

Trip Kit Index

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Airport Information For LXGB
Terminal Charts For LXGB
Revision Letter For Cycle 17-2016
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: 2.0° W

Fuel Types: Jet A-1
Oxygen Types: Low Pressure
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: 0549 Z
Sunset: 1857 Z

Runway Information

Runway: 09
Length x Width: 5502 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge
Displaced Threshold: 300 ft

Runway: 27
Length x Width: 5502 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge
Displaced Threshold: 200 ft

Communication Information

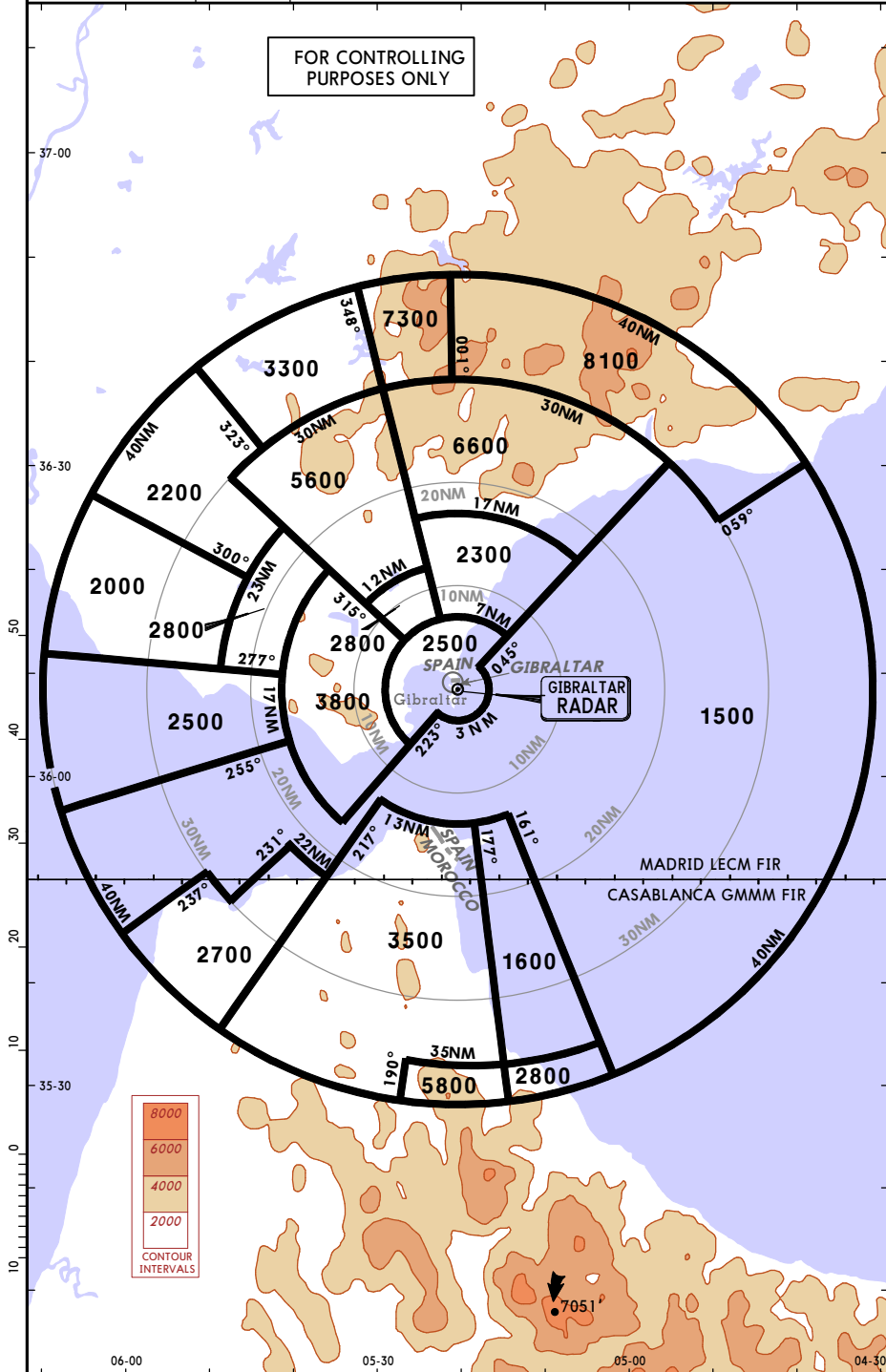
Gibraltar Tower: 131.200 Military
Gibraltar Tower: 24.057 Military
Gibraltar Talkdown Radar: 123.300 Military
Gibraltar Talkdown Radar: 130.400 Military
Gibraltar Radar: 122.800 Military
Gibraltar Operations: 32.790 Military
Gibraltar Radar: 26.487 Military
Gibraltar Talkdown Radar: 23.505 Military

