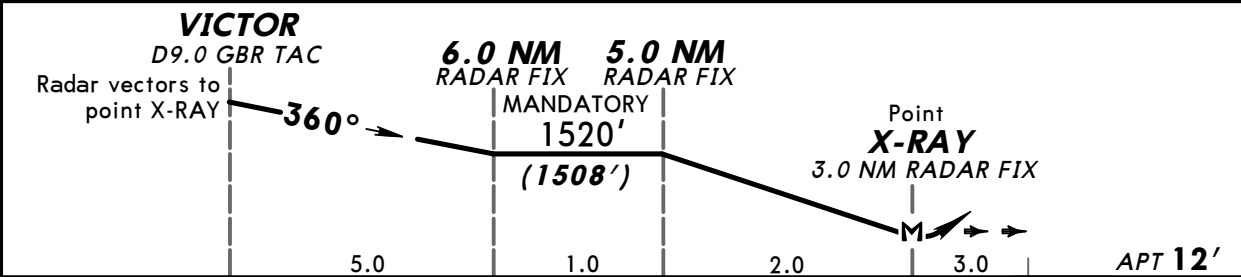
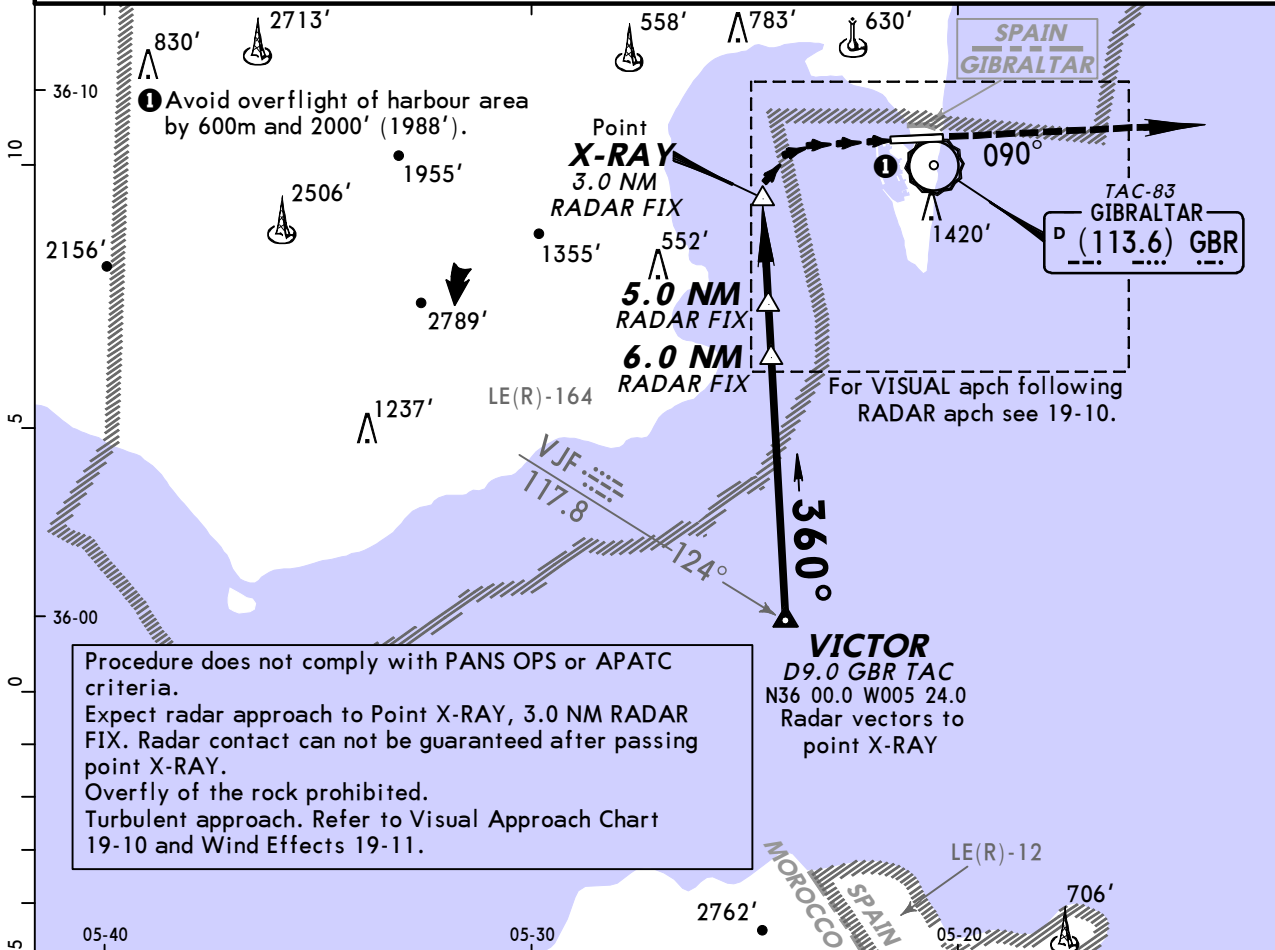
Gnd speed-Kts	70	90	100	120	140	160	PAPI	Refer to Missed Apch above
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at DA								

