

10 JUL 25

LXGB AD 2.1 - LOCATION INDICATOR AND NAME

LXGB - GIBRALTAR

LXGB AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	N36 09 04-21 W005 20 59-10 Mid-point of Runway 09/27
2	Direction and distance from City:	Immediately North of Gibraltar
3	Elevation/Reference Temperature:	12ft / 28°C Measured from the Alicante Datum
4	Magnetic Variation / Annual Change:	0°02'E (DEC 24) / 0°03'E
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address: Telephone: Fax: E-mail: Web site:	Royal Air Force Air Operations, Mouchotte Building Spitfire Way RAF Gibraltar BFPO 52 Mil: 9231 98531 3353/2 Civ: +350 2005 3353/2 Duty Mob: +350 56001216 ATC: +350 2005 3383 - gib-raf-ops@mod.gov.uk www.raf.mod.uk/our-organisation/stations/raf-gibraltar/
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR.
8	Remarks:	The Gibraltar AIP can be found at https://www.gibraltar.gov.gi/civil-aviation/gibraltar-aeronautical-information-publication

LXGB AD 2.3 - OPERATIONAL HOURS

1	AD:	Airfield opening hours - 0800 - 2345 Mon-Sun (All times local). 4hrs PPR, OOH on request. Aerodrome is closed to all Air Systems on 25 Dec.
2	Customs and Immigration:	HO
3	Health and Sanitation:	Nil
4	AIS Briefing Office:	HO
5	ATS Reporting Office (ARO):	HO
6	MET Briefing Office:	HO
7	ATS:	0800 - 2345 Mon - Sun.
8	Fuelling:	HO
9	Handling:	HO
10	Security:	H24
11	De-Icing:	Nil
12	Remarks:	All Air Systems are to give a minimum 4hrs PPR. Civil Air System PPR requests are to contact GibAir Handling via email: Handling@gibair.gi Military Air Systems are to contact Air Operations via email: Gib-RAF-Ops@mod.gov.uk Foreign Military will require diplomatic clearance through their own Embassies; UK / Great Britain diplomatic clearance is not valid for Gibraltar.

LXGB AD 2.4 - HANDLING SERVICES AND FACILITIES

1	Cargo Handling Facilities:	MIL Atlas 2K, 4535Kg forklift, 1864Kg forklift.
2	Fuel/Oil /HydraulicTypes:	MIL PX24, OM15, OM33 (Limited Supplies), AL39, F35.
3	Fuelling Facilities/Capacity:	3 x Bowser - 33,000 litre capacity each. Fuel Farm - 4 x Tanks - 160,000 litre capacity each. Total capacity 739,000 litres.
4	Oxygen:	Subject to prior arrangement and minimum 10 days PNR.
5	De-Icing Facilities:	Nil.
6	Starting Units:	MIL 4x 90kVA GPUs, 2x 260 Coolspools and Nil Air Start Trollies.
7	Hangar space for visiting aircraft:	MIL Limited. Subject to prior arrangement through OC Operations.
8	Repair facilities for visiting aircraft:	Limited equipment only. Parent unit to provide specialist manpower.

14 MAY 26

LXGB AD 2.4 - HANDLING SERVICES AND FACILITIES

9	Remarks:	1. For inbound and outbound Mil freight handling services email: GIB-RAF-OCMOVS@mod.gov.uk 2. Toilet trolley available on request. 3. Armed (including chaff and flare) aircraft are to notify OC Operations prior to arrival. 4. Prior permission required for RRRF through ATC and/or Ops. ES3 must be initiated, do not begin RRRF without fire truck in attendance. Qualified aircrew to be provided by aircraft operator for RRRF.
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LXGB AD 2.5 - PASSENGER FACILITIES

1	Accommodation:	Limited on base accommodation available for Service personnel and entitled passengers only. Crew accommodation booked through Air Ops, passenger accommodation through RAF Movements. Off base accommodation is to be booked by the Parent Unit.
2	Medical Facilities:	Airfield Medical Response Team. Military Primary Care Facility. Civilian Hospital in Gibraltar.
3	Remarks:	Limited capacity at civilian hospital; additional or complex cases are likely to be transferred to Spain. BFG has no AVMed qualified medical officers. All visiting air assets will need to ensure appropriate support is in place either integral to their unit or as formalised reach-back to UK.

LXGB AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for Fire Fighting:	ICAO 8.
2	Rescue Equipment:	Rosenbauer Panther (4x4) Water Capacity 6,500ltrs Foam Capacity 800ltrs Rosenbauer Panther (6x6) Water Capacity 11,500ltrs Foam Capacity 1,500ltrs Mercedes Sprinter - Light Rescue Pump (LRP) Water Capacity 500ltrs
3	Capability for removal of disabled aircraft:	Limited resources available to remove Air Systems from runway. Depending on circumstances, support from the UK may be required.

LXGB AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1	Type of Clearing equipment:	Nil.
2	Remarks:	1. Runway friction measurement from Mu-Meter available upon request.

LXGB AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surfaces:	Apron	Surface	Strength	
		Civil Apron	Concrete	PCN 52/R/A/W/T	
		North Apron*	Blacktop	PCN 28/F/A/W/T	
			Concrete	PCN 50/R/A/W/T	
		South Apron	Blacktop (W)	PCN 45/F/A/W/T	
			Blacktop (E)	PCN 24/F/A/W/T	
			Concrete	PCN 45/R/A/W/T	
2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		A	19m	Blacktop	PCN 50/F/A/W/T
		B	19m	Blacktop	PCN 50/F/A/W/T
		C	19m	Blacktop	PCN 45/F/A/W/T
		D	19m	Blacktop	PCN 40/F/A/W/T
		E	19m	Blacktop	PCN 50/F/A/W/T
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints: INS Checkpoints:	N/A N/A			
5	Remarks:	*North Apron PCN deteriorates at its extremities. Liaise with Operations for further information.			

LXGB AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS

1	Use of aircraft stand ID signs: Taxiway guide lines & visual docking/parking guidance system of aircraft stands:	Civilian Stands marked 1-5 All Air Systems ground Marshallled.
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LXGB AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS		
2	Runway & taxiway markings & lighting:	Runway: Non standard TDZ markings.
		Taxiway: Standard markings with addition of solid Yellow edge lines.
3	Stop Bars and runway guard lights:	RGL at holding points A, C, D and E only.
4	Other runway protection measures:	Nil.
5	Remarks:	PAAG Marker boards and Yellow circular markings painted across the Rwy indicate the PAAG position(s). PAAG not currently installed. A NOTAM will be issued if the PAAG is in use.

LXGB AD 2.10 - AERODROME OBSTACLES	
Please refer to the "Measured Height Survey" data on the UK Mil AIP website www.aidu.mod.uk/aip .	
Warning: 150ft mast located approximately 300m north of Rwy 27 THR, on Spanish mainland. Not marked or painted. Co-ordinates: N36 09 14.00 W005 20 26.00	

LXGB AD 2.11 - METEOROLOGICAL INFORMATION		
1	Associated MET Office:	Gibraltar
2	Hours of service: MET Office outside hours:	Forecaster - 0600(A) - AD Closure. (Auto METARS are used from AD Closure - 0550L). ~ Nil.
3	Office responsible for TAF information: Periods of validity:	Gibraltar Met Office 3 hours.
4	Type of landing forecast: Interval of issuance:	None N/A
5	Briefing/consultation provided:	Personal / telephone
6	Flight documentation: Language(s) used:	Charts / TAFs / METARs. English. Abbreviated plain language text
7	Charts and other information available for briefing or consultation:	Actual / Forecast surface analyses and upper wind charts, rainfall radar, tephigrams, satellite imagery, thunderstorm location, computer model forecast, Sig Weather Charts. Airport Cross Section .
8	Supplementary equipment available for providing information:	PC Data display - SWIFT/MORTy MOMIDS
9	ATS units provided with information:	Nil.
10	Additional information (limitation of services etc):	Nil.
11	Remarks:	An outline of the differences between military METARs/TAFs and their civilian equivalents can be found in the Defence Aerodrome Manual (DAM) at Annex LL.

