

LXGB/GIB
GIBRALTAR AB

JEPPesen

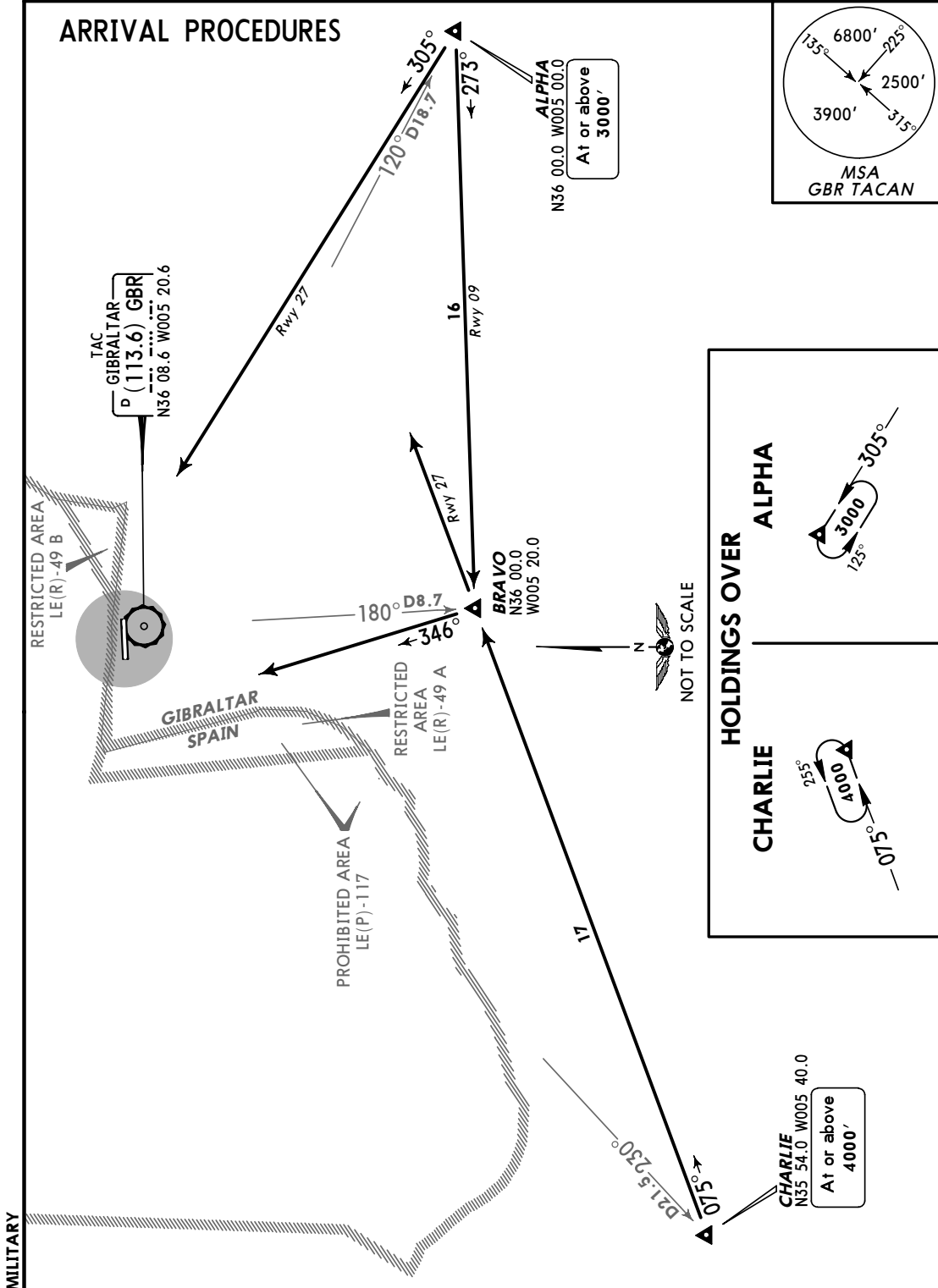
GIBRALTAR, GIBRALTAR

3 OCT 03 **10-2**

ARRIVAL

<p>*GIBRALTAR Approach (R) 122.8</p>	<p><i>Apt Elev</i> 15'</p>	<p>Alt Set: hPa Trans level: By ATC Trans alt: 6000'</p> <ol style="list-style-type: none"> Contact GIBRALTAR Approach at 50 NM inbound. Aircraft will be directed by radar to a visual decision point 3 NM from the THR. From this position the approach must be continued with visual reference to the THR or a missed approach initiated, as directed by ATC. If weather and traffic conditions allow, pilots may be cleared for a visual approach but must route via the Visual Decision Point (VDP). In all cases, pilots will be given track guidance if they appear likely to infringe Spanish prohibited or restricted airspace. Overflight of the Rock and harbour installations prohibited.
---	---------------------------------------	--

