General Info
Gibraltar, GIB
N 36° 09.1’ W 05° 21.0’ Mag Var: 3.5° W
Elevation: 15’

Military, Control Tower, IFR, Landing Fee,
Jet Starting Unit available, No Customs
Fuel: Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info
Runway 09-27  6000’ x 150’ asphalt

Runway 09  (90.0°M)  TDZE 10’
   Lights: Edge, Part time
   Displaced Threshold Distance 299’
   Stopway Distance 364’

Runway 27  (270.0°M)  TDZE 11’
   Lights: Edge, Part time
   Displaced Threshold Distance 367’
   Stopway Distance 298’

Communications Info
Gibraltar Tower 131.2 Military
Gibraltar Tower 240.37 Military
Gibraltar Approach Control 122.8 Military
Gibraltar Approach Control 264.87 Military
Gibraltar Talkdown Radar 130.4 Military
Gibraltar Talkdown Radar 235.05 MF Military

Notebook Info
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.

Contact GIBRALTAR Approach at 50 NM inbound. Alt Set: hPa Trans level: By ATC Trans alt: 6000'
EMERGENCY ARRIVAL PROCEDURES (Applies only to MIL acft)

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

A. The initial approach is to be from the East, on
   Rwy 09 at 105 GBR TAC at a safe quadrantal Flight
   Level. The acft is to be NOT BELOW FL10 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 1500' (2000'). At
   D10.0 GBR TAC commence a procedure turn
   LEFT to re-establish inbound on R-105 GBR TAC
   maintaining 1500' (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
   Rwy 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 approach 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.

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 apron, other than designated runways, turning circles, tarmac aprons are to be treated as
   non-load bearing surfaces.
Concrete security barriers adjacent to apron entrances. Pilots are to strictly observe tarmac 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

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<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>Glide Slope</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>09</td>
<td>27 FL40m</td>
<td>5335'/1626m</td>
<td>5635'/1771m</td>
<td>150'/46m</td>
</tr>
</tbody>
</table>

No ALS to either rwy but there are Dayglo painted flashing buoys on the extended centerline of each rwy. Rwy 09: one single flashing buoy 4500' (1457m) 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: Rwy 09: 5016' (1529m), 5509' (1679m).

TAKING OFF

All Rsyw

1000m
**LXGB/GIB**

**GIBRALTAR, GIBRALTAR**

**NON-STANDARD Rwy 09**

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**RADAR**

<table>
<thead>
<tr>
<th>Final Apch Crs</th>
<th>Mandatory Alt</th>
<th>MDA (H)</th>
<th>Apt Elev</th>
</tr>
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<tbody>
<tr>
<td>360°</td>
<td>1520'</td>
<td>920'</td>
<td>15'</td>
</tr>
</tbody>
</table>

**MDA**: Not published to Minimums.

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**MISSED APCH:**

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

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**For VISUAL apch following RADAR apch see 19-10.**

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**VICTOR**

At the Visual Decision Point the approach may be continued visually or a missed approach executed.

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**JAR-OPS.**

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

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**LANDING RWY 09**

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

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**PAPI**

Not Authorized

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**CHANGES:**

Bearings. Notes.
Pilots will be advised by RADAR at the 3.0 NM (CIV: Point X-RAY / Point YANKEE; Mil: 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 actf) or climb on runway heading (CIV actf).

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 actf) or 180° (CIV actf).