GIBRALTAR AIP

PART TWO

EN-ROUTE (ENR)

Contents

ENR 1 General Rules and Procedures

ENR 1.1 General Rules

1. ATS Routes Description

There are no airways within Gibraltar airspace. Airways in the vicinity of Gibraltar are within Spanish airspace and reference should be made to the Spanish AIP for information on these airways.

1.1. A pilot departing from Gibraltar and wishing to join an airway is required to file a flight plan before departure.

1.2. Airways clearances should be requested from Gibraltar ATC approximately 30 minutes prior to the intended departure time.

1.3. The airways clearance will normally contain the following information:

a) Callsign
b) Destination Aerodrome
c) Coordination Point (COP)
d) Initial Route
e) Cleared Flight Level.
f) SSR Code.
g) Seville Contact frequency.
h) Any other applicable information.

2. Flight Information Services

2.1. Overview

2.1.1. The ICAO requirements for a Flight Information and Alerting Service are met by Gibraltar through a suite of services as published in the UK Civil Aviation Publication 774 and are provided to aircraft receiving an ANS service from Gibraltar in Class G airspace.

2.1.2. The suite of services (Basic Service, Traffic Service, Deconfliction Service, Procedural Service) are detailed in the following paragraphs. The scope of FIS, as defined in ICAO Annex 11, is met through the provision of a Basic Service.

2.2. Service Principles

2.2.1. Within Class G Airspace, regardless of the service being provided, pilots are ultimately responsible for collision avoidance and terrain clearance, and they should consider service provision to be constrained by the unpredictable nature of this environment.

2.2.2. A pilot shall determine the appropriate service for the various phases and conditions of flight and request that service from the controller; a Deconfliction

Service shall only be provided to flights under IFR, irrespective of meteorological conditions. An Alerting Service will be provided in association with all services.

2.2.3. Controllers will make all reasonable endeavours to provide the service that a pilot requests. However, due to finite resources or controller workload, tactical priorities may influence service availability.

2.2.4. Instructions issued by controllers to pilots operating outside controlled airspace are not mandatory; however, the services rely upon pilot compliance with the specified terms and conditions so as to promote a safer operating environment for all airspace users.

2.2.5. Agreements can be established between a controller and a pilot such that the operation of an aircraft is laterally or vertically restricted beyond the core terms of the Basic Service or Traffic Service. Unless safety is likely to be compromised, a pilot shall not deviate from an agreement without first advising and obtaining a response from the controller.

2.2.6. There may be circumstances that prevent controllers from passing timely traffic information and/or deconfliction advice, e.g. high workload, areas of high traffic density, against unknown aircraft conducting high energy manoeuvres, or when traffic is not displayed to the controller or obscured by surveillance clutter. Controllers shall inform the pilot of known reductions in traffic information along with the reason and the probable duration; however, it may not always be possible to provide these warnings in a timely fashion.

2.3. Basic Service

2.3.1. Basic Service provides advice and information useful for the safe and efficient conduct of flights. This may include weather information, changes of serviceability of facilities, conditions at aerodromes, general airspace activity information, and any other information likely to affect safety. The avoidance of other traffic is solely the pilot's responsibility.

2.3.2. Basic Service is available under IFR outside controlled airspace in any meteorological conditions, or under VFR.

2.3.3. Pilots should not expect any form of traffic information from a controller and the pilot remains responsible for collision avoidance at all times. However, where a controller has information that indicates that there is aerial activity in a particular location that may affect a flight, they should provide traffic information in general terms to assist with the pilot's situational awareness. This will not normally be updated by the controller unless the situation has changed markedly, or the pilot requests an update.

2.3.4. Basic Service is available at all levels and the pilot remains responsible for terrain clearance at all times.

2.3.5. Unless the pilot has entered into an agreement with a controller to maintain a specific course of action, a pilot may change heading, route, or level without

advising the controller. A controller will not issue specific heading instructions; however, generic navigational assistance may be provided on request.

2.4. Traffic Service

2.4.1. Traffic Service is a surveillance based ATS, where in addition to the provisions of a Basic Service, the controller provides specific surveillance derived traffic information to assist the pilot in avoiding other traffic. The avoidance of other traffic is solely the pilot's responsibility.