STRAIGHT-IN LANDING RWY 27			
Standard			
<b>RNP-0.12</b> (required until GBM03) DA(H) CD: <b>465'</b> (454')		<b>RNP-0.2</b> (required until GBM03) DA(H) CD: <b>638'</b> (627')	
		<b>RNP-0.3</b> (required until GBM03) DA(H) A: <b>1154'</b> (1143') CD: <b>1194'</b> (1183') B: <b>1174'</b> (1163')	
A	NOT APPLICABLE	NOT APPLICABLE	RVR 1500m
B	NOT APPLICABLE	NOT APPLICABLE	RVR 1500m
C	RVR 2100m	RVR 2400m	RVR 2400m
D	RVR 2100m	RVR 2400m	RVR 2400m

# LXGB/GIB GIBRALTAR

*GIBRALTAR Approach (APP/R) Contact Approach at 50 NM inbound <b>122.8</b>		*GIBRALTAR Talkdown (R) <b>130.4</b>		*GIBRALTAR Tower <b>123.3X</b>		*GIBRALTAR Tower <b>131.2</b>	
<b>RADAR</b>	Final Apch Crs <b>360°</b>	Mandatory Alt <b>5.0 NM RADAR FIX 1520' (1508')</b>	MDA(H) <b>920' (908')</b>	Apt Elev <b>12'</b>			
<b>MISSED APCH: Climb to 4000' (3988') as directed by RADAR.</b>							<b>MSA GBR TAC</b>

Alt Set: hPa **QNH (QFE on Final Apch)** Trans level: By ATC Trans alt: 6000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	<b>4000' (3988')</b>
Desc angle from 5.0 NM RADAR FIX to MAP 2.80°	347	446	495	594	693	792		
MAP at Visual Decision Point X-RAY/3 NM from touchdown								

**Standard 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' (908')**

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

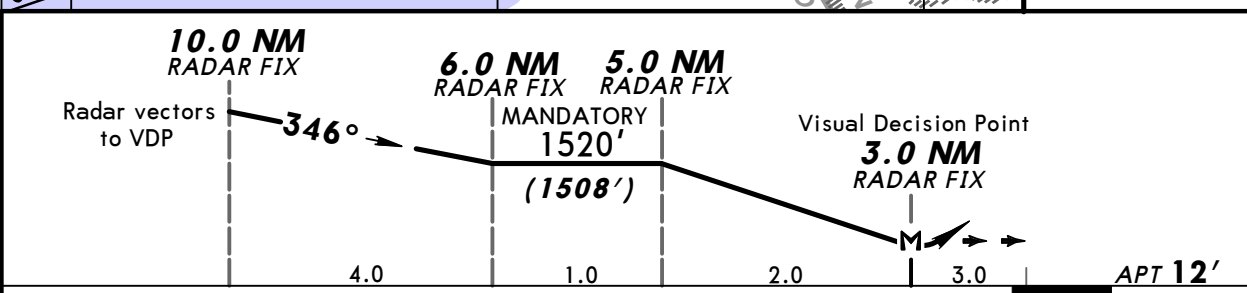
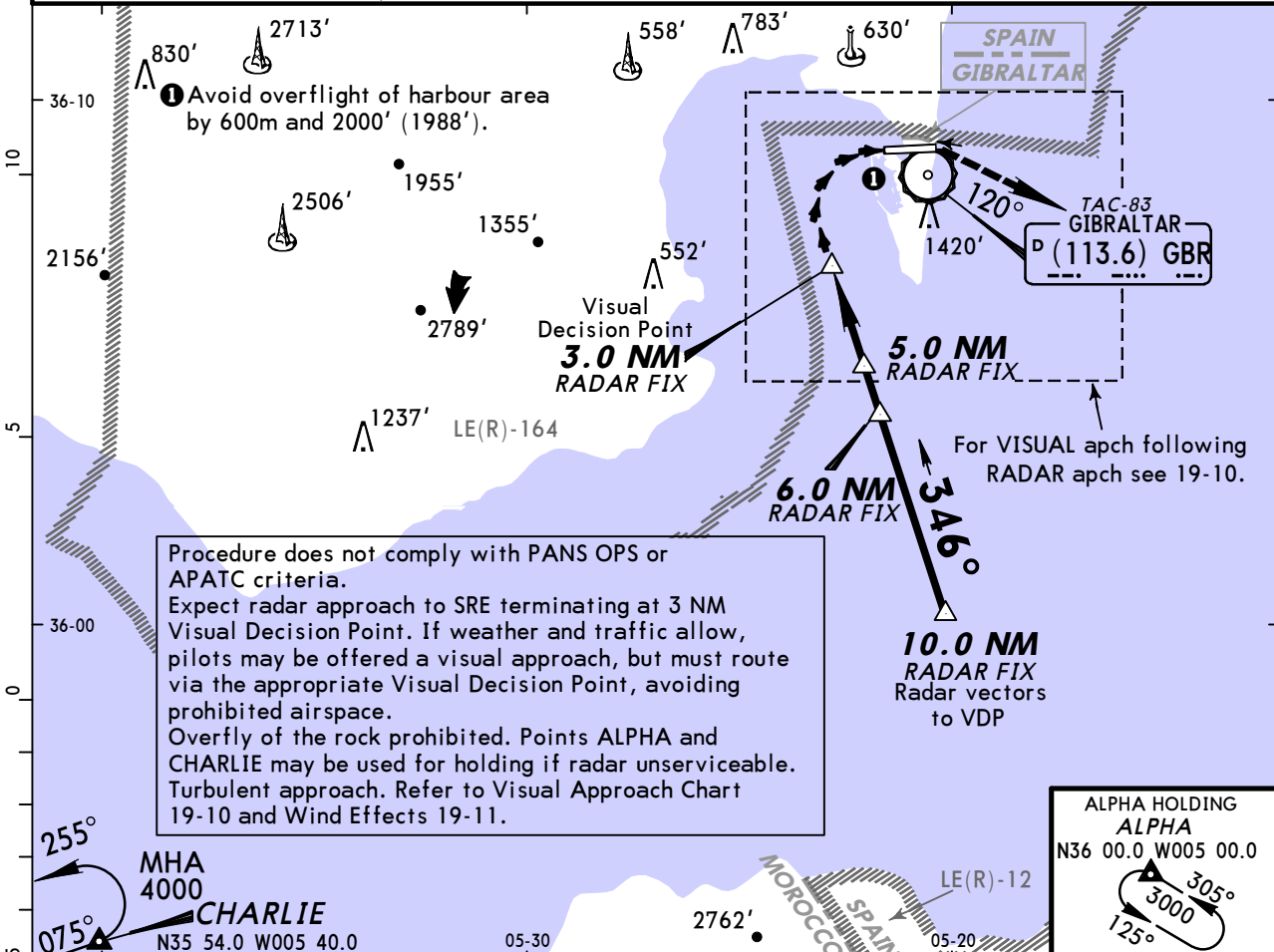
# LXGB/GIB GIBRALTAR

