

GENERAL**Operational Hours****ATS Hours:** 0845-2200†**AD Hours:** 24HR PRR. Other times O/R. CLSD 25 DEC**Airport Information****RFF:** CAT 7, CAT 8 O/R**Fuel:** HO**PCN:** RWY 09/27: 65/F/A/W/T**Customs:** HO**Operation****Traffic Notes**

All ACFT 24HRs PRR.

RWY Restriction

Main road crosses RWY 09/27 at mid point. ATC requires 6min to secure RWY for use. Overflights of RWY below 500ft require 63min PN for the road to be CLSD.

Turnaround Procedure: Most large ACFT (e.g. B757) can use up to 60m / 197ft of the usable departure RWY during the turnaround procedure after backtracking.

TWY Restriction

TWY A, B, E width 19m / 62ft.

Taxi/Parking

Marshaller mandatory.

Warnings

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

RWY longitudinal slope non-compliant due to a MNM radius of curvature of 6000m / 19685ft caused by a 400mm / 1.3ft depression at the E end of RWY.

AD surrounded by urban lighting

Overflight of the rock and harbour installations prohibited.

Heavy bird activity and wind turbulence.

ARRIVAL**Communication****COM Failure:** See CRAR and in addition;**Surveillance Radar APCH**

If radio contact is lost for 10s during a surveillance radar APCH, commence immediate climb to 4000ft QNH. Once level at 4000ft QNH proceed own navigation to PIMOS.

Arrival Procedure**Requirements for Operators**

RNAV (RNP) AR operational approval will be required in order to fly the RNAV (RNP) AR RWY 09/27 procedures.

Arrival Note

Contact Approach at 50NM inbound to obtain weather and airfield information.

DEPARTURE

Take-off Minima

RWY		09/27	
All ACFT	ft - m/km	0 - 1.0v	-

Communication

COM Failure: See CRAR.

De-icing

Not AVBL.

Effective 21-JUN-2018

14-JUN-2018

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2-10

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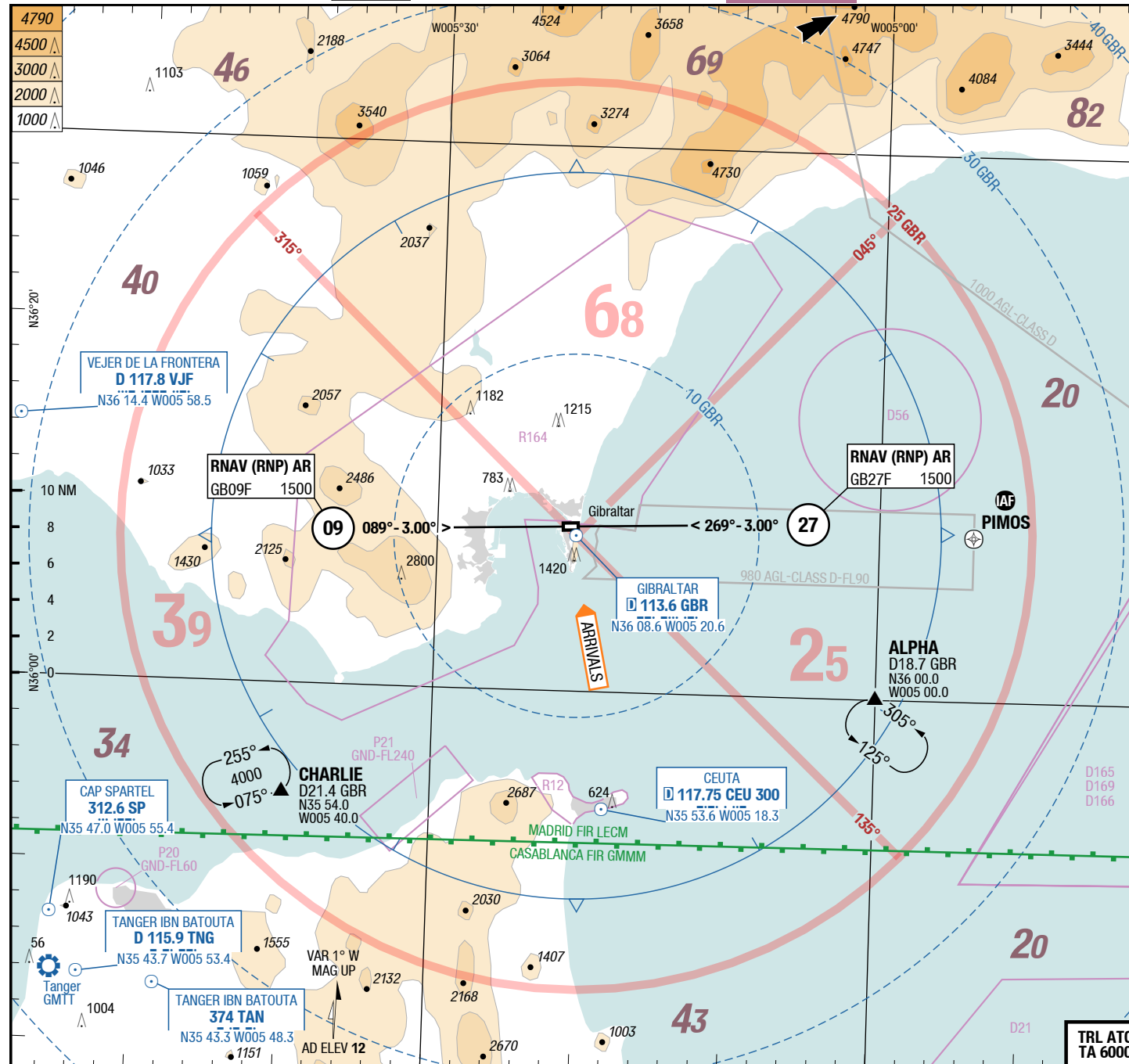
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RAD 122.800 HO
Talkdown 130.400 HO, RAD
123.300 HO, NATO common
FREQ. O/R, RAD
TWR 131.200 HO

