

## General Information

Location: GIBRALTAR GIB  
ICAO/IATA: LXGB / GIB  
Lat/Long: N36° 09.07', W005° 20.98'  
Elevation: 12 ft

Airport Use: Military  
Daylight Savings: Observed  
UTC Conversion: -1:00 = UTC  
Magnetic Variation: 1.0° W

Fuel Types: Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0706 Z  
Sunset: 1805 Z

## Runway Information

Runway: 09  
Length x Width: 5833 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 12 ft  
Lighting: Edge  
Displaced Threshold: 499 ft

Runway: 27  
Length x Width: 5833 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 12 ft  
Lighting: Edge  
Displaced Threshold: 328 ft

## Communication Information

Gibraltar Tower: 24.057 Military  
Gibraltar Tower: 131.200  
Gibraltar Radar: 122.800  
Gibraltar Radar: 26.487 Military  
Gibraltar Talkdown Radar: 130.400  
Gibraltar Operations: 32.790 Military

Gibraltar Talkdown Radar: 123.300 Military

Gibraltar Talkdown Radar: 23.505 Military

LXGB/GIB  
GIBRALTAR

JEPPESSEN  
11 AUG 17 (10-1R) Eff 17 Aug

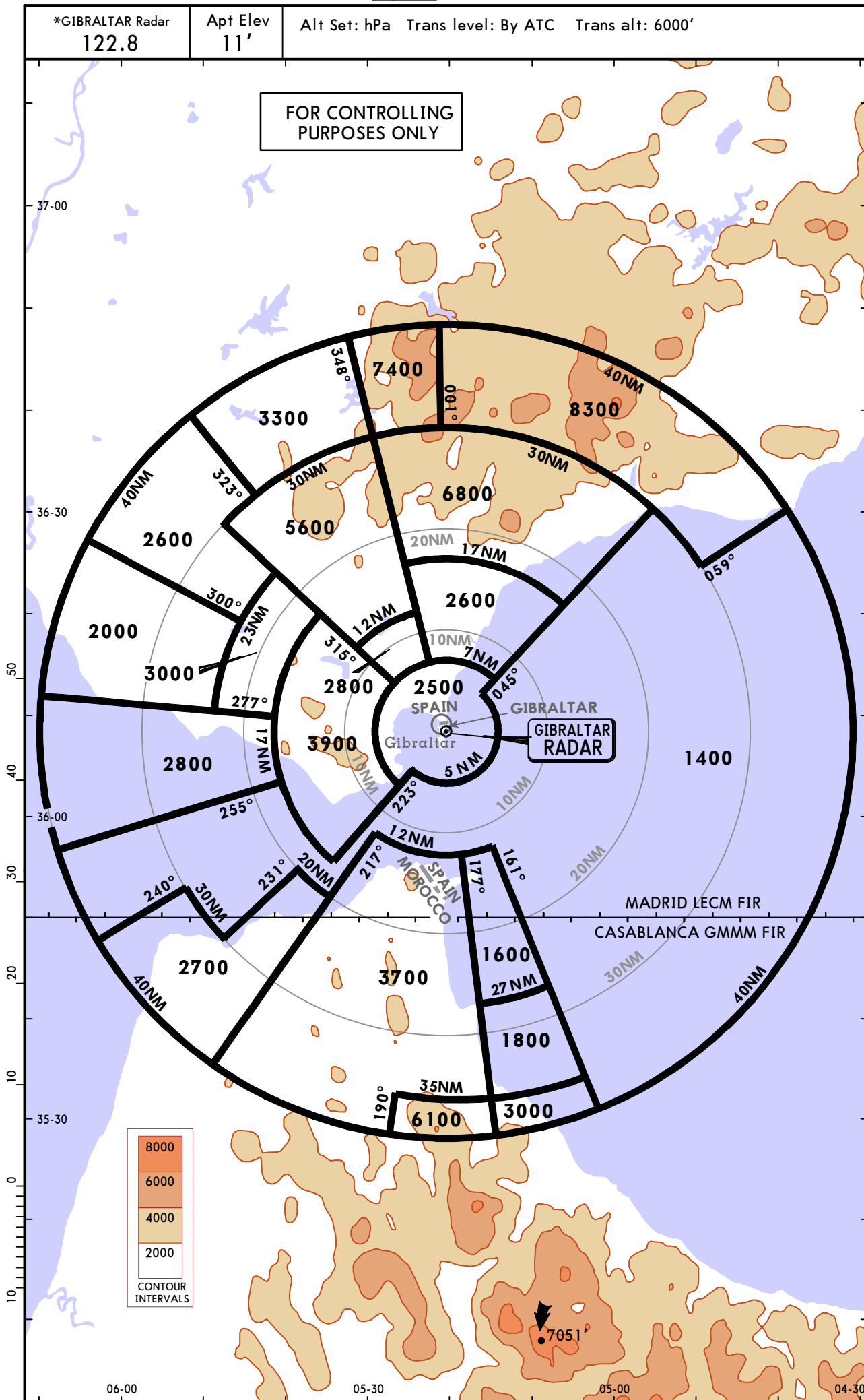
GIBRALTAR, GIBRALTAR  
RADAR MINIMUM ALTITUDES

\*GIBRALTAR Radar  
122.8

Apt Elev  
11'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

FOR CONTROLLING  
PURPOSES ONLY

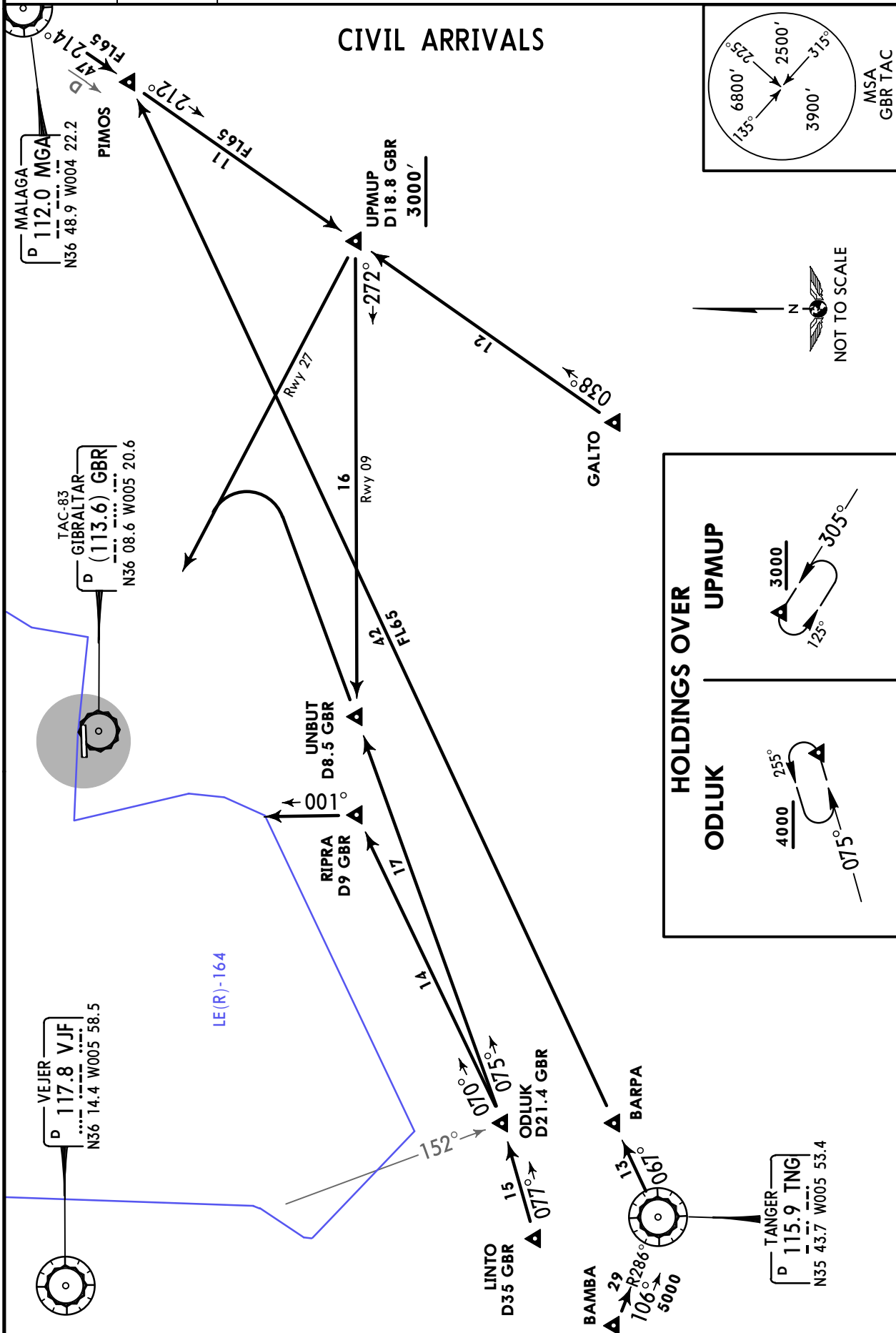


CHANGES: Sector bearings & altitudes revised.

