

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LXGB

Terminal Charts For LXGB

Revision Letter For Cycle 22-2020

Change Notices

Notebook

General Information

Location: GIBRALTAR GIB
ICAO/IATA: LXGB / GIB
Lat/Long: N36° 09.1', W005° 21.0'
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: 0641 Z
Sunset: 1730 Z

Runway Information

Runway: 09
Length x Width: 5826 ft x 147 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge
Displaced Threshold: 499 ft

Runway: 27
Length x Width: 5826 ft x 147 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge
Displaced Threshold: 328 ft

Communication Information

Gibraltar Tower: 131.200
Gibraltar Tower: 24.057 Military
Gibraltar Operations: 32.790 Military
Gibraltar Talkdown Radar: 23.505 Military
Gibraltar Radar: 122.800
Gibraltar Talkdown Radar: 123.300 Military

Gibraltar Talkdown Radar: 130.400
Gibraltar Radar: 26.487 Military

LXGB/GIB
GIBRALTAR

JEPPESSEN
11 AUG 17 (10-1R)

GIBRALTAR, GIBRALTAR

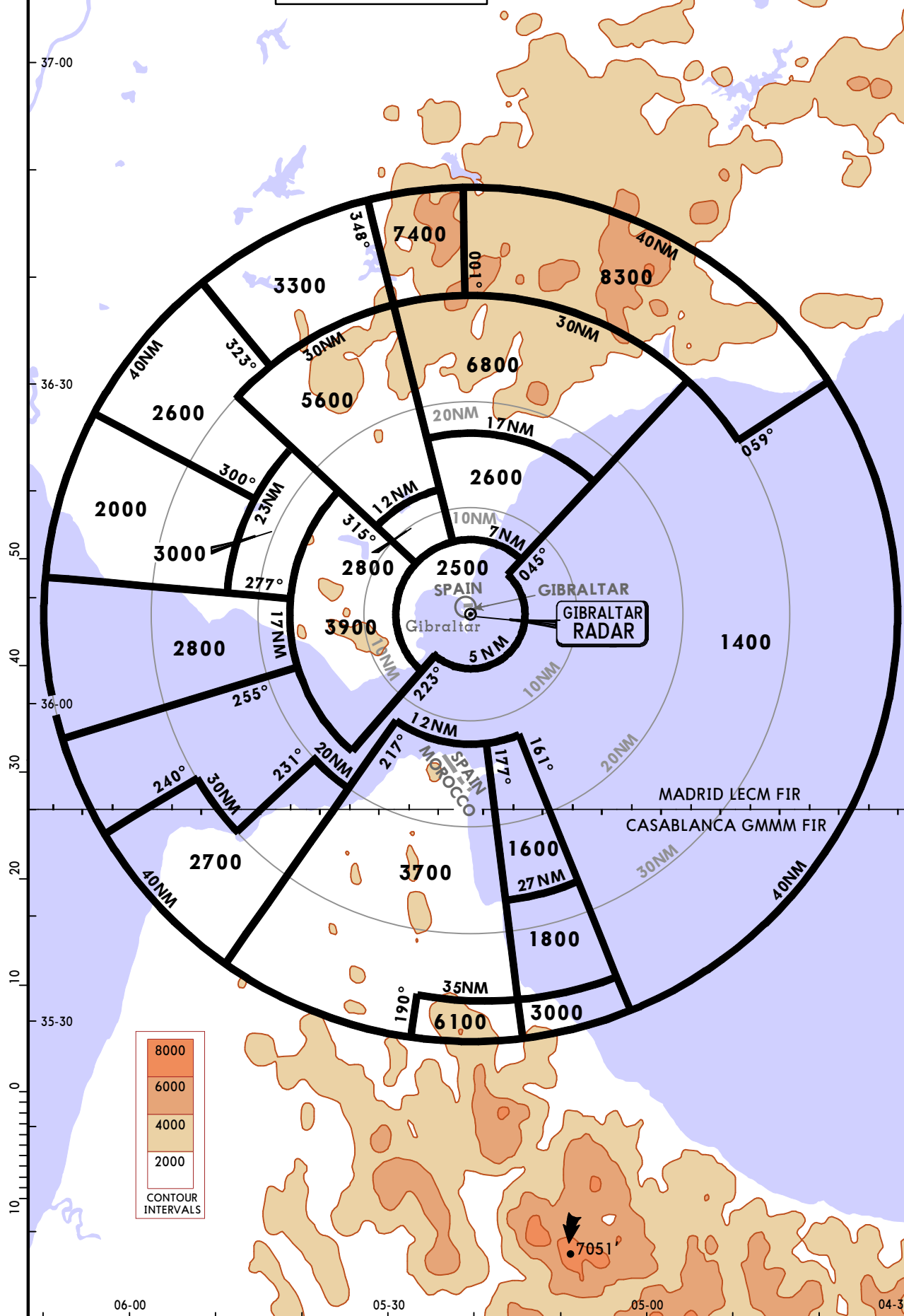
Eff 17 Aug RADAR MINIMUM ALTITUDES

*GIBRALTAR Radar
122.8

Apt Elev
11'