Landing RWY system:

09 from sea wall 1372m 83.0° 90 HL
yellow 91 1528 x 45 83.0°
THR 11 (OhPa) / TDZ 12 (---%) 0.0%

90 HL 3.0° 8
45 x 1528 61 27
0.0% TDZ 12 (---%) / THR 11 (OhPa)

Changes: APL, OBST

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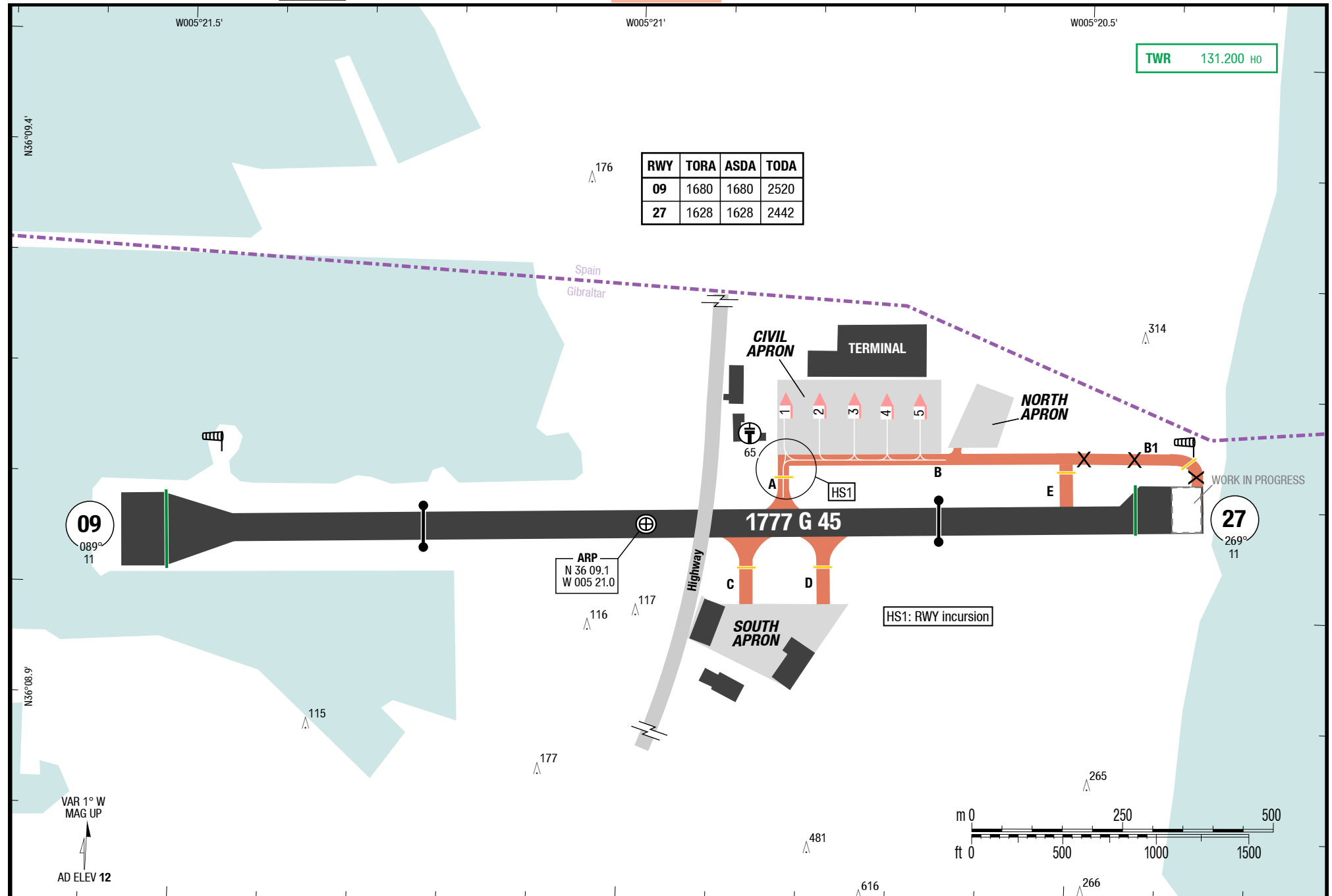
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3-20