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# LXGB/GIB GIBRALTAR

*GIBRALTAR Radar <b>122.8</b>	Apt Elev <b>12'</b>	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. Contact GIBRALTAR Radar 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 Restricted airspace. 3. Overflight of the Rock and harbour installations PROHIBITED.
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CHANGES: Waypoints renamed.

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LXGB/GIB  
GIBRALTAR

JEPPESEN GIBRALTAR, GIBRALTAR

5 OCT 18

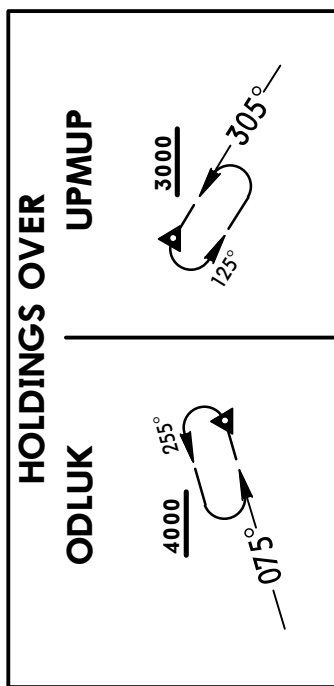
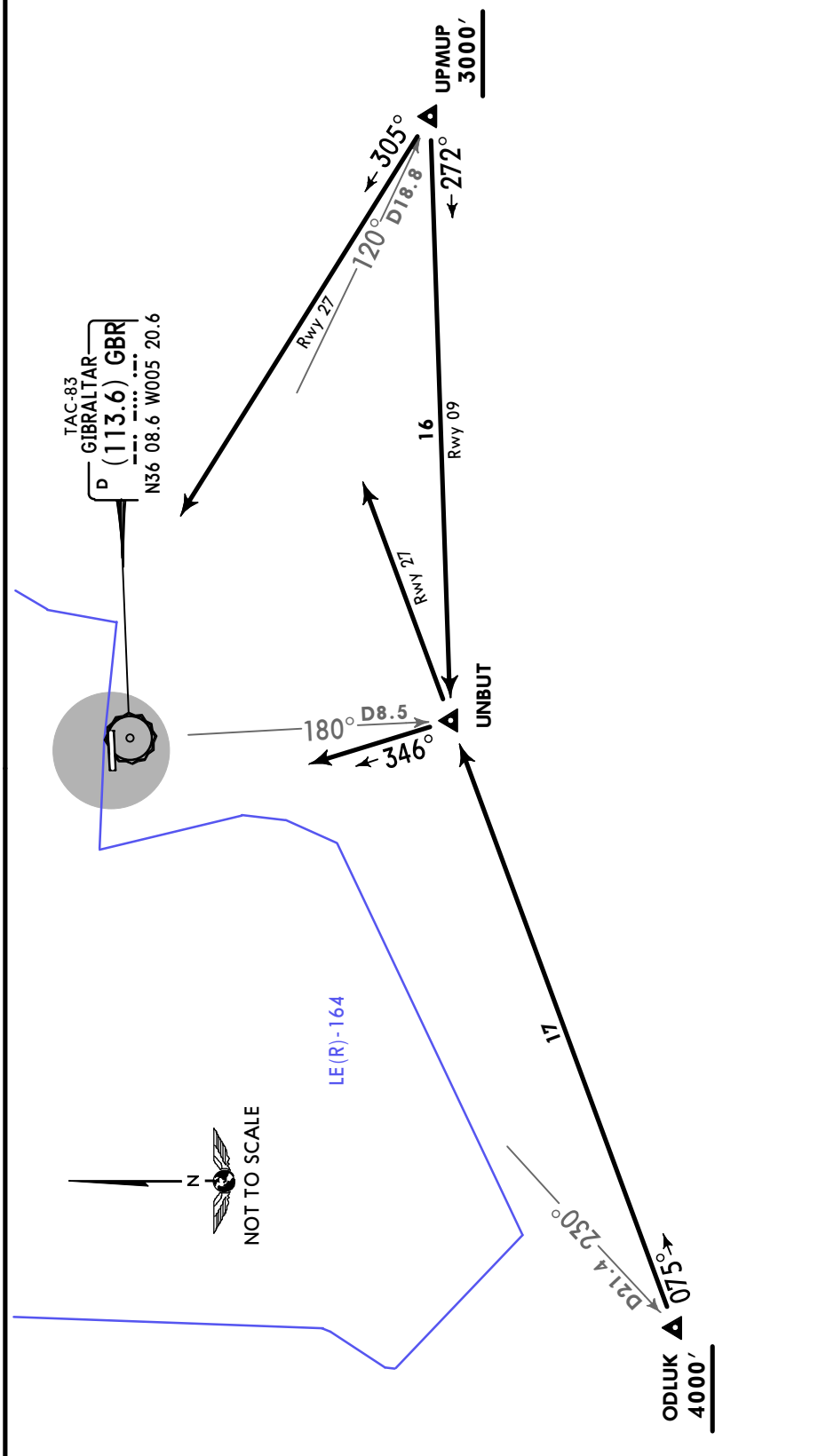
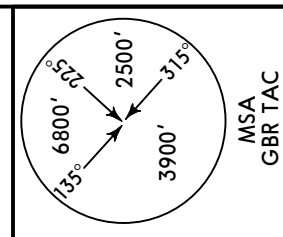
10-2A

Eff 11 Oct

ARRIVAL

<p>*GIBRALTAR Radar 122.8</p>	<p>Apt Elev 12'</p>	<p>Alt Set: hPa Trans level: By ATC Trans alt: 6000'</p> <ol style="list-style-type: none"> <li>Contact GIBRALTAR Radar at 50 NM inbound.</li> <li>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 Restricted airspace.</li> <li>Overflight of the Rock and harbour installations PROHIBITED.</li> </ol>
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MILITARY ARRIVALS



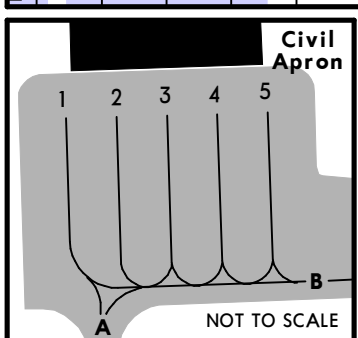
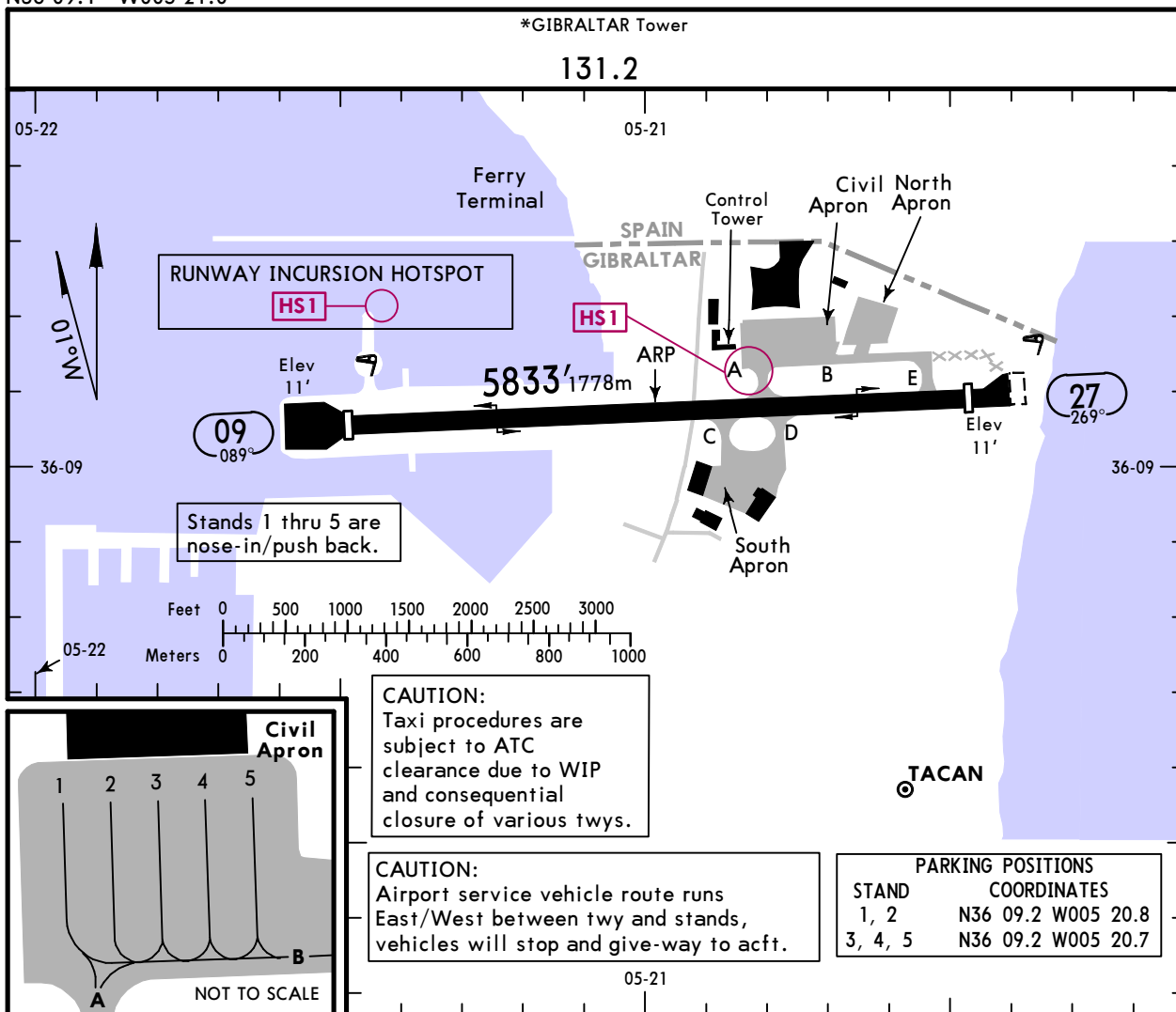
# LXGB/GIB

