

LXGB/GIB  
GIBRALTAR AB

18 NOV 05 (10-2)

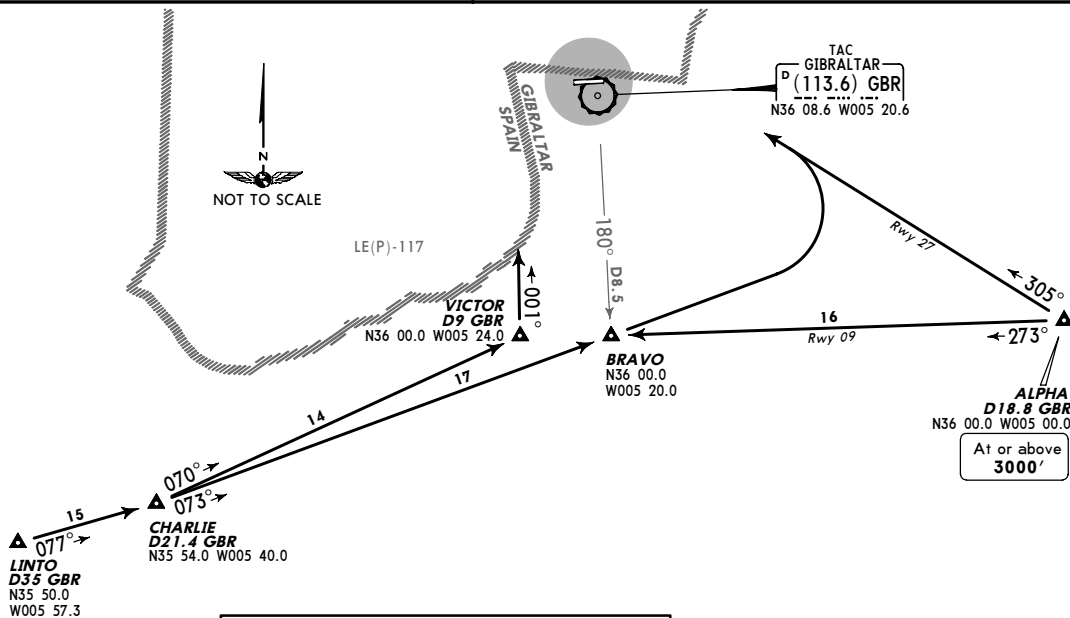
JEPPesen GIBRALTAR, GIBRALTAR  
ARRIVAL

\*GIBRALTAR  
Approach (R)  
122.8

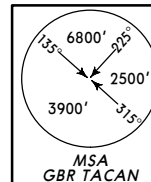
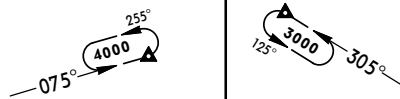
Apt Elev  
15'

- Alt Set: hPa Trans level: By ATC Trans alt: 6000'
1. Contact GIBRALTAR Approach 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 prohibited airspace.
  3. Overflight of the Rock and harbour installations prohibited.