LXGB AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS					
Designations Runway Number	True bearing	Dimensions of Runway (m)	Strength (PCN) and surface of Runway and stopway	Threshold co-ordinates	Threshold elevation highest eleva- tion of TDZ of precision APP Rwy
1	2	3	4	5	6
09	087.50°	1798 x 45	PCN 65/F/A/W/T Blacktop	N36 09 03-17 W005 21 29-16	10-79ft TDZE 11-98ft
27	267.50°	1798 x 45	PCN 65/F/A/W/T Blacktop	N36 09 05-29 W005 20 28-21	11-19ft TDZE 11-88ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	RESA
7	8	9	10	11	12
09 - 0-03%U	Nil	833 x 150	1650 x 150	-	92m
27 - 0-03%D	Nil	831 x 150	1650 x 150	-	92m
12	Arresting Systems				
Rwy 09	PAAG (1420ft)			PAAG (1328ft)	Rwy 27

10 JUL 25

LXGB AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS

13	Remarks	Portable Aircraft Arresting Gear (PAAG). Normally de-rigged. When rigged in the UP position, hook equipped acft will not be permitted to land until the preceding landing acft is: a. Rwy 09. Clear of the pull-out area of the "UP" PAAG. b. Rwy 27. Clear of the pull-out area of the "UP" PAAG, and cleared to hold on the N or S area of the W turning circle. The runway longitudinal slope is assessed to be non-compliant due to a minimum radius of curvature of 6000m caused by a 400mm depression at the eastern end of the runway. (MAA/WAIVER/2014/40). Arresting System: Normal Operations - De-rigged, 10 Days PNR for FJ.
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LXGB AD 2.13 - DECLARED DISTANCES

Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
09	1666	2499	1666	1528	TORA = RW End 09 to Thr 27 lights TODA = RW End 09 to 1.5 x TORA LDA = Thr 09 to Thr 27 lights ASDA = RW End 09 to Thr 27 lights
27	1662	2493	1662	1528	TORA = RW End 27 to Thr 09 lights TODA = RW End 27 to 1.5 x TORA LDA = Thr 27 to Thr 09 lights ASDA = RW End 27 to Thr 09 lights

Note:

LXGB AD 2.14 - APPROACH AND RUNWAY LIGHTING

Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Distance from Thr (MEHT)	TDZ lighting Length	Runway Centreline lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End lighting Colour Wingbars	Stopway lighting Length(m) Colour
1	2	3	4	5	6	7	8	9
09	See Remarks	Green LI Green Wingbars	PAPI 3° ---- (31ft)	Nil	Nil	Flush, White Omni LI, White Bi LI, collocated 90m	Red	Nil
27	See Remarks	Green LI Green Wingbars	PAPI 3° ---- (31ft)	Nil	Nil	Flush, White Omni LI, White Bi LI, collocated 90m	Red	Nil
10	Remarks:	Rwy 09. Single Yellow flashing light on yellow marker buoy 1372m/4500ft from sea wall marks the extended centreline. Strobe lights angled to coincide with Air Systems position at 3nm, switched off when Air Systems at 1nm unless required by pilot. Simple Approach Lighting extending 300m into the sea from the 09 threshold. Rwy 27. Simple Approach Lighting extending 300m into the sea from the 27 threshold. Caution - Airfield surrounded by urban lighting. Rwy 09 simple approach lighting system damaged on outer barrette						

LXGB AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY

1	A Bn/I Bn location, characteristics and hours of operation:	Removed. (MAA/EXEMPTION/2013/06) see DAM Annex F.
2	Anemometer location and lighting:	N36 09 08 W005 21 26 - Lit with red obstruction lights. N36 09 07 W005 20 57 - Lit with red obstruction lights. N36 09 10 W005 20 27 - Lit with red obstruction lights.
3	Taxiway edge and centreline lighting:	Taxiway A, B, C, D and E: blue side lighting.
4	Secondary power supply: Switch-over time:	Yes. 15 seconds.
5	Remarks:	The stadium flood lights may be illuminated during aerodrome operating hours. All Aprons have lighting. COREL lights used to mark parked aircraft.

11 JUN 26

LXGB AD 2.16 - HELICOPTER LANDING AREA

1	Location:	Nil.
2	Elevation:	Nil.
3	Lighting:	Nil.
4	Remarks:	Nil.

LXGB AD 2.17 - ATS AIRSPACE

Designation and lateral limits		Vertical limits	Airspace Classification
1		2	3
Nil - absence of ATZ/MATZ may result in uncontrolled Air Systems in vicinity of airfield.		N/A	G
4	ATS Unit Callsign: Language:	Gibraltar. English.	
5	Transition Altitude:	6,000ft.	
6	Remarks:	Air Systems within Class G airspace receiving an ATS from Gibraltar ATC will be provided with a service in accordance with UK CAP 774	

LXGB AD 2.18 - ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
RAD	Gibraltar Radar	264-875 122-800	HO	HO	
T/D	Gibraltar Talkdown	235-050 130-400 123-300*	HO	HO	* NATO common frequency. Available on request only.
TWR	Gibraltar Tower	240-575 131-200	HO	HO	
Other	AFRS	121.605 MHz Non-ATS freq	HO	HO	Available when fire vehicles are on the ground attending an aircraft in an emergency. ATC to authorise this means of communication.

LXGB AD 2.19 - RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	Ident	Frequency	Hours of Operation		Antenna Site co-ordinates	Elevation of DME Transmitting antenna	Remarks
			Winter	Summer			
			# and by arrangement				
1	2	3	4		5	6	7
TACAN	GBR	Ch 83X 113.6	0000-2359 Mon - Sun		N36 08 36.63 W05 20 33.50	1364ft AMSL	
Remarks:							

LXGB AD 2.20 - LOCAL TRAFFIC REGULATIONS

1	Airport regulations RAF Gibraltar is owned and operated by the Ministry of Defence and regulated by the Military Aviation Authority. Operators are to satisfy themselves that they have met all the requirements of the Gibraltar Civil Aviation (Air Navigation) Regulations 2009 and EU-OPS.
2	Ground Movement See Terminal Charts and NOTAMS.
3	CAT II/III Operations Nil.

14 MAY 26

LXGB AD 2.20 - LOCAL TRAFFIC REGULATIONS

4	Warnings 1. Overflight of Rock and harbour installations prohibited. 2. Major migration routes pass over Gibraltar and heavy concentrations of large birds may be encountered. 3. Heavy Wind turbulence can be an issue. See Approach Charts and Special Procedures. 4. Due to the lack of regulated airspace around RAF Gibraltar there is a possibility of unknown Air Systems in the immediate vicinity of the AD. 5. All areas of AD other than designated Rwy's, Turning Circle, Twys and Aprons are to be treated as non-load bearing surfaces.
5	Helicopter Operations Mil helo ops as briefed by ATC according to operational requirements. Routine local helo flights as directed by ATC.
6	Use of Runways Pedestrian, cycle lane and road crosses Rwy 09 / 27 at mid point. ATC secure runway for use by closing access to pedestrians and vehicles when the approaching aircraft is at 20nm and 15nm respectively. The pedestrian, cycle lanes and road will also be closed for over flights of the runway below 500ft and for helicopters overflying at any altitude with underslung load.
7	Training Nil.

LXGB AD 2.21 - NOISE ABATEMENT PROCEDURES

See Terminal Approach Procedures (TAP) Charts and Noise Abatement Procedure Orders in DAM at Annex H.

LXGB AD 2.22 - FLIGHT PROCEDURES

1	Procedures for in bound aircraft:	See TAP Charts
2	Departures:	See TAP Charts
3	Radio Communication Failure:	See TAP Charts
4	Missed Approach Procedure:	See TAP Charts
5	Aerodrome Operating Minima:	See TAP Charts
6	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.	

LXGB AD 2.23 - ADDITIONAL INFORMATION

Nil.

11 JUN 26

LXGB AD 2.24 - CHARTS RELATING TO THIS AERODROME

Terminal Approach Procedure Charts

B1	Special Procedures (1)	AD 2 - LXGB - 1 - 9
B2	Special Procedures (2)	AD 2 - LXGB - 1 - 10
B3	Special Procedures (3)	AD 2 - LXGB - 1 - 11
B4	Special Procedures (4)	AD 2 - LXGB - 1 - 12
B5	Special Procedures (5)	AD 2 - LXGB - 1 - 13
D1	Aerodrome Chart	AD 2 - LXGB - 1 - 14
E1	Taxi Chart	AD 2 - LXGB - 1 - 15
F1	Ramp Chart	AD 2 - LXGB - 1 - 16
H1	Arrivals (Civilian)	AD 2 - LXGB - 1 - 17
H2	Arrivals (Military)	AD 2 - LXGB - 1 - 18
K1	Radar (Civil Procedure) Rwy 09	AD 2 - LXGB - 1 - 19
K2	Radar (Civil Procedure) Rwy 27	AD 2 - LXGB - 1 - 20
K3	Radar (Mil Procedure) Rwy 09	AD 2 - LXGB - 1 - 21
K4	Radar (Mil Procedure) Rwy 27	AD 2 - LXGB - 1 - 22
K5	ATC Surveillance MNM Alt	AD 2 - LXGB - 1 - 23

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SPECIAL PROCEDURES (1)

GIBRALTAR

Elev 12	Var 0°	TA 6000	TRL ATC	03 OCT 24	B1
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HAZARDS

1. BIRDSTRIKE HAZARD.

RAF Gibraltar sits in a unique area of Europe where birds are present at all times of the year and at particular times during the migration season. These can be broken down into seasonal hazards:

Winter (October - March) - Mainly dawn and dusk movements of Yellow-legged Gulls (YLG) between roosting and feeding sites, along with local YLGs in the vicinity of the airfield all day.

Spring/Summer (February - July) - YLGs moving between breeding sites on the rock and town area to feeding sites either in Spain, at sea or within Gibraltar. Migration of large birds (Raptors and Storks) flocking from the South towards Northern Europe particularly between 0900hr and 1600hr (weather dependant).

Autumn (July - October) - YLG numbers increase as young birds fledge the nest and birds begin to move around the area similar to winter movements. Return migration South of large birds (Raptors and Storks), can be in higher numbers after the breeding season. These birds will generally be moving in a North-to-South direction but may be seen in large flocks around the airfield and surrounding environment particularly between 0900hr and 1600hr and is weather dependant.