LXGB/GIB
GIBRALTAR

JEPPESEN
19 SEP 14 **(10-1R)**

GIBRALTAR, GIBRALTAR
RADAR MINIMUM ALTITUDES

*GIBRALTAR Radar 122.8	<i>Apt Elev</i> 12'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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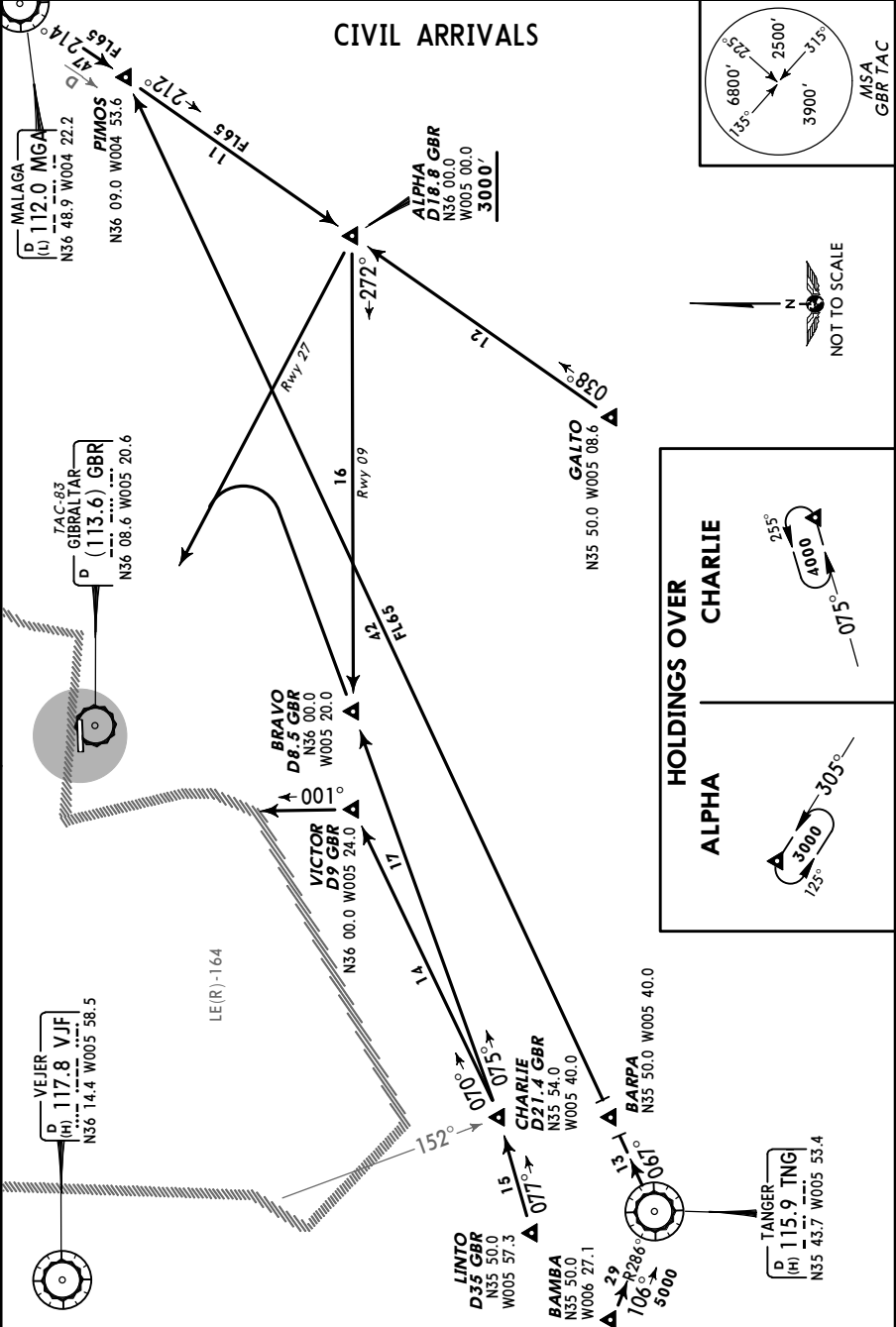
LXGB/GIB
GIBRALTAR

JEPPESEN
2 JAN 15

10-2 Eff 8 Jan

GIBRALTAR, GIBRALTAR
ARRIVAL

*GIBRALTAR Radar 122.8	Apt Elev 12'	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CHANGES: PIMOS RNAV STAR withdrawn, arrivals transferred.