### CIVIL ARRIVALS



### HOLDINGS OVER CHARLIE ALPHA



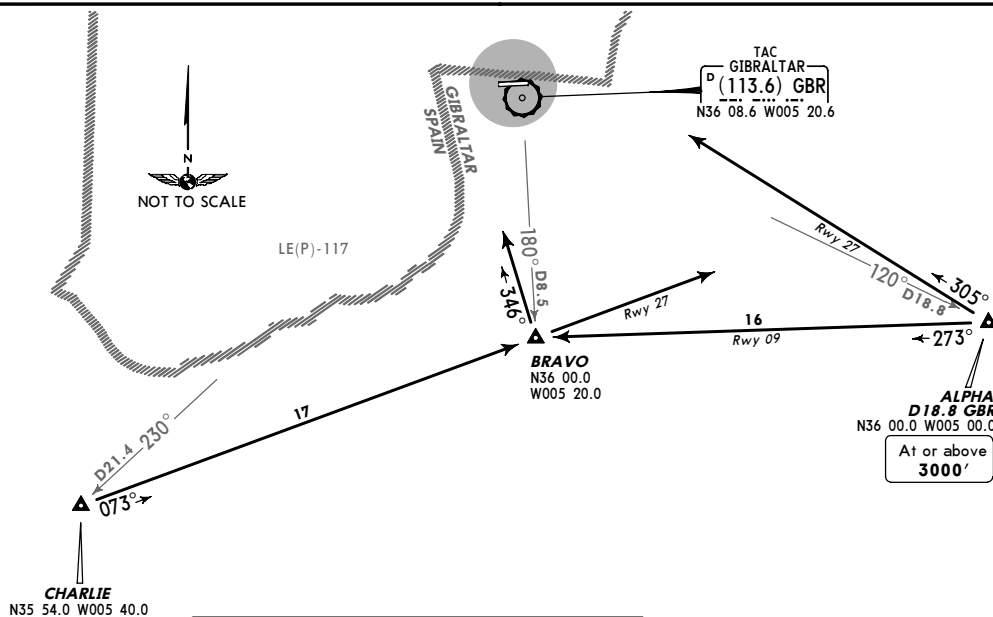
LXGB/GIB  
GIBRALTAR AB

18 NOV 05 (10-2A)

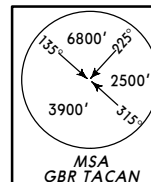
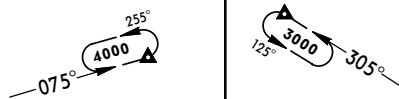
JEPPesen GIBRALTAR, GIBRALTAR  
ARRIVAL

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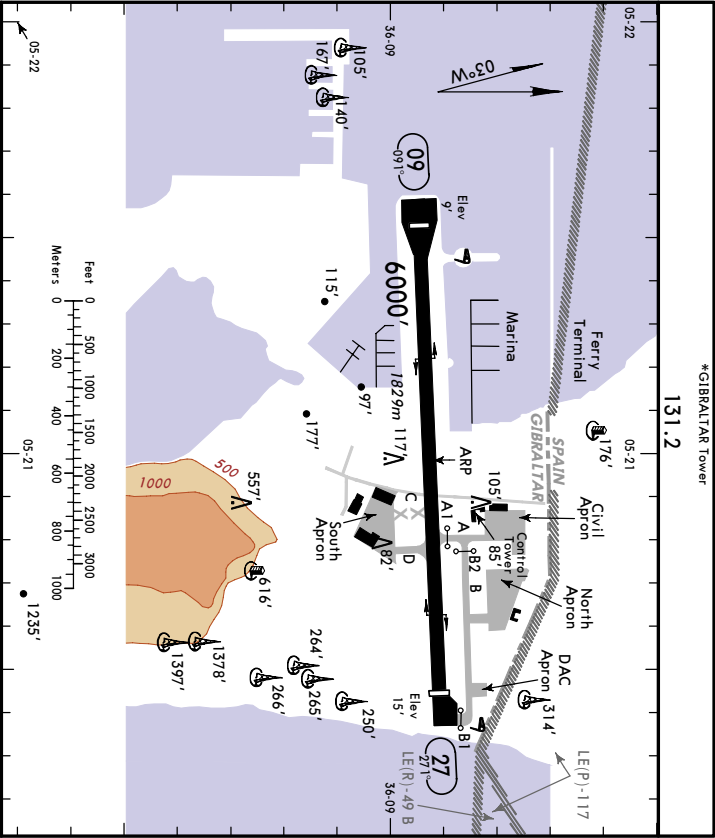
### MILITARY ARRIVALS



### HOLDINGS OVER CHARLIE ALPHA



LXGB/GIB  
JEPPesen GIBRALTAR, GIBRALTAR  
Apt Elev 15' 3 NOV 06 (10-9) GIBRALTAR AB  
N56 09.1 W005 21.0



**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 rws, 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	THRESHOLD	USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND	GLIDE SLOPE		
09 27	RL (90m) 1 PAPI (angle 3.0°) grooved	5335' 1626m	5633' 1717m	5699' 1737m	150' 46m

**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 acct at 2NM final.  
Rwy end turning areas marked as blue edge lights.

Civil operators: 2 5016' (1529m). 3 5509' (1679m).

JAR-OPS

TAKE-OFF

All Rws

1000m

CHANGES: Usable lengths.

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LXGB/GIB  
JEPPesen GIBRALTAR, GIBRALTAR  
3 NOV 06 (10-9A) GIBRALTAR AB

EMERGENCY ARRIVAL PROCEDURES (Applies only to MIL acct)

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 acct 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.
- 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.
- 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.