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

FOR CONTROLLING
PURPOSES ONLY



LXGB/GIB
GIBRALTAR

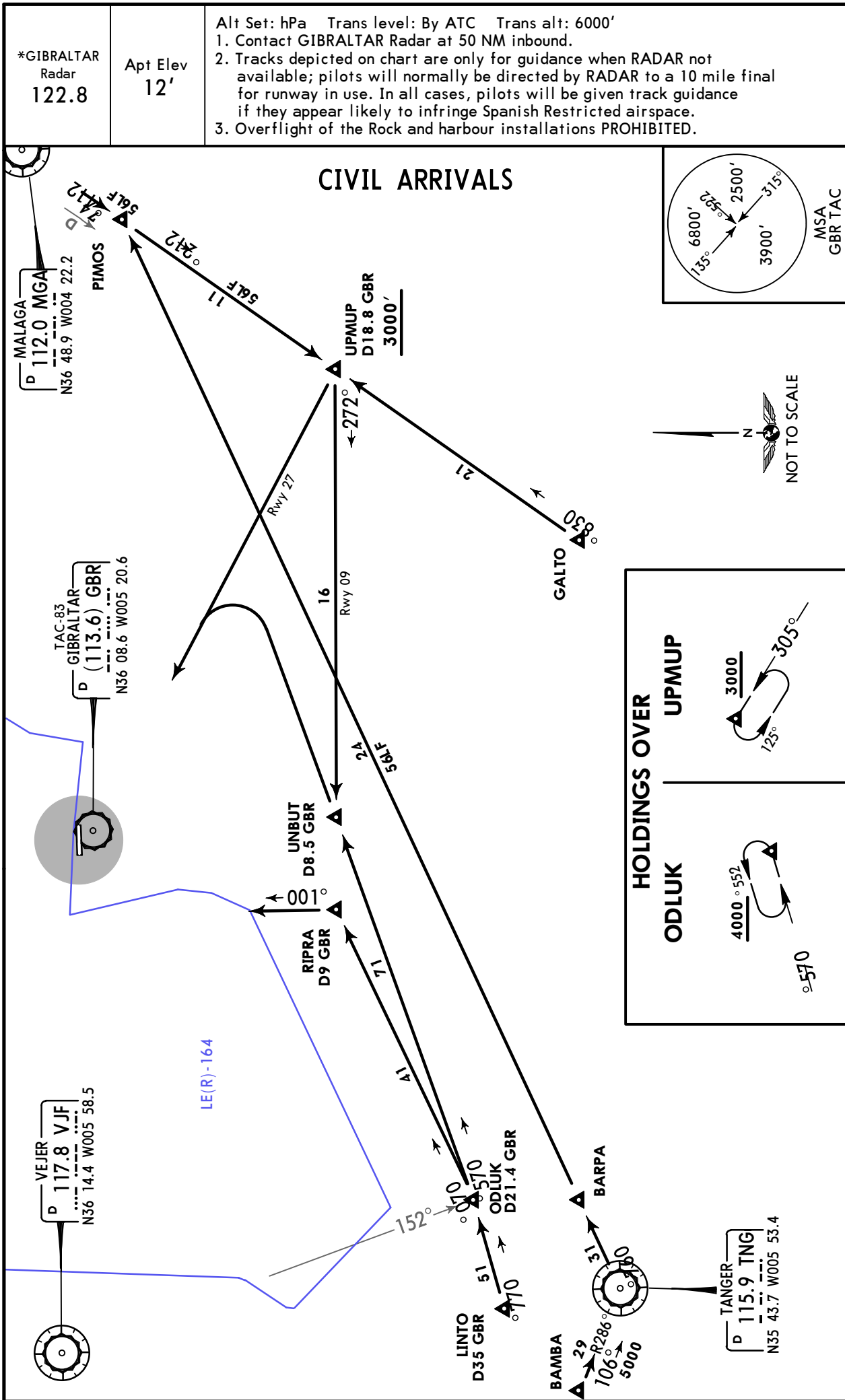
5 OCT 18

10-2

Eff 11 Oct

GIBRALTAR, GIBRALTAR

ARRIVAL



CHANGES: Waypoints renamed.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

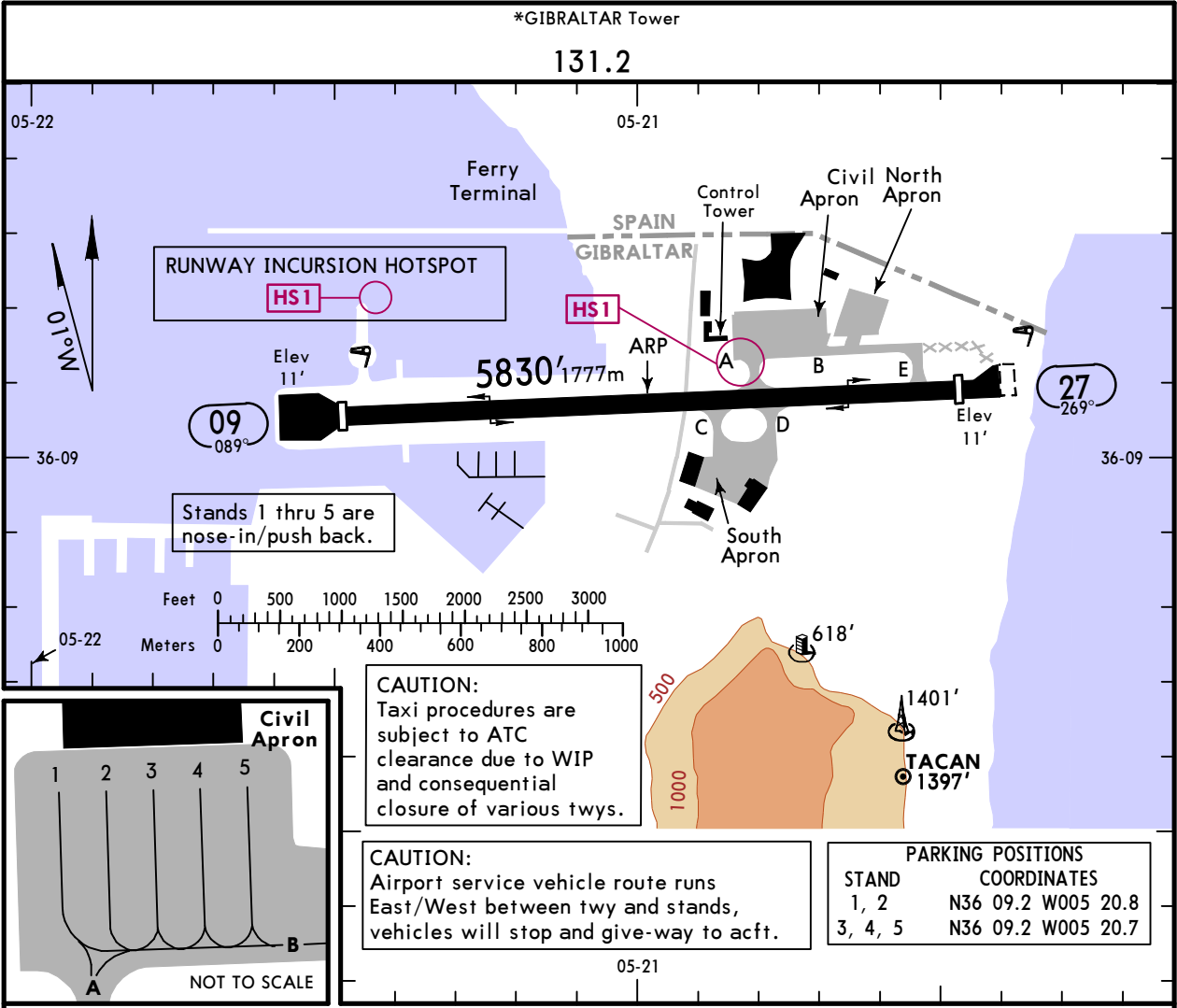
LXGB/GIB

Apt Elev 12'
N36 09.1 W005 21.0

JEPPesen
11 AUG 17 10-9 Eff 17 Aug

GIBRALTAR, GIBRALTAR

GIBRALTAR



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.

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		WIDTH
			LANDING BEYOND	TAKE-OFF	
09 27	RL (90m) ①	PAPI (angle 3.0°)	Threshold	Glide Slope	148' 45m
			5013'1528m		5512'1680m ③
			5013'1528m		5341'1628m

- 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 acft 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			
D			

LXGB/GIB

JEPPESSEN
11 AUG 17 10-9A Eff 17 Aug

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.