Apt Elev 12'  
N36 09.1 W005 21.0

**JEPPESEN**  
19 FEB 21 **10-9** Eff 25 Feb

# GIBRALTAR, GIBRALTAR

GIBRALTAR



**CAUTION:**  
Taxi procedures are subject to ATC clearance due to WIP and consequential closure of various twys.

**CAUTION:**  
Airport service vehicle route runs East/West between twy and stands, vehicles will stop and give-way to acct.

PARKING POSITIONS	
STAND	COORDINATES
1, 2	N36 09.2 W005 20.8
3, 4, 5	N36 09.2 W005 20.7

**GENERAL**

Main road crosses rwy at midpoint. Civil use PPR. Overflights of rwy below 500' require 6 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.  
All acct must use turning circles prior to backtrack. No turning allowed on the RWY.

**WARNING:**  
Heavy bird activity and wind turbulence.

**CAUTION:**  
The lighting on LA LINEA PIER and Ferry Terminal 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	USABLE LENGTHS ②	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
09 27	HIRL (90m) ① PAPI (angle 3.0°)	5013' 1528m		5512' 1680m ③	148'
		5013' 1528m		5341' 1628m	45m

- 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. Strobe lights each side of threshold for all approaches. Switched off, when acct at 1NM final. Rwy end turning areas marked by blue edge lights for rwy 09 and blue reflective markers for rwy 27.
- ② Strip 197'/60m and RESA 295'/90m available for both runways.
- ③ Easternmost 164'/50m of Eastern RESA not available.

**Standard**

**TAKE-OFF**

A	
B	
C	1000m
D	

LXGB/GIB

19 FEB 21


**JEPPESSEN**

10-9A

Eff 25 Feb

GIBRALTAR, GIBRALTAR

GIBRALTAR

**MIL EMERGENCY ARRIVAL PROCEDURES, RNP REQUIREMENTS**

**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 semi-circular Flight Level. The acft is to be NOT BELOW FL 70 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 2000' QFE. At D10.0 GBR TAC commence a procedure turn LEFT to re-establish inbound on R-105 GBR TAC maintaining 2000' QFE until visual with the Rock.

**If visual contact with the Rock cannot be established by D2.5 GBR TAC climb to 4000' 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.

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.

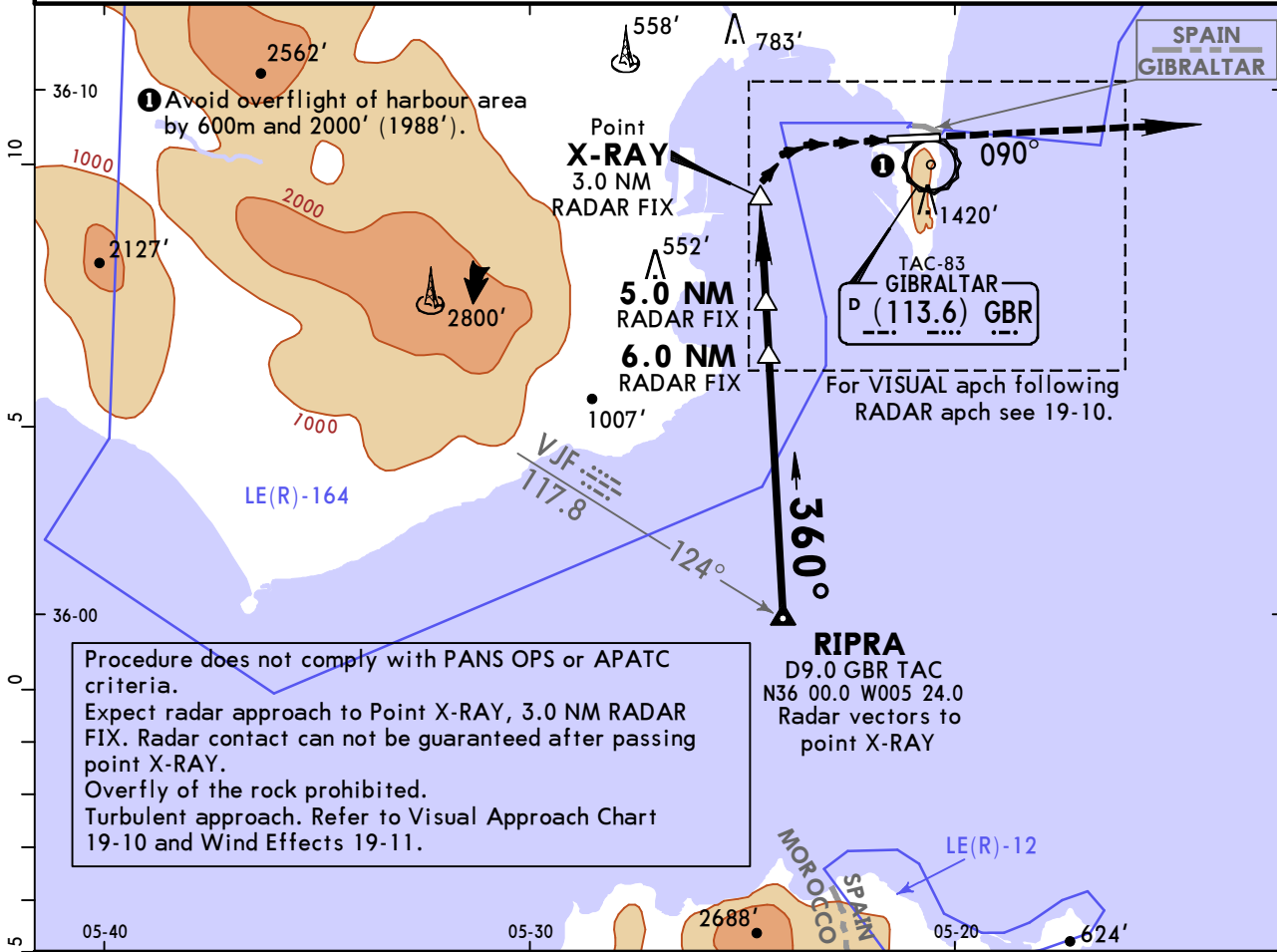
**RNP requirements**

- D. Prior to commencement of RNAV (RNP) AR procedures, operators are required to provide evidence to the Gibraltar Director of Civil Aviation of RNAV (RNP) AR operational approval from the National Aviation Authority responsible for the approval of the operator's Air Operator Certificate or, in the case of an aircraft not operating under an Air Operator Certificate, approval from the National Aviation Authority registering the aircraft.
- E. In order to cover the loss of GNSS at DA (H), the operator shall demonstrate to the Gibraltar Director of Civil Aviation that its aircraft minimum All Engines Operative climb gradient up to 1500' is as follows:
- a) Rwy 09
    - 9.5% for RNP 0.12
    - 11.4% for RNP 0.2
  - b) Rwy 27
    - 6.4% for RNP 0.12
- F. Aircraft Captains intending to use the RNAV (RNP) AR approach are to include the fact in the remarks section of the Flight Plan for the flight.

