



GOVERNMENT OF GIBRALTAR
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Commencement and Continuation of Approaches to Gibraltar Airport

A recommendation from a recent MOR required that the DCA should clarify the requirements for civil aircraft for the commencement and continuation of approaches to Gibraltar Airport. The incident involved an aircraft commencing an approach in weather conditions reported to the pilot as below the published airfield weather minima of Visibility 5km, or 5km in the direction of the approach path, cloud base 1000ft. This letter sets out to provide the required clarification.

Aircraft operating to the EU-Ops regulations outlined in EC Regulation 859/2008 must comply with EC Regulation 859/2008 EU-Ops and in particular EU-Ops 1430 (a)1, which states that the Operator's minima are not to be less than that published by the aerodrome.

Equally in the same document EU-Ops 1405 states the requirements regarding the *Commencement and Continuation of Approach* as follows:

(a) The commander or the pilot to whom conduct of the flight has been delegated may commence an instrument approach regardless of the reported RVR/Visibility but the approach shall not be continued beyond the outer marker, or equivalent position, if the reported RVR/visibility is less than the applicable minima (see OPS 1.192).

(b) Where RVR is not available, RVR values may be derived by converting the reported visibility in accordance with Appendix 1 to OPS 1.430, subparagraph (h).

(c) If, after passing the outer marker or equivalent position in accordance with (a) above, the reported RVR/visibility falls below the applicable minimum, the approach may be continued to DA/H or MDA/H.

(d) Where no outer marker or equivalent position exists, the commander or the pilot to whom conduct of the flight has been delegated shall make the decision to continue or abandon the approach before descending below 1 000 ft above the aerodrome on the final approach segment. If the MDA/H is at or above 1 000 ft above the aerodrome, the operator shall establish a height, for each approach procedure, below which the approach shall not be continued if RVR/visibility is less than applicable minima.

(e) The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the required visual reference is established at the DA/H or MDA/H and is maintained.

(f) The touch-down zone RVR is always controlling. If reported and relevant, the mid point and stop end RVR are also controlling. The minimum RVR value for the mid-point is 125 m or the RVR required for the touch-down zone if less, and 75 m for the stop-end. For

aeroplanes equipped with a roll-out guidance or control system, the minimum RVR value for the mid-point is 75 m.

The relevant passages of the Regulation have been highlighted and thus to summarise:

- An aircraft commander can elect to commence an approach in conditions below weather minima.
- As the SRA approach at Gibraltar Airport has no outer marker or equivalent position, a decision to abandon or continue the approach must be made before the aircraft descends below 1000ft above the runway elevation.
- If the correct visual references are achieved as detailed in Appendix 1 to EU-Ops 1430, then the approach can be continued to land. If the correct visual references are not achieved the approach must be abandoned before the aircraft descends below 1000ft above the runway elevation.

This requirement is also replicated in Regulation 15 (6) and (7) of the Gibraltar Civil Aviation (Air Navigation) Regulations 2009.



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