2.4.2. Traffic Service is available under IFR outside controlled airspace in any meteorological conditions, or under VFR. If a controller issues a heading and/or level that would require flight in IMC, a pilot who is not suitably qualified to fly in IMC shall inform the controller and request alternative instructions.

2.4.3. The controller will pass traffic information on relevant traffic, and update the traffic information if it continues to constitute a definite hazard, or if requested by the pilot. However, high controller workload and RTF loading may reduce the ability of the controller to pass traffic information, and the timeliness of such information. Whether traffic information has been passed or not, a pilot is expected to discharge his collision avoidance responsibility without assistance from the controller. Whilst operating in Class G Airspace, if after receiving traffic information a pilot requires deconfliction advice, an upgrade to Deconfliction Service shall be requested. Deconfliction Service is not available in Class E Airspace.

2.4.4. Subject to ATS surveillance system coverage, Traffic Service may be provided at any level and the pilot remains responsible for terrain clearance at all times.

2.4.5. A pilot may operate under their own navigation and may select their own operating levels, or a controller may provide headings and levels for the purpose of positioning, sequencing or as navigational assistance. If a heading or level is unacceptable to the pilot they shall advise the controller immediately.

2.4.6. When operating under their own navigation, pilots may alter course as required; however, unless safety is likely to be compromised, pilots shall not change their general route or manoeuvring area without first advising and obtaining a response from the controller.

2.4.7. When following an ATC heading, unless safety is likely to be compromised, a pilot shall not change heading without first advising and obtaining a response from the controller.

2.4.8. Unless safety is likely to be compromised, a pilot shall not change level or level band without first advising and obtaining a response from the controller.

2.5. Deconfliction Service

2.5.1. A Deconfliction Service is a surveillance based ATS where, in addition to the provisions of a Basic Service, the controller provides specific surveillance derived traffic information and deconfliction advice.

2.5.2. A Deconfliction Service shall only be provided to flights under IFR in Class G Airspace, irrespective of meteorological conditions. The controller will expect the pilot to accept headings and/or levels that may require flight in IMC. A pilot who is not suitably qualified to fly in IMC shall not request a Deconfliction Service unless compliance permits the flight to be continued in VMC.

2.5.3. A controller will provide traffic information, accompanied with a heading and/or level aimed at achieving a planned deconfliction minima. High controller workload or RTF loading may reduce the ability of the controller to pass such deconfliction advice; furthermore, unknown aircraft may make unpredictable or high-energy manoeuvres. Consequently, controllers cannot guarantee to achieve these deconfliction minima; however, they shall apply all reasonable endeavours. The avoidance of traffic is ultimately the pilot's responsibility.

2.5.4. The pilot shall inform the controller if he elects not to act on the controller's deconfliction advice, and therefore accepts responsibility for initiating any subsequent collision avoidance against that particular conflicting aircraft.

2.5.5. A Deconfliction Service will only be provided to aircraft operating at or above a terrain safe level, unless on departure when climbing to a terrain safe level, or when following notified instrument approach procedures. If a controller detects a confliction when an aircraft is departing from an aerodrome and climbing to the terrain safe level, or when following notified instrument approach procedures, traffic information without deconfliction advice shall be passed. However, if the pilot requests deconfliction advice, or the controller considers that a definite risk of collision exists, the controller shall immediately offer such advice.

2.5.6. Unless safety is likely to be compromised, a pilot shall not change heading or level without first obtaining approval from the controller.

2.6. Procedural Service

2.6.1. A Procedural Service is a non-surveillance ATS where, in addition to the provisions of a Basic Service, the controller provides instructions, which if complied with, shall achieve deconfliction minima against other aircraft participating in the Procedural Service. Neither traffic information nor deconfliction advice can be passed with respect to unknown traffic.

2.6.2. A Procedural Service shall only be provided to flights under IFR, irrespective of meteorological conditions. The controller will expect the pilot to accept levels, radials, tracks, routes and time allocations that may require flight in IMC. A pilot who is not suitably qualified to fly in IMC shall not request a Procedural Service unless compliance permits the flight to be continued in VMC.

2.6.3. A Procedural service will only be used by Gibraltar Approach where for whatever reason, surveillance radars are not available and the pilot remains wholly responsible for terrain clearance at all times.