8 JUL 11 (18-2)

# GIBRALTAR, GIBRALTAR MILITARY USED PROC \*SRA Rwy 09

*GIBRALTAR Approach (APP/R) Contact Approach at 50 NM inbound <b>122.8 264.87</b>		*GIBRALTAR Talkdown (R) <b>130.4 235.05 123.3X</b>		*GIBRALTAR Tower <b>131.2 240.57</b>		<p>MSA GBR TAC</p>
RADAR	Final Apch Crs <b>346°</b>	Mandatory Alt <b>5.0 NM RADAR FIX 1520' (1508')</b>	MDA(H) Not published Refer to Minimums	Apt Elev	<b>12'</b>	
<b>MISSED APCH: Climb to 4000' (3988') as directed by RADAR.</b>						

Alt Set: hPa **QNH (QFE on Final Apch)** Trans level: By ATC Trans alt: 6000'



<b>Standard</b>	<b>LANDING RWY 09</b>	<b>CEILING REQUIRED</b>	<b>CIRCLE-TO-LAND</b>
-----------------	-----------------------	-------------------------	-----------------------

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	

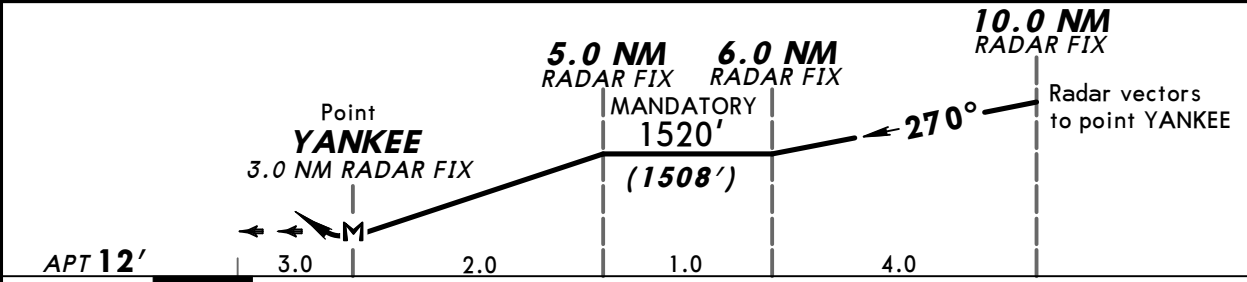
