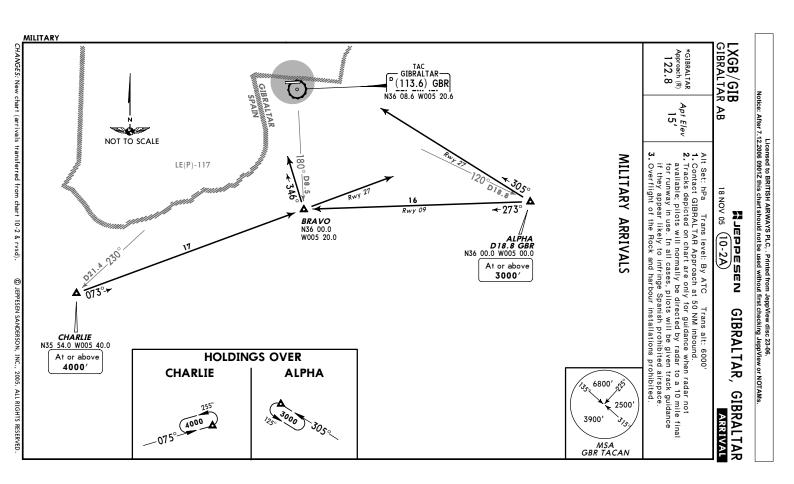
MILITARY LXGB/GIB GIBRALTAR CHANGES: Arrivals established/transferred *GIBRALTAR Approach (R) 122.8 TAC GIBRALTAR (113.6) GBR <u>(°</u> N36 08.6 W005 20.6 Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

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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 fin for runway in use. In all cases, pilots will be given track guidance if they appear likely to infringe Spanish prohibited alrepace.

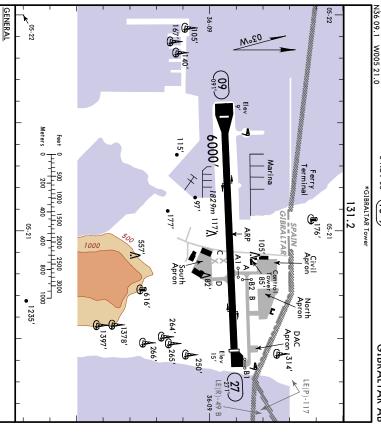
3. Overflight of the Rock and harbour installations prohibited. 180° LE(P)-117 D8.5 CIVIL ARRIVALS |8 18 NOV 05 VICTOR D9 GBR N36 00.0 W005 24.0 16 Δ - 273° Nasaddar 1 **BRAVO** N36 00.0 W005 20.0 (10-2)ALPHA D18.8 GBR N36 00.0 W005 00.0 At or above **3000**′ © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED △ 013° →
CHARLIE
D21.4 GBR
N35 54.0 W005 40.0 ▲ 017°3 LINTO D35 GBR N35 50.0 W005 57.3 GIBRALTAR, GIBRALTAR **HOLDINGS OVER CHARLIE ALPHA** 6800' 'n 2500 ARRIVAL 3900' `305° final MSA GBR TACAN



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Apt Elev N36 09.1 LXGB, 3/GIB 9/ 15/ 1/ W005 21.0 3 NOV 06 Nacabesen : *GIBRALTAR Tower (10-9) GIBRALTAR, GIBRALTAR GIBRALTAR AB



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.

	-							
	46m	🕄 5699' 1737m		3 3000 102011	gi oo ked	Nr. (2011) G (C) I (aligle 6:6) Glooved	RE (20111)	27
	150′	35633' 1717m 150'		9 5 3 3 5 ' 16 9 6m		PAPI (angle 3 0°)	BI /on	09
Ξ	WIDTH	TAKE-OFF	Threshold Glide Slope TAKE-OFF WIDTH	Threshold				RWY
			BEYOND —	— LANDING BEYOND —				
		_	USABLE LENGTHS	_				
				INFORMATION	AUDITIONAL RUNWAY INTORMATION	AUUIII		

• 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′(7745m) from sea wall. Strobe lights each side of threshold for all approaches. Switched off, when acft at 2NM final.

CIVIL operators: Rwy end turning areas marked as blue edge lights. 2 5016' (1529m). 3 5509' (1679m).