2.6.4. Where surveillance radars are not available, standard separation shall be provided between IFR aircraft receiving a service from Gibraltar Approach. Aircraft departing Gibraltar, aircraft inbound from either of the holds, and overflying IFR flights, are required to be separated from each other, and from other aircraft in the holds. As Gibraltar has no suitable navigation aids available to provide lateral or time separation, aircraft must be separated vertically.

2.6.5. The controller will provide traffic information on conflicting aircraft being provided with a Basic Service. The pilot is wholly responsible for collision avoidance

2.6.6. Unless safety is likely to be compromised, a pilot shall not change level without first obtaining approval from the controller. If a level restriction is unacceptable to the pilot, they shall advise the controller immediately.

3. General Flight Procedures

3.1. Position Reporting

3.1.1. Pilots are to make a position report in the following circumstances:

a) After transfer of communication;
b) on reaching the limit of ATS clearance;
c) when instructed by Air Traffic Control;

3.2. Climb and Descent

3.2.1. Vacating (Leaving) Levels

3.2.1.1. When pilots are instructed to report leaving a level, they should advise ATC that they have left an assigned level only when the aircraft's altimeter indicates that the aircraft has actually departed from that level and is maintaining a positive rate of climb or descent in accordance with published procedures.

3.2.2. Level Restrictions

3.2.2.1. For all stages of flight, clearances to climb or descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

3.2.3. Noise Abatement Approach Techniques

3.2.3.1. The use of Continuous Descent Approach (CDA) and Low Power/Low Drag Approach (LP/LD) techniques are considered to be ‘best practice’ for the reduction of noise nuisance and emissions and should be adopted by pilots whenever operationally practicable, commensurate with the ATC clearance.

3.2.3.2. An LP/LD is a noise abatement technique for arriving aircraft in which the pilot delays the extension of wing flaps and undercarriage until the final stages of the approach, subject to compliance with ATC speed control requirements and the safe operation of the aircraft.

3.3. Speed Control

3.3.1. Pilots shall adhere to the speed limits associated with airspace classifications. Pilots shall also adhere to the speed (IAS) approved or assigned by ATC and shall request ATC approval before making any changes thereto. If it is essential to make an immediate temporary change in speed (e.g. due to turbulence), ATC shall be notified as soon as possible that such a change has been made.

3.3.2. Pilots of aircraft unable to maintain the last assigned speed during any particular phase of flight (e.g. for aircraft performance reasons) shall inform ATC as soon as possible in order that another speed/alternative clearance can be issued.

3.4. Radiotelephony, Radio Failure and Loss of Communication Procedures

3.4.1. General Radiotelephony Procedures

3.4.1.1. The English Language is used for all communications between aircraft in receipt of a service from Gibraltar ATC

3.4.1.2. VHF/RTF is used for all air-ground civilian communications in the provision of Air Traffic Services.

3.4.1.3. So far as possible, pilots should make use of the ICAO standard RTF phraseology in ICAO Doc. 4444, Chapter 12 when communicating with ATC.

3.4.1.3.1. As a general principle all messages should be acknowledged by use of the aircraft callsign or 'Roger, (callsign)'.

3.4.1.3.2. Messages containing any of the following items must be read back in full:

a) Taxi/towing instructions;
b) Level instructions;
c) Heading instructions;
d) Speed instructions;
e) Airways or route clearances;
f) Approach clearances;
g) Runway-in-use;
h) Clearance to enter, land on, take-off, backtrack or cross or hold short of an active runway;
i) SSR operating instructions;
j) Altimeter Settings, including units when value is below 1000 hectopascals;
k) VDF information;
l) Frequency changes;
m) Type of ATS surveillance service;
n) Transition level.

3.4.1.3.3. When an estimate for a compulsory or non-compulsory reporting point, flight information boundary, or destination aerodrome is requested by ATC and is in error by in excess of 2 minutes, pilots are required to provide a revised estimate to an appropriate ATS unit as soon as possible.

3.4.2. Radio Failure Procedure for Pilots

3.4.2.1. Failure of Navigation Equipment

3.4.2.1.1. If part of an aircraft's radio navigation equipment fails but two-way communication can still be maintained with ATC, the pilot must inform ATC of the failure and report his altitude and approximate position. When radar is available it may, subject to workload, be used to provide navigational assistance to the pilot.