ARRIVAL PROCEDURES

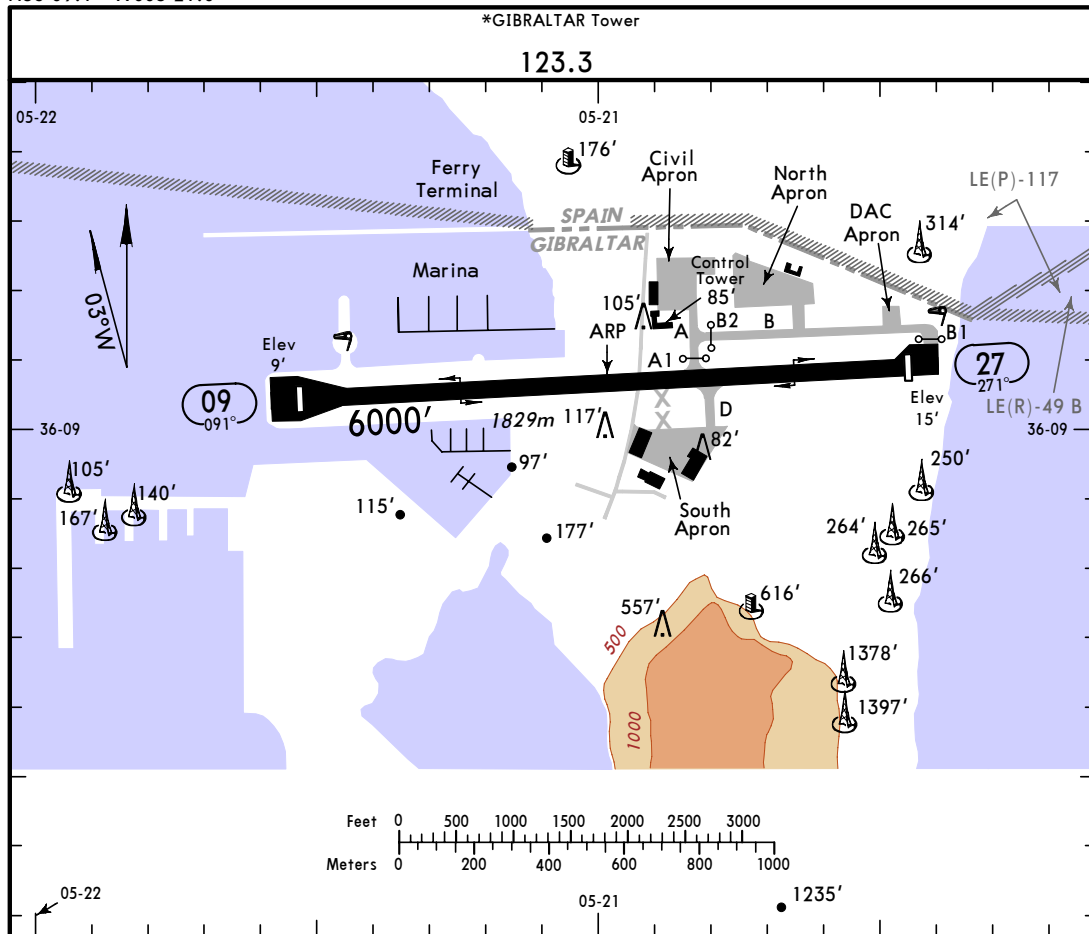


CHANGES: New chart.

LXGB/GIB
 Apt Elev 15'
 N36 09.1 W005 21.0

JEPPESEN
 24 DEC 04 (10-9)

GIBRALTAR, GIBRALTAR
GIBRALTAR AB



GENERAL

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

WARNING:
 Heavy bird activity and wind turbulence.

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

ADDITIONAL RUNWAY INFORMATION

RWY	SURFACE	MARKINGS	USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
09	RL (91m)	PAPI (angle 3.0°) grooved	② 5699' 1737m		④	150' 46m
27			③ 5633' 1717m			

① No ALS to either rwy but there are Dayglow painted flashing buoys on the extended centerline of each rwy. RWY 09: one single flashing buoy 4500'(1372m) from sea wall. RWY 27: Single flashing white light at 3000'(914m), single flashing light at 6000'(1829m) and 9000'(2743m) from sea wall. Strobe lights each side of threshold for all approaches. Switched off, when acft at 2NM final.
 Rwy end turning areas marked as blue edge lights.
 CIVIL operators: ② 5413' (1650m). ③ 5348' (1630m). ④ 5810' (1771m).

JAR-OPS

TAKE-OFF

	All Rwys
A	
B	
C	1000m
D	

LXGB/GIB

JEPPESEN GIBRALTAR, GIBRALTAR
24 DEC 04 (10-9A) GIBRALTAR AB

EMERGENCY ARRIVAL PROCEDURES (Applies only to MIL acft)

TACAN Let-down for use in the event of Surveillance Radar Failure

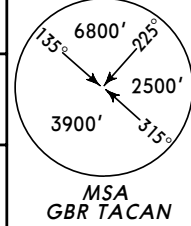
- A. The initial apch is to be from the East, on R-105 GBR TAC at a safe quadrantal Flight Level. The acft is to be NOT BELOW FL70 at D10.0 GBR TAC and at 5000' when overhead. From overhead the TACAN turn LEFT outbound on R-105 GBR TAC. When established outbound descend to 2015' (2000'). At D10.0 GBR TAC commence a procedure turn LEFT to re-establish inbound on R-105 GBR TAC maintaining 2015' (2000') until visual with the Rock.
If visual contact with the Rock cannot be established by D2.5 GBR TAC climb to 3900' and turn LEFT to intercept and fly R-165 GBR TAC.
- B. When Rock or rwy in sight:
RWY 09: Turn LEFT to position for a right-hand circuit to land. The circuit is to be flown so as to ensure no violation of Spanish Prohibited Airspace.
RWY 27: Continue with visual apch to land.
- C. Aircraft using 2 Nav aids (eg TACAN and INS) need not overfly the facility and are authorised to begin the outbound turn at D3.0 GBR TAC, continuing the procedure as above.

LXGB/GIB
GIBRALTAR AB

JEPPESEN
24 JAN 03 (18-1)