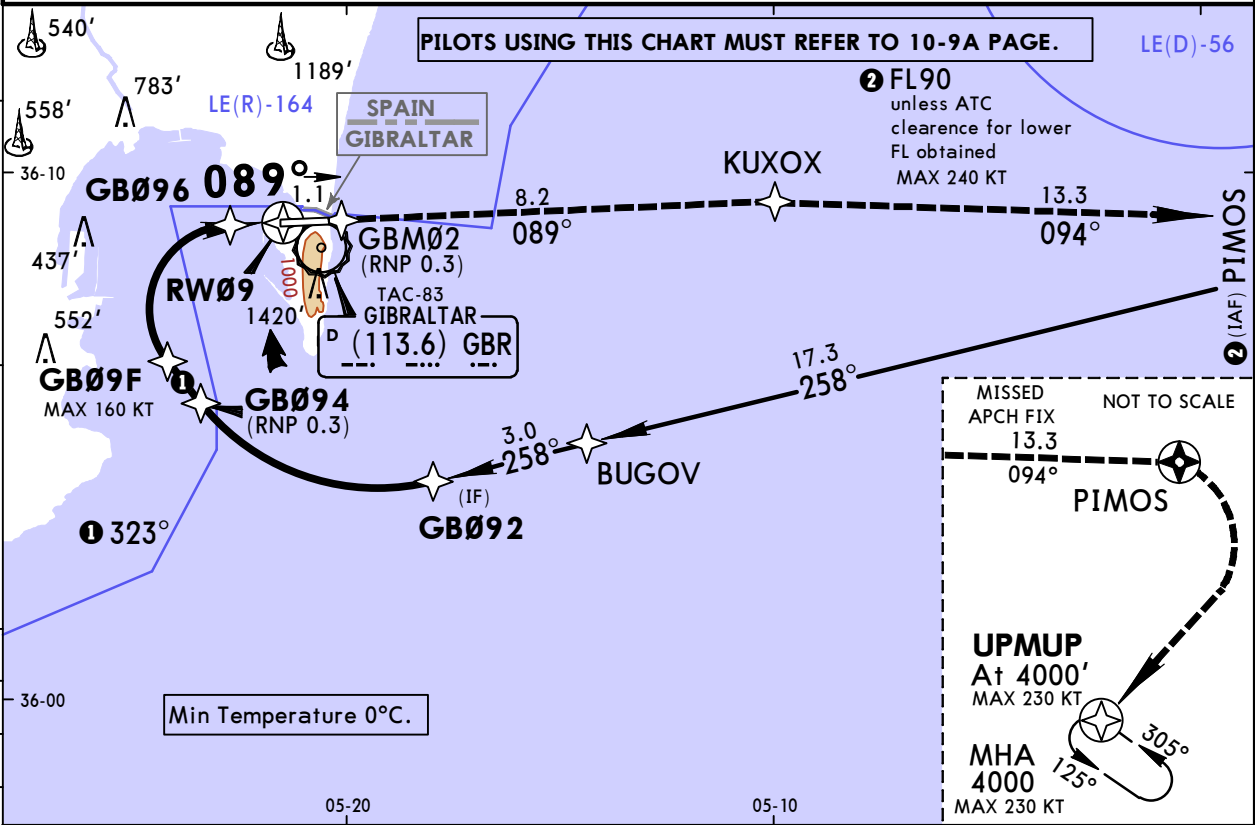
LXGB/GIB
GIBRALTAR

JEPPesen
12 OCT 18 12-20

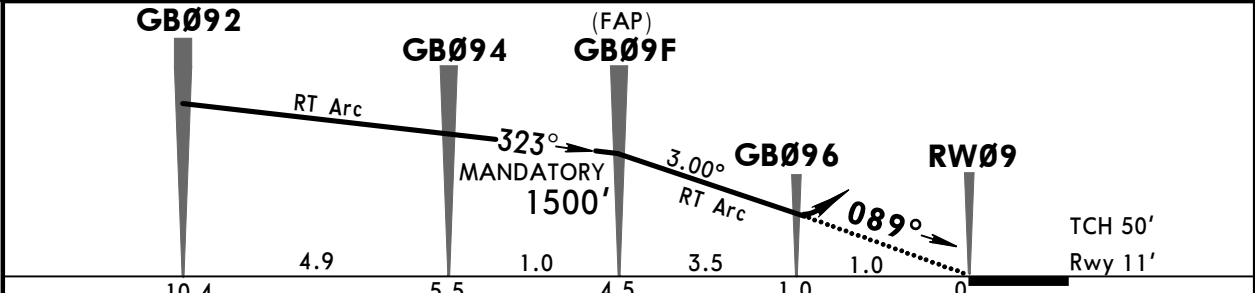
GIBRALTAR, GIBRALTAR
RNAV (RNP) Rwy 09

*GIBRALTAR Radar Contact Approach at 50 NM inbound 122.8		*GIBRALTAR Talkdown 130.4 123.3X		*GIBRALTAR Tower 131.2	 MSA GBR TAC
RNAV	Final Apch Crs 089°	Mandatory Alt GB09F 1500' (1489')	RNP 0.12 DA(H) 374' (363')	Apt Elev 12' Rwy 11'	
MISSED APCH: Climb to 4000', follow final approach track to RW09, then ahead to GBM02, KUXOX and PIMOS. At PIMOS turn RIGHT (MAX 230 KT) to UPMUP and enter the holding at 4000' or as instructed by ATC. RNP less than 1.0 to GBM02.					

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
1. AUTHORISATION REQUIRED. 2. RF required. 3. Procedure limited to CAT C speeds.



DIST to RW09	4.0	3.0	2.0	1.0
ALTITUDE	1340'	1020'	700'	380'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	Refer to Missed Apch above
Glide Path Angle	3.00°	372	478	531	637	849		
MAP at DA								

Standard			STRAIGHT-IN LANDING RWY 09		
RNP-0.12 (required until GBM02) DA(H) CD: 374' (363')			RNP-0.2 (required until GBM02) DA(H) CD: 601' (590')		
			RNP-0.3 (required until GBM02) DA(H) A: 1091' (1080') CD: 1131' (1120') B: 1111' (1100')		
A	NOT APPLICABLE		NOT APPLICABLE		RVR 1500m
B					
C	RVR 1700m		RVR 2400m		RVR 2400m
D					