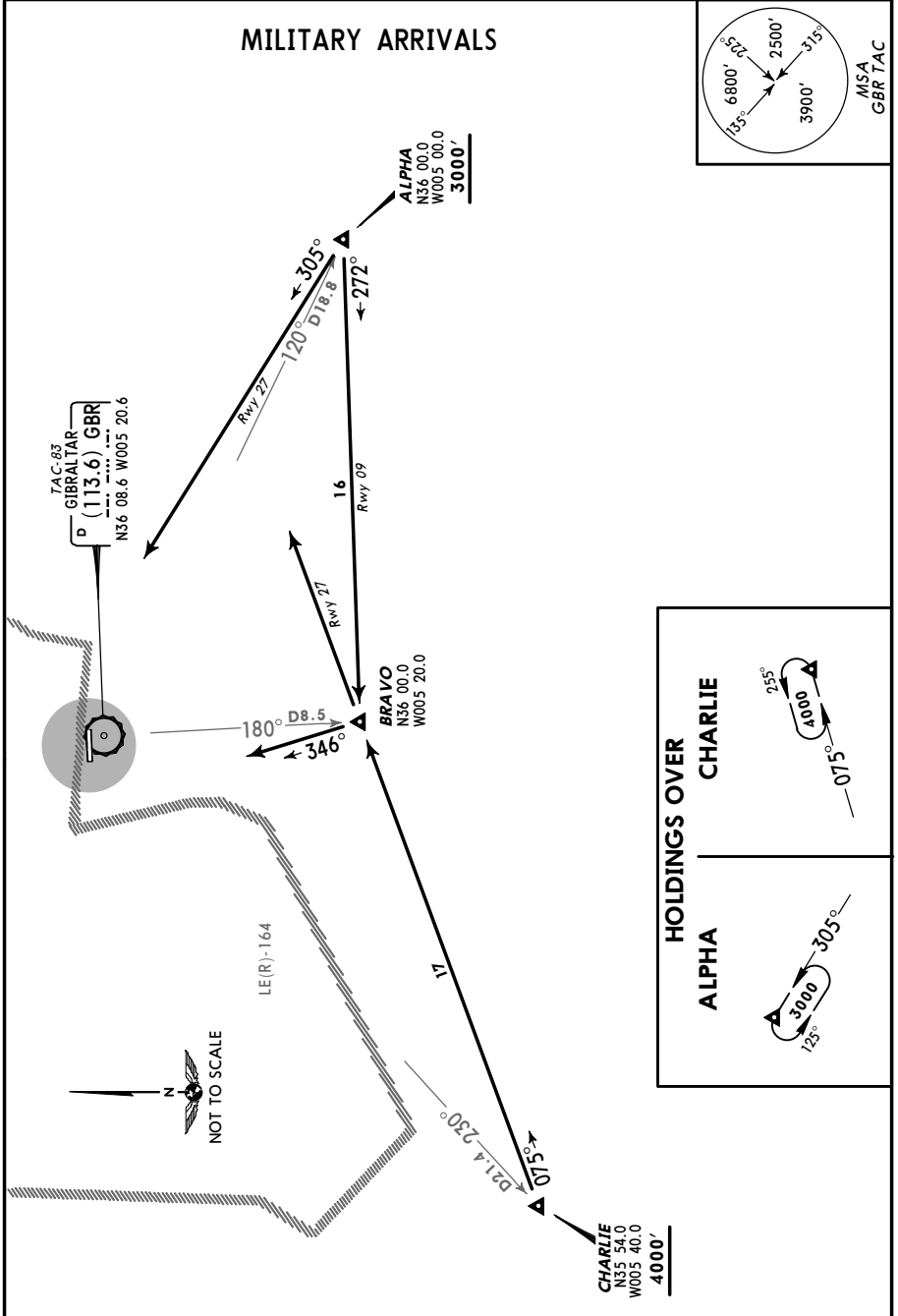
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JEPPesen **GIBRALTAR, GIBRALTAR**
2 JAN 15 **(10-2A)** Eff 8 Jan