# LXGB/GIB GIBRALTAR

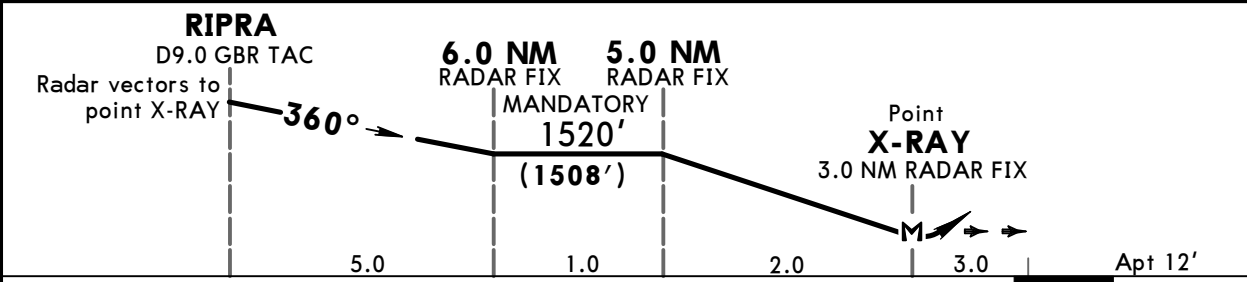
*GIBRALTAR Radar Contact Approach at 50 NM inbound <b>122.8</b>		*GIBRALTAR Talkdown (R) <b>130.4</b> <b>123.3X</b>		*GIBRALTAR Tower <b>131.2</b>	<p>MSA GBR TAC</p>
RADAR	Final Apch Crs <b>360°</b>	Mandatory Alt <b>5.0 NM RADAR FIX 1520' (1508')</b>	MDA(H) <b>920' (908')</b>	Apt Elev 12'	
<b>MISSED APCH: Climb to 4000' (3988') as directed by RADAR.</b>					

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



Procedure does not comply with PANS OPS or APATC criteria.  
Expect radar approach to Point X-RAY, 3.0 NM RADAR FIX. Radar contact can not be guaranteed after passing point X-RAY.  
Overfly of the rock prohibited.  
Turbulent approach. Refer to Visual Approach Chart 19-10 and Wind Effects 19-11.

**RIPRA**  
D9.0 GBR TAC  
N36 00.0 W005 24.0  
Radar vectors to point X-RAY



Gnd speed-Kts	70	90	100	120	140	160	PAPI	<b>4000' (3988')</b>
Desc angle from 5.0 NM RADAR FIX to MAP	2.80°	347	446	495	594	693		
MAP at Visual Decision Point X-RAY/3 NM from touchdown								

**Standard LANDING RWY 09**    **CEILING REQUIRED**    **CIRCLE-TO-LAND**

The use of the runway is limited to visual approaches only.  
At point X-RAY the apch may be continued visually or a missed apch executed.  
MDA(H) **920' (908')**

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

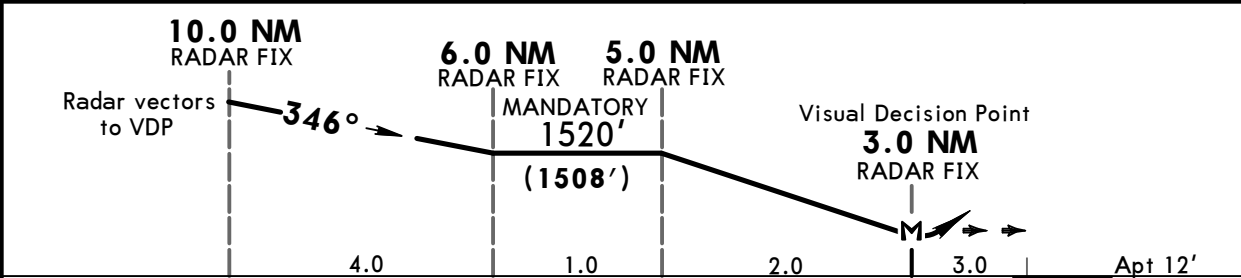
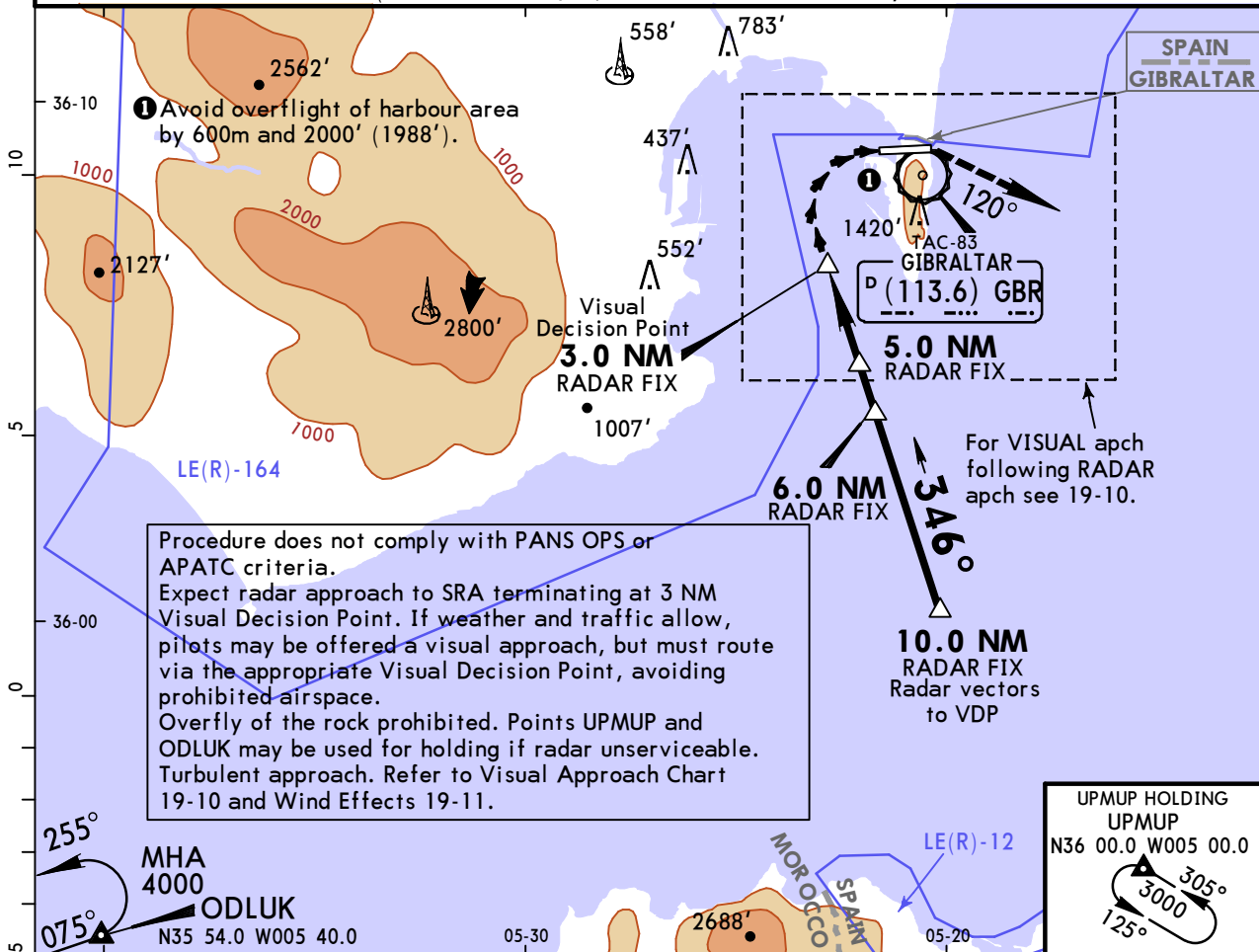
# LXGB/GIB GIBRALTAR

12 OCT 18 **(18-2)**

# GIBRALTAR, GIBRALTAR MILITARY USED PROC \*SRA Rwy 09

*GIBRALTAR Radar Contact Approach at 50 NM inbound <b>122.8 264.875</b>		*GIBRALTAR Talkdown (R) <b>130.4 235.05 123.3X</b>		*GIBRALTAR Tower <b>131.2 240.575</b>		
RADAR	Final Apch Crs <b>346°</b>	Mandatory Alt <b>5.0 NM RADAR FIX 1520' (1508')</b>	MDA(H) Not published Refer to Minimums	Apt Elev 12'		
<b>MISSED APCH: Climb to 4000' (3988') as directed by RADAR.</b>						

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	<b>4000' (3988')</b>	
Desc angle from 5.0 NM RADAR FIX to MAP	2.80°	347	446	495	594	693			792
MAP at 3 NM from touchdown									

**Standard 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	1000' - 5.0 km	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