Changes: Nil

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NIL

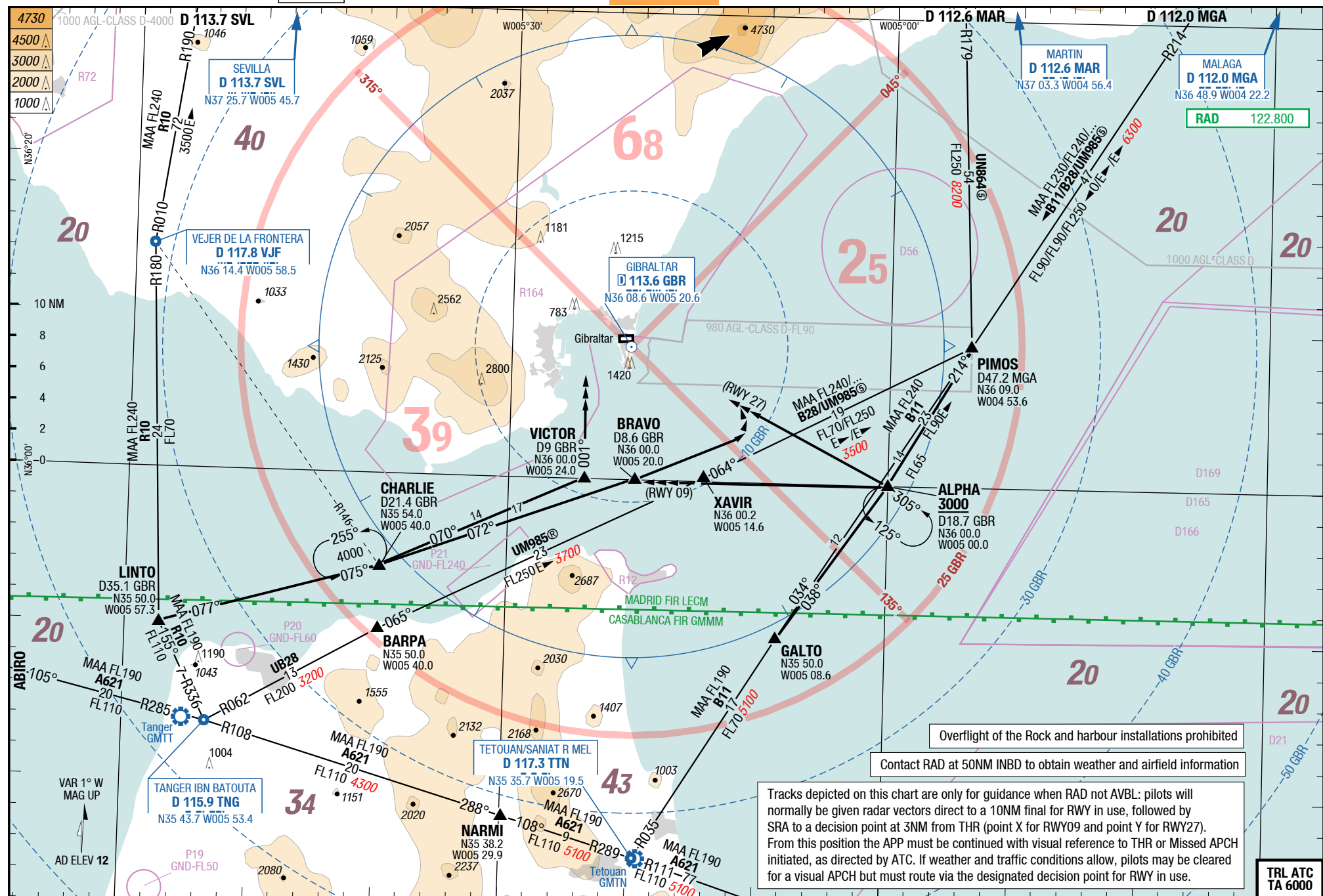
ARRIVALs

STAR

STAR

NIL

ARRIVALs



Changes: OBST, VAR

TRL ATC
TA 6000

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7-10

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RNAV (RNP) 27

RNAV (RNP) 09

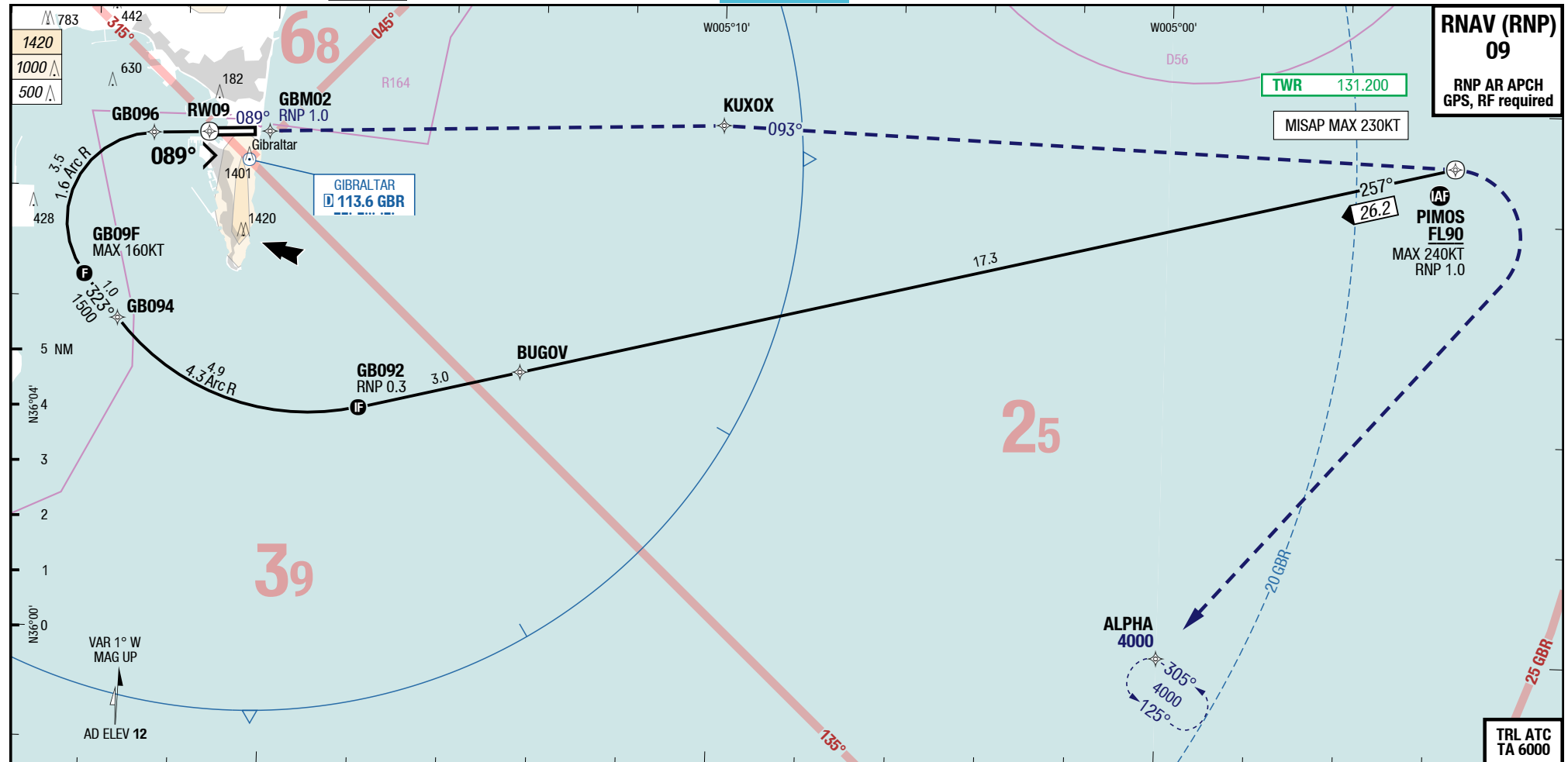
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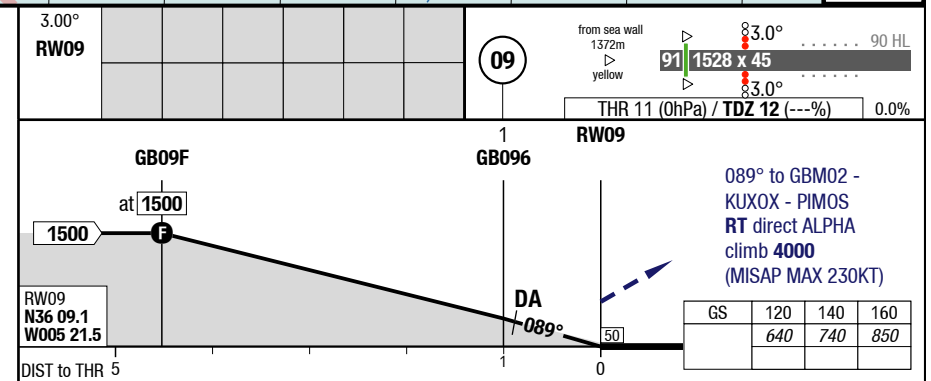
RNAV (RNP) 27

RNAV (RNP) 09



09	RNAV RNP 0.12 VNAV (1) 2)	RNAV RNP 0.20 VNAV (1) 3)	RNAV RNP 0.30 VNAV (1) 3)			Circling
C	ft - m/km 370 - 1.7 380	590 - 2.4 610	1120 - 2.4 1140			Not published
D	ft - m/km 370 - 1.7 380 4)	590 - 2.4 610 4)	1120 - 2.4 1140 4)			Not published

1) Uncompensated BARO VNAV NA below 0°C (32°F)
2) With EVS 1.1km
3) With EVS 1.6km
4) CAT C speed required