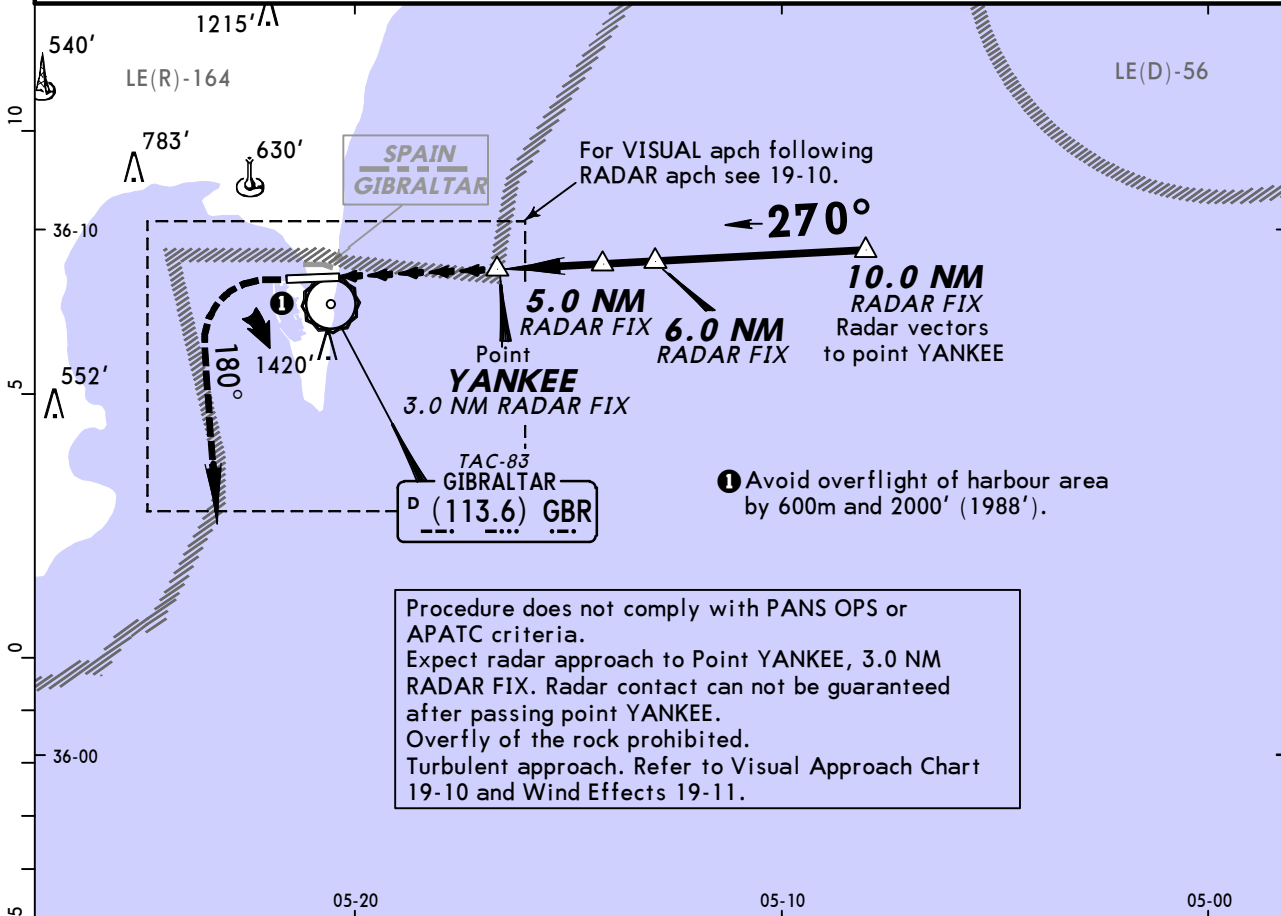
# LXGB/GIB GIBRALTAR

**JEPPESEN**  
8 JUL 11 (18-3)

**GIBRALTAR, GIBRALTAR**  
CIVIL USED PROC \*SRA 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>123.3X</b>		*GIBRALTAR Tower <b>131.2</b>	
<b>RADAR</b>	Final Apch Crs <b>270°</b>	Mandatory Alt <b>5.0 NM RADAR FIX 1520' (1508')</b>	MDA(H) <b>920' (908')</b>	Apt Elev <b>12'</b>			
<b>MISSED APCH: Climb to 4000' (3988') as directed by RADAR.</b>							<b>MSA GBR TAC</b>

Alt Set: hPa **QNH (QFE on Final Apch)** Trans level: By ATC Trans alt: 6000'  
**CAUTION: LE(R)-164 prohibited unless executing a Missed Apch as directed by ATC.**



Gnd speed-Kts	70	90	100	120	140	160	PAPI	<b>4000' (3988')</b>
Desc angle from 5.0 NM RADAR FIX to MAP 2.80°	347	446	495	594	693	792		
MAP at Visual Decision Point YANKEE/3 NM from touchdown								