ARRIVAL

<p>*GIBRALTAR Radar 122.8</p>	<p>Apt Elev 12'</p>	<p>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.</p>
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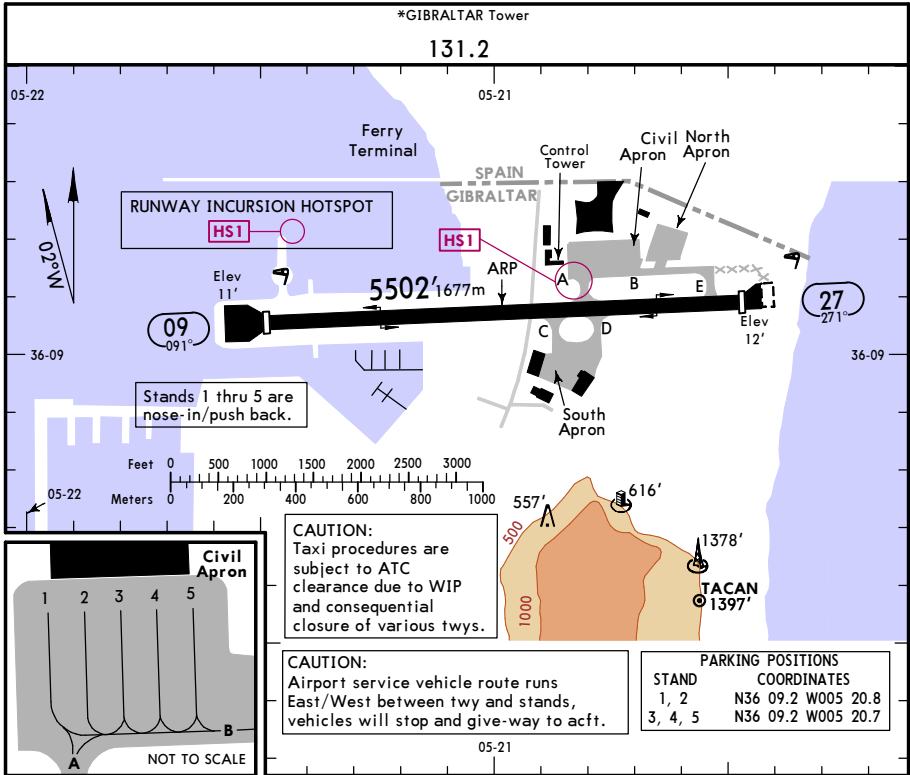
LXGB/GIB

Apt Elev 12'
N36 09.1 W005 21.0



GIBRALTAR, GIBRALTAR

5 FEB 16 10-9



GENERAL

Main road crosses rwy at midpoint. Civil use PPR. Overflights of rwy below 500' require 3 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	LANDING BEYOND	USABLE LENGTHS ②		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
09 27	RL (90m) ① PAPI (angle 3.0°)	5003'1525m		③ 5338'1627m	151' 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.
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
D

1000m

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5 FEB 16 **10-9A**

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GIBRALTAR

EMERGENCY ARRIVAL PROCEDURES (Applies only to MIL acft)

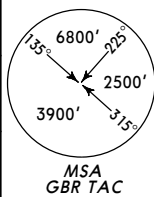
TACAN Let-down for use in the event of Surveillance Radar Failure

- 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 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.

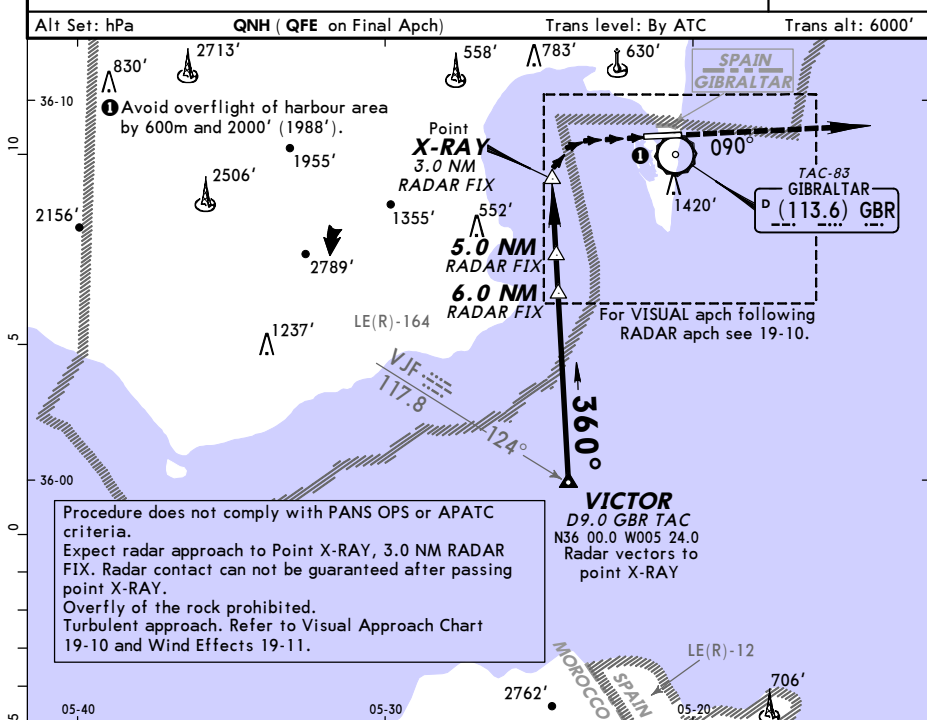
LXGB/GIB GIBRALTAR

JEPPESSEN GIBRALTAR, GIBRALTAR
8 JUL 11 (18-1) CIVIL USED PROC *SRA Rwy 09

*GIBRALTAR Approach (APP/R) 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'