Changes: APL

GIB-LXGB

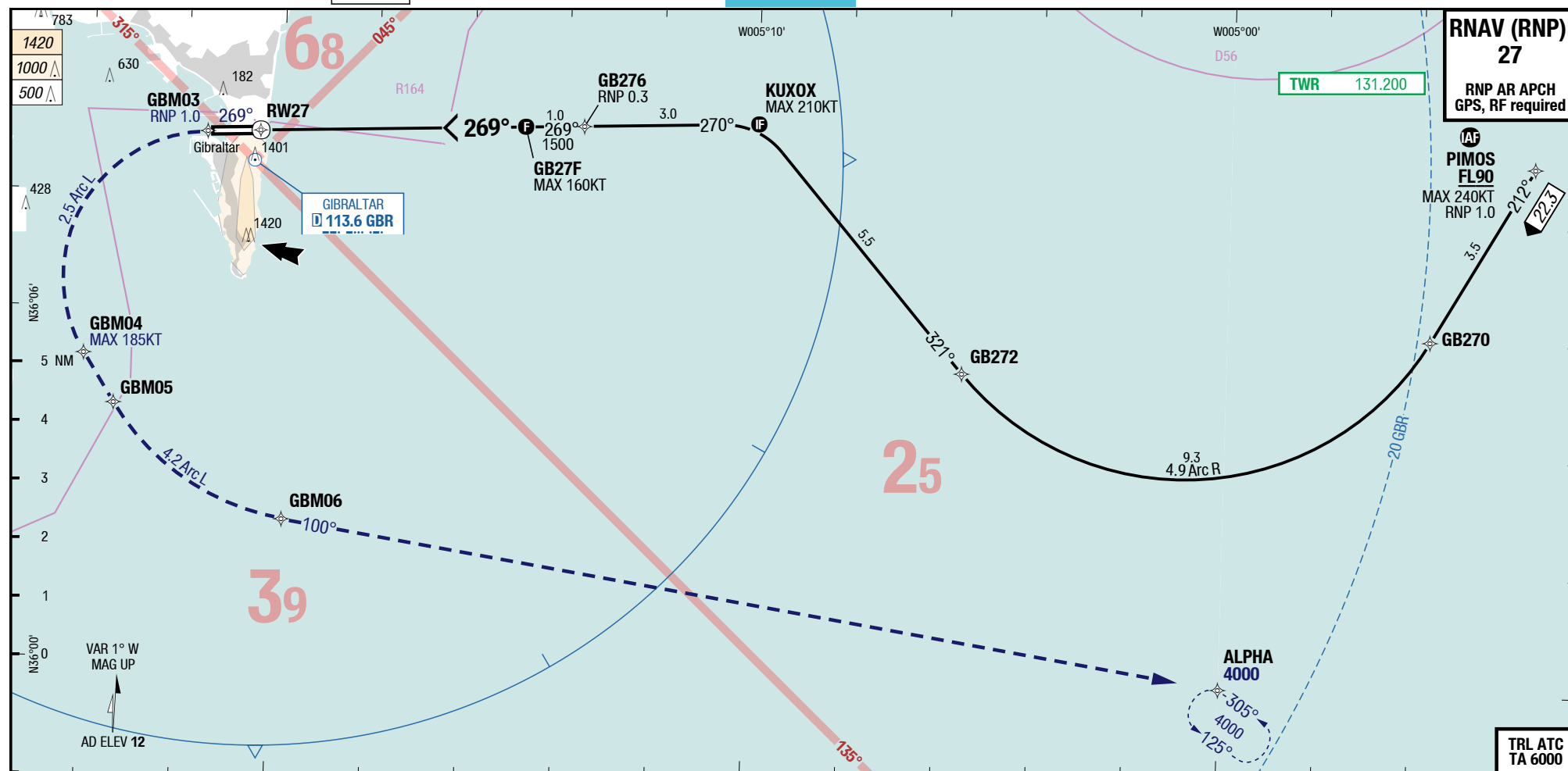
RNAV (RNP) 27

IAC

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RNAV (RNP) 27

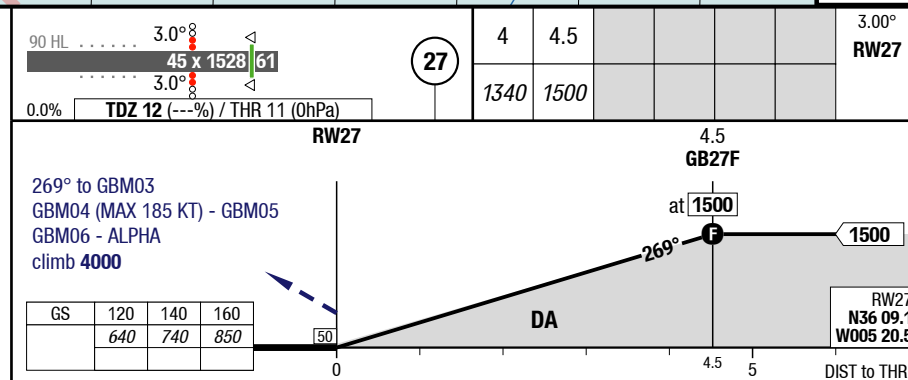
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27		RNAV RNP 0.12 VNAV 1) 2)	RNAV RNP 0.20 VNAV 1) 3)	RNAV RNP 0.30 VNAV 1) 3)		Circling
C	ft - m/km ft	460 - 2.1 470	630 - 2.4 640	1190 - 2.4 1200		Not published
D	ft - m/km ft	460 - 2.1 470 4)	630 - 2.4 640 4)	1190 - 2.4 1200 4)		Not published