**Standard** 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' (908')**

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

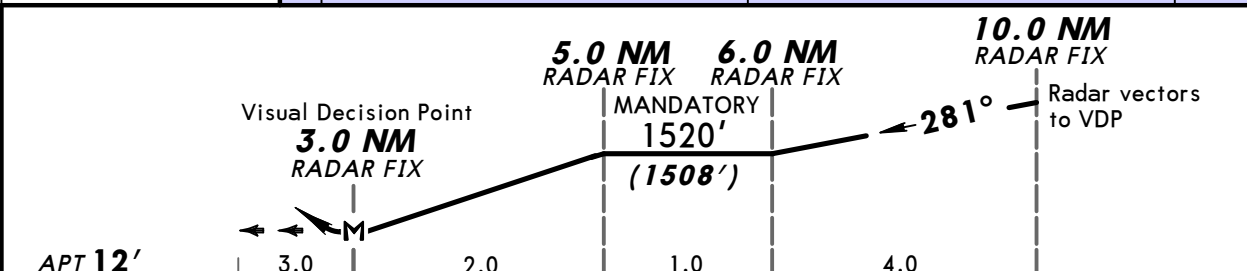
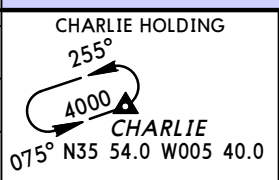
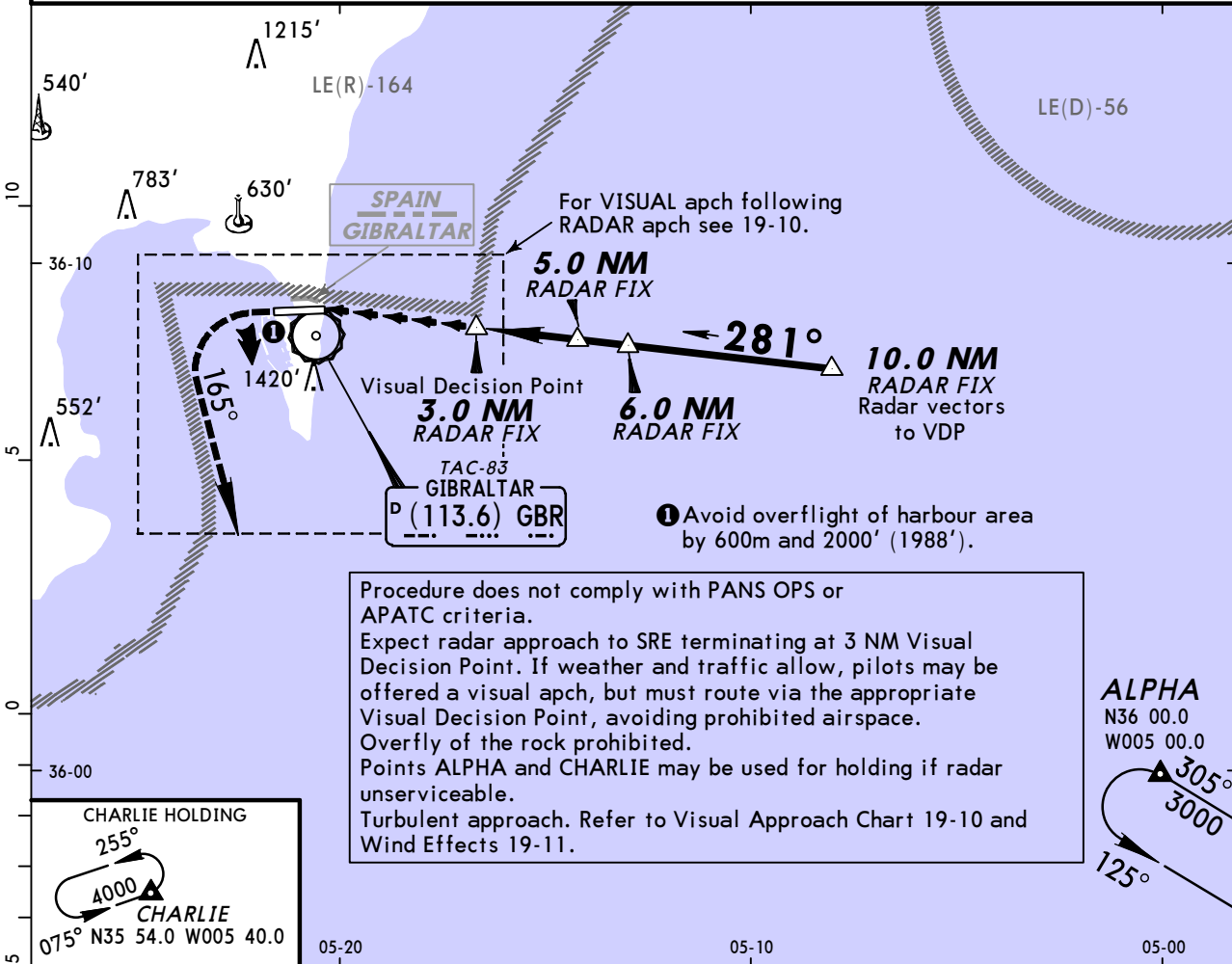
# LXGB/GIB GIBRALTAR