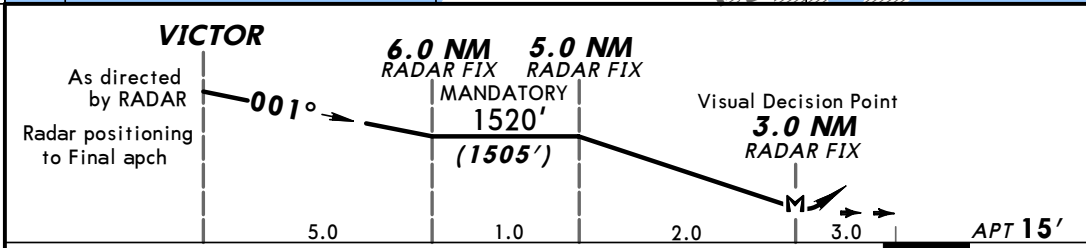
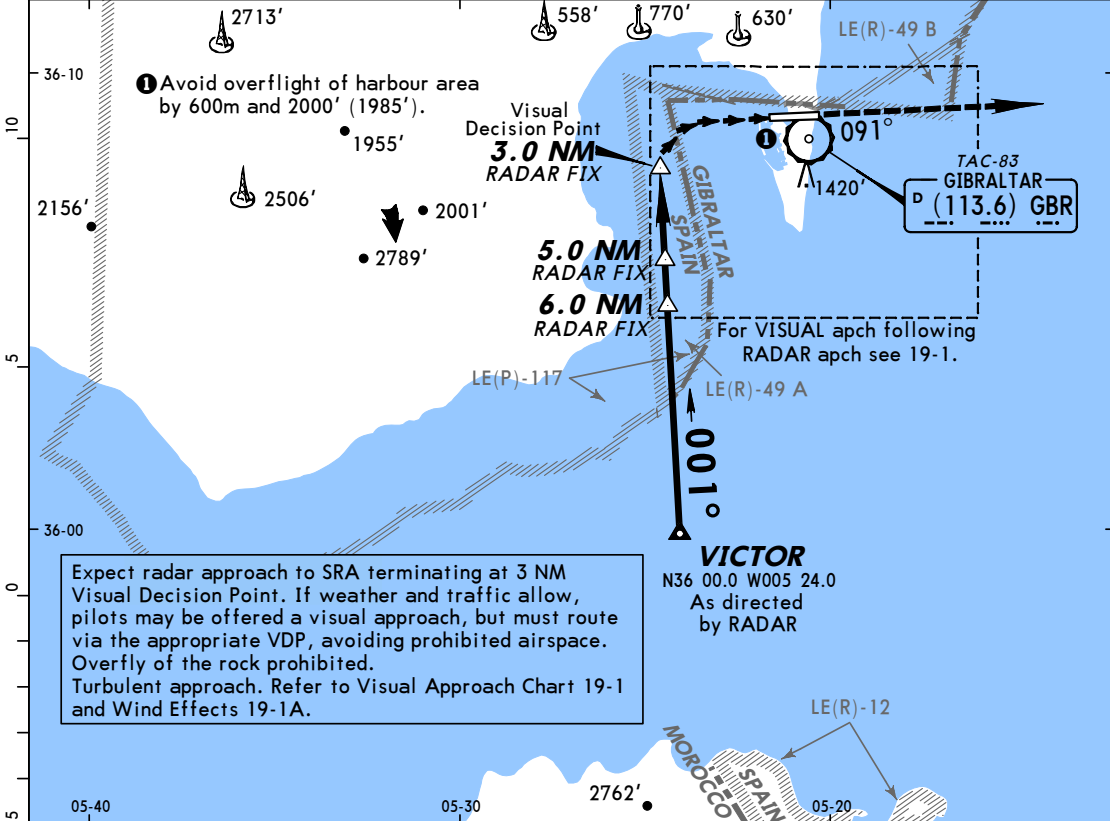
GIBRALTAR, GIBRALTAR
CIVIL USED PROC *SRE Rwy 09

*GIBRALTAR Approach (APP/R) Contact Approach at 50 NM inbound 122.8		*GIBRALTAR Talkdown (R) 130.4		*GIBRALTAR Tower 123.3	
RADAR	Final Apch Crs 001°	Mandatory Alt 5.0 NM RADAR FIX 1520' (1505')	MDA(H) Not published Refer to Minimums	Apt Elev 15'	



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

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



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

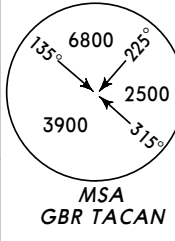
JAR-OPS LANDING RWY 09 **CEILING REQUIRED** CIRCLE-TO-LAND
The use of the runway is limited to visual approaches only. At the Visual Decision Point the approach may be continued visually or a missed approach executed.

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

LXGB/GIB
GIBRALTAR AB

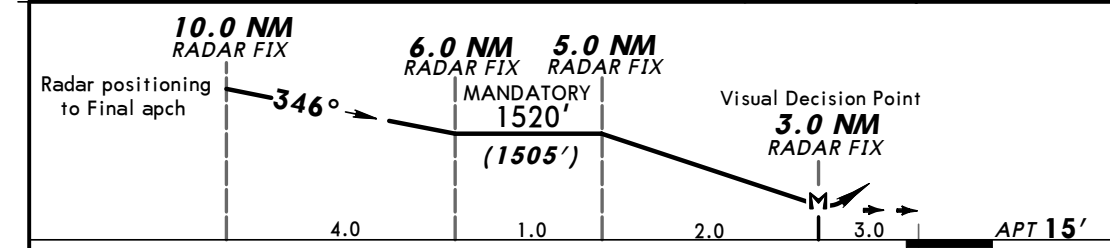
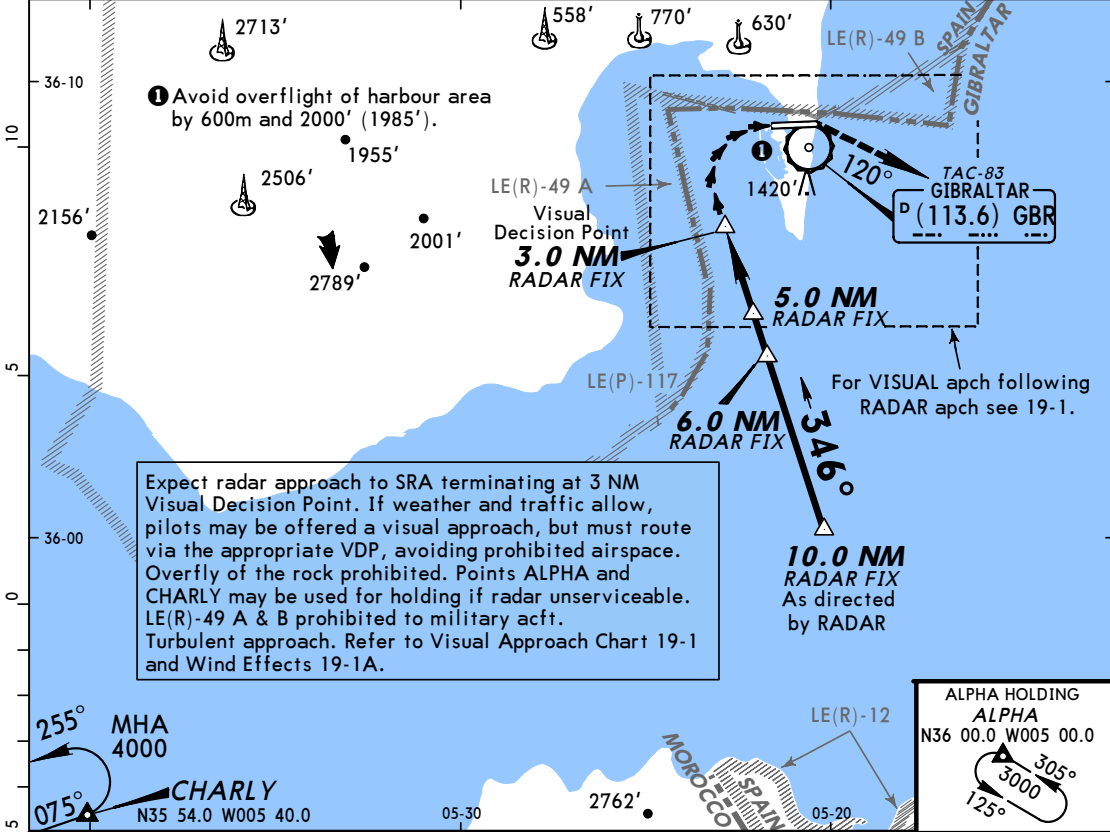
JEPPESEN GIBRALTAR, GIBRALTAR
24 JAN 03 (18-2) **MILITARY USED PROC *SRE Rwy 09**