LXGB/GIB
GIBRALTAR

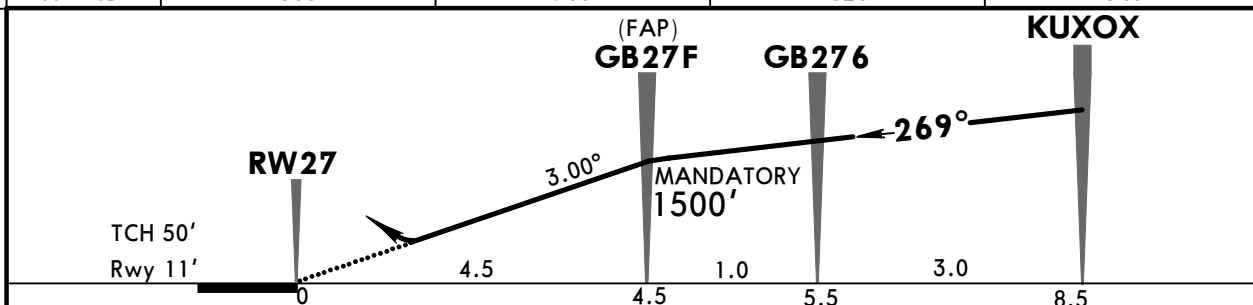
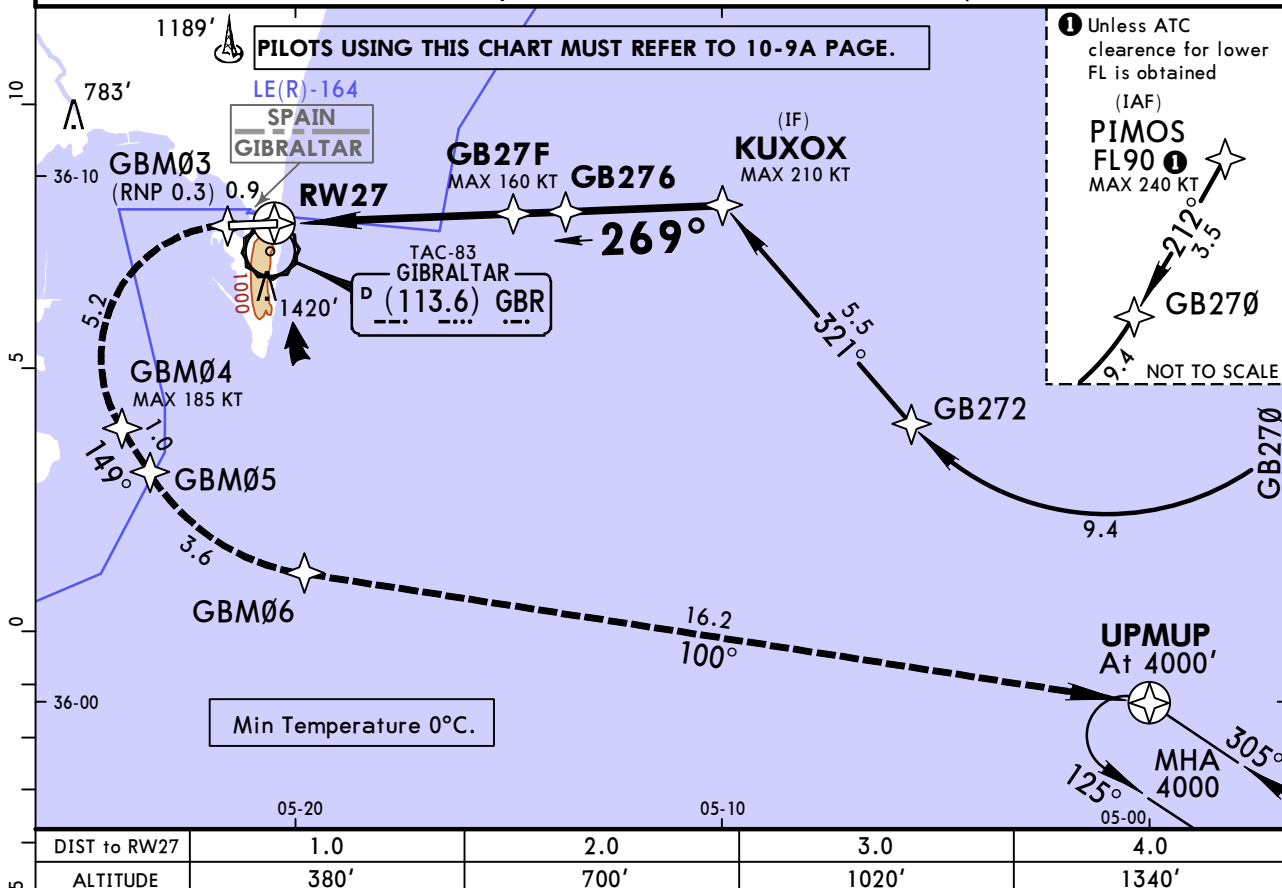
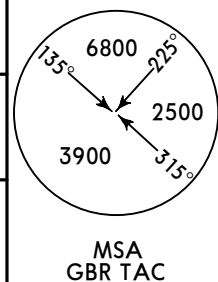
12 OCT 18

12-21

CIVIL USED PROC

GIBRALTAR, GIBRALTAR
RNAV (RNP) Rwy 27

*GIBRALTAR Radar Contact Approach at 50 NM inbound 122.8		*GIBRALTAR Talkdown 130.4 123.3X		*GIBRALTAR Tower 131.2
RNAV	Final Apch Crs 269°	Mandatory Alt GB27F 1500' (1489')	RNP 0.12 DA(H) 465' (454')	Apt Elev 12' Rwy 11'
MISSED APCH: Climb to 4000', follow final approach track to RW27, then ahead to GBM03, GBM04, GBM05, GBM06 and UPMUP. At UPMUP enter holding at 4000' or as directed by ATC. RNP less than 1.0 to GBM03.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'				
1. AUTHORISATION REQUIRED. 2. RF required. 3. Procedure limited to CAT C speeds.				



Gnd speed-Kts	70	90	100	120	140	160	PAPI		Refer to Missed Apch above
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at DA									

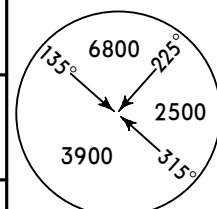
Standard			STRAIGHT-IN LANDING RWY 27		
RNP-0.12 (required until GBM03) DA(H) CD: 465' (454')			RNP-0.2 (required until GBM03) DA(H) CD: 638' (627')		
			RNP-0.3 (required until GBM03) DA(H) A: 1154' (1143') CD: 1194' (1183') B: 1174' (1163')		
A	NOT APPLICABLE		NOT APPLICABLE		RVR 1500m
B					
C	RVR 2100m		RVR 2400m		RVR 2400m
D					