**JEPPESSEN**  
8 JUL 11 (18-4)

**GIBRALTAR, GIBRALTAR**  
MILITARY USED PROC \*SRA Rwy 27

*GIBRALTAR Approach (APP/R) Contact Approach at 50 NM inbound <b>122.8 264.87</b>		*GIBRALTAR Talkdown (R) <b>130.4 235.05 123.3X</b>		*GIBRALTAR Tower <b>131.2 240.57</b>		<p>MSA GBR TAC</p>
RADAR	Final Apch Crs <b>281°</b>	Mandatory Alt <b>5.0 NM RADAR FIX 1520' (1508')</b>	MDA (H) Not published Refer to Minimums	Apt Elev <b>12'</b>		
<b>MISSED APCH: Climb to 4000' (3988') as directed by RADAR.</b>						

Alt Set: hPa **QNH (QFE on Final Apch)** Trans level: By ATC Trans alt: 6000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	4000' (3988')
Desc angle from 5.0 NM RADAR FIX to MAP 2.80°	347	446	495	594	693	792		
MAP at 3 NM from touchdown								

**Standard** 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.

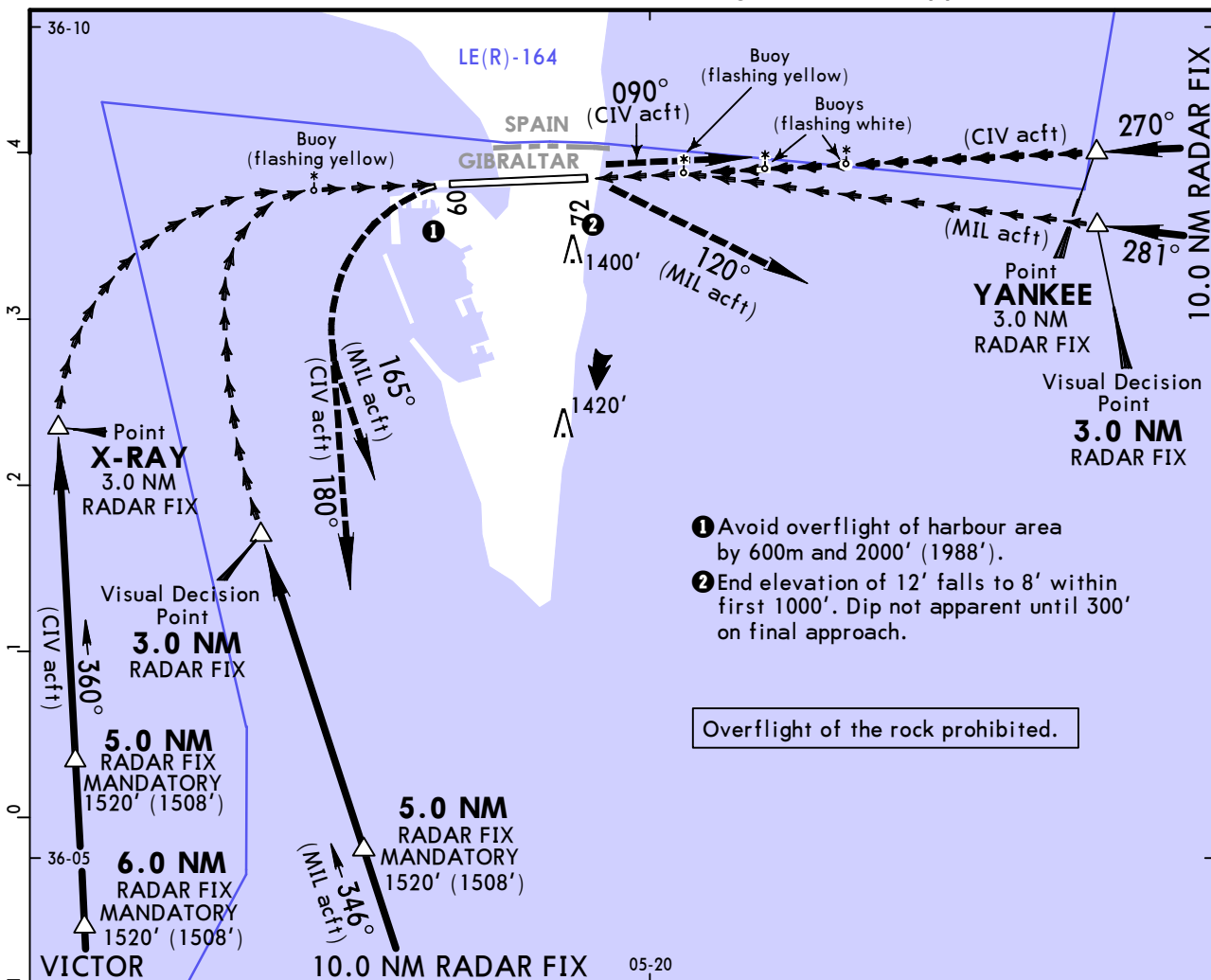
A	1000' - 5.0 km	A	NOT AUTHORIZED
B			
C			
D			