*GIBRALTAR Approach (APP/R) Contact Approach at 50 NM inbound 122.8 369.97		*GIBRALTAR Talkdown (R) 130.4 386.62		*GIBRALTAR Tower 123.3 360.37	
RADAR	Final Apch Crs 346°	Mandatory Alt 5.0 NM RADAR FIX 1520' (1505')	MDA (H) Not published Refer to Minimums	Apt Elev 15'	



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

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	Refer to Missed Apch above
Desc Grad from 5.0 NM RADAR FIX to MAP 4.9%	347	447	496	595	695	794		
MAP at 3 NM from touchdown								

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

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

MILITARY	CEILING-VISIBILITY		
	A	A	
	B	B	
	C	C	
D	1000' - 5.0 km	D	NOT AUTHORIZED

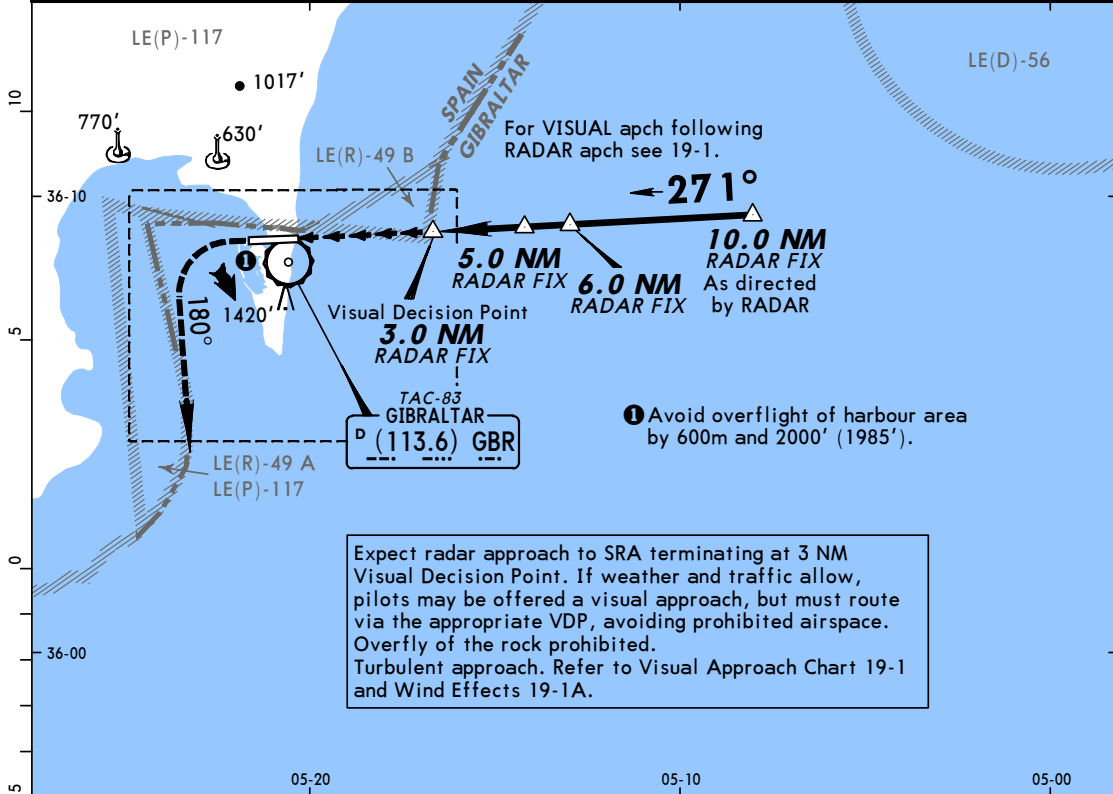
CHANGES: Note.

LXGB/GIB
GIBRALTAR AB

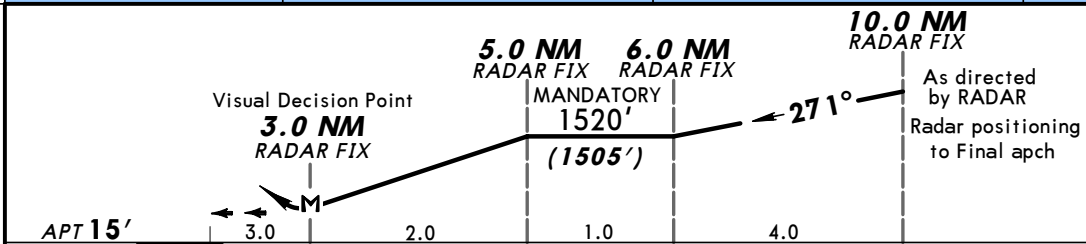
JEPPESEN
24 JAN 03 (18-3)

GIBRALTAR, GIBRALTAR
CIVIL USED PROC *SRE Rwy 27

*GIBRALTAR Approach (APP/R) Contact Approach at 50 NM inbound 122.8		*GIBRALTAR Talkdown (R) 130.4		*GIBRALTAR Tower 123.3		<p>MSA GBR TAC</p>
RADAR	Final Apch Crs 271°	Mandatory Alt 5.0 NM RADAR FIX 1520' (1505')	MDA (H) Not published Refer to Minimums	Apt Elev 15'		
<p>MISSED APCH: Continue in radar pattern as directed climbing to 3900' (3885'). When over the upwind end of runway, or passing 1900' (1885') in IMC, turn left onto track 180°.</p>						
Alt Set: hPa		QNH (QFE on Final Apch)		Trans level: By ATC		Trans alt: 6000'
CAUTION: LE(P)-117 prohibited unless executing a Missed Apch as directed by ATC.						