LXGB/GIB
GIBRALTAR

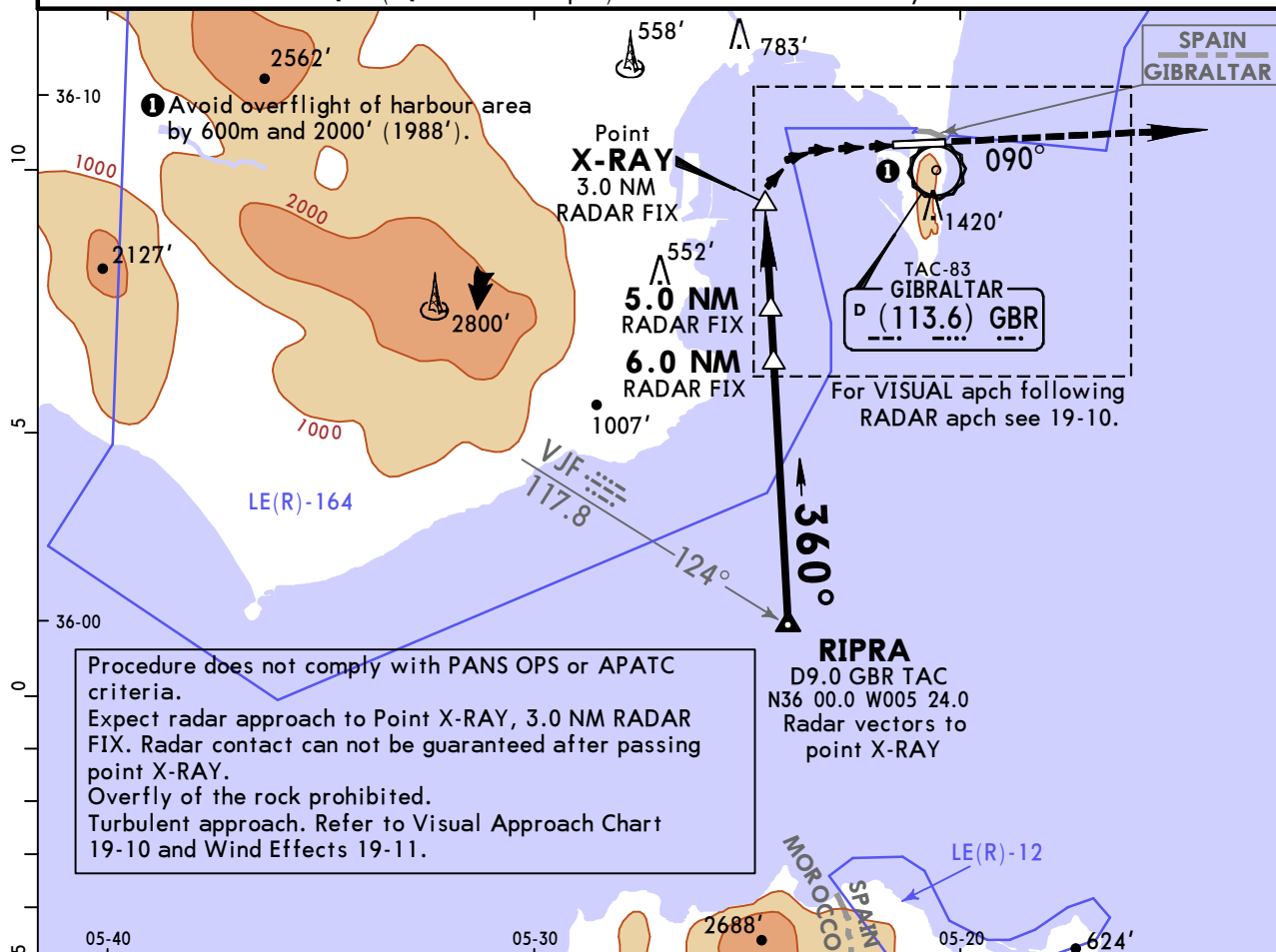
JEPPesen
12 OCT 18 **(18-1)**

GIBRALTAR, GIBRALTAR
CIVIL USED PROC ***SRA Rwy 09**

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

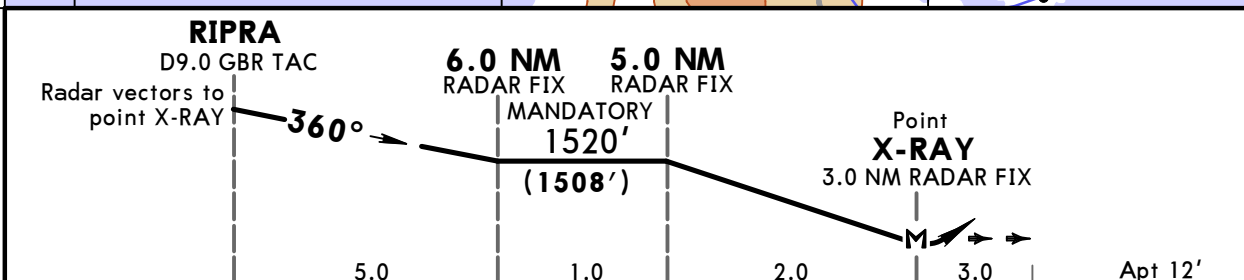


Alt Set: hPa **QNH (QFE on Final Apch)** Trans level: By ATC Trans alt: 6000'



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.

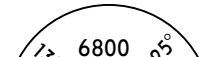
RIPRA
D9.0 GBR TAC
N36 00.0 W005 24.0
Radar vectors to point X-RAY

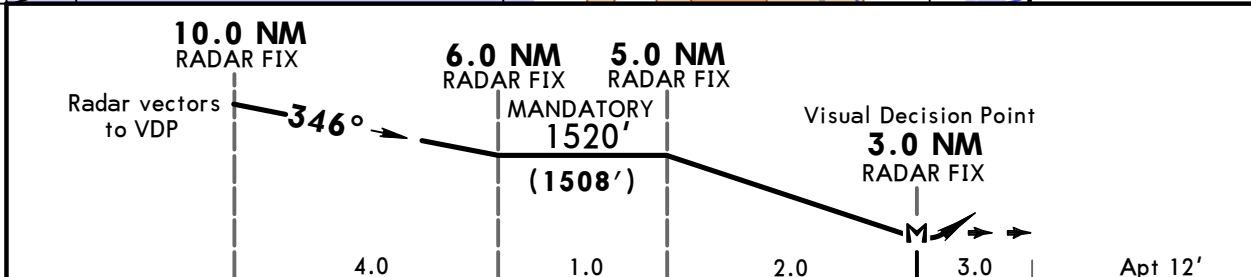
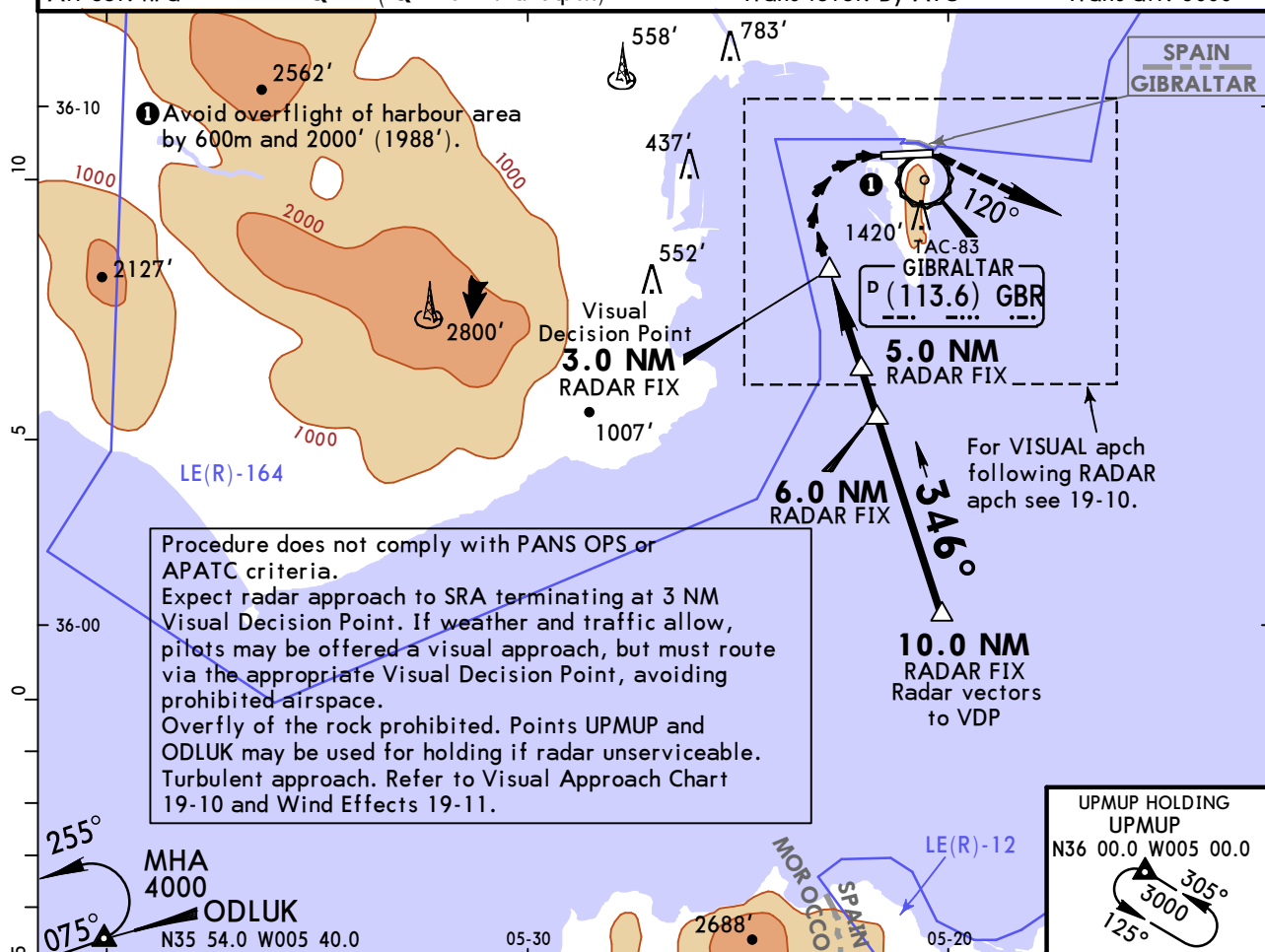