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**LXGB/GIB**  
**GIBALTAR AB**

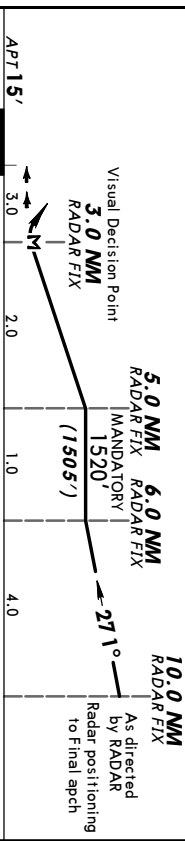
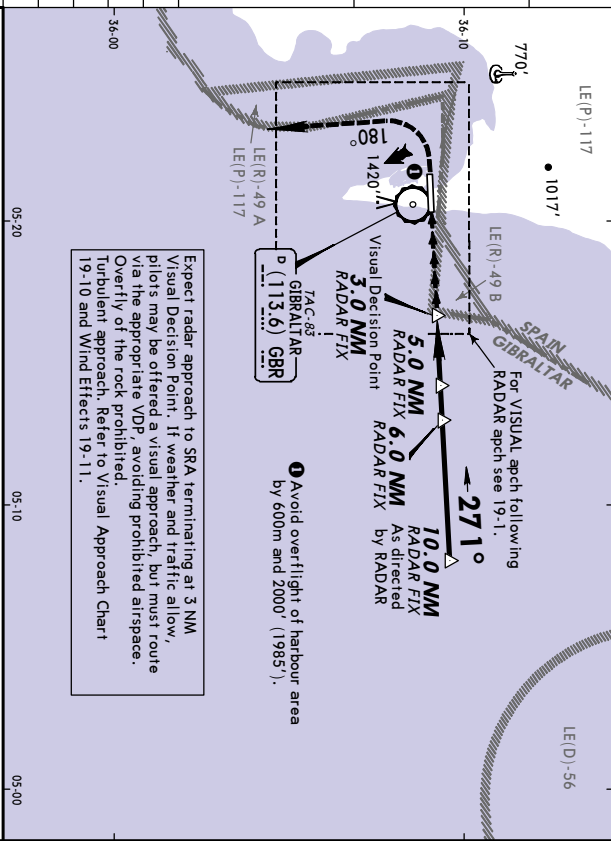
**JEPPRESEN** **GIBALTAR, GIBALTAR**  
24 MAR 06 (18-3) **CIVIL USED PROC** \*SRE Rwy 27

*GIBALTAR Approach (APP/R)		*GIBALTAR Take-down (R)		*GIBALTAR Tower	
122.8	Final Contact Approach at 50 NM inbound	130.4	MDA (H) Not published Minimums	131.2	Trans alt: 6000'
RADAR	Apch Crs 271°	Mandatory Alt 5.0 NM RADAR FIX 1520' (1505')	Refer to Minimums	Appl 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, turn left onto track 180°.

Alt Set: NPA **QNH** (QFE on Final Apch) Trans level: By ATC  
CAUTION: LE(P)-117 prohibited unless executing a Missed Apch as directed by ATC.

MSA GBR TAC



Grnd speed-Kts	70	90	100	120	140	160	Refer to Missed Apch above
Desc Grad from 5.0 NM RADAR FIX to MAP	4.9%	3.47	4.47	4.96	5.95	6.95	7.94
MAP at 3 NM from touchdown							

**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.

CEILING-VISIBILITY		NOT AUTHORIZED	
A	A	B	C
B	B	C	D
C	C	D	
D	D		

**LXGB/GIB**  
**GIBALTAR AB**

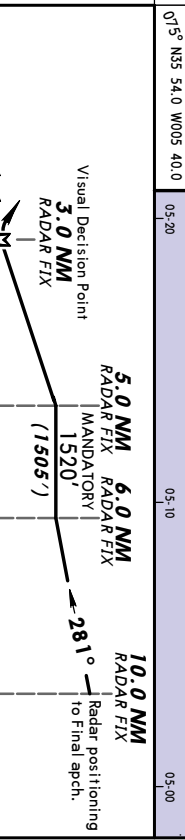
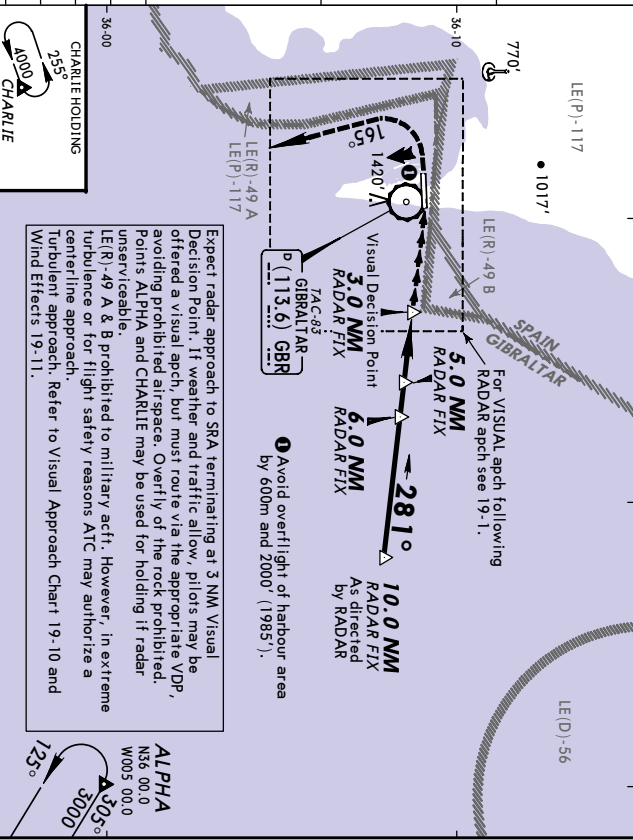
**JEPPRESEN** **GIBALTAR, GIBALTAR**  
24 MAR 06 (18-4) **MILITARY USED PROC** \*SRE Rwy 27