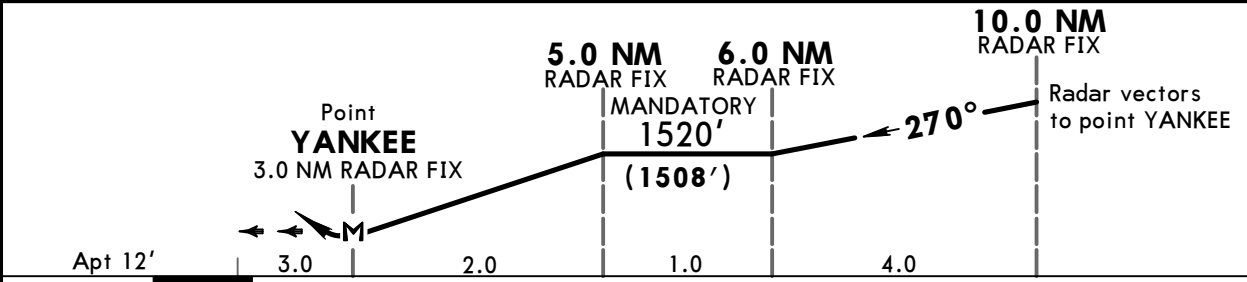
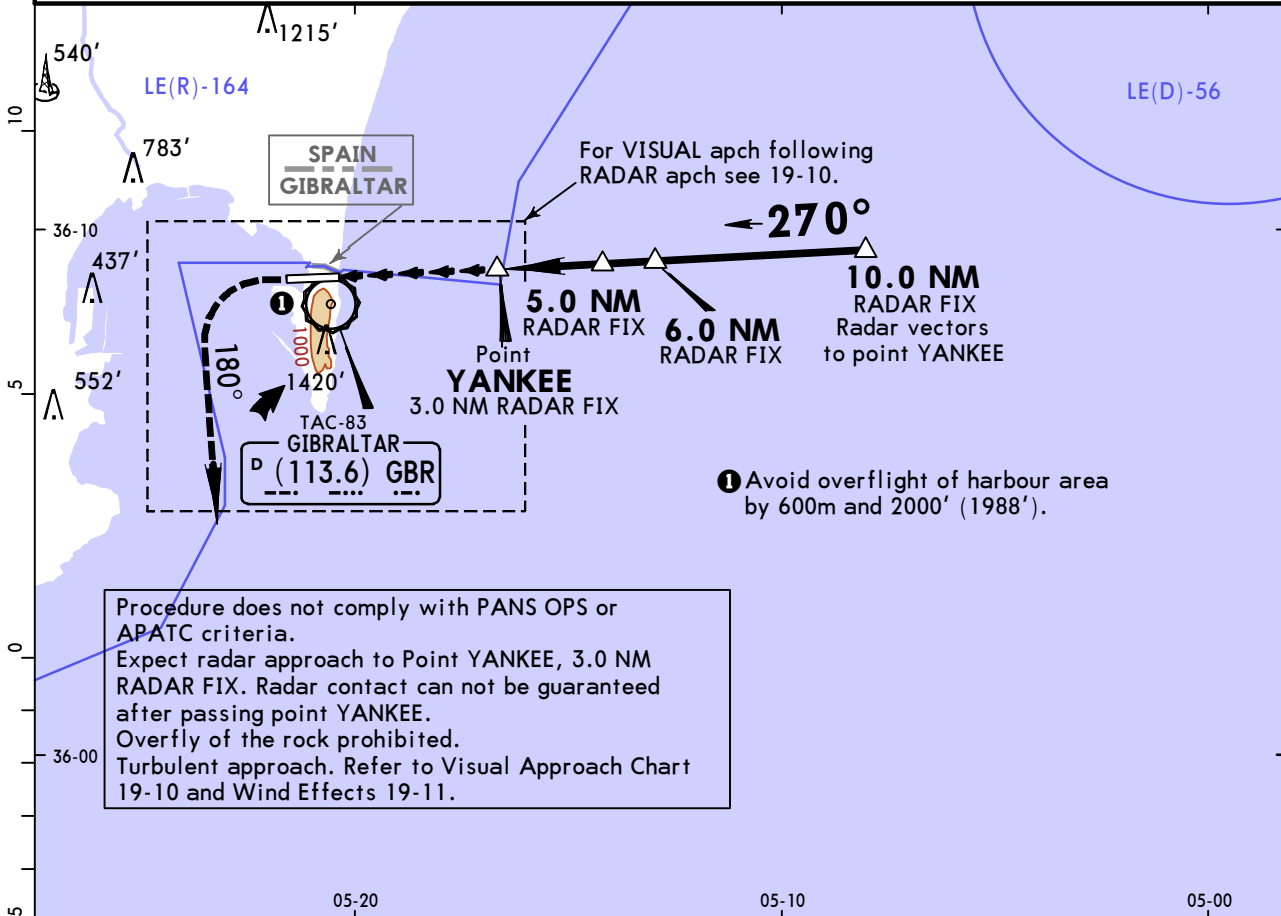
# LXGB/GIB GIBRALTAR

**JEPPESEN**  
12 OCT 18 **(18-3)**

# GIBRALTAR, GIBRALTAR CIVIL USED PROC \*SRA Rwy 27

*GIBRALTAR Radar Contact Approach at 50 NM inbound <b>122.8</b>		*GIBRALTAR Talkdown (R) <b>130.4</b> <b>123.3X</b>		*GIBRALTAR Tower <b>131.2</b>	<p>MSA GBR TAC</p>
RADAR	Final Apch Crs <b>270°</b>	Mandatory Alt <b>5.0 NM RADAR FIX 1520'(1508')</b>	MDA(H) <b>920'(908')</b>	Apt Elev 12'	
<b>MISSED APCH: Climb to 4000' (3988') as directed by RADAR.</b>					

Alt Set: hPa    **QNH (QFE on Final Apch)**    Trans level: By ATC    Trans alt: 6000'  
**CAUTION: LE(R)-164 prohibited unless executing a Missed Apch as directed by ATC.**



Gnd speed-Kts	70	90	100	120	140	160	PAPI	<b>4000' (3988')</b>	
Desc angle from 5.0 NM RADAR FIX to MAP	2.80°	347	446	495	594	693			792
MAP at Visual Decision Point YANKEE/3 NM from touchdown									

**Standard**    STRAIGHT-IN LANDING RWY 27    **CEILING REQUIRED**    CIRCLE-TO-LAND

The use of the runway is limited to visual approaches only.  
 At point YANKEE the apch may be continued visually or missed apch executed.  
 MDA(H) **920'(908')**