3.4.2.2. Failure of Two-way Radio Communications Equipment

3.4.2.2.1. As soon as ATC know that two-way communication has failed they will, as far as practical, maintain separation between the aircraft experiencing the communication failure and other aircraft, based on the assumption that the aircraft will operate in accordance with radio communication failure procedures described below.

3.4.2.2.2. Flight crews should note that air traffic control might not be aware of the loss of communications, so should not anticipate that appropriate measures to facilitate a landing have been implemented. Flight crews intending to land should therefore be alert to the possibility that vehicles, personnel and or other traffic may be occupying or entering the runway.

3.4.2.2.3. Flights operating outside controlled airspace, without reference to ATS, should only use these procedures when the pilot decides that there is a need to alert ATC that two-way radio communications failure has occurred.

3.4.2.2.4. The procedures detailed in this section apply to two-way radio communications failure. In the event that an additional emergency situation develops, ATC will expect the pilot to select secondary radar transponder on Mode A, Code 7700.

3.4.2.3. **Visual Meteorological Conditions (VMC)**

3.4.2.3.1. A VFR flight experiencing communication failure shall:

When VMC can be maintained, the pilot should set transponder on Mode A, Code 7600 with Mode C and land at Gibraltar if it is the nearest suitable aerodrome. Consideration should be given to the fact that a public highway bisects the runway when determining whether Gibraltar is the most suitable aerodrome for landing. Pilots should take account of visual landing aids and keep watch for instructions as may be issued by visual signals from the ground. Due to the public highway, landing should not be completed until a green signal is received from the ground. The pilot should report arrival to ATC as soon as possible. When VMC cannot be maintained, the pilot should adopt the procedures for IMC detailed below.

3.4.2.3.2. An IFR flight experiencing communication failure in VMC shall:

When VMC can be maintained, the pilot should set transponder to Mode A, Code 7600 with Mode C and land at Gibraltar if it is the nearest suitable aerodrome unless the pilot considers it inadvisable. Consideration should be given to the fact that a public highway bisects the runway when determining whether Gibraltar is the most suitable aerodrome for landing. Pilots should take account of visual landing aids and keep watch for instructions as may be issued by visual signals

from the ground. Due to the public highway, landing should not be completed until a green signal is received from the ground. The pilot should report arrival to ATC as soon as possible. If it does not appear feasible to continue the flight in VMC, or if it would be inappropriate to follow this procedure, the pilot should adopt the procedures for flights in IMC detailed below.

Note: Pilots already in receipt of an ATC clearance may enter controlled airspace and follow the procedures referred to above. **Those flights, that have not received an ATC clearance, should not enter controlled airspace unless an overriding safety reason compels entry.**

3.4.2.4. **Instrument Meteorological Conditions (IMC)**

3.4.2.4.1. A flight experiencing communications failure in IMC during a Surveillance Radar Approach shall:

a) Operate secondary radar transponder on Mode A code 7600 with Mode C.
b) If radio contact is lost for more than 10 seconds during a surveillance radar approach, aircraft should commence an immediate climb to 4000 ft QNH. Once level at 4000 QNH they should proceed own navigation to PIMOS.

3.4.2.4.2. Except where communications failure occurs during a surveillance radar approach, a flight experiencing communication failure in IMC shall:

a) Operate secondary radar transponder on Mode A code 7600 with Mode C.
b) Prior to attempting to continue an approach in IMC to Gibraltar pilots should consider the airspace classification and lack of navigation approach aids at Gibraltar as well as the public highway that bisects the runway in determining whether Gibraltar is the most suitable aerodrome to make an approach to land.
c) i. Maintain for a period of seven minutes, the current speed and last assigned level or minimum safe altitude, if this is higher. The period of seven minutes begins from the time the transponder is set to 7600 and this should be done as soon as the pilot has detected communications failure.
   ii. Following the period of seven minutes, adjust the speed and level in accordance with the current flight plan and continue the flight to the appropriate designated landing aid serving the destination aerodrome. Attempt to transmit position reports and altitude/flight level on the appropriate frequency when over routine reporting points.
d) If being radar vectored, without a specified limit, continue in accordance with ATC instructions last acknowledged for three minutes only and then proceed in the most direct manner possible to re-join the current flight planned route. Pilots should ensure that they remain at, or above, the minimum safe altitude.
e) Proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with sub-para f) below, hold over this aid or fix until commencement of descent.

f) Prior to commencing any descent consideration should be given to the last received meteorological report and the likelihood of achieving VMC once the descent is complete. Commence descent from the navigation aid or fix specified in sub-para e) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan.
g) Complete the approach maintaining VMC if possible as per 3.4.2.3.2. Where practical, pilots should take account of visual landing aids and keep watch for instructions that may be issued by visual signals from the ground.