JAR-OPS

	I ANE-OFF
	All Rwys
A	
В	1000
С	rodom
D	

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CHANGES: Usable lengths

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3 NOV 06

LXGB/GIB

N JEPPESEN GIBRALTAR, GIBRALTAR (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 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 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: None

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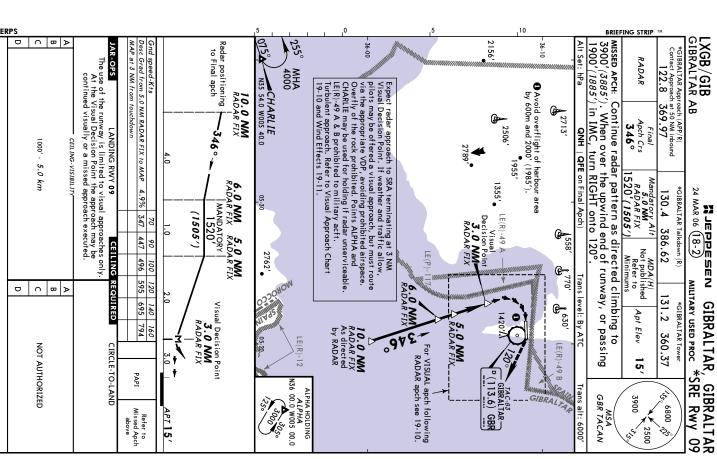
RADAR Apch Crs 001° | RĂĎAR FIX | Minimums | Minimums | Page 1520 (1505') | Page 1 TERPS LXGB/GIB GIBRALTAR AB 2156 - 36-10 Gnd speed-Kts

Desc Grad from 5.0 NM RADAR FIX to MAP - 36-00 MAP at 3 NM from Radar positioning to Final apch JAR-OPS Expect radar approach to SRA terminating at 3 NM Visual Decision Foint. 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 19-10 and Wind Effects 19-11. *GIBRALTAR Approach (APP/R)
Contact Approach at 50 NM inbound 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. As directed by RADAR Avoid overflight of harbour area by 600m and 2000' (1985'). 122.8 **VICTOR** -0010 LANDING RWY 09 CEILING-VISIBILITY 1000' - 5.0 km RADAR FIX RADAR FIX 70 90 100 4.9% 347 447 496 24 MAR 06 (18-1) Visual
Decision Point
3.0 NM
RADAR FIX MANDATORY 1520' *GIBRALTAR Talkdown (R) 1355′ PLEDDESEN (1505') S.O NM RADAR FIX 6.0 NM RADAR FIX CEILING REQUIRED 2762' VICTOR
N36 00.0 W005 24.0
As directed
by RADAR 120 140 160 595 695 794 NIA92 0 œ ⊳ ·100 630' LE(R)-49 A GIBRALTAR, GIBRALTAR CIVIL USED PROC For VISUAL apch following Visual Decision Point **3.0 N/M** RADAR apch see 19-10. *GIBRALTAR Tower RADAR FIX 131.2 NOT AUTHORIZED CIRCLE-TO-LAND LE(R)-49 B 706 *SRE Rwy 09 PAPI - GIBRALTAR (113.6) GBR rans alt: 6000 MSA GBR TACAN 3900′ Refer to Missed Apch above 6800′ APT 15' 2500′

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RADAR

Apch Crs

RADAR

Apch Crs

Apch Crs

RADAR | RA TERPS LXGB/GIB GIBRALTAR AB D ∪ B > - 36-10 MAP at 3 NM from Gnd speed-Kts

Desc Grad from 5.0 NM RADAR FIX to MAP JAR-OPS APT 15' 770' *GIBRALTAR Approach (APP/R)
Contact Approach at 50 NM inbound 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. LE(P)-117 122.8 STRAIGHT-IN LANDING RWY 27 LE(P)-117 LE(R)-49 A • 1017′ Visual Decision Point RADAR FIX 3.0 NM 1000' - 5.0 km CEILING-VISIBILITY 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 19-10 and Wind Effects 19-11. GIBRALTAR

D (113.6) GBR ual Decision Point
3.0 NM
RADAR FIX 70 90 100 4.9% 347 447 496 24 MAR 06 (18-3) 5.0 NM RADAR FIX *GIBRALTAR Talkdown (R) MIEDPESEN 5.0 NM 6.0 NM RADAR FIX RADAR FIX For VISUAL apch following RADAR apch see 19-1. MANDATORY 1520' CEILING REQUIRED 6.0 (1505') 1.0 Avoid overflight of harbour area by 600m and 2000' (1985'). 120 140 595 695 -271° 05-10 o \circ œ ⊳ 10.0 NM RADAR FIX As directed by RADAR GIBRALTAR, GIBRALTAR CIVIL USED PROC *GIBRALTAR Tower 160 794 131.2 -271°-CIRCLE-TO-LAND NOT AUTHORIZED 10.0 NM RADAR FIX *SRE Rwy 27 PAPI Radar positioning to Final apch As directed by RADAR Trans alt: 6000' 3900′ LE(D)-56 MSA GBR TAC Refer to Missed Apch above 6800′ 05-00 2500'