Expect radar approach to SRA terminating at 3 NM Visual Decision Point. If weather and traffic allow, pilots may be offered a visual approach, but must route via the appropriate VDP, avoiding prohibited airspace. Overfly of the rock prohibited. Turbulent approach. Refer to Visual Approach Chart 19-1 and Wind Effects 19-1A.



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			
MAP at 3 NM from touchdown								PAPI	Refer to Missed Apch above

JAR-OPS STRAIGHT-IN 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	CEILING-VISIBILITY	A	
B		B	
C	1000' - 5.0 km	C	NOT AUTHORIZED
D		D	

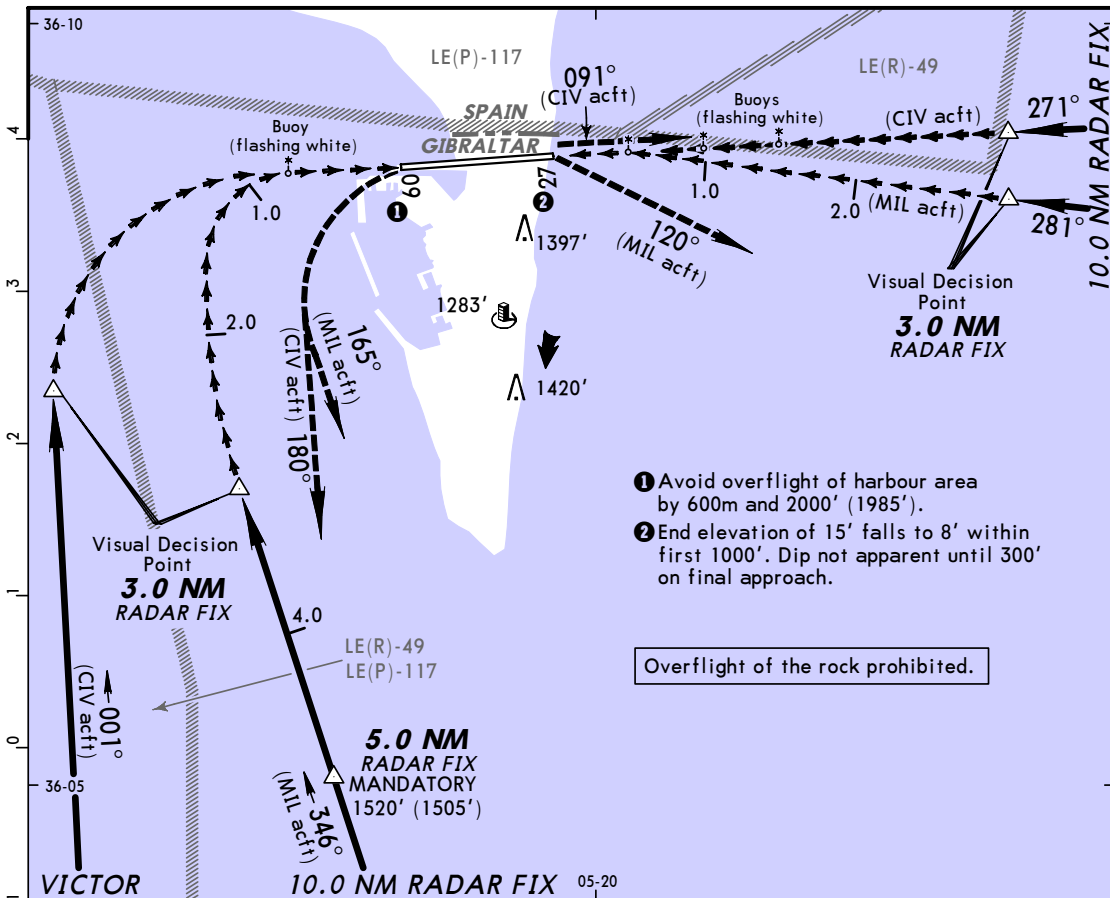
LXGB/GIB
GIBRALTAR AB

JEPPESEN

GIBRALTAR, GIBRALTAR

24 DEC 04 (19-1)

VISUAL APPROACH CHART following the Radar approach



Pilots will be advised by RADAR at the 3.0 NM Visual Decision Point.

TURBULENCE:

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

In some cases the turbulence may make conditions dangerous or impossible for landing.

The area of turbulence can often be seen on the water. Wind speeds above 25 Kts from 090° - 110° may cause severe turbulence and marked variations in airspeed during the latter stages of an approach to Rwy 09.

MISSED APPROACH:

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

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

LXGB/GIB
GIBRALTAR AB

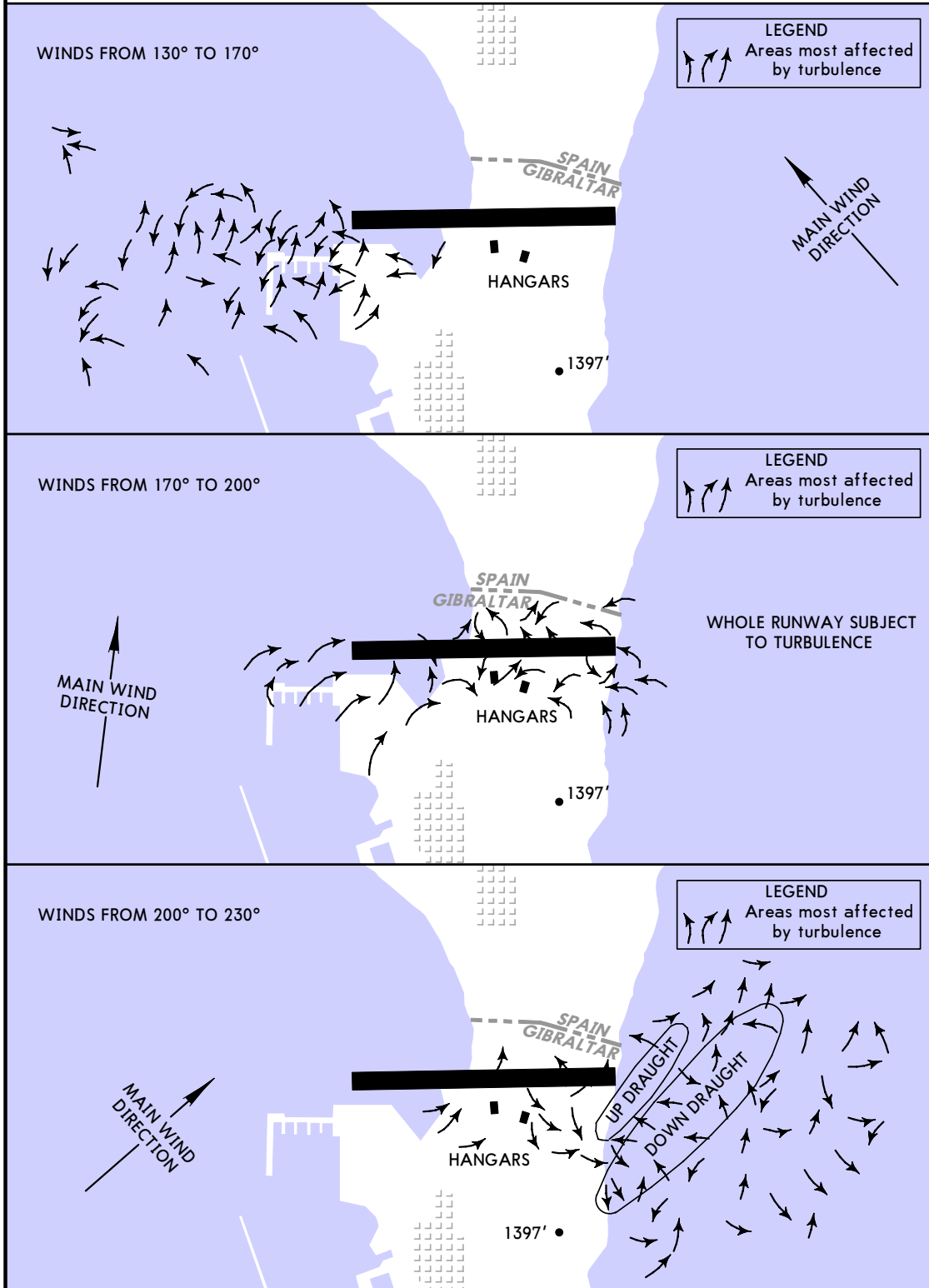
JEPPESEN
24 DEC 04 (19-1A)

GIBRALTAR, GIBRALTAR
WIND EFFECTS

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

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

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

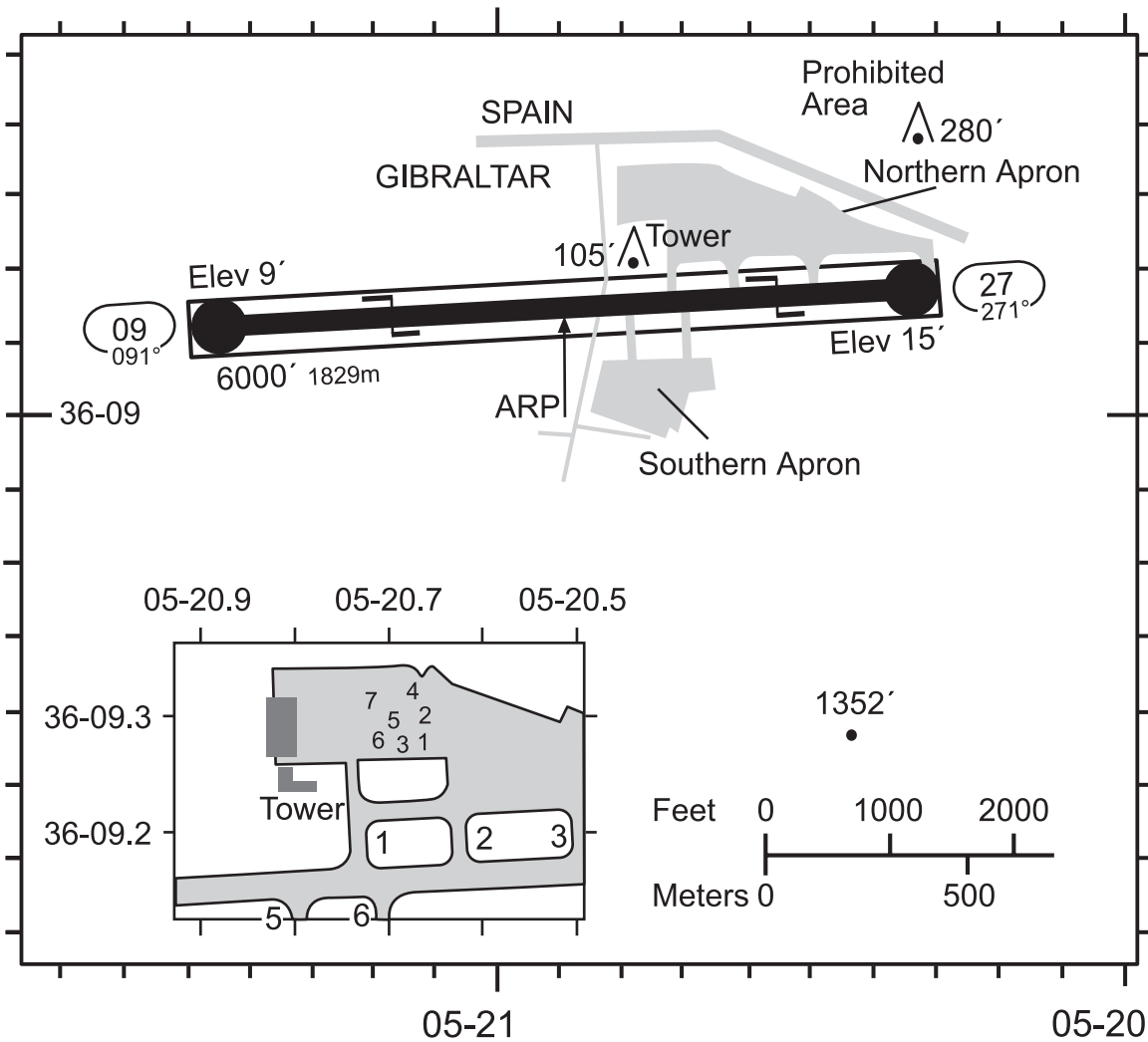


LXGB

Not for real navigation
for flight simulation use only.

APP	122.8
Tower	123.3

Gibraltar Airport



Birds in vicinity of airport.
Runway bisected by main road.