2) With EVS 1.4km

4) CAT C speed required



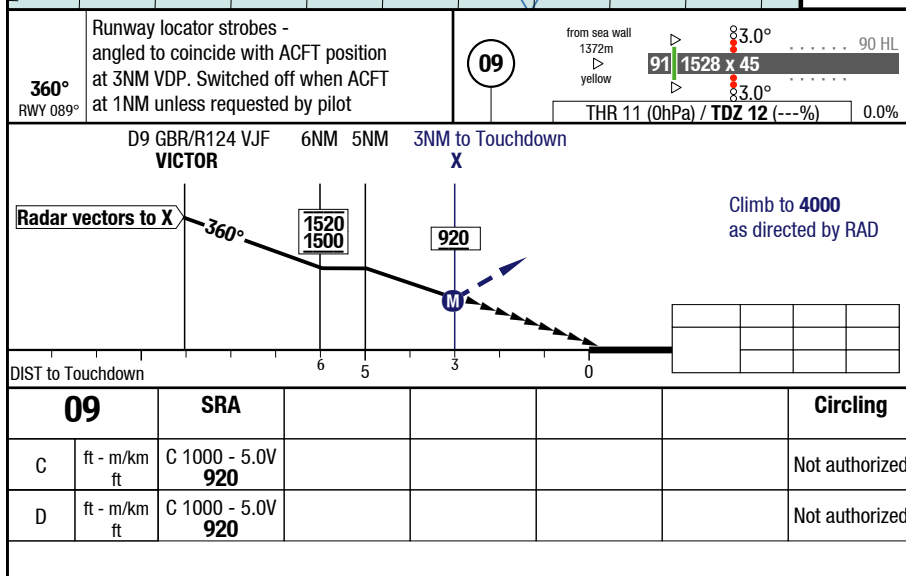
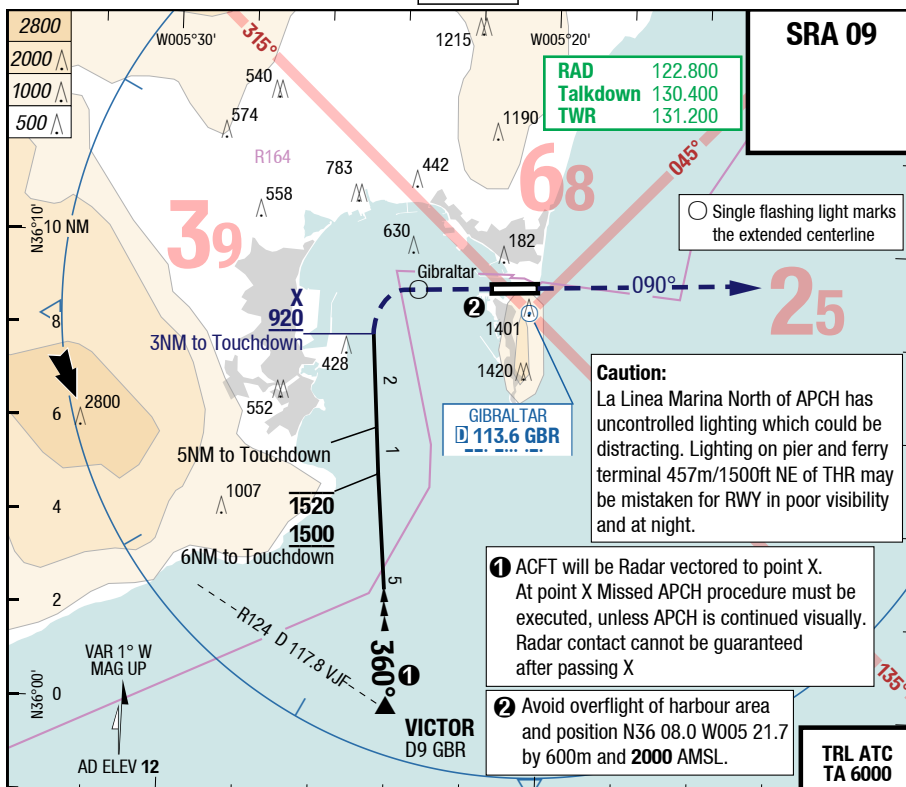
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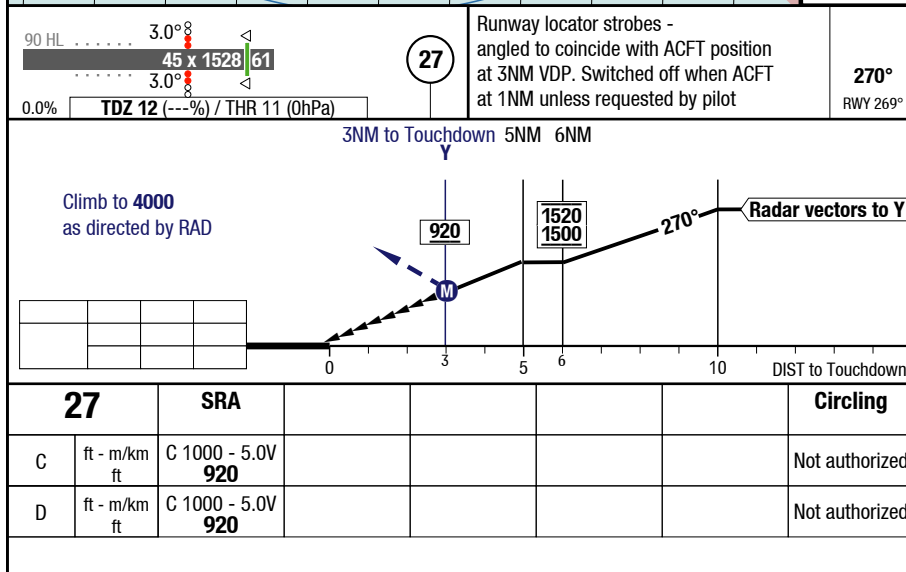
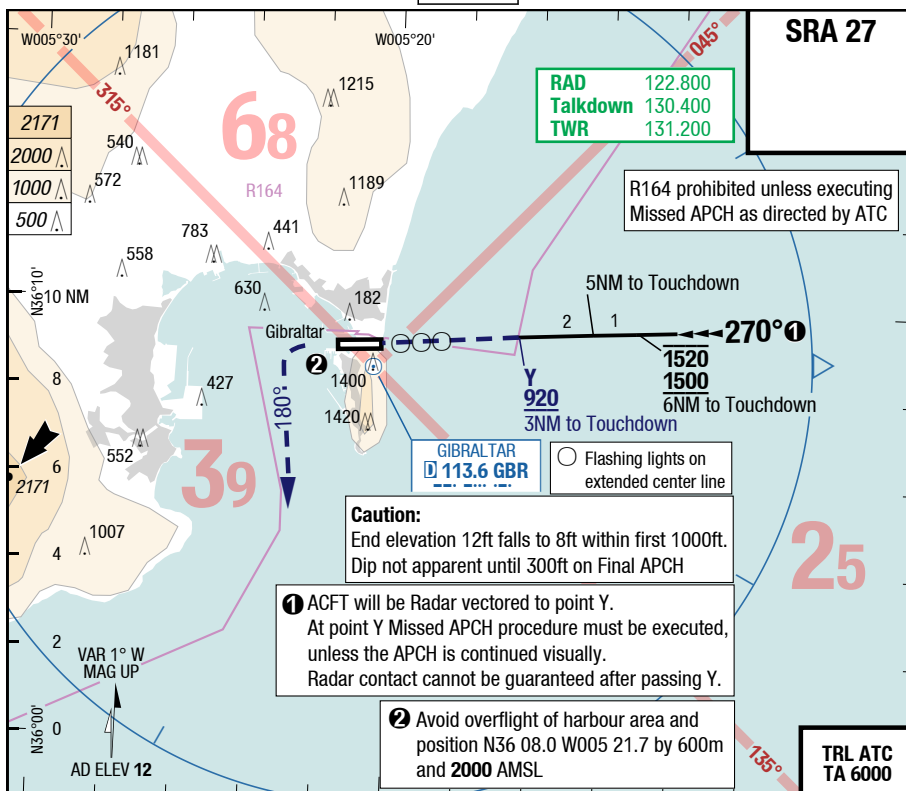
Changes: APL