2. 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 15kt, 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 effect is at Chart B3. South Westerly winds in excess of 25kt 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.

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

Wind Direction	Wind Speed
110°M	27kt
120°M	22kt
130°M	19kt
140°M	17kt
150°M	15kt
160°M	14kt
170°M	12kt
180°M	11kt
190°M	12kt
200°M	13kt
210°M	13kt
220°M	15kt
230°M	17kt
240°M	19kt
250°M	21kt

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Changes: Elev

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SPECIAL PROCEDURES (2)

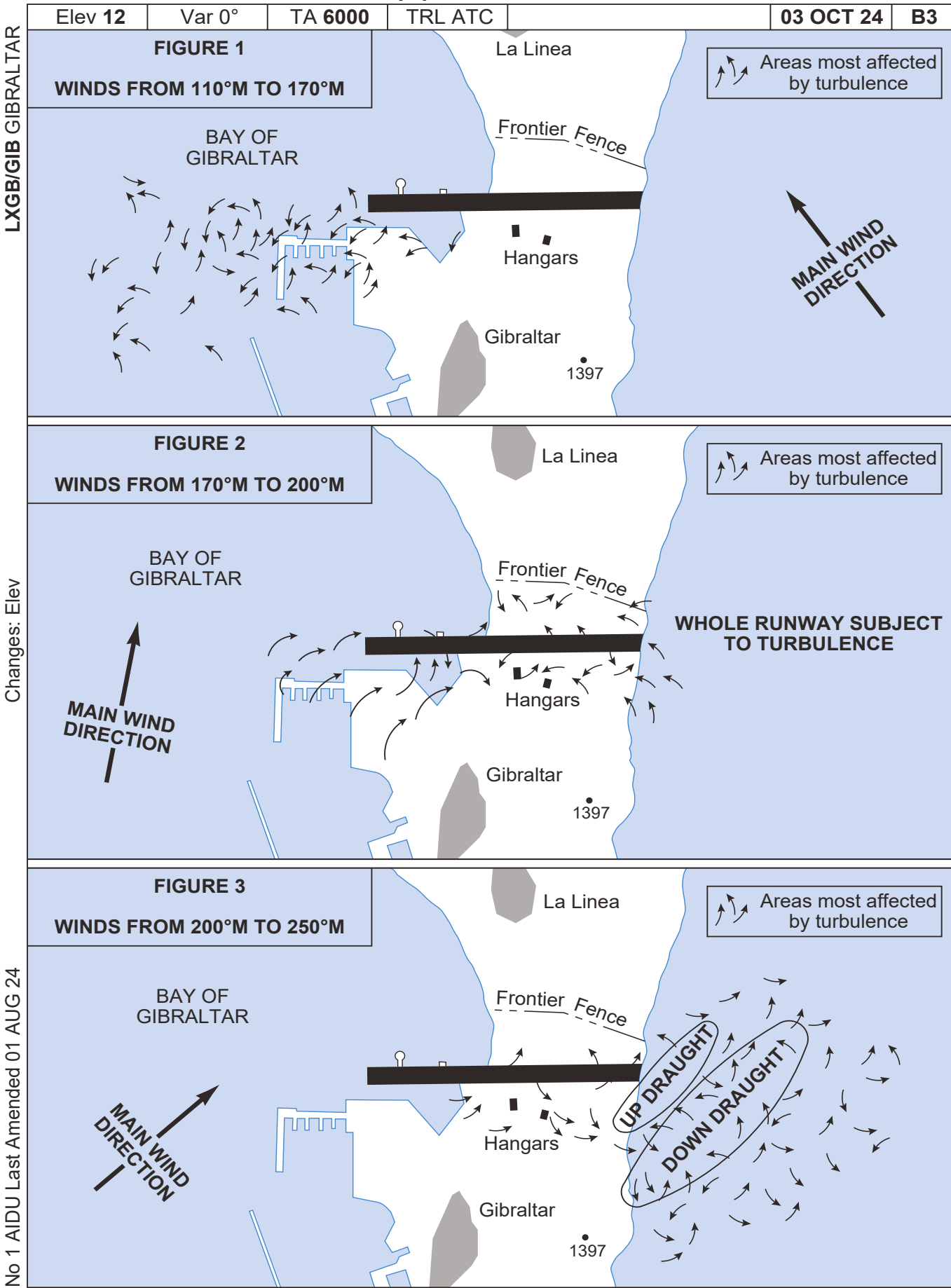
GIBRALTAR

Elev 12	Var 0°	TA 6000	TRL ATC		03 OCT 24	B2
LXGB/GIB GIBRALTAR	3. ROAD CROSSING THE RUNWAY. Gibraltar's rwy is unique in that it is crossed at the mid-point by a 4-lane public pedestrian, e-scooter and cycle lane. The road is closed to pedestrians no later than 15nm and closed to vehicles no later than 10nm, 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.					
	4. HELI ROUTES. Helicopter routes in the Bay of Gibraltar conflict laterally with the Rwy 09 approach and Rwy 27 departure and missed approach paths. Acft captains are to maintain a good lookout for helicopters during these stages of flight. The provision of a surveillance service cannot be relied upon due to the small radar signature and possibility of being below coverage. Std routes and operating altitudes can be found in the Spanish AIP.					
	DEPARTURE MINIMUM					
	5. Vis 1000m at rwy THR.					
	SRA APPROACH MINIMA					
	6. Surveillance radar approach procedures do not conform to PANS-OPS and are limited to visual approaches only. The applicable weather minima for visual approaches is: Visibility 5km or 5km in the direction of the approach path, cloudbase 1000ft. Civil pilots not in visual contact with the THR at the 3nm points (point X for Rwy 09 and point Y for Rwy 27) are to initiate a M/App as directed by ATC. Military pilots not in visual contact with the THR at the VDP annotated on the military procedures chart are to initiate a M/App as directed by ATC.					
	MISSED APPROACH					
	7. Surveillance Radar Approach Rwy 09. Climb to 4000 QNH as directed by radar. Rwy 27. Climb to 4000 QNH as directed by radar.					
	COMMS FAILURE					
	8. Surveillance Radar Approach - If radio contact is lost for more than 10 seconds during a surveillance radar approach, commence immediate climb to 4000 QNH. Once level at 4000 QNH proceed own navigation to PIMOS.					
Changes: Elev	LAMP SIGNALS					
	9. There are no pyrotechnics in use. Lamp signals will be shone from ATC.					
No 1 AIDU Last Amended 01 AUG 24	TURNAROUND PROCEDURE					
	10. All acft above maximum certificated take-off mass (MCTOM) 17,000kg must use turning circles prior to backtrack. No turning allowed on the runway.					

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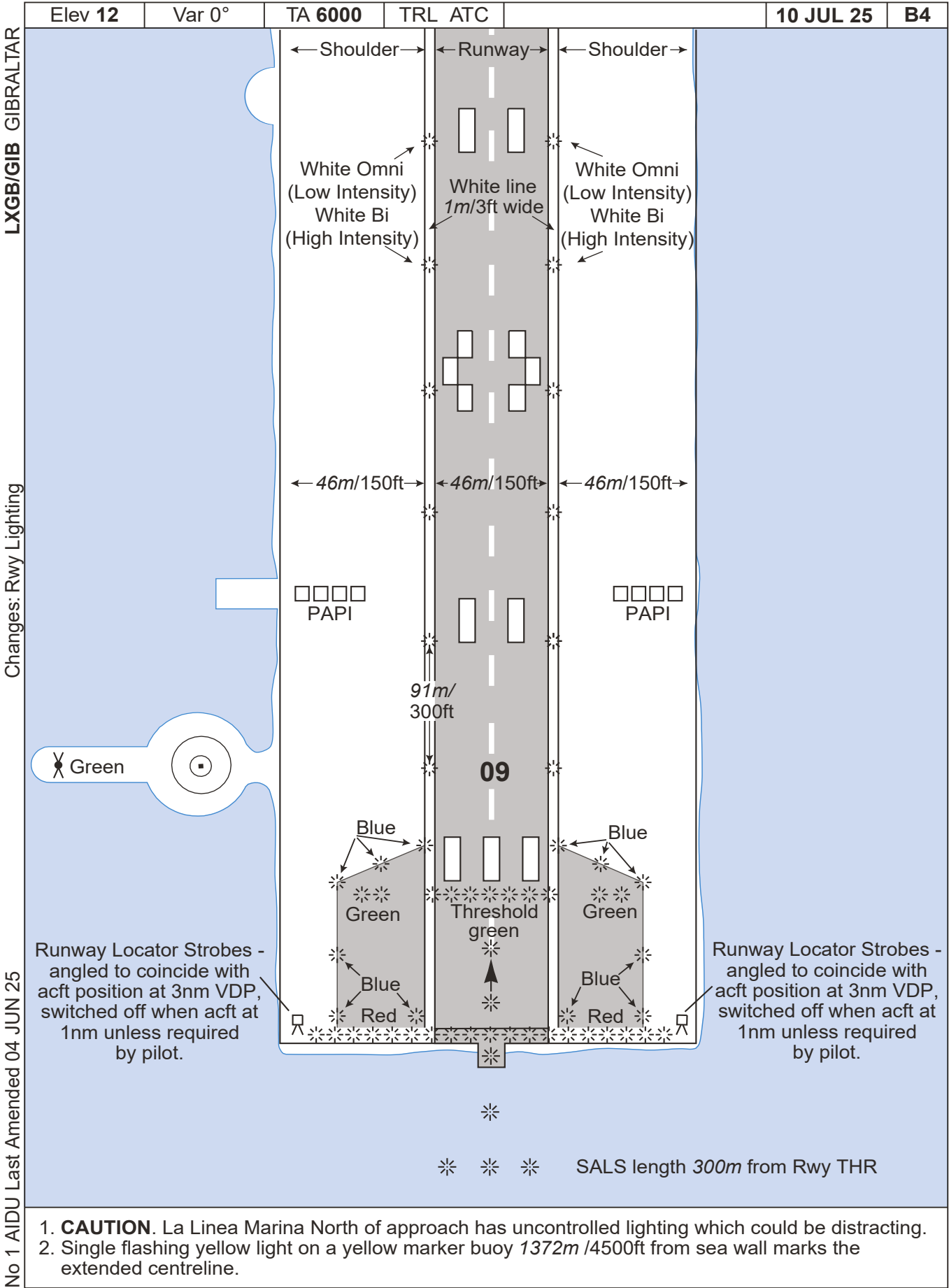
SPECIAL PROCEDURE (3) WIND EFFECT