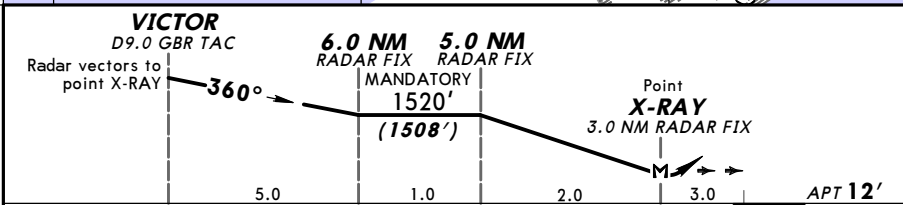


MISSED APCH: Climb to 4000' (3988') as directed by RADAR.



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.

VICTOR
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			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 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		B	
C		C	
D		D	

LXGB/GIB GIBRALTAR

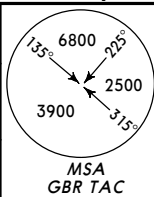


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GIBRALTAR, GIBRALTAR
MILITARY USED PROC *SRA Rwy 09

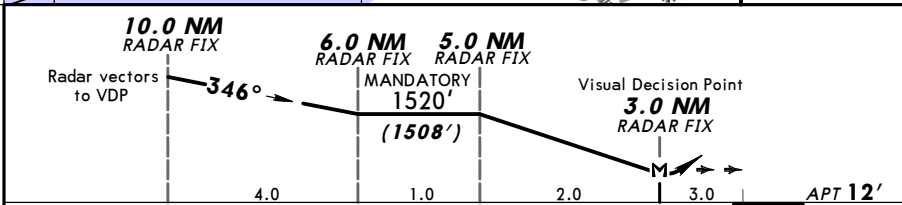
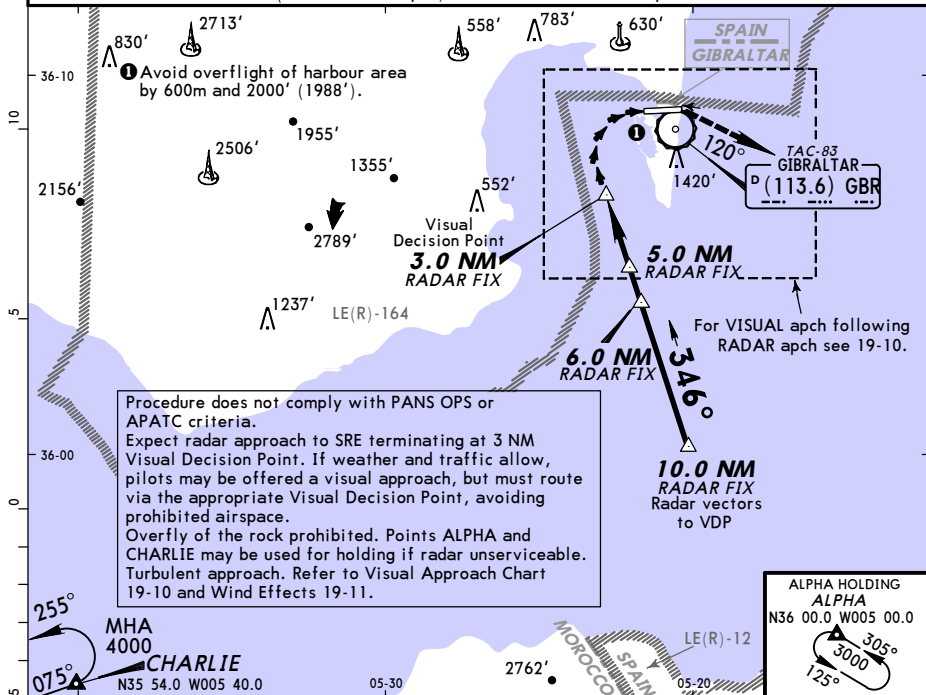
8 JUL 11 (18-2)