3.4.3. Actions Taken by ATC

a) As far as is practical, ATC shall maintain separation between the aircraft experiencing the communication failure and other aircraft based on the assumption that the aircraft will operate in accordance with published radio communication failure procedures. This includes making allowance for the fact that an aircraft following an approach, whether or not it has received a landing clearance, may either land or may carry out the missed approach procedure.
b) ATC will assume that an aircraft's receiver may be functioning and will transmit instructions for routing and other relevant information such as the EAT, weather information, altimeter settings and runway in use at destination (or alternate) aerodromes.
c) ATC will use all means possible to monitor the flight's progress and inform other flights where necessary.
d) ATC will attempt to re-establish communications with the pilot by monitoring standby frequencies.
e) ATC will co-ordinate the flight with other ATC agencies as required.
f) If the flight re-establishes communications with an ATC unit during flight, or after the aircraft has landed, the ATC unit will relay the pilot's intentions, or that the aircraft has landed, to the ATC Unit that was providing an ATS when the communications failure occurred.
g) If the aircraft's progress cannot be monitored by radar and there has been no other indication of the aircraft's progress, or landing, normal overdue action will commence 30 minutes after the ETA for the destination airfield.

3.5. Use of Airborne Collision Avoidance Systems (ACAS)

3.5.1. On any flight on which an airborne collision avoidance system is required by the Gibraltar Civil Aviation (Air Navigation) Regulations 2009, regulation 8 and Schedule 2 to be carried in an aeroplane, the system shall be operated in accordance with any procedures with which it is required to comply under the law of the country in which the aircraft is registered.

3.6. Diversion

3.6.1. Diversion is the act of flying to an aerodrome other than the planned destination with the intention of landing there.

3.6.2. Normally diversion is made when one of the following circumstances occurs at the planned destination:

a) the weather is reported to be below the operating company's minima;
b) there are obstacles on the manoeuvring area constituting a hazard to landing aircraft which cannot be cleared within a reasonable time;
c) there is a failure of an essential ground aid which is required for the landing;
d) there is likely to be an unacceptable delay to landing.

3.6.3. Diversion may be originated by either the pilot or his operating company, or exceptionally by ATC .

3.6.3.1. When a pilot decides to divert ATC should be informed. ATC will, if possible, advise the operating company or a nominated addressee of the diversion if this is specifically requested by the pilot.

3.6.3.2. If an operating company decide to divert an aircraft operating to Gibraltar they should notify ATC at the earliest opportunity.

4. Airspace Restrictions

4.1. The overflight of any part of Gibraltar, including the harbour area, other than over Gibraltar Airport as directed by ATC, is prohibited. Any flights planning to overfly any part of Gibraltar, bar Gibraltar Airport, for any purpose requires the prior approval of the Director of Civil Aviation.

5. Other Temporary Hazards

5.1 Hazards of a temporary nature will be notified, whenever time permits, by NOTAM as Temporary Navigation Warnings.

ENR 1.2 Visual Flight Rules

1. The information provided in the United Kingdom Military AIP ENR 1.2 should be used for any flights operating under visual flight rules from Gibraltar. Note also that due to the proximity of Spanish airspace to Gibraltar, if it is the intention of a flight to operate in Spanish airspace, the provisions of the ENAIRE published Spanish AIP should be used, this is available at LE_ENR_1_2_en.pdf (enaire.es)
2. Special VFR clearances are not issued by Gibraltar ATC.