GIBRALTAR



SPECIAL PROCEDURE (4) LIGHTING Rwy 09

GIBRALTAR



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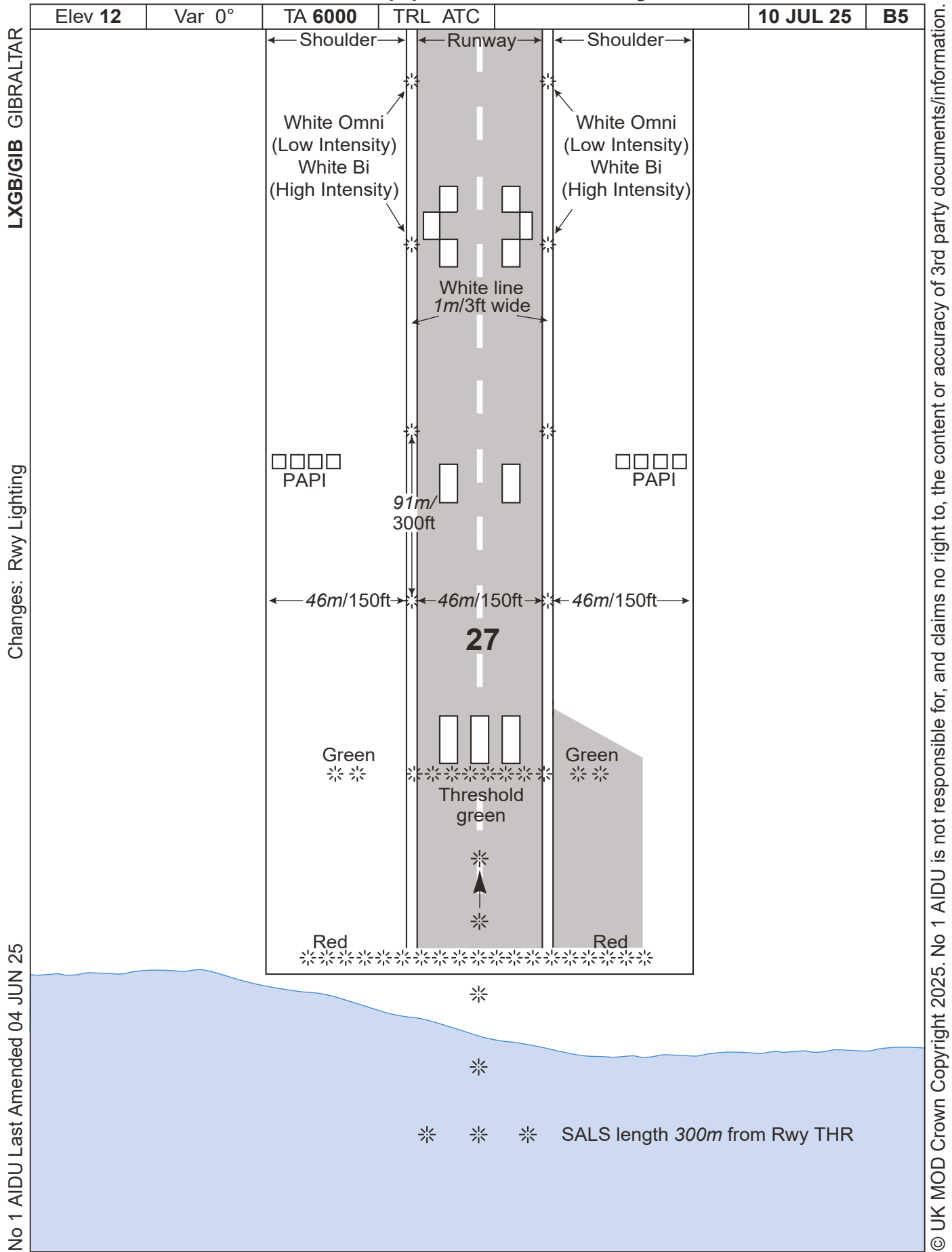
GIBRALTAR

SPECIAL PROCEDURE (4) LIGHTING Rwy 09

10 JUL 25

SPECIAL PROCEDURE (5) LIGHTING Rwy 27

GIBRALTAR



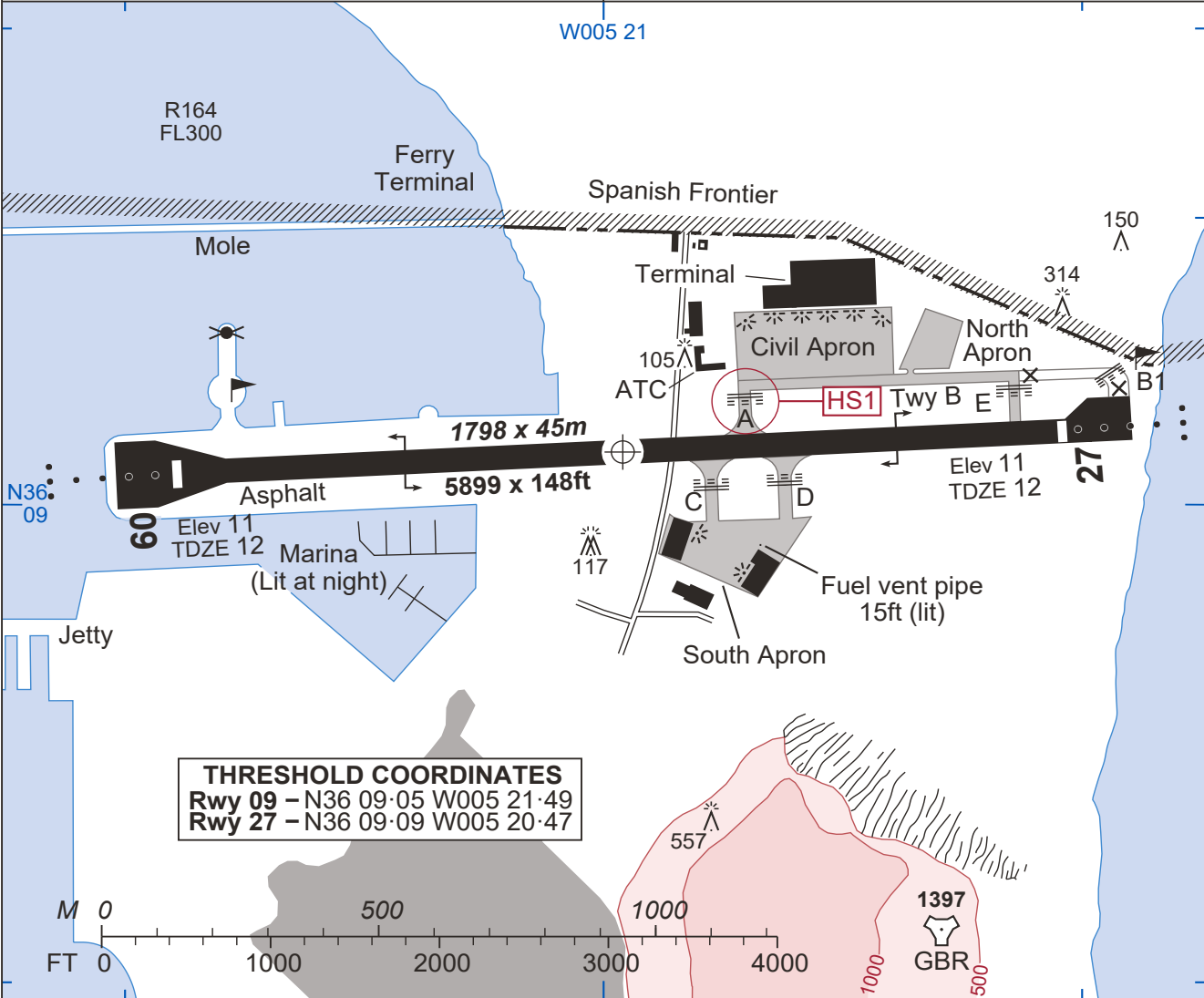
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03 OCT 24

AERODROME

GIBRALTAR

Elev 12	Var 0°	ARP	N36 09·07 W005 20·98 (WGS 84)	03 OCT 24	D1
GIBRALTAR TOWER 131·2 240·575			RADAR 264·875 122·8		



RWY	SLOPE	LDA m/ft	APP LGT		RWY LGT
09 (088°T)	0·03%U	1528/5013	P3° (31)	SALS 300m	RTHL:REDL(H,O):RENL
27 (268°T)	0·03%D				

1. **CAUTION.** La Linea Marina North of approach has uncontrolled lighting which could be distracting.
2. **Rwy 09.** The lighting on La Linea Pier and Ferry Terminal may be mistaken for rwy in poor vis and at night.
3. **Rwy 27.** End elev 12ft falls to 8ft within first 1000ft. Dip not apparent until acft descends to approx 300ft on Final App.
4. **D THR.**

a. **Rwy 09.** 91m/300ft from red extremity lights.

b. **Rwy 27.** 61m/200ft from red extremity lights.