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TERPS LXGB/GIB GIBRALTAR AB ОВА 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°. - 36-10 Alt Set: hPa MAP at 3 NM from JAR-OPS *GIBRALTAR Approach (APP/R)
Contact Approach at 50 NM inbound
122.8 369.97 nd speed-Kts CHARLIE 5° N35 54.0 W005 40.0 770' 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. RADAR Grad from 5.0 NM RADAR FIX to MAP LE(P)-117 • 1017′ Visual Decision Point **3.0 NM** Final Apch Crs **281**° LANDING RWY 27 RADAR FIX 05-20 CEILING-VISIBILITY 000' - 5.0 km LE(R)-49 B Expect radar approach to SRA 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 VDP avoiding prohibited airspace. Overfly of the rock prohibited. Points ALPHA and CHARLIE may be used for holding if radar Turbulent approach Refer to Visual Approach Chart 19-10 and Wind Effects 19-11. LE(R)-49 A & B prohibited to military acft. However, in extreme turbulence or for flight safety reasons ATC may authorize a centerline approach. Jnserviceable QFE on Final Apch GIBRALTAR OF (113.6) GBR 3.0 NM RADAR FIX Mandatory Alt 5.0 NM RADAR FIX 1520'(1505') 4.9% MJEPPESEN GIBRALTAR, GIBRALTAR 24 MAR 06 (18-4) MILITARY USED PROC *SRE RWV 27 *GIBRALTAR Talkdown (R) 130.4 386.62 5.0 NM RADAR FIX Point For VISUAL apch following RADAR apch see 19-1. RADAR FIX 90 100 447 496 MANDATORY 1520' 6.0 NM RADAR FIX CEILING REQUIRED MDA(H)
Not published
Refer to
Minimums (1505') Avoid overflight of harbour area by 600m and 2000' (1985'). -281° -6.0 NM RADAR FIX rans level: By ATC 05-10 ∩ B > MILITARY USED PROC 131.2 360.37 140 695 *GIBRALTAR Tower Apt Elev 10.0 NM RADAR FIX As directed by RADAR 794 4.0 281° to Final apch. CIRCLE-TO-LAND NOT AUTHORIZED RADAR FIX 5 PAPI *SRE Rwy 27 Radar positioning LE(D)-56 Trans alt: 6000' MSA GBR TACAN 3900 Refer to Missed Apch above ALPHA N36 00.0 W005 00.0 6800 05-00 2500

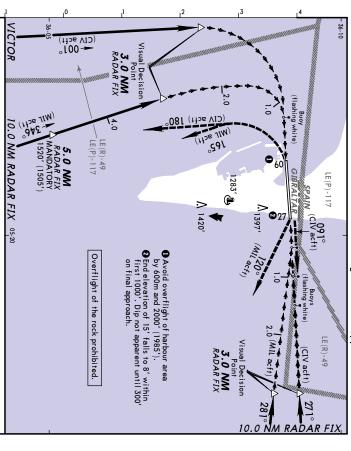
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LXGB/GIB GIBRALTAR AB

MJEPPESEN GIBRALTAR, GIBRALTAR

AB $^{24\,\mathrm{MAR}\,06}$ (19-10) 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).

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LXGB/GIB GIBRALTAR AB 241

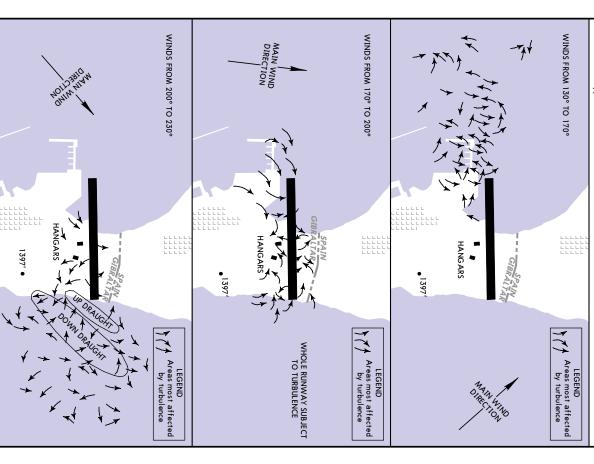
24 MAR 06 (19-11)

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:

25	22	18 20 22 25	18	17	16	15	15	15	16	17	18	30 25 20 18 17	25	30	Wind Speed (Kts)
250°	240°	230°	220°	10° 120° 130° 140° 150° 160° 170° 180° 190° 200° 210° 220° 230° 240° 250°	200°	190°	180°	170°	160°	150°	140°	130°	120°	110°	Wind Direction (Steady or Gusting)

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



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