**LXGB/GIB**  
**GIBRALTAR**

**JEPPESEN**  
18 SEP 15 **19-10**

**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)

**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 2000'. 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.

**TURBULENCE AND WINDSHEAR:**

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 15 KT, 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. South westerly winds in excess of 25 KT 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.

**ROAD CROSSING THE RUNWAY:**

Gibraltar's rwy is unique in that it is crossed at the mid-point by a 4 lane public highway, including pedestrian and cycle lanes. The road is closed to pedestrians no later than 12 NM and closed to vehicles no later than 8 NM, 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.

**DEPARTURE MINIMUM:**

VIS 1000m at Rwy threshold.

**MISSED APPROACH:**

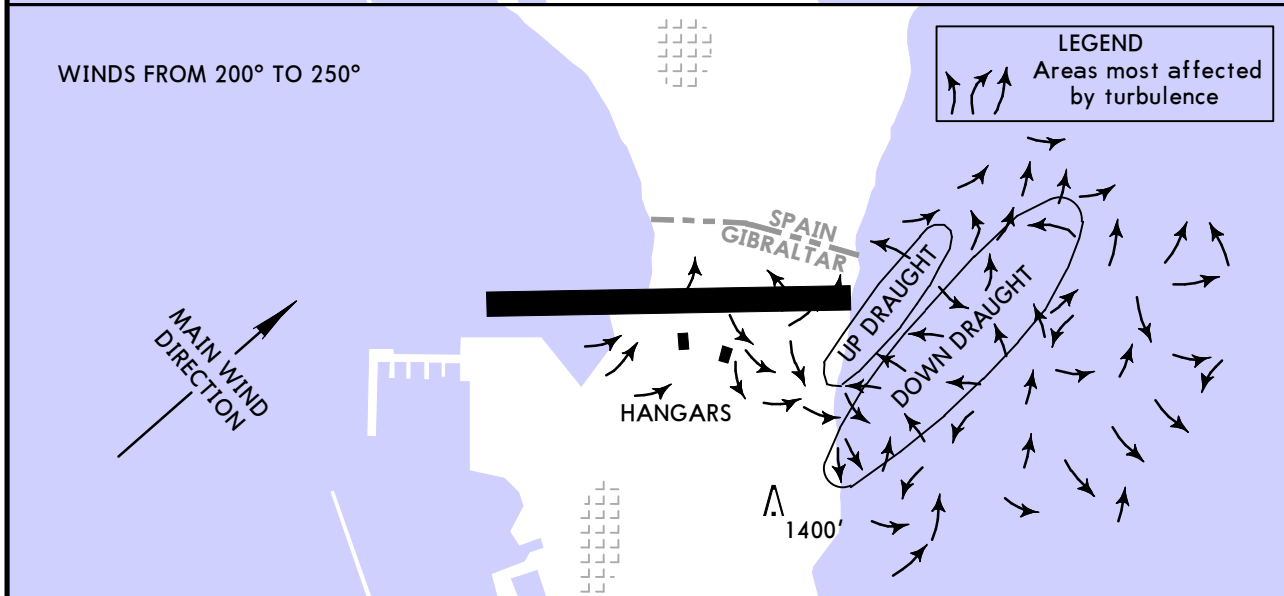
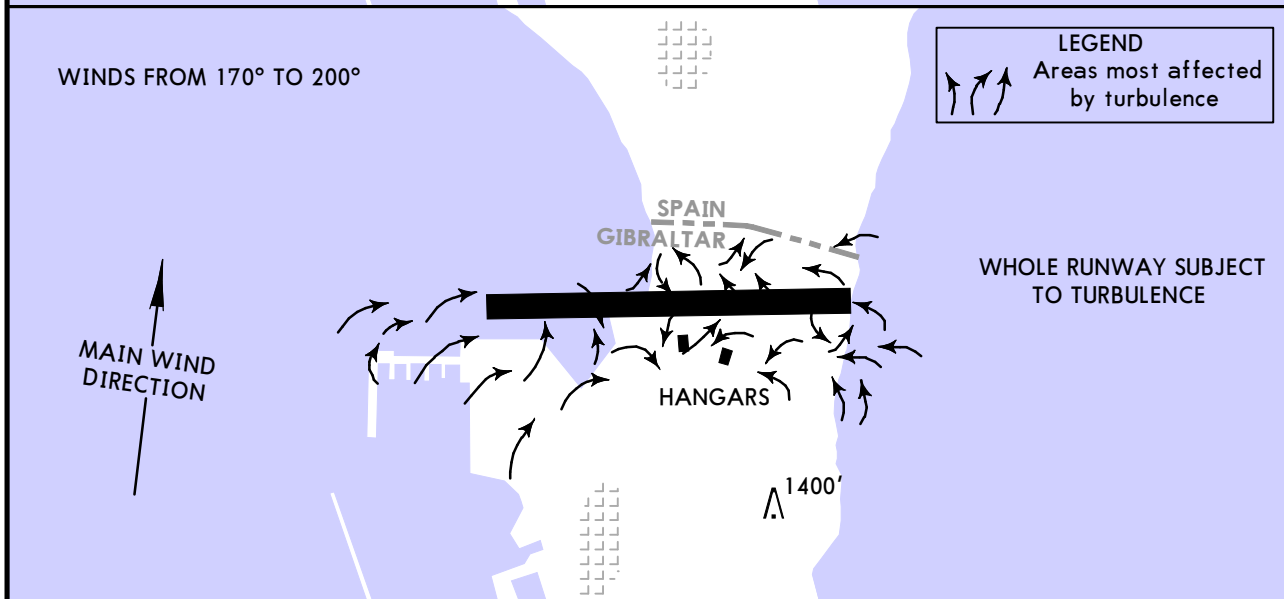
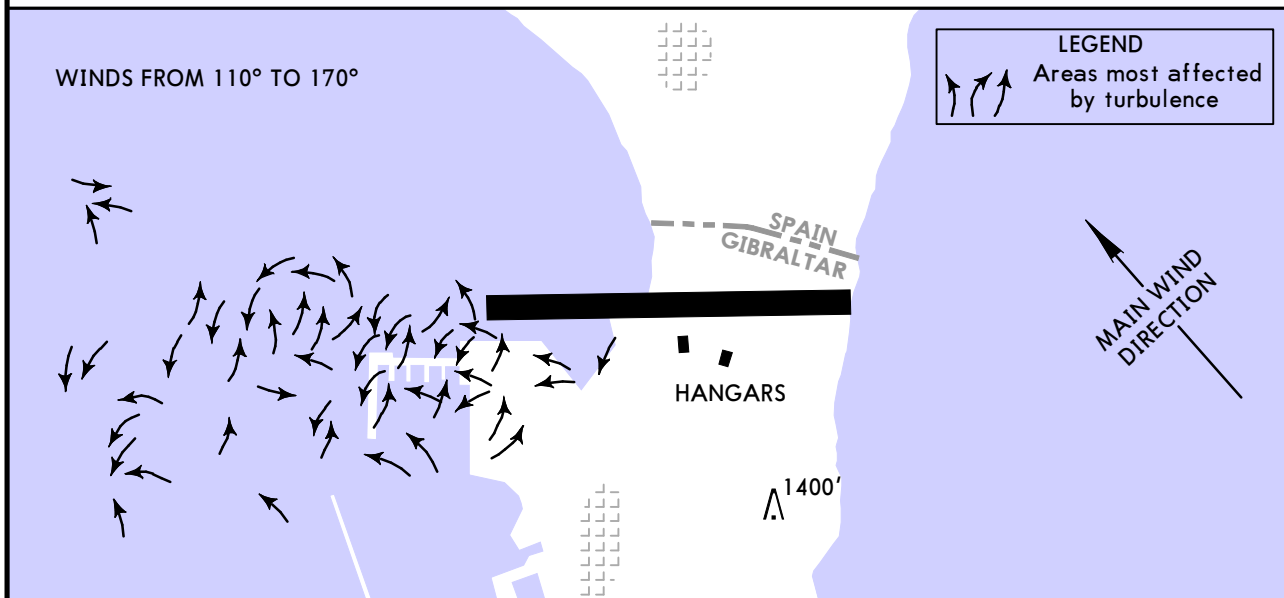
**Rwy 09 and 27:** Climb to 4000' (3988') heading as directed by RADAR.

# LXGB/GIB GIBRALTAR

# GIBRALTAR, GIBRALTAR WIND EFFECTS

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

Wind Direction	110°	120°	130°	140°	150°	160°	170°	180°	190°	200°	210°	220°	230°	240°	250°
Wind Speed (Kts)	27	22	19	17	15	14	13	13	13	14	15	16	18	20	22





## Chart changes since cycle 23-2017

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

**GIBRALTAR, (GIBRALTAR - LXGB)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport LXGB

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Callsign for Gibraltar Approach changed to Gibraltar Radar.