Note: Temp cones mark start of WIP area.
5. All areas of the AD, other than desig rwys, turning circles, twy or aprons are to be treated as non-load bearing surfaces.
6. **Portable Aircraft Arresting Gear (PAAG).** Not currently installed. Installation will be NOTAMed Normally de-rigged. When rigged in the UP position, hook equipped aircraft will not be permitted to land until the preceding landing aircraft is:

a. **Rwy 09.** Clear of the pull-out area of the "UP" PAAG.

b. **Rwy 27.** Clear of the pull-out area of the "UP" PAAG, and cleared to hold on the N or S area of the W turning circle.

GIBRALTAR

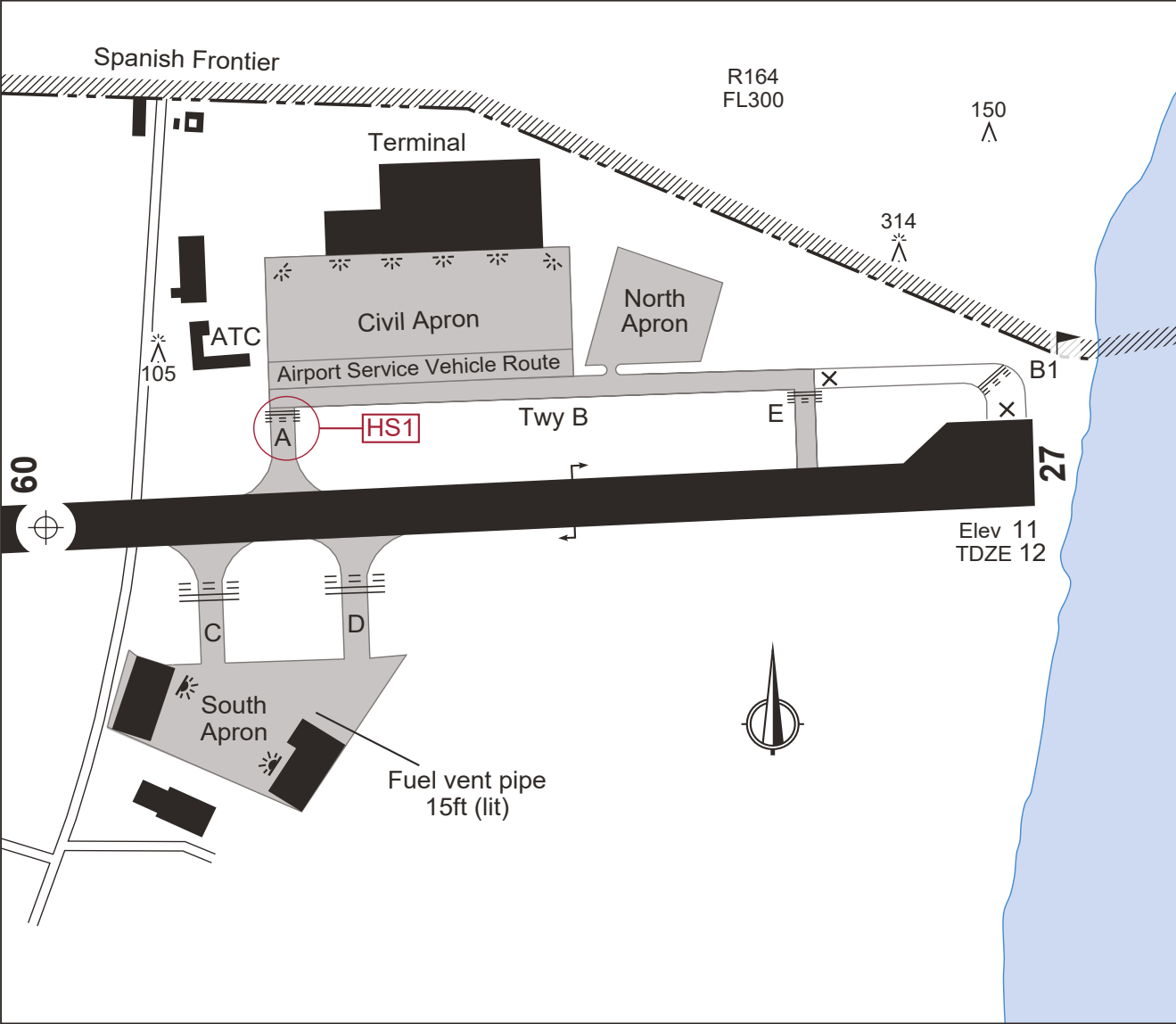
AERODROME

10 JUL 25

TAXI

GIBRALTAR

Elev 12	Var 0°	ARP	N36 09·07 W005 20·98 (WGS 84)	10 JUL 25	E1
GIBRALTAR TOWER 131·2 240·575			RADAR 264·875 122·8		



1. Airport service vehicle route runs East/West between twy and stands. Vehicles will stop and give way to aircraft. Pilots should remain vigilant to vehicles transiting the route.

LXGB/GIB GIBRALTAR

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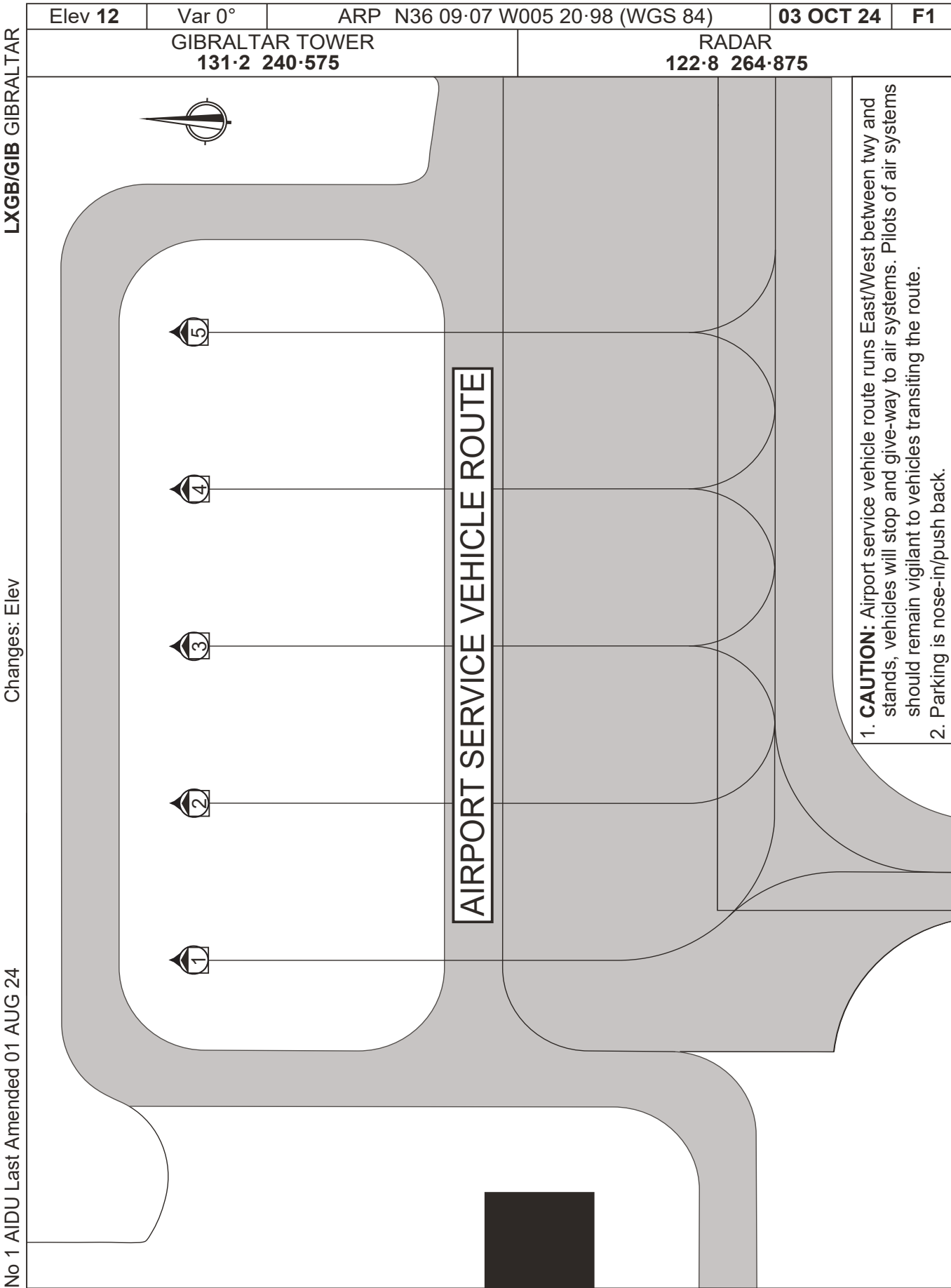
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03 OCT 24