Parking Positions:

Stand	Coordinates
1	N36 09.3 W005 20.6
2 thru 7	N36 09.3 W005 20.7

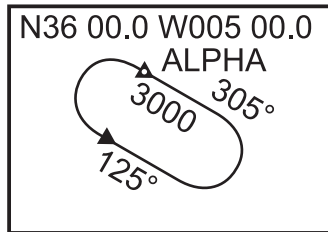
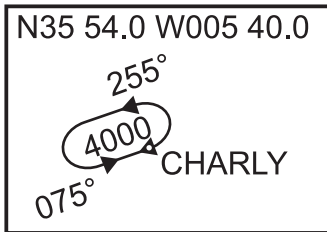
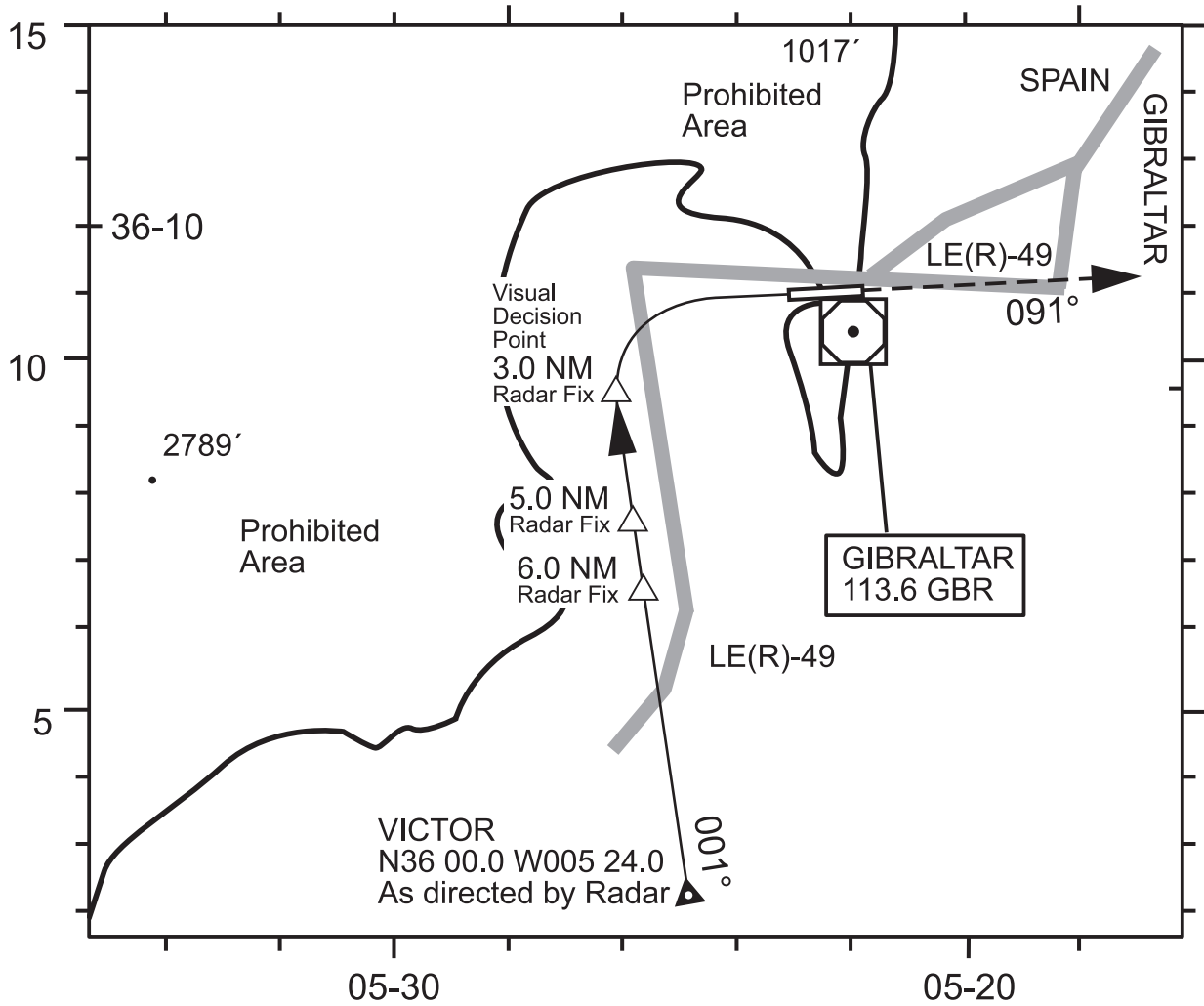
LXGB

Not for real navigation
for flight simulation use only.

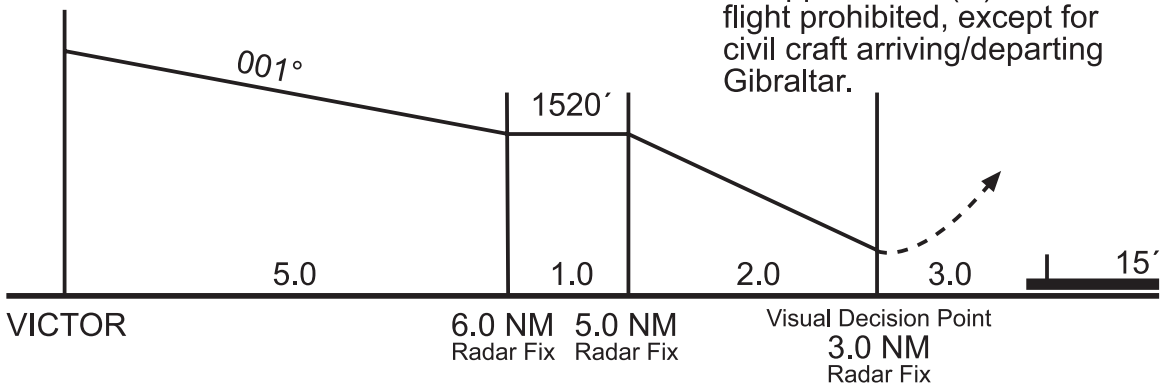
APP	122.8
Tower	123.3

Gibraltar Rwy 09

Airport elevation: 15'



All approaches have to be made under mandatory radar service. "ALPHA" and "CHARLY" may be used for holding if radar unavailable. Do not violate Spanish air space. Southwesterly winds may create severe down-draughts on approach. LE(R)-49 overflight prohibited, except for civil craft arriving/departing Gibraltar.



Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.80°	348	447	497	596	695	794

The use of the runway is limited to visual approaches only.