*GIBRALTAR Approach (APP/R) Contact Approach at 50 NM inbound 122.8 264.87		*GIBRALTAR Talkdown (R) 130.4 235.05 123.3X		*GIBRALTAR Tower 131.2 240.57	
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		4000'
Desc angle from 5.0 NM RADAR FIX to MAP 2.80°	347	446	495	594	693	792	PAPI	(3988')
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		A	
B		B	
C	1000' - 5.0 km	C	NOT AUTHORIZED
D		D	

LXGB/GIB GIBRALTAR

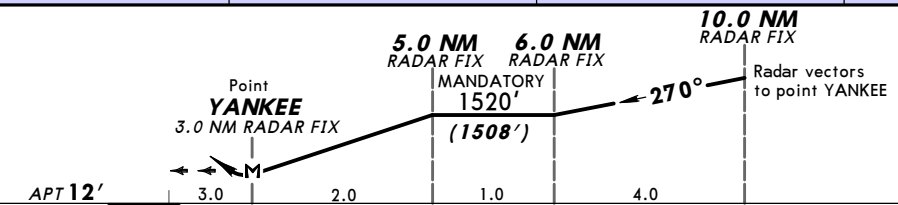
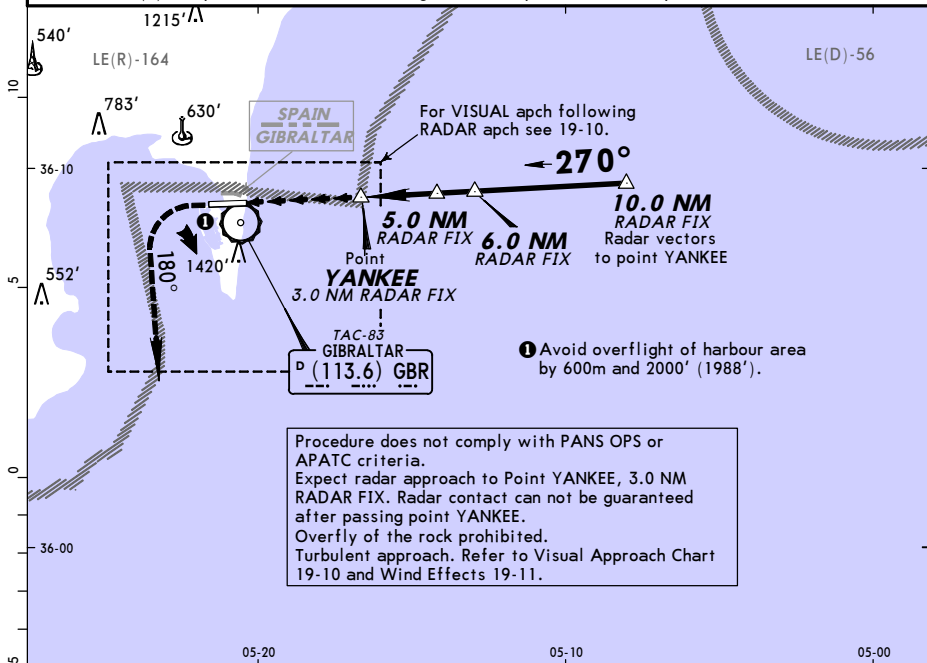
JEPESEN
8 JUL 11 (18-3)

GIBRALTAR, GIBRALTAR CIVIL USED PROC *SRA Rwy 27

BRIEFING STRIP™	*GIBRALTAR Approach (APP/R) Contact Approach at 50 NM inbound 122.8		*GIBRALTAR Talkdown (R) 130.4 123.3X		*GIBRALTAR Tower 131.2	<p>MSA GBR TAC</p>
	RADAR	<i>Final Apch Crs</i> 270°	<i>Mandatory Alt</i> 5.0 NM RADAR FIX 1520' (1508')	<i>MDA(H)</i> 920' (908')	<i>Apt Elev</i> 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.



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

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')**

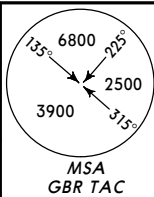
A	1000' - 5.0 km	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

LXGB/GIB GIBRALTAR

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8 JUL 11 (18-4)

