Contact GIBRALTAR Approach at 50 NM inbound. Alt Set: hPa. Trans level: By ATC. Trans alt: 6000'.

1. Overflight of the Rock and harbour installations prohibited. 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.

New chart (arrivals transferred from chart 10-2 & rvsd).
WARNING:
Heavy bird activity and wind turbulence.

ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY Threshold</th>
<th>USABLE LENGTHS</th>
<th>WIDTH</th>
<th>TAKE-OFF Glide Slope</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000m</td>
<td>5633'</td>
<td>1717m</td>
<td>5335'</td>
</tr>
</tbody>
</table>
| No ALS to either rwy but there are Dayglow painted flashing buoys on the extended centerline of each rwy. Rwy end turning areas marked as blue edge lights.

CIVIL operators: 5016' (1529m).

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.

EMERGENCY ARRIVAL PROCEDURES (Applies only to MIL acft)

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 FL70 at D10.0 GBR TAC and at 5000' when overshotting on R-105 GBR TAC. When established outbound descend to 2015' (2000'). At D10.0 GBR TAC commence a procedure turn LEFT to re-establish inbound on R-105 GBR TAC maintaining 2015' (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 R-165 GBR TAC.

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 apch to land. Aircraft using 2 Navaids (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.

None.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
CHANGES:

The use of the runway is limited to visual approaches only, except over the upwind end of runway or passing by less than 600m and 2000' (1985') of the runway.

For VISUAL apch following

RADAR apch see 19-10.

Expect radar approach to SRA terminating at 3 NM.

Avoid overflight of harbor area.

VICTOR LE(R)-49 prohibited to military acft.


Expect radar approach to SRA terminating at 3 NM.

As directed

As directed

Refer to Visual Approach Chart 19-10 and Wind Effects 19-11.

When over the upwind end of runway or passing by less than 600m and 2000' (1985') of the runway.

Continue radar pattern as directed climbing to 1900'/5000'. In IMC, climb on runway heading.

Mandatory Alt

122.8 369.97 131.2 360.37 130.4 386.62

Above

Above

Above

Above

Above

Above

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To allow for JeppView disc printing, the chart has been positioned vertically and may not contain all the information present on the JeppView disc.
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 acft) or climb on runway heading (CIV acft).

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 LEFT onto 165° (MIL acft) or 180° (CIV acft).

Overflight of the rock prohibited.

36-10

05-20

36-05

END ELEVATION OF 15' FALLS TO 8' WITHIN FIRST 1000'. DIP NOT APPARENT UNTIL 300' ON FINAL APPROACH.

Avoid overflight of harbour area by 600m and 2000' (1985').

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

WINDS FROM 130° TO 170°
WINDS FROM 170° TO 200°
WINDS FROM 200° TO 230°
WINDS FROM 230° TO 300°
WINDS FROM 300° TO 360°

Areas most affected by turbulence

LEGEND

Areas most affected by turbulence

LEGEND

Areas most affected by turbulence

LEGEND

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