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7-30

SRA 09

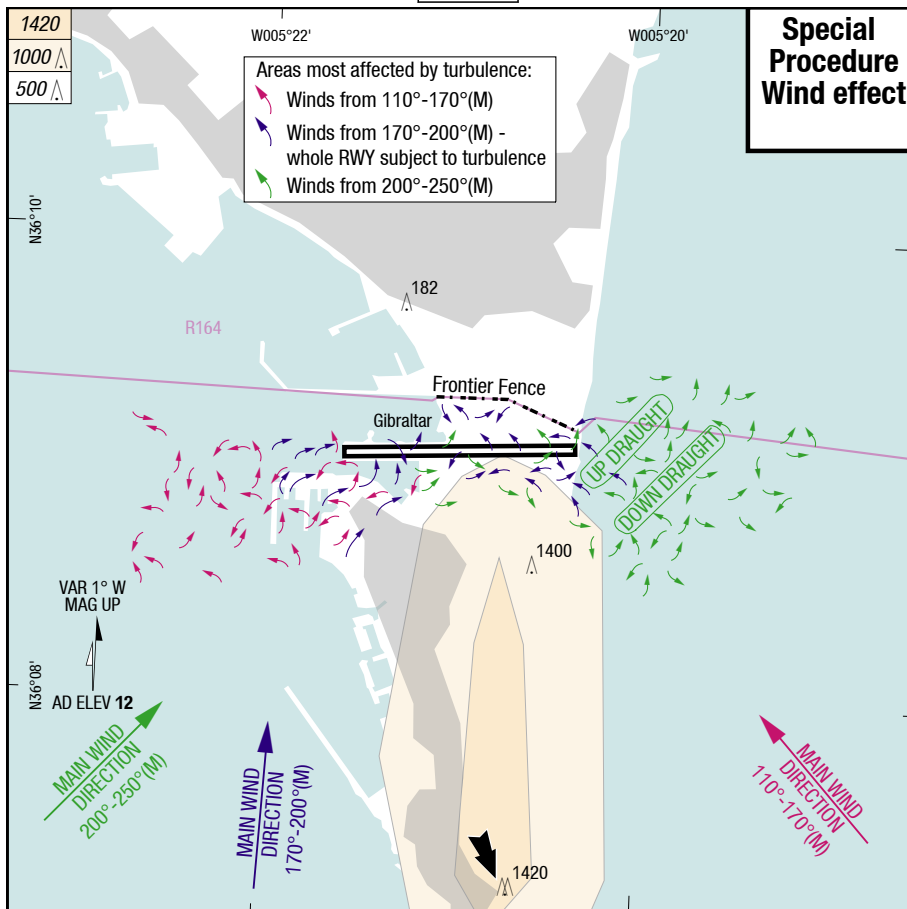




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Wind Effect PROC Visual 09/27