Gnd speed-Kts	70	90	100	120	140	160		
Desc angle from 5.0 NM RADAR FIX to MAP	2.80°	347	446	495	594	693	792	
MAP at Visual Decision Point X-RAY/3 NM from touchdown								

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

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

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	4000' (3988') 
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.

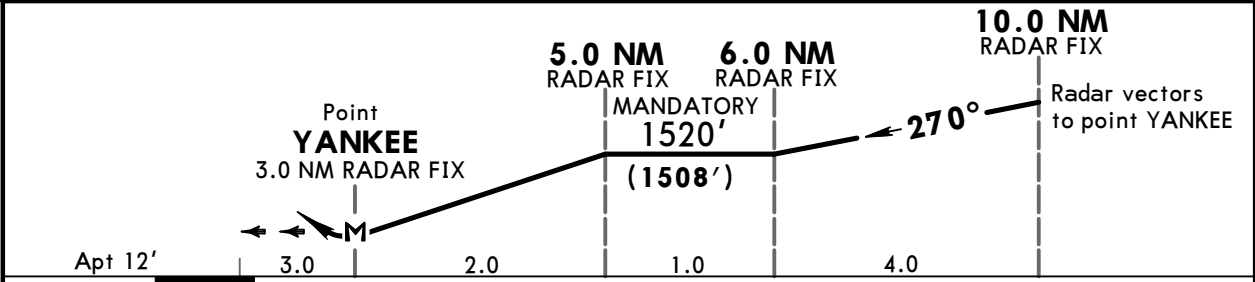
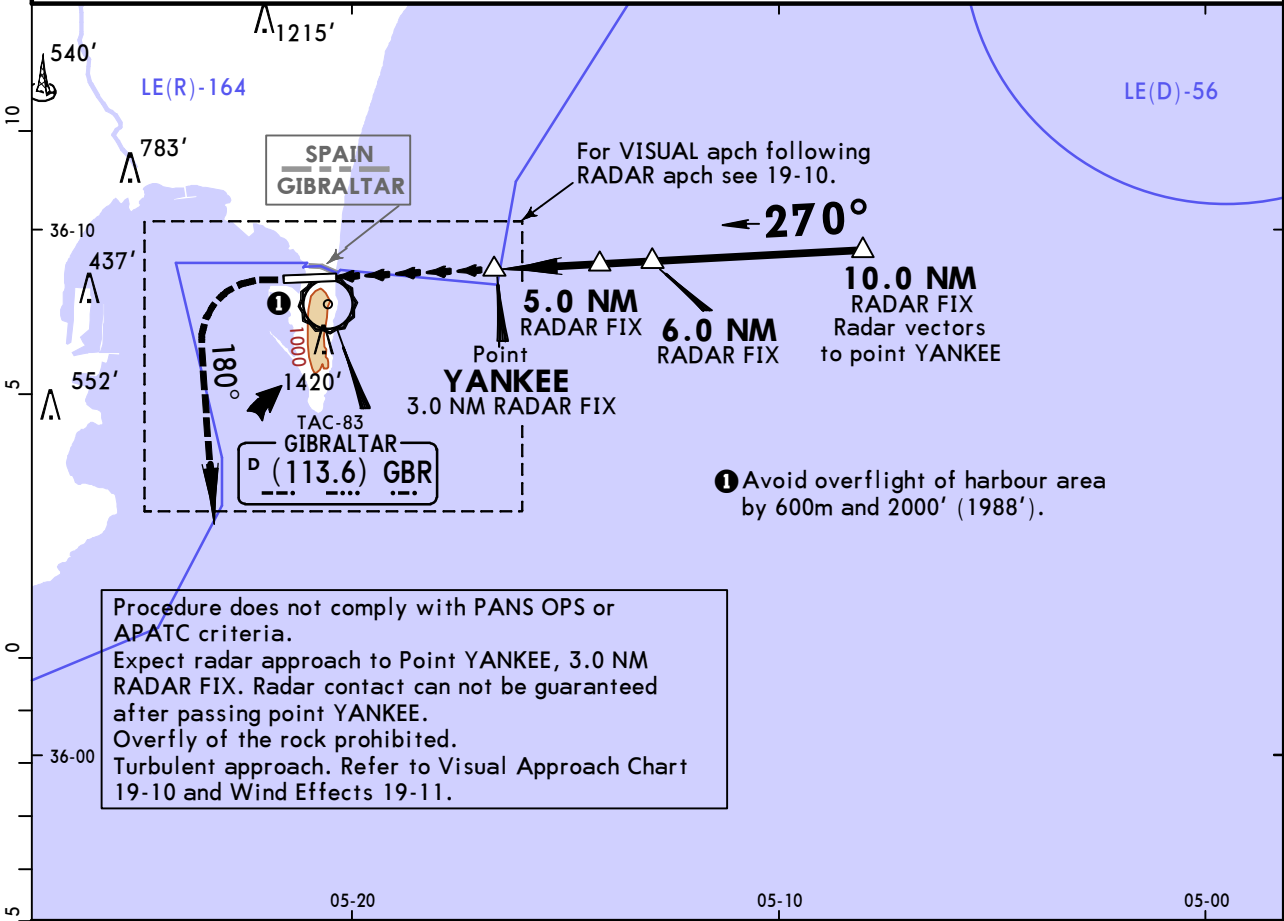
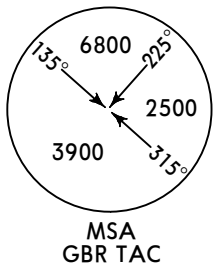
A	1000' - 5.0 km	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