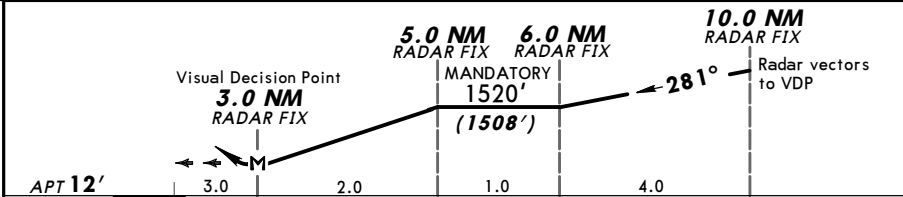
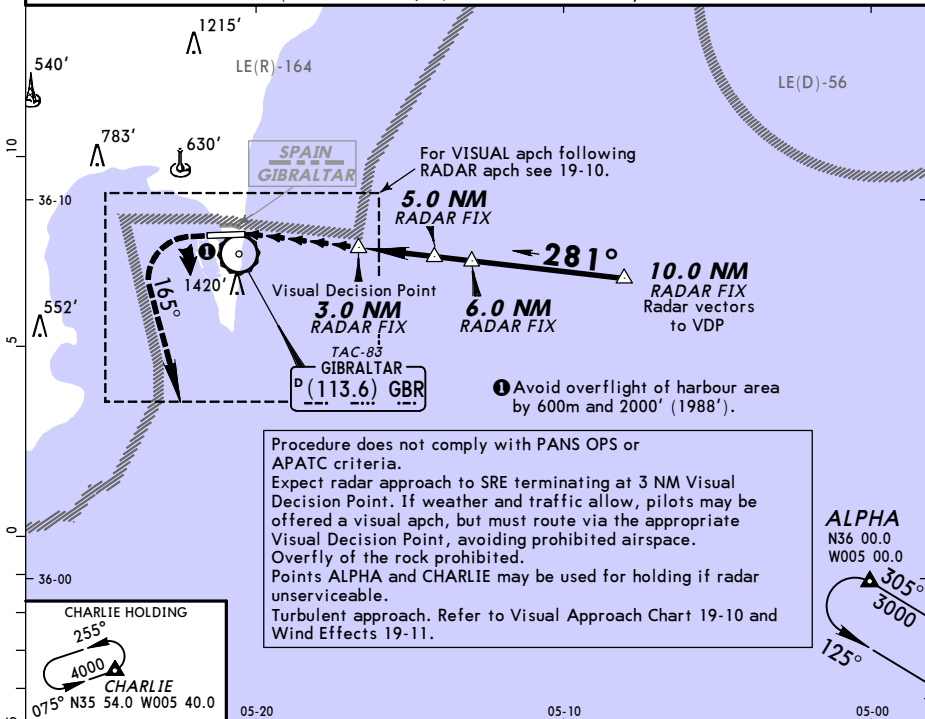
GIBRALTAR, GIBRALTAR
MILITARY USED PROC *SRA Rwy 27

*GIBRALTAR Approach (APP/R) Contact Approach at 50 NM inbound 122.8 264.87		*GIBRALTAR Talkdown (R) 130.4 235.05 123.3X		*GIBRALTAR Tower 131.2 240.57	
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.

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 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	

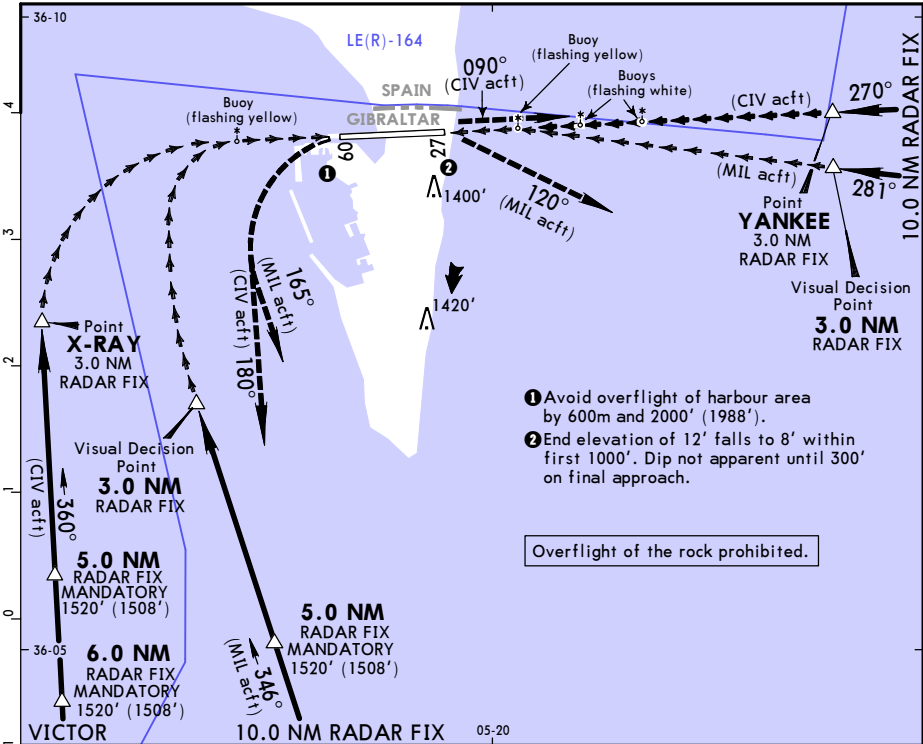
CHANGES: Minimums.