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°-250° and speed in excess of 15KT, significant TURB should be expected during the APCH and in final stages of flight to the lee of the rock. This TURB can make LDG dangerous or impossible and ACFT captains are to APCH with extreme caution in these conditions. TURB and gusts can often be seen on the surface of the water, a representation of the TURB effect is illustrated above. South westerly winds in excess of 25KT can lead to the formation of waterspouts in the APCH 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 direction (Stead or Gusting) - Wind Speed

110°M - 27KT	160°M - 14KT	210°M - 15KT
120°M - 22KT	170°M - 13KT	220°M - 16KT
130°M - 19KT	180°M - 13KT	230°M - 18KT
140°M - 17KT	190°M - 13KT	240°M - 20KT
150°M - 15KT	200°M - 14KT	250°M - 22KT

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

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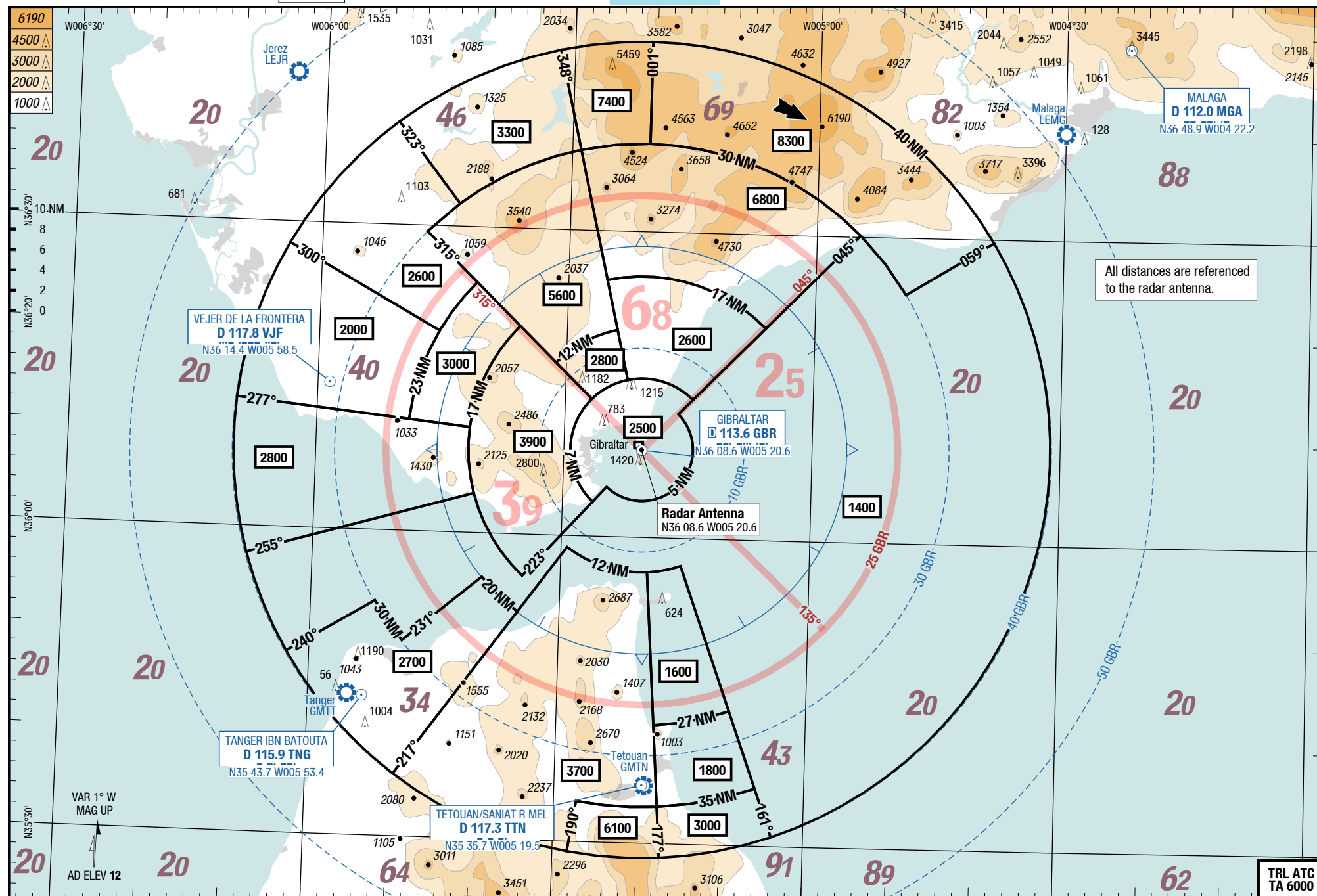
NIL
MRC

MRC

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NIL
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8-10



Changes: RADAR SECT, OBST, Note

TRL ATC
TA 6000

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