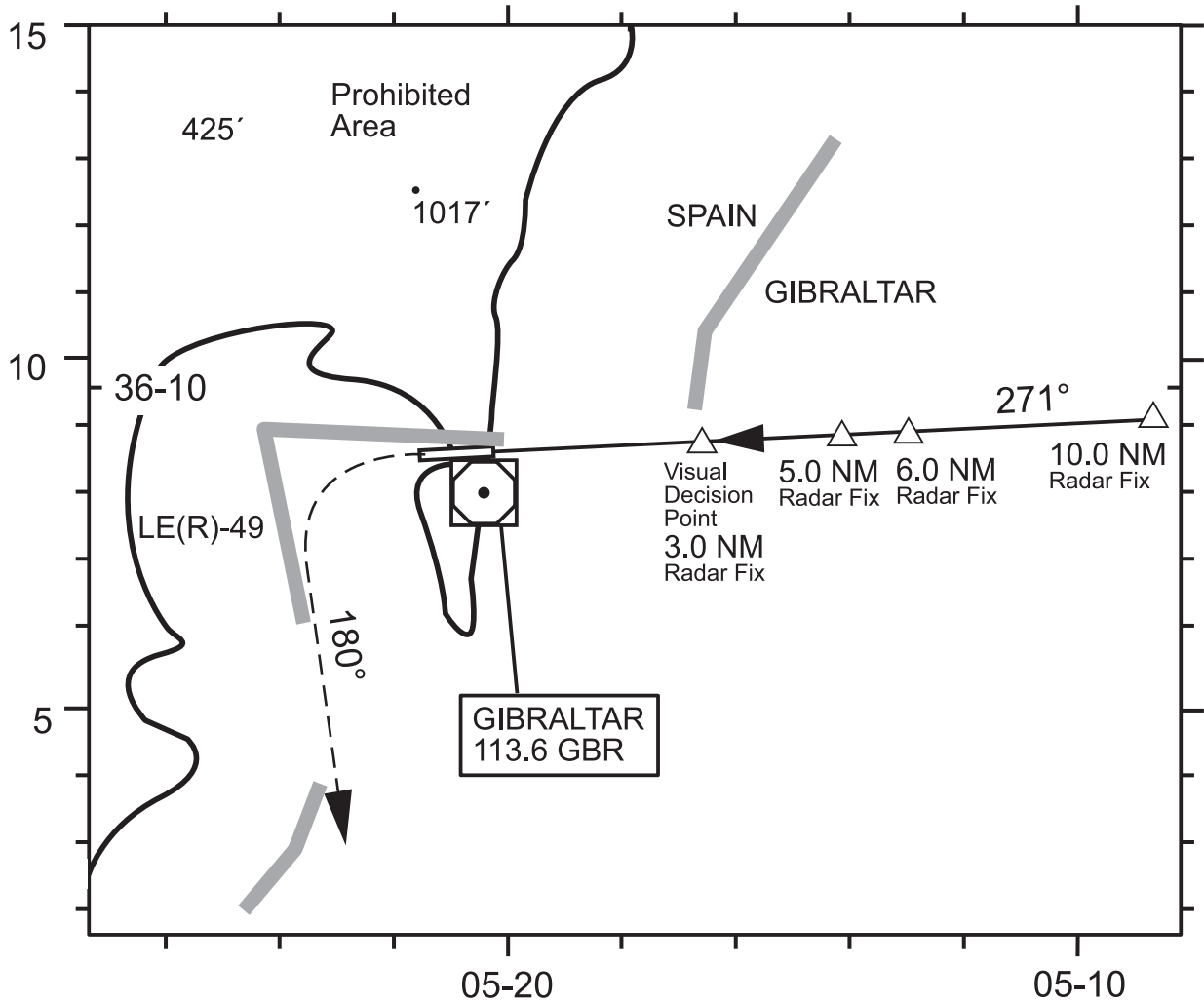
LXGB

Not for real navigation
for flight simulation use only.

APP	122.8
Tower	123.3

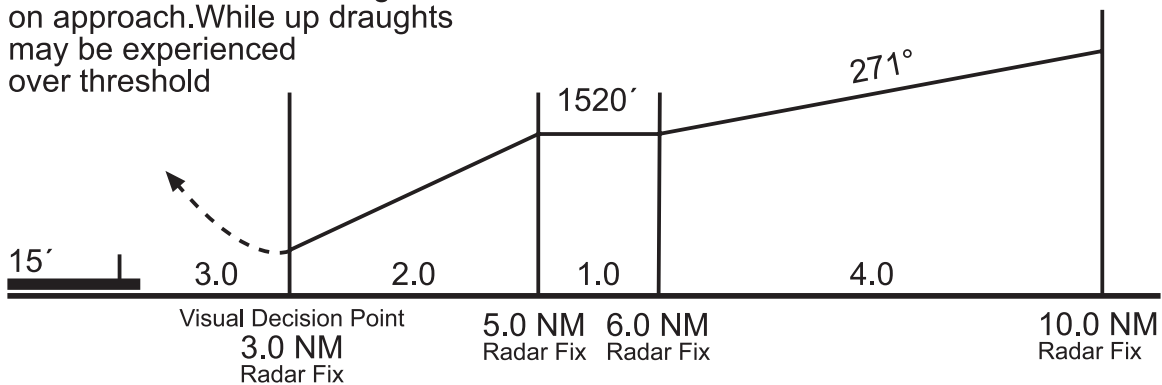
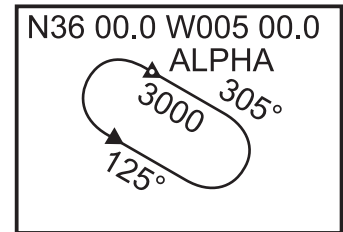
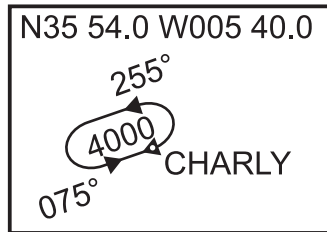
Gibraltar Rwy 27

Airport elevation: 15'



All approaches have to be made under mandatory radar service. "ALPHA" and "CHARLY" may be used for holding if radar unavailable. Do not violate Spanish air space.

Southwesterly winds may create severe down-draughts on approach. While up draughts may be experienced over threshold



The use of the runway is limited to visual approaches only.

Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.80°	352	452	503	603	704	804