RAMP

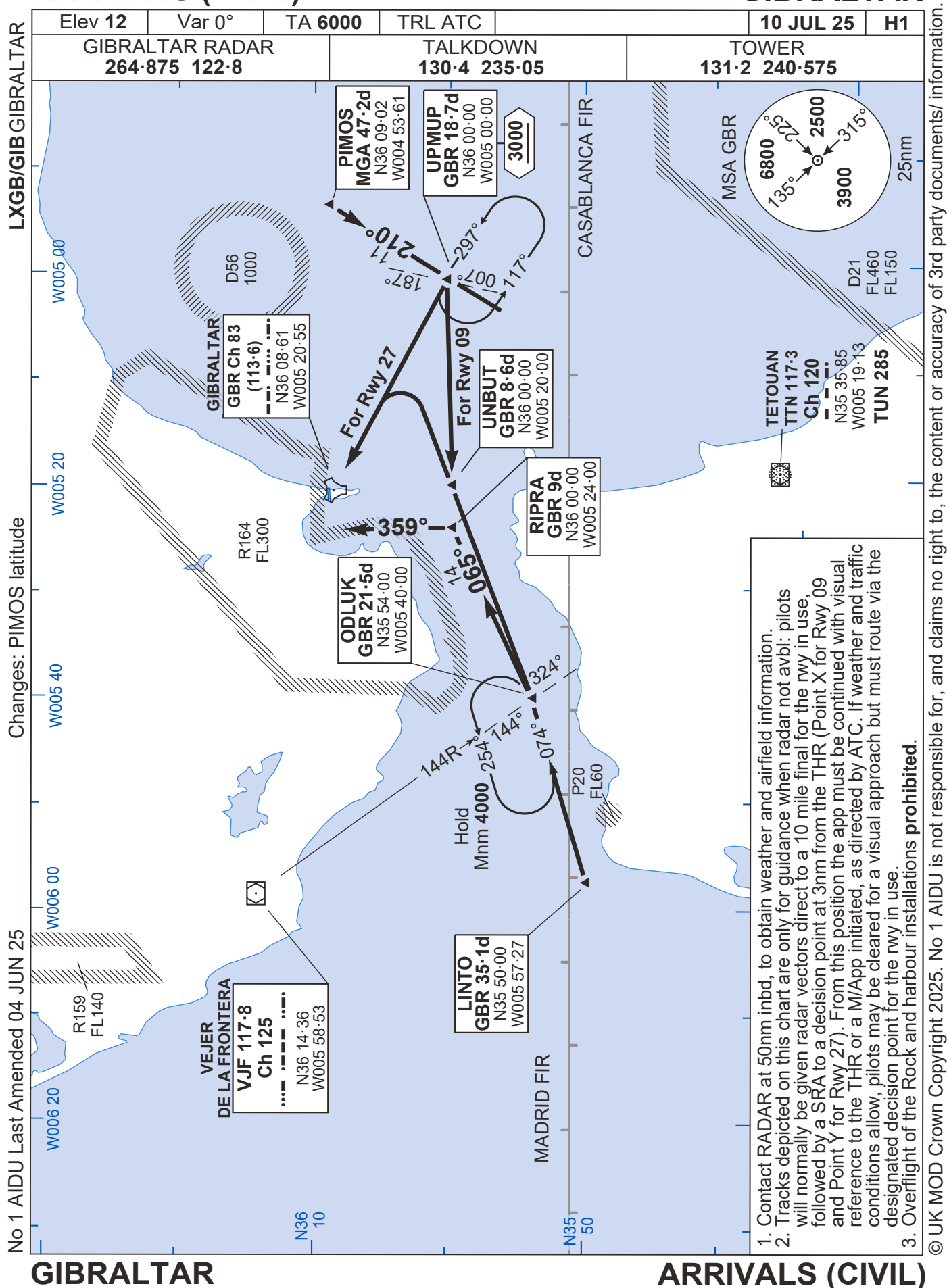
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ARRIVALS (CIVIL)

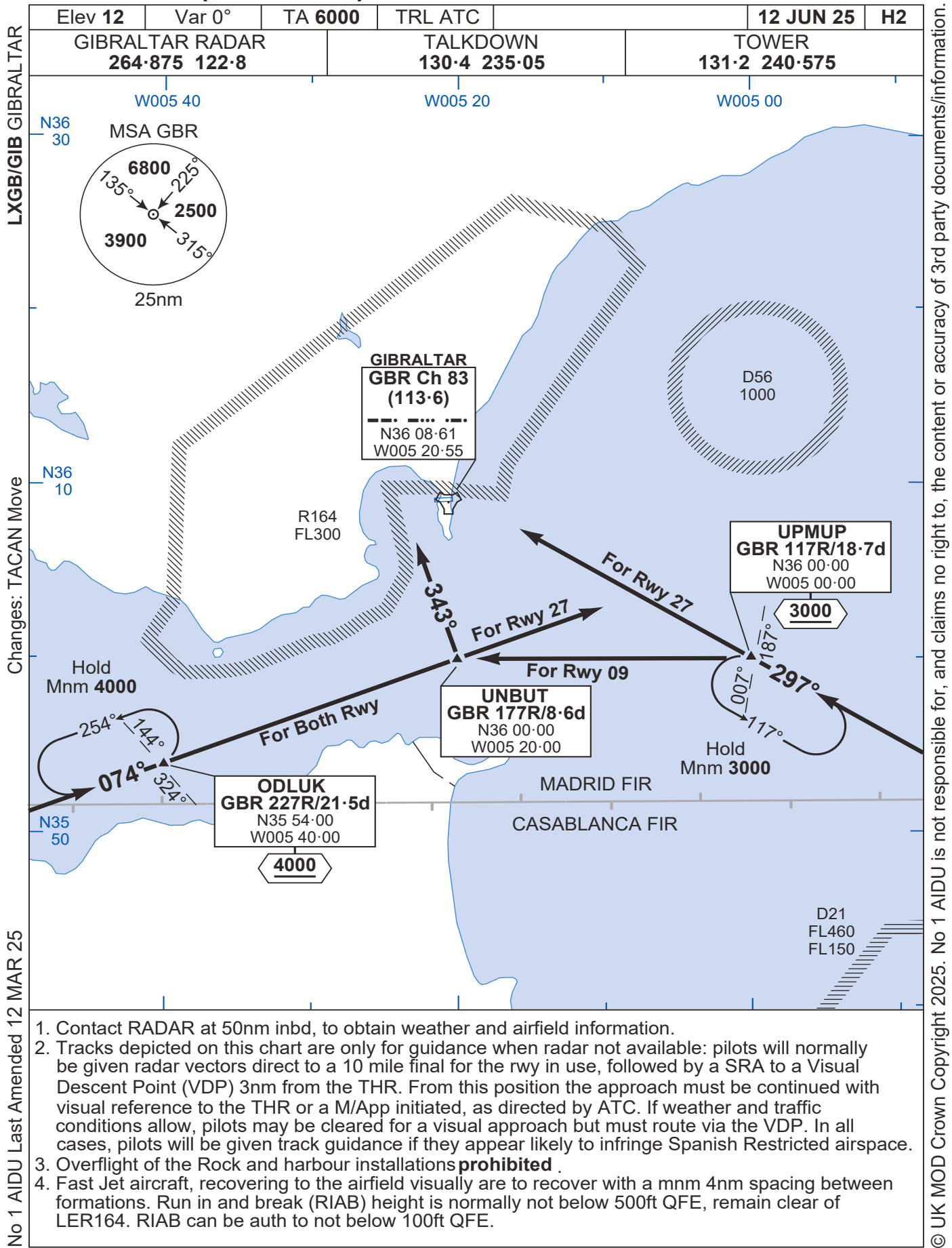
GIBRALTAR



12 JUN 25

ARRIVALS (MILITARY)