LXGB/GIB
GIBRALTAR

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

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

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



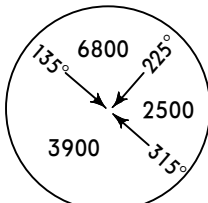
Gnd speed-Kts	70	90	100	120	140	160			4000' (3988')
Desc angle from 5.0 NM RADAR FIX to MAP	2.80°	347	446	495	594	693	792	PAPI	↑
MAP at Visual Decision Point YANKEE/3 NM from touchdown									

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

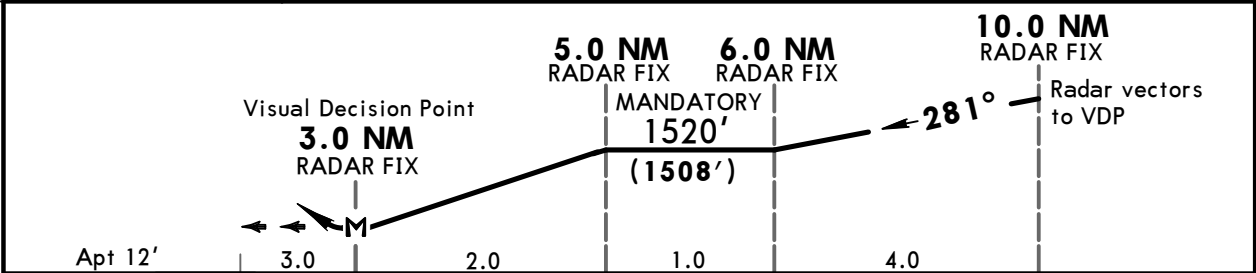
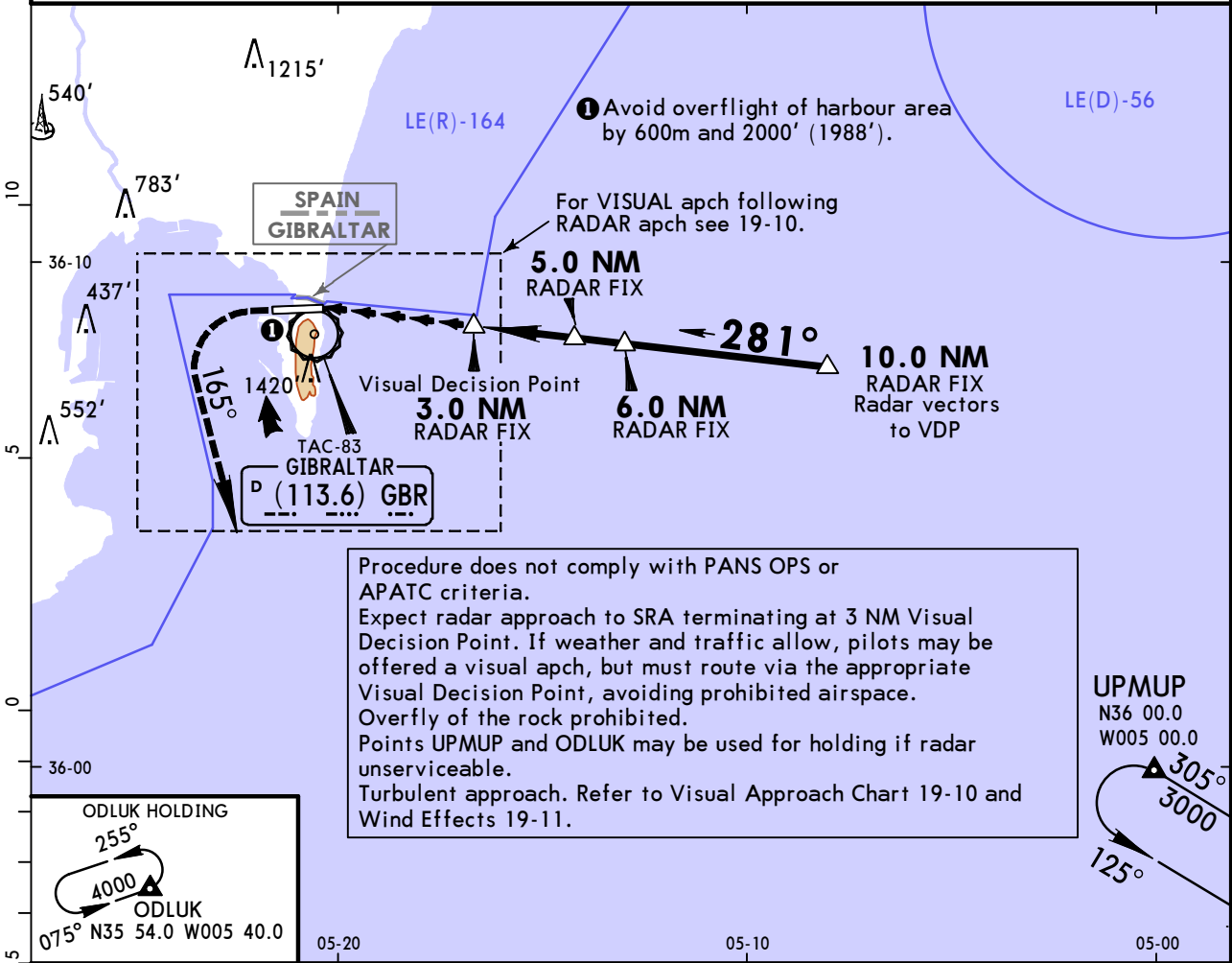
LXGB/GIB
GIBRALTAR

12 OCT 18 **18-4**

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

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

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	4000' (3988')
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.