*GIBALTAR Approach (APP/R)		*GIBALTAR Take-down (R)		*GIBALTAR Tower	
122.8	Final Contact Approach at 50 NM inbound	130.4	MDA (H) Not published Minimums	131.2	360.37
RADAR	Apch Crs 281°	Mandatory Alt 5.0 NM RADAR FIX 1520' (1505')	Refer to Minimums	Appl Elev 15'	

**MISSED APCH:** Continue radar pattern as directed climbing to 3900' (3885'). When over the upwind end of rwy, or passing 1900' (1885') in IMC, turn LEFT onto 165°.

Alt Set: NPA **QNH** (QFE on Final Apch) Trans level: By ATC  
CAUTION: LE(P)-117 prohibited unless executing a Missed Apch as directed by ATC.

MSA GBR TACAN

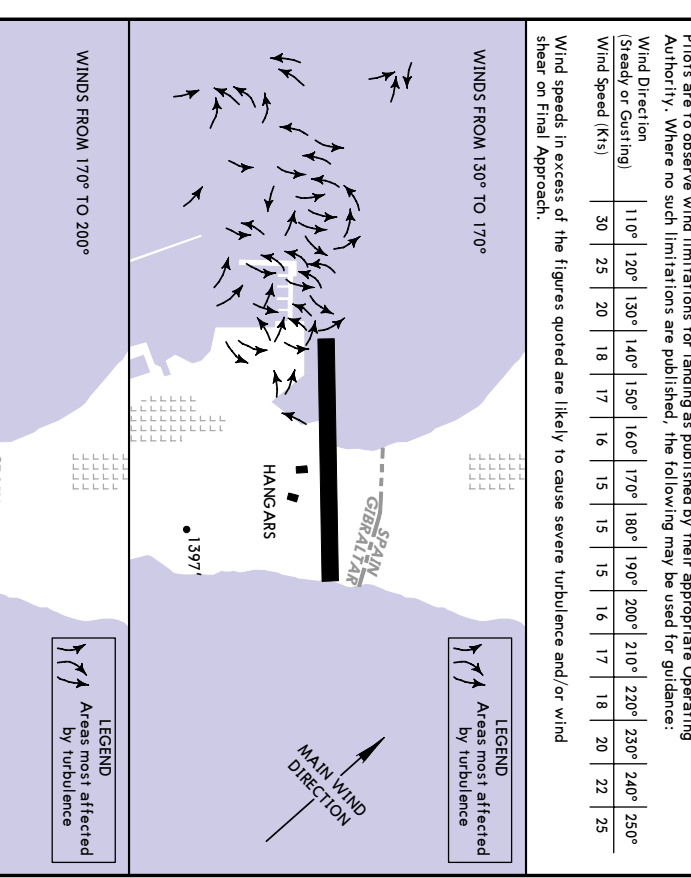


Grnd speed-Kts	70	90	100	120	140	160	Refer to Missed Apch above
Desc Grad from 5.0 NM RADAR FIX to MAP	4.9%	3.47	4.47	4.96	5.95	6.95	7.94
MAP at 3 NM from touchdown							

**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.

CEILING-VISIBILITY		NOT AUTHORIZED	
A	A	B	C
B	B	C	D
C	C	D	
D	D		

**JEPPESEN**  
24 MAR 06 **(19-11)**  
**LXGB/GIB**  
**GIBALTAR AB**  
**GIBALTAR** **GIBALTAR**  
**WIND EFFECTS**



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 runway 09.

ected climbing to 3900',  
rwy, or when passing 1900'  
(MIL act) or climb on runway

ected climbing to 3900'.  
rwy, or when passing 1900'  
ML acft) or 180° (CIV acft).