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

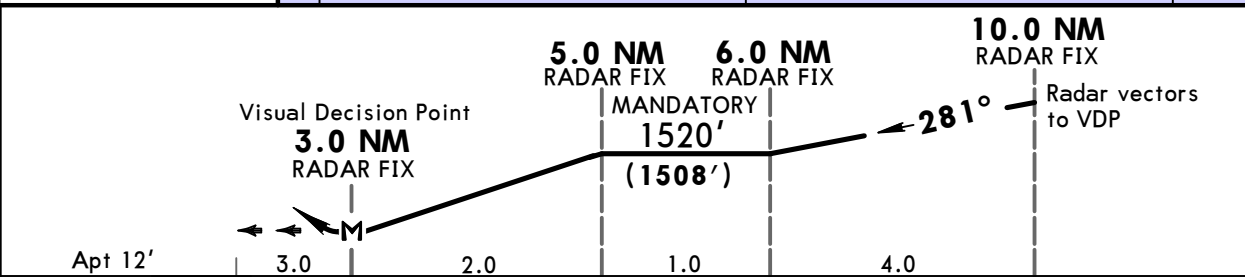
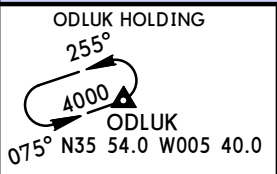
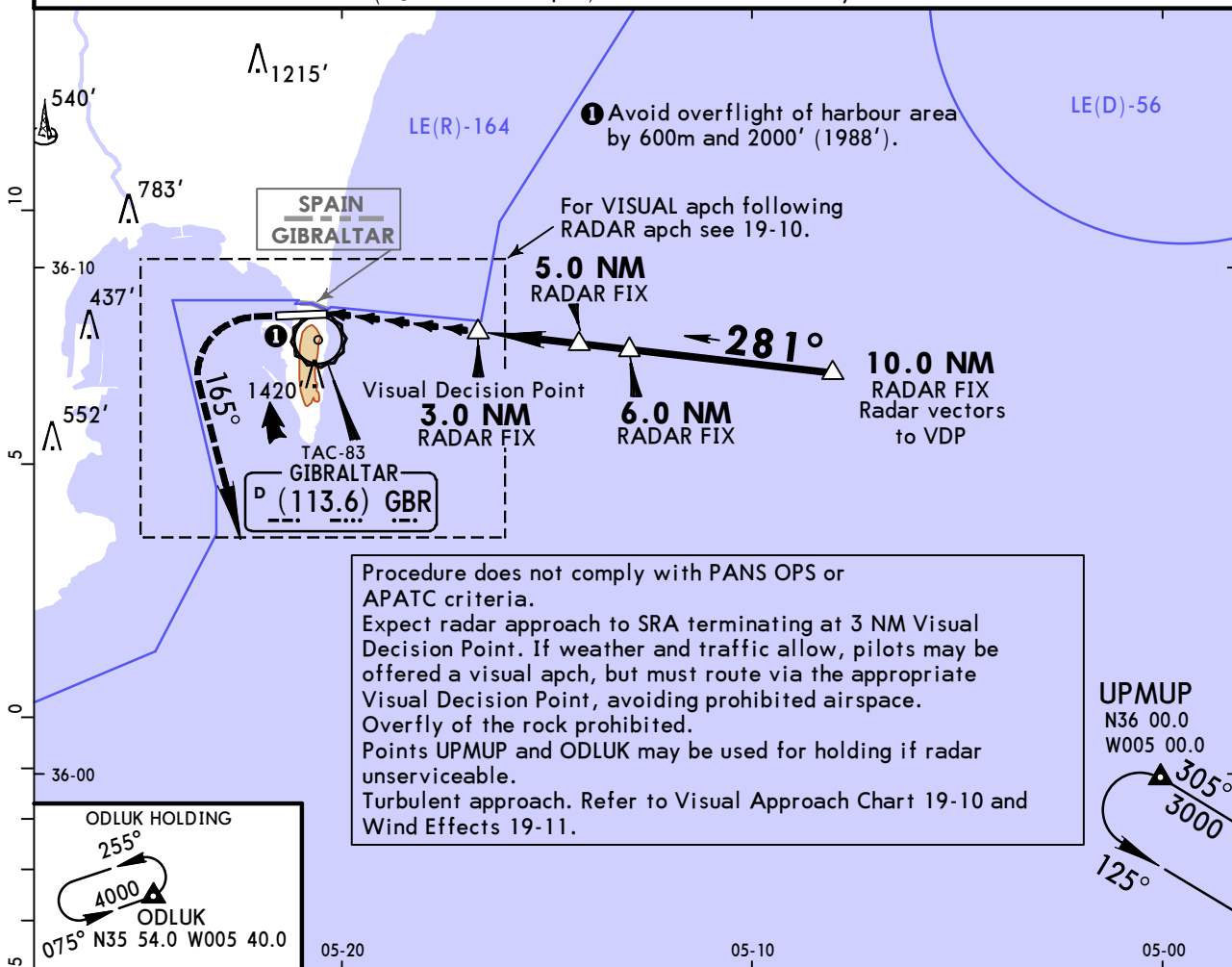
# LXGB/GIB GIBRALTAR

12 OCT 18 **18-4**

**JEPPESEN** GIBRALTAR, GIBRALTAR  
MILITARY USED PROC \*SRA Rwy 27

*GIBRALTAR Radar Contact Approach at 50 NM inbound <b>122.8 264.875</b>		*GIBRALTAR Talkdown (R) <b>130.4 235.05 123.3X</b>		*GIBRALTAR Tower <b>131.2 240.575</b>		<p>MSA GBR TAC</p>
RADAR	Final Apch Crs <b>281°</b>	Mandatory Alt <b>5.0 NM RADAR FIX 1520' (1508')</b>	MDA(H) Not published Refer to Minimums	Apt Elev 12'		
<b>MISSED APCH: Climb to 4000' (3988') as directed by RADAR.</b>						

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	<b>4000' (3988')</b>
Desc angle from 5.0 NM RADAR FIX to MAP	2.80°	347	446	495	594	792		
MAP at 3 NM from touchdown								

**Standard** 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	1000' - 5.0 km	A	NOT AUTHORIZED
B			
C			
D			



LXGB

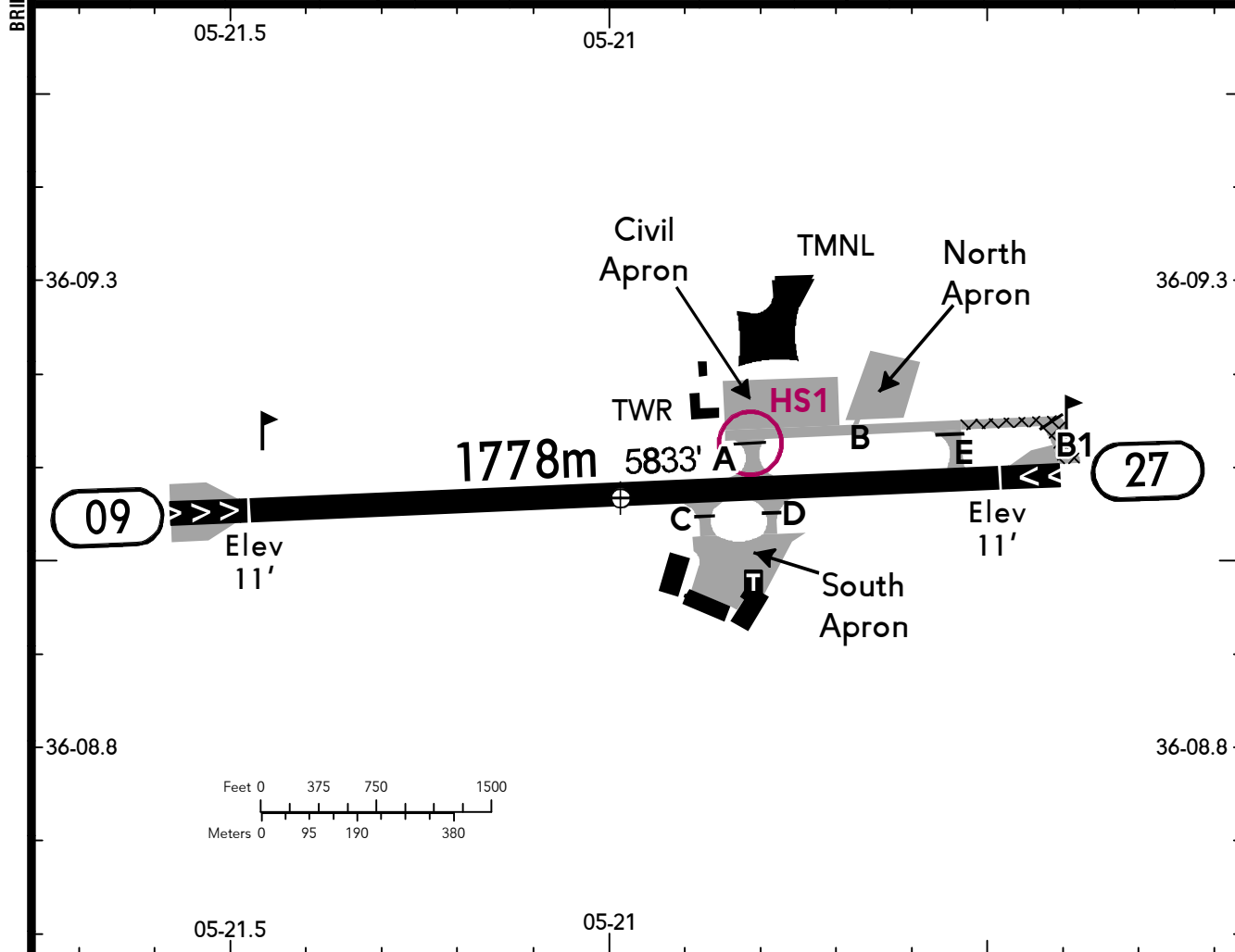
GIBRALTAR

12 NOV 21 **19-2**


GIBRALTAR

GIBRALTAR

BRIEFING STRIP™	LOCATION	TOWER	ADMITTED AIRCRAFT
	Elev 12' /4m N36 09.1 W005 21.0	GIBRALTAR TOWER 131.200	 



Flashing buoy RWY 09 - PAPI 09 (3.0°), 27 (3.0°) - THRL - RL - TWYL - APRON - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09 (088°)	1778 x 45 Paved	1680	1528	PCN 65/F/A/W/T	
27 (268°)		1628			

Absence of ATZ/MATZ may result in uncontrolled ACFT in vicinity of AD.  
 All ACFT ground marshalled as required.  
 Strobe lights switched off when ACFT at 1 NM unless required by pilot.  
 Main road crosses RWY at the midpoint. ATC requires 6 MIN to secure RWY for use. Overflights of the RWY below 500' requires 6 MIN notice for the road to be closed.  
 All personnel to wear high visibility jackets when on manoeuvring area.  
 MIL HEL operations as briefed by ATC according to operational requirements. Routine local HEL flights as directed by ATC. Civilian sightseeing HEL flights operate daily from the civilian Dispersal; flights remain under the control of Gibraltar ATC.  
 RWY 09: The lighting on La Linea Pier and Ferry Terminal may be mistaken for RWY in poor VIS and at night.  
 RWY 09: Single Yellow flashing light on yellow marker buoy 1372m/4500' from sea wall marks the extended centreline.