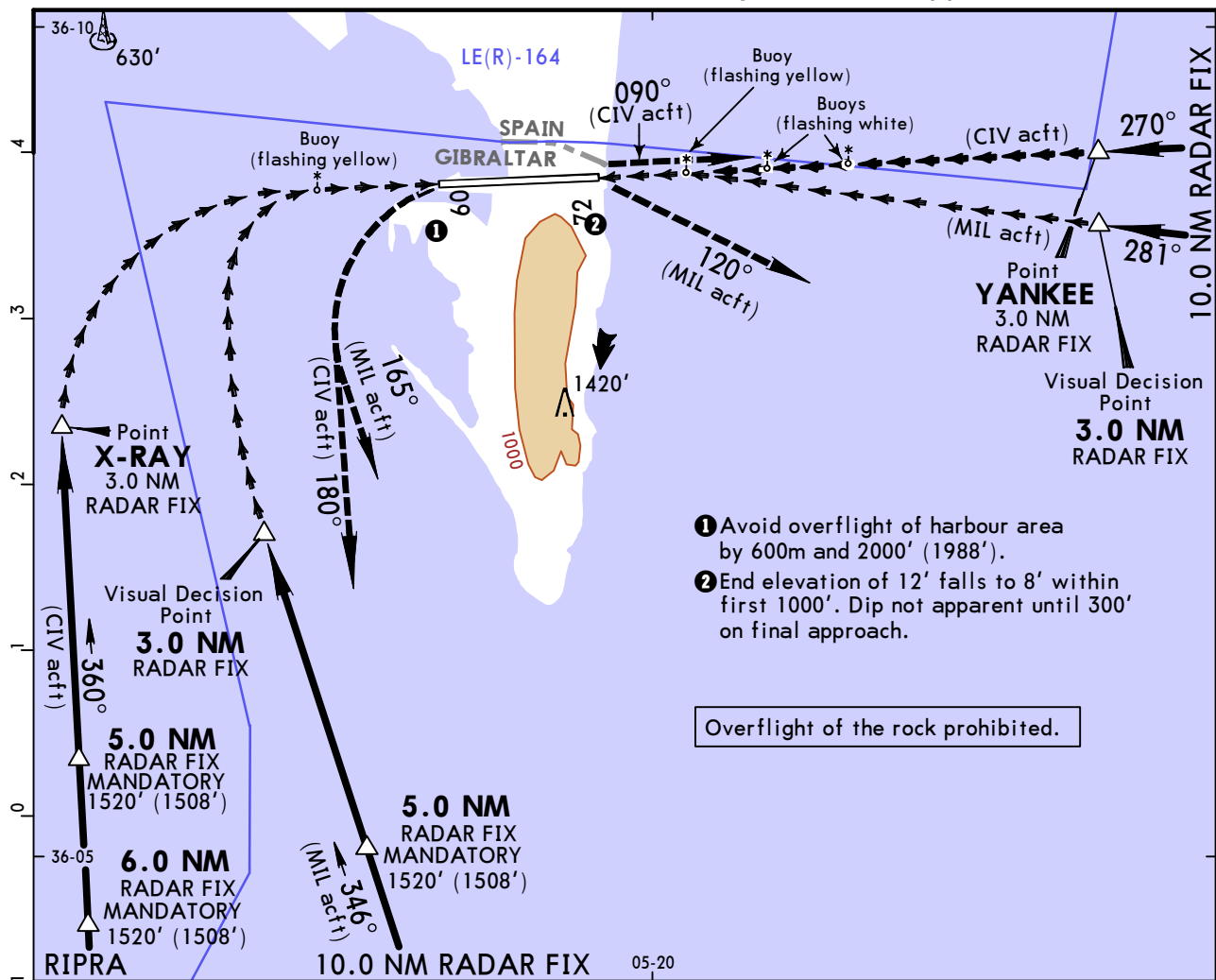
A	1000' - 5.0 km	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

LXGB/GIB
GIBRALTAR

JEPPESEN
12 OCT 18 **19-10**

GIBRALTAR, GIBRALTAR

VISUAL APPROACH CHART following the Radar approach



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.

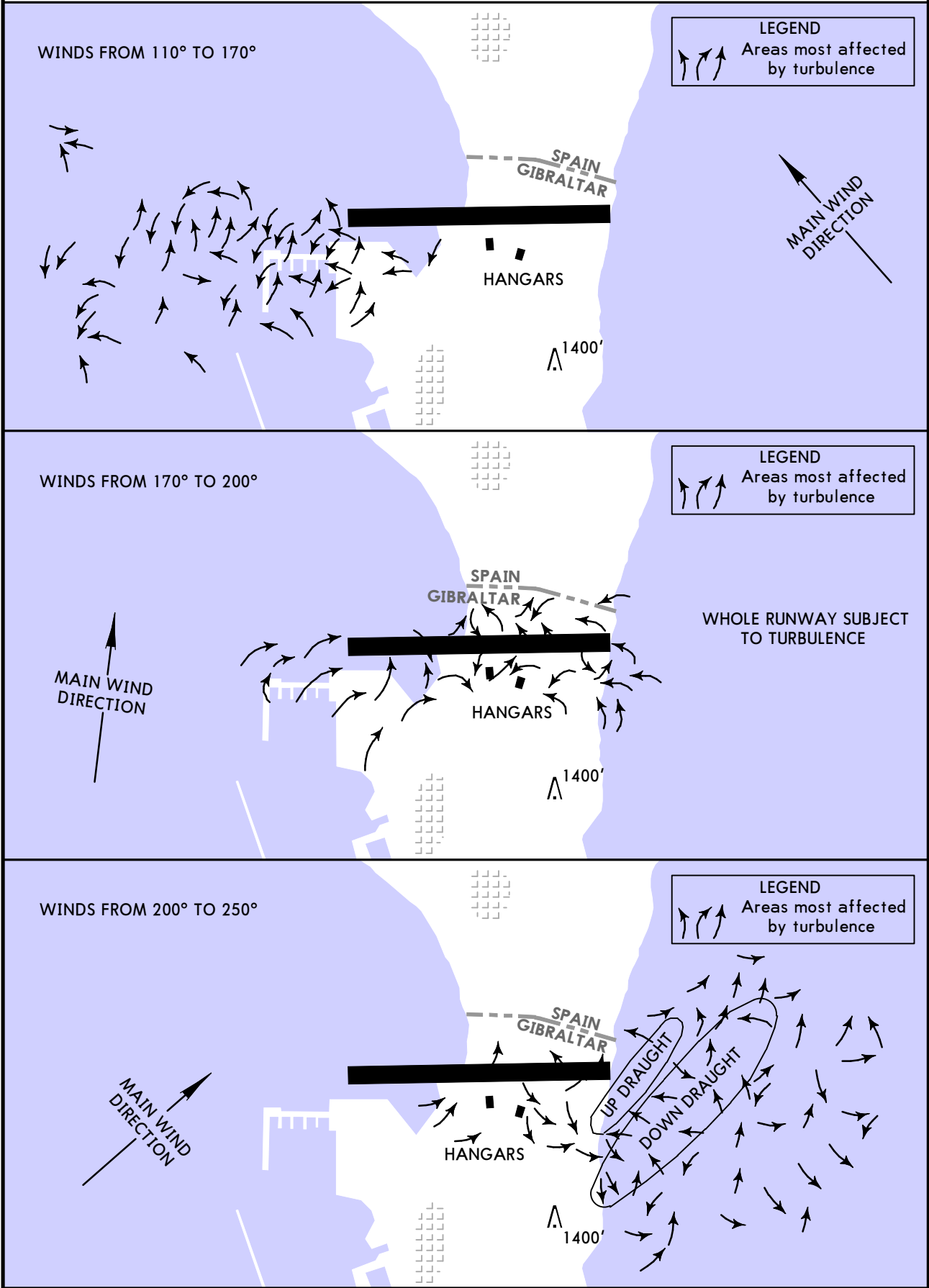
LXGB/GIB
GIBRALTAR

12 OCT 18
19-11

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



GIBRALTAR, (GIBRALTAR - LXGB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LXGB