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18 SEP 15 **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 actf 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 actf 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 actf 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 actf 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 actf.

DEPARTURE MINIMUM:

VIS 1000m at Rwy threshold.

MISSED APPROACH:

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

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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

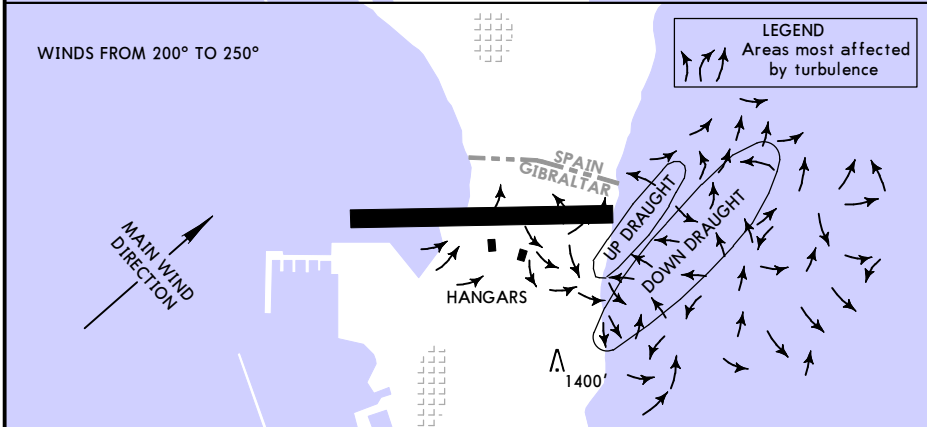
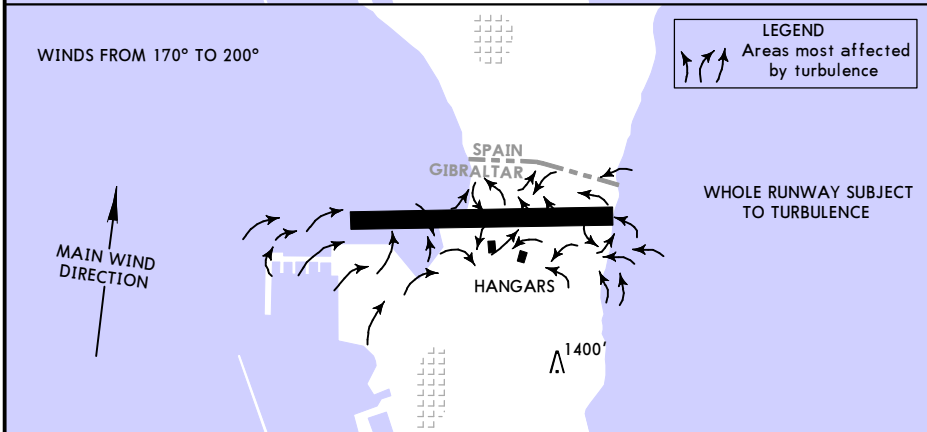
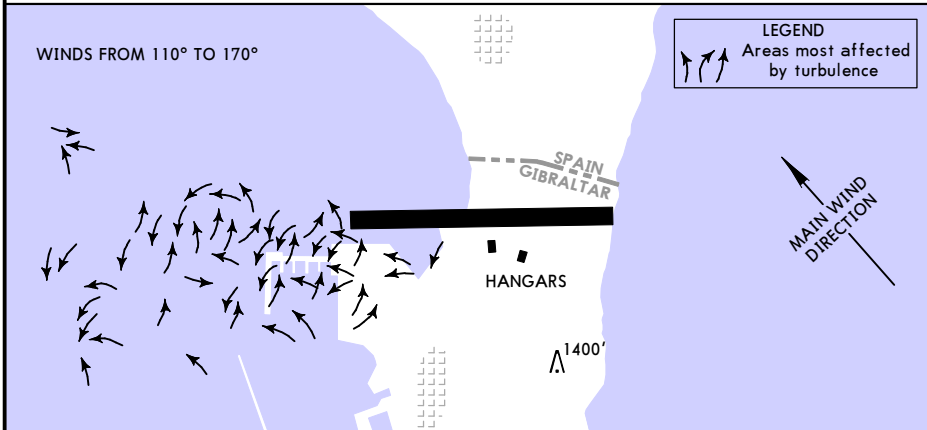




Chart changes since cycle 16-2016

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

GIBRALTAR, (GIBRALTAR - LXGB)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LXGB

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Callsign for Gibraltar Approach changed to Gibraltar Radar.