RWY 27: End ELEV 12' falls to 8' within first 1000'. Dip not apparent until ACFT descends to APRX 300' on Final APCH.  
**CAUTION: La Linea Marina N of approach has uncontrolled lighting which could be distracting.**  
**AD surrounded by urban lights.**  
**WARNING: Overflying of Rock and harbour installations prohibited.**  
 Major migration routes pass over Gibraltar and heavy concentrations of large birds may be encountered at all times.  
 Heavy Wind turbulence.  
 Due to the lack of regulated airspace around RAF Gibraltar there is a possibility of unknown ACFT in the immediate vicinity of the AD.  
 All areas other than designated RWYs, Turning Circles, TWYs and Aprons are to be treated as non-load bearing surfaces.

### Turbulence and Wind Shear

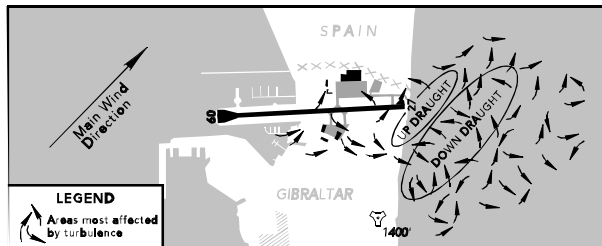
The unique topography of the surrounding area can give rise to severe wind effects which often affect ACFT in the final stages of flight. When the wind direction is between 110° and 250° and speed in excess of 15 KT, significant turbulence should be expected during APCH and in final stages of flight to the lee of the rock. This turbulence can make LDG dangerous or impossible and ACFT captains are to APCH with extreme caution in these condition. Turbulence and gusts can often be seen on the surface of the water.

SW winds in excess of 25 KT can lead to the formation of waterspouts in the approach to RWY 27. Flying over or in proximity of these waterspouts has been demonstrated to be very hazardous, with rapid loss of control, severe wing drop and un-commanded change in ALT. ALT and track. ATC will report waterspouts seen from the tower but ACFT captains are to be aware that this phenomenon can established quickly and without warning.

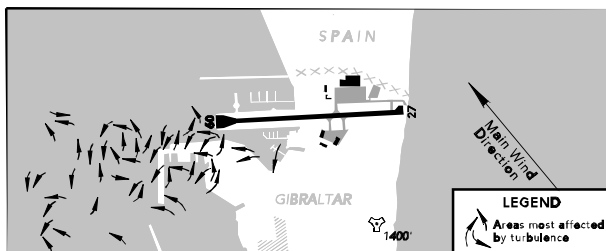
Wind speeds in excess of the figures quoted are likely to cause turbulence and/or wind shear on Final APCH.

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

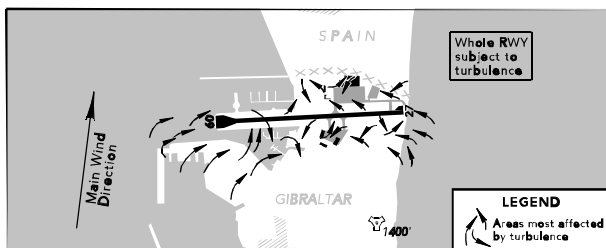
Winds from 200° to 250°



Winds from 110° to 170°



Winds from 170° to 200°

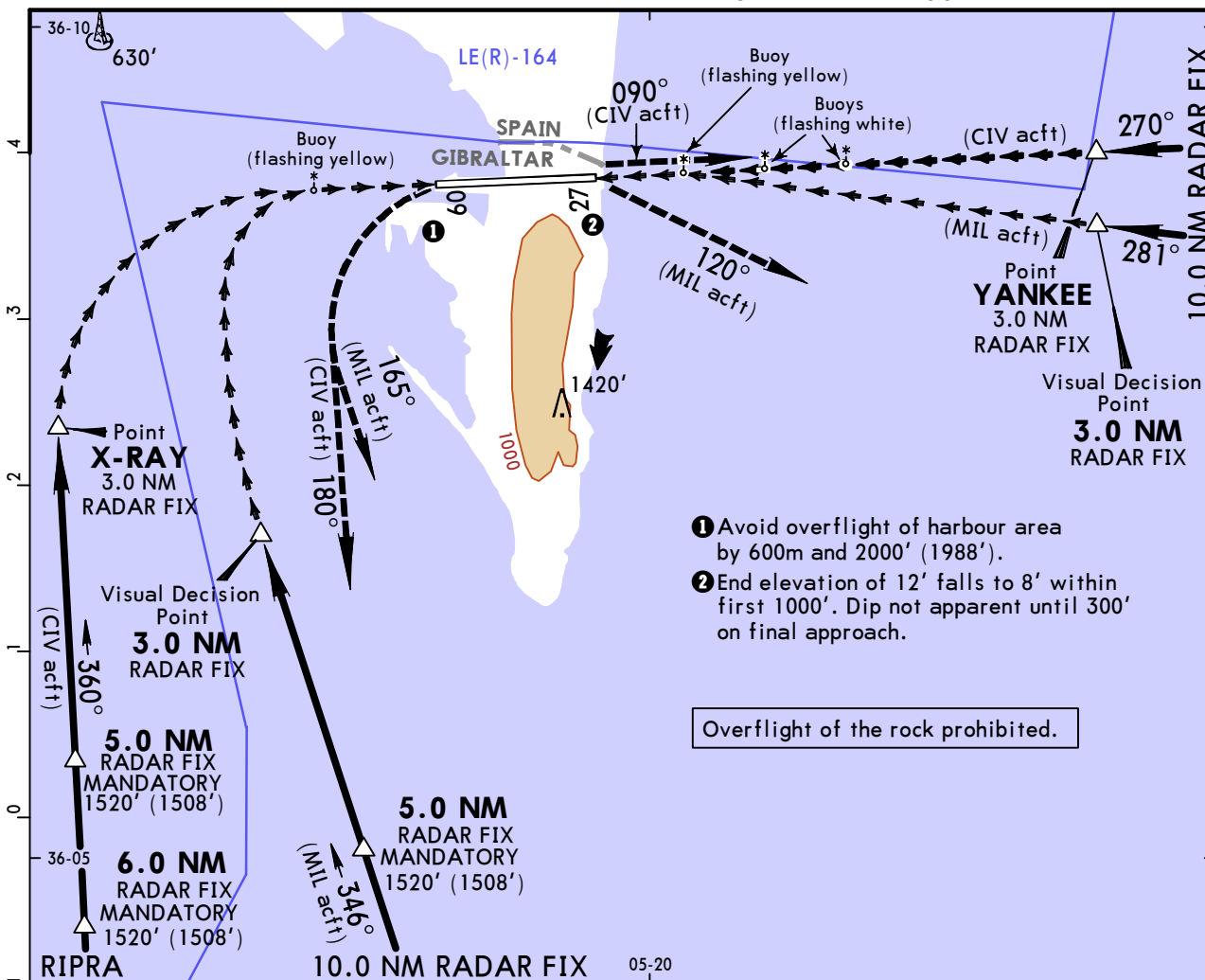


**LXGB/GIB**  
**GIBRALTAR**

**JEPPESEN**  
12 OCT 18 **19-10**

**GIBRALTAR, GIBRALTAR**

**VISUAL APPROACH CHART following the Radar approach**



- ① Avoid overflight of harbour area by 600m and 2000' (1988').
- ② End elevation of 12' falls to 8' within first 1000'. Dip not apparent until 300' on final approach.

Overflight of the rock prohibited.

Pilots will be advised by RADAR at the 3.0 NM  
(CIV: Point X-RAY / Point YANKEE; Mil: Visual Decision Point)

**BIRDSTRIKE HAZARD:**

Due to the location of the airfield there is a significantly higher than normal concentration of bird activity to be expected in all stages of flight when operating between surface and 2000'. ATC will inform acft on departure or arrival if the concentration of birds exceeds the normal level, in addition, if seen, ATC will pass information on large flocks transiting the area.

**TURBULENCE AND WINDSHEAR:**

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° and 250° and speed in excess of 15 KT, significant turbulence should be expected during the approach and in final stages of flight to the lee of the rock. This turbulence can make landing dangerous or impossible and acft captains are to approach with extreme caution in these conditions. Turbulence and gusts can often be seen on the surface of the water, a representation of the turbulence. South westerly winds in excess of 25 KT can lead to the formation of waterspouts in the approach 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.