ENR 1.3 Instrument Flight Rules

1. The information provided in the United Kingdom Military AIP ENR 1.3 should be used for any flights operating under instrument flight rules from Gibraltar. Note also that due to the proximity of Spanish airspace to Gibraltar, if it is the intention of a flight to operate in Spanish airspace, the provisions of the ENAIRE published Spanish AIP should be used when operating in that airspace, this is available at LE_ENR_1_3_en.pdf (enaire.es)

ENR 1.4 ATS Airspace Classification and Description

1. ATS Airspace Classification

1.1. Gibraltar Air Traffic Control provides services in class D, E and G airspace in the vicinity of Gibraltar.

2. Class D Airspace

2.1. IFR and VFR flights are allowed and all flights are provided with air traffic control service.

2.2. IFR flights are separated from other IFR flights, receive traffic information regarding VFR flights and traffic avoidance advice on request.

2.3. VFR flights receive traffic information regarding all other flights and traffic avoidance advice on request.

2.4. Continuous air-ground voice communications are required for all flights and a speed limitation of 250 kt IAS applies to all flights below 3050 m (10000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

2.5. All flights shall be subject to ATC clearance.

3. Class E Airspace

3.1. IFR and VFR flights are allowed.

3.2. IFR flights are provided with air traffic control service and are separated from other IFR flights.

3.3. All flights receive traffic information, as far as is practical.

3.4. Continuous air-ground voice communications are required for IFR flights.

3.5. A speed limitation of 250 kt IAS applies to all flights below 3050 m (10000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

3.6. All IFR flights shall be subject to ATC clearance.

4. Class G Airspace

4.1. IFR and VFR flights are allowed and receive flight information service if requested, in accordance with ENR 1.1 Section 2.

4.2. All IFR flights shall be capable of establishing air-ground voice communications.

4.3. A speed limitation of 250 kt IAS applies to all flights below 3050 m (10000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

4.4. ATC clearance is not required.

ENR 1.5 Holding, Approach and Departure Procedures

All procedures for Gibraltar are published in the AD 2 section of the United Kingdom Military AIP under the ICAO designation LXGB UK Mil AIP | AIP (mod.uk).

ENR 1.6 ATS Surveillance Services and Procedures

1. Primary Radar

1.1. General

1.1.1. Gibraltar ATC subscribes to the procedures for the use of ATS surveillance systems in the provision of ATS, which are given in ICAO Doc 4444 with the important difference that the ATS surveillance service provided outside controlled airspace will be either a Deconfliction Service or a Traffic Service as described at ENR 1.1 (2.4 and 2.5). These services are aligned with those of the United Kingdom and conform to civil aviation publications.

1.2. Types of ATS Surveillance Service

1.2.1. The provision of an Air Traffic Service is dependent upon specific types of airspace. Gibraltar provides services in Class D, E and G airspace. Details of the services provided are stated in the table below.

Type of Airspace	**Type of Service**	**ATC action with regard to Unknown Aircraft that may be in Unsafe Proximity to the Aircraft in Receipt of an Air Traffic Service**
Class D	Radar Control Service	If ATS surveillance system derived, or other information, indicates that the unknown aircraft is lost, has experienced radio failure or is making an unauthorised penetration of the airspace - avoiding action shall be given and traffic information shall be passed.
Class E		Pass traffic information unless the controller's primary function of sequencing and separating IFR flights is likely to be compromised. Avoiding action will be given at the request of pilots but to limits decided by the controller or if information has been received which indicates that a position indication/symbol may be a particular aircraft that is lost or experiencing radio failure.
Class G	Deconfliction Service or Traffic Service	Traffic information will be passed followed by advice on avoiding action. or Traffic information will be passed but no avoiding action is to be given. The pilot is responsible for his own separation.

1.3. Terrain Clearance

1.3.1. ICAO Reference Doc 4444, Chapter 8, Paragraphs 8.6.5.2 and 8.6.5.3

1.3.2. Controllers will ensure that levels assigned to IFR flights when in receipt of a Radar Control Service will provide at least the minimum terrain clearances according to the Radar Vectoring Chart published in the United Kingdom Military AIP AD 2 LXGB.

1.3.3. Radar Controllers have no responsibility for the terrain clearance of, and will not assign levels to, aircraft operating VFR within controlled airspace which accept radar vectors.

1.3.4. Within Class G Airspace, regardless of the service being provided, pilots are responsible for terrain clearance.

1.3.4.1. A Deconfliction Service shall only be provided to aircraft operating at or above the terrain safe levels provided by the Radar Vector Chart published in the