GIBRALTAR



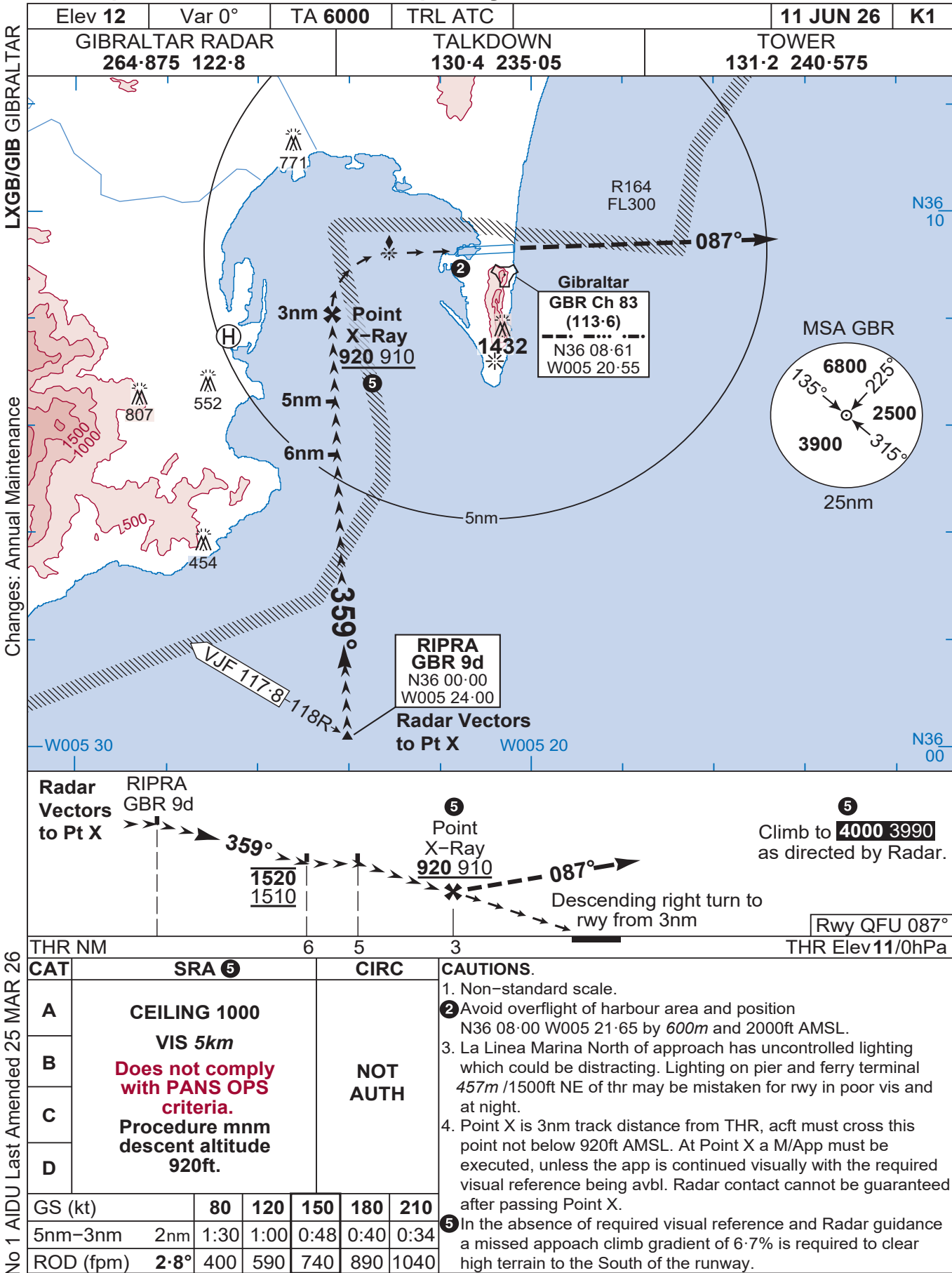
GIBRALTAR

ARRIVALS (MILITARY)

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SRA (CIVIL PROCEDURE) Rwy 09

GIBRALTAR

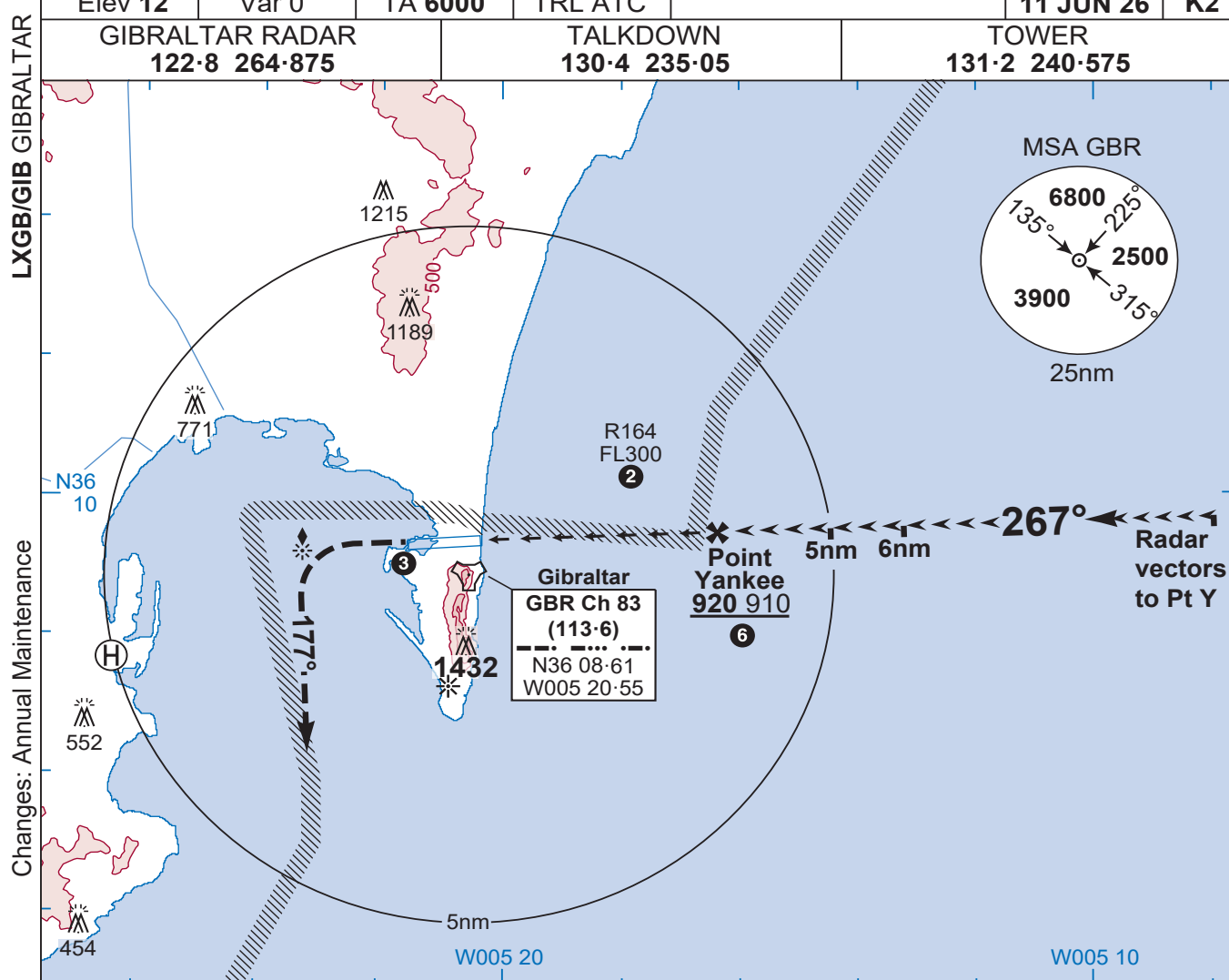


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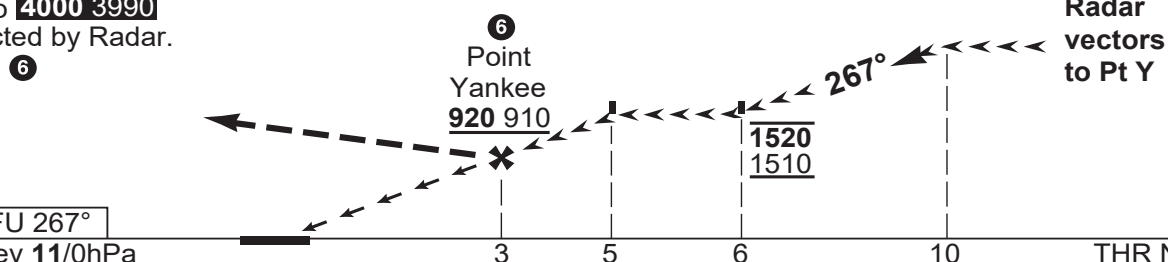
SRA (CIVIL PROCEDURE) Rwy 27

GIBRALTAR

Elev 12	Var 0°	TA 6000	TRL ATC		11 JUN 26	K2
GIBRALTAR RADAR 122.8 264.875		TALKDOWN 130.4 235.05		TOWER 131.2 240.575		



Climb to **4000 3990**
as directed by Radar.

[illegible]

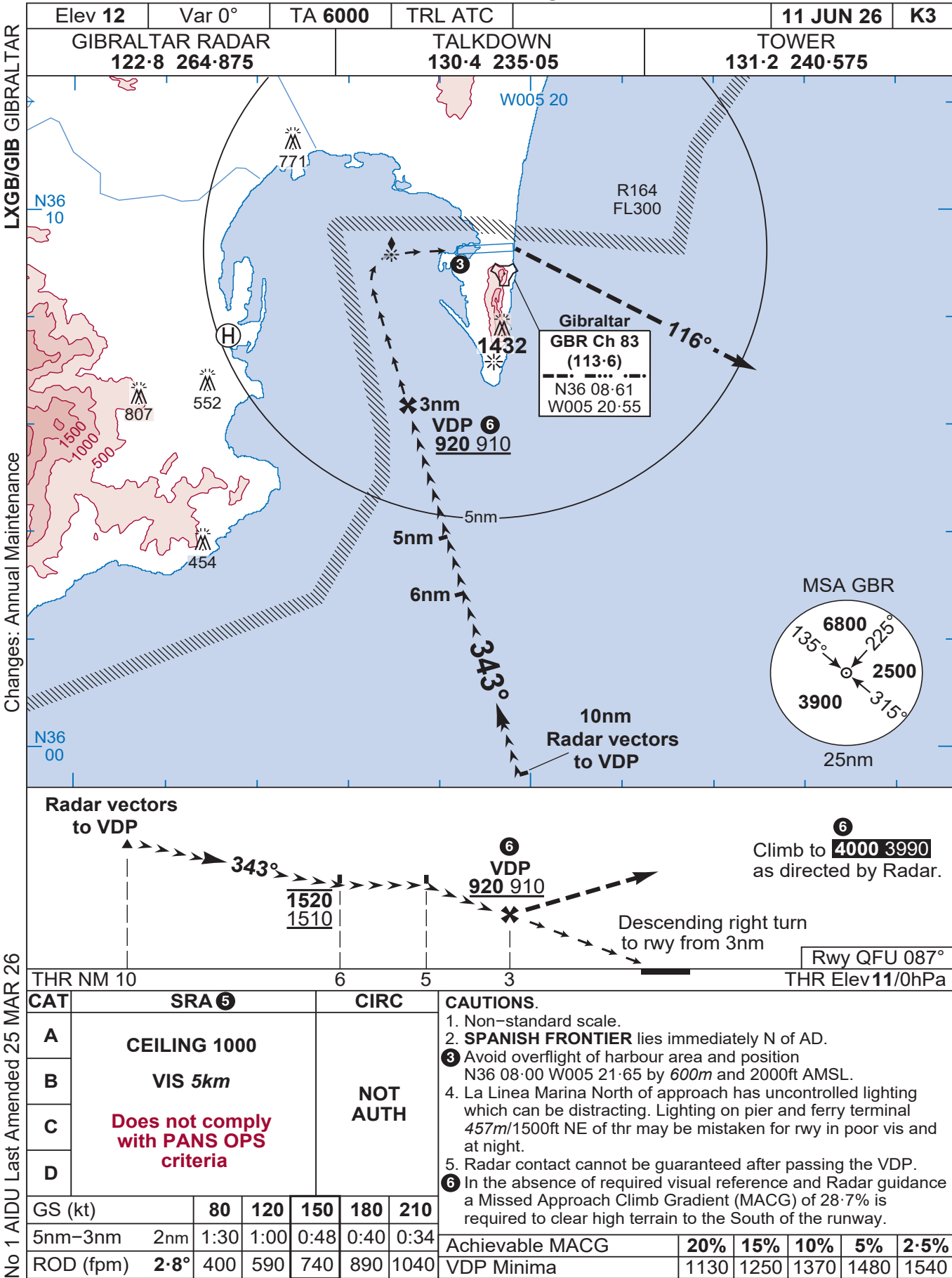
GIBRALTAR

NO CRITERIA

SRA (CIVIL PROCEDURE) Rwy 27

SRA (MILITARY PROCEDURE) Rwy 09

GIBRALTAR



11 JUN 26

SRA (MILITARY PROCEDURE) Rwy 27

GIBRALTAR

LXGB/GIB GIBRALTAR

Changes: Annual Maintenance

No 1 AIDU Last Amended 25 MAR 26

Elev 12	Var 0°	TA 6000	TRL ATC		11 JUN 26	K4
GIBRALTAR RADAR 122.8 264.875		TALKDOWN 130.4 235.05		TOWER 131.2 240.575		

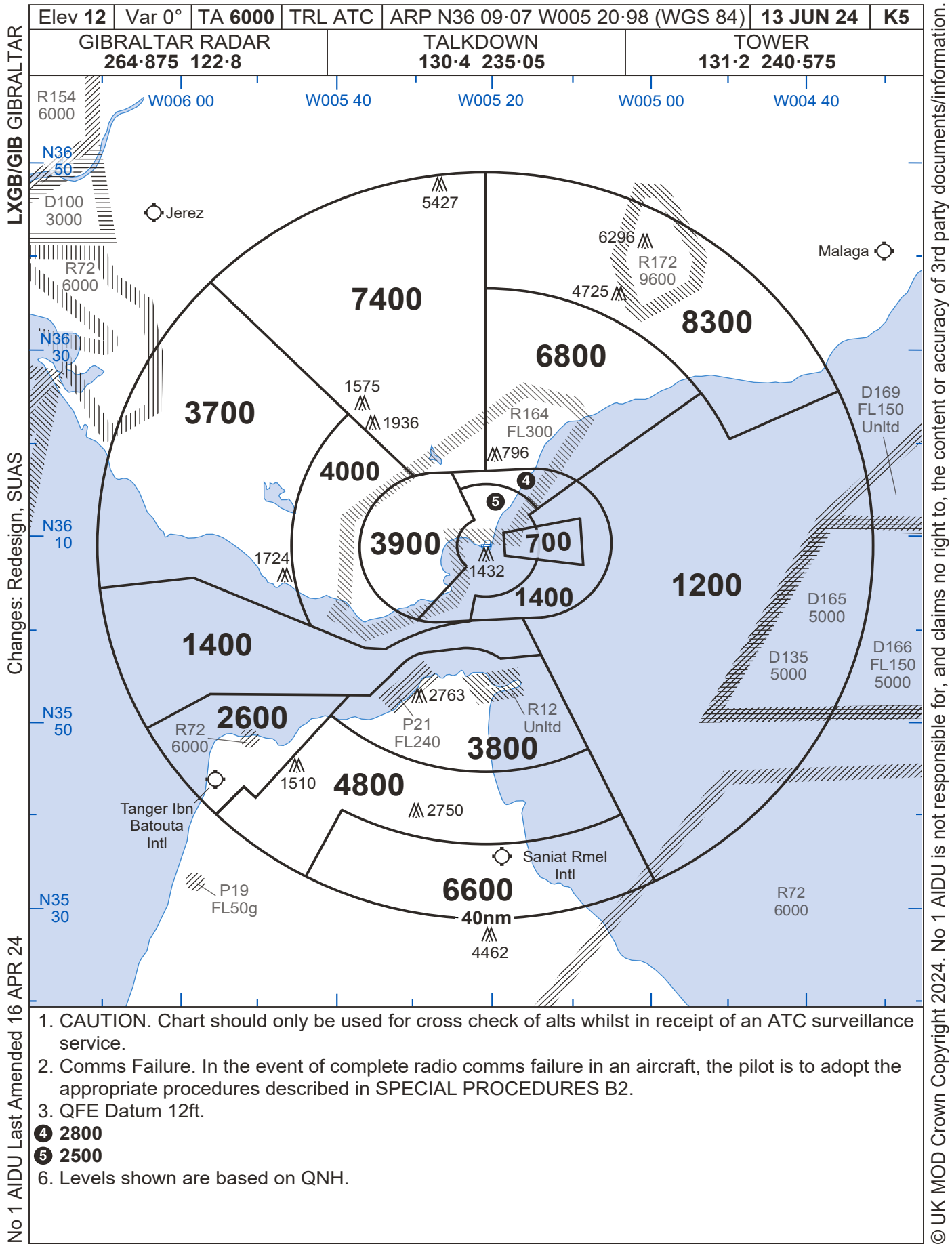
Map details: MSA GBR (6800, 2500, 3900, 25nm); R164 FL300; Gibraltar GBR Ch 83 (113.6) N36 08.61 W005 20.55; VDP 3nm 920 910; 10nm Radar Vectors to VDP; 277° and 164° headings; 5nm, 6nm, 10nm distances; W005 20 and W005 10 coordinates; 1215, 500, 1189, 771, 552 altitudes; 1432, 1520, 1510 altitudes; 3, 5, 6, 10 THR NM; Rwy QFU 267°; THR Elev 11/0hPa.

CAT	SRA 6	CIRC	CAUTIONS.					
A	CEILING 1000 VIS 5km Does not comply with PANS OPS criteria	NOT AUTH	1. Non-standard scale.					
B			2. SPANISH FRONTIER lies immediately N of AD.					
C			3. Avoid overflight of harbour area and position N36 08.00 W005 21.65 by 600m and 2000ft AMSL.					
D			4. End Elev 12ft falls to 8ft within first 1000ft. Dip not apparent until 300ft on final App.					
GS (kt)	80	120	150	180	210	5. VDP is 3nm track distance from THR, acft must cross this point not below 920ft AMSL. At VDP a M/App must be executed, unless the app is continued visually with the required visual reference being avbl. Radar contact cannot be guaranteed after passing VDP.		
5nm-3nm	2nm	1:30	1:00	0:48	0:40	0:34	6. In the absence of required visual reference and Radar guidance a missed approach climb gradient of 10.5% is required to clear high terrain to the South of the runway.	
ROD (fpm)	2.8°	400	590	740	890	1040		

13 JUN 24

ATC SURVEILLANCE MNM ALTITUDE

GIBRALTAR



GIBRALTAR

ATC SURVEILLANCE MNM ALTITUDE

04 NOV 21

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