**ROAD CROSSING THE RUNWAY:**

Gibraltar's rwy is unique in that it is crossed at the mid-point by a 4 lane public highway, including pedestrian and cycle lanes. The road is closed to pedestrians no later than 12 NM and closed to vehicles no later than 8 NM, this generally affords 3 minutes for the road to be cleared. FOD inspections of the intersection are completed prior to any movement involving jet powered acft.

**DEPARTURE MINIMUM:**

VIS 1000m at Rwy threshold.

**MISSED APPROACH:**

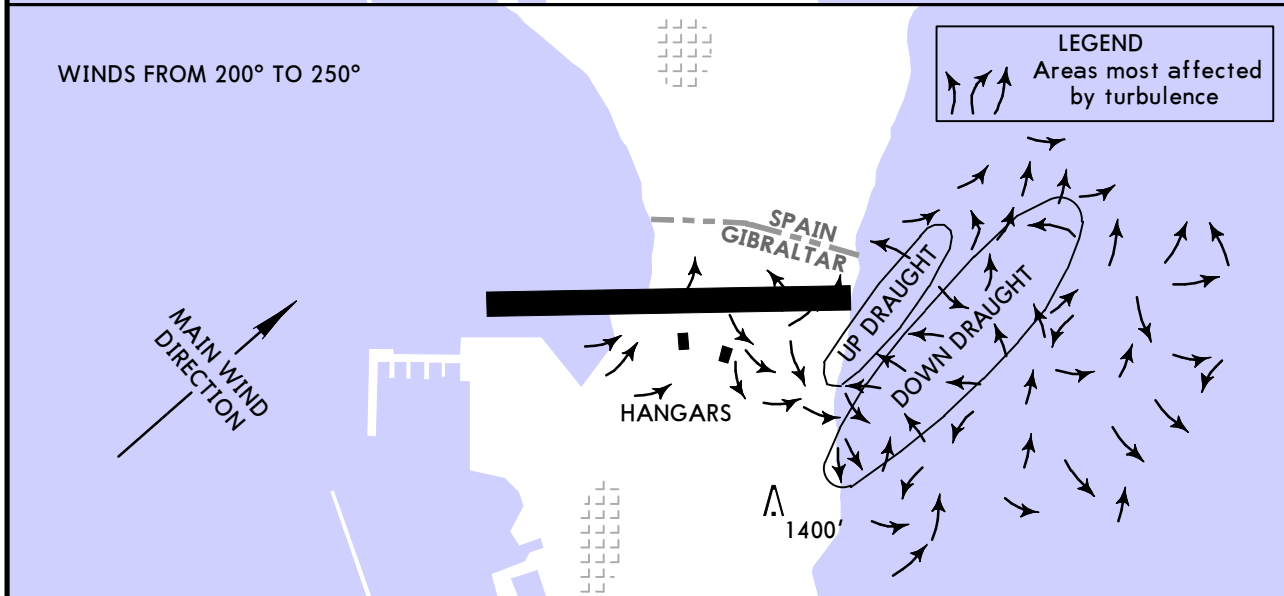
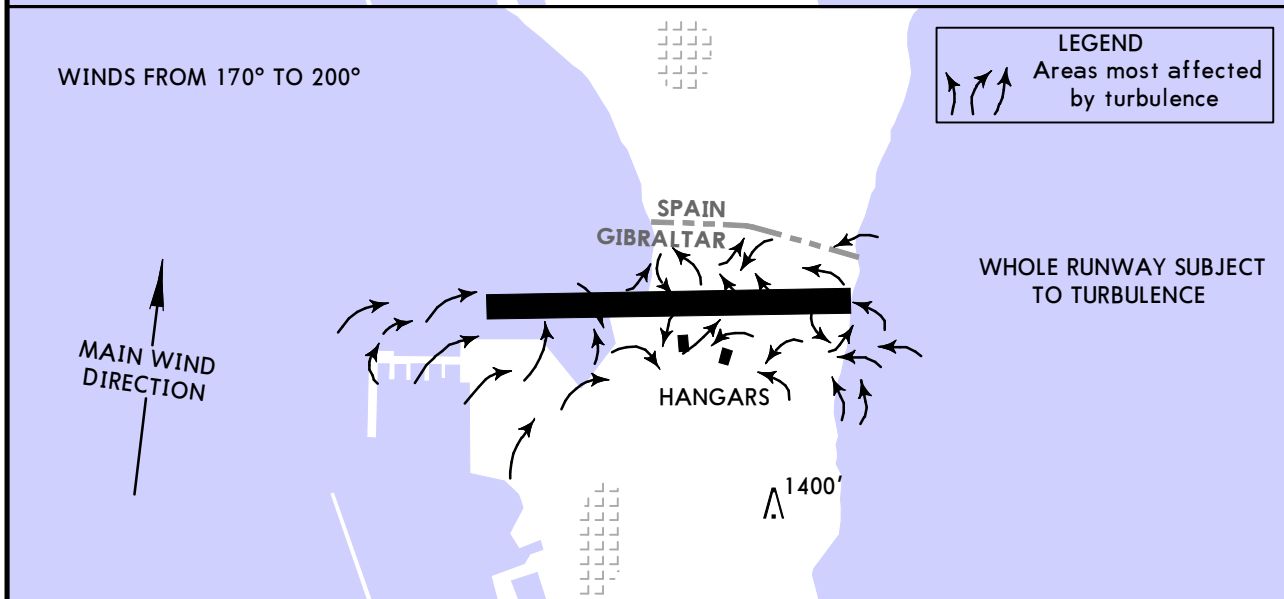
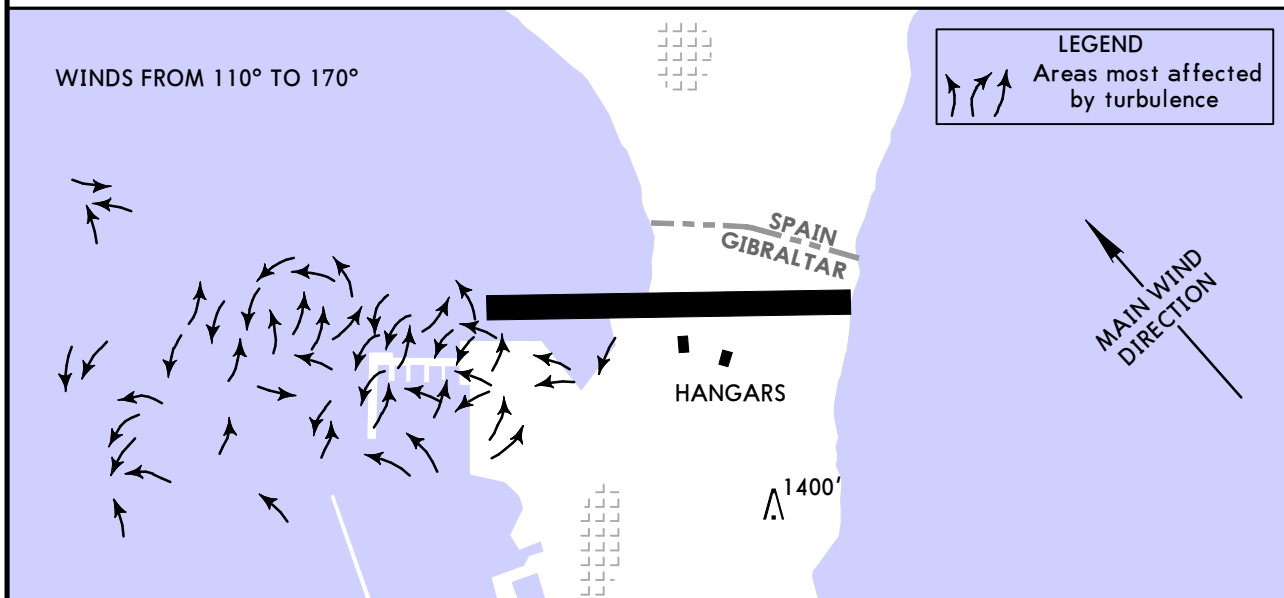
**Rwy 09 and 27:** Climb to 4000' (3988') heading as directed by RADAR.

# LXGB/GIB GIBRALTAR

# GIBRALTAR, GIBRALTAR WIND EFFECTS

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

Wind Direction	110°	120°	130°	140°	150°	160°	170°	180°	190°	200°	210°	220°	230°	240°	250°
Wind Speed (Kts)	27	22	19	17	15	14	13	13	13	14	15	16	18	20	22



## Chart changes since cycle 23-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>GIBRALTAR, (GIBRALTAR - LXGB)</b>				
REV	VFR APPROACH CHART	19-1	12 Nov 2021	
REV	VFR AERODROME CHART	19-2	12 Nov 2021	
REV	VFR GENERAL AERODROME INF...	19-3	12 Nov 2021	

## **TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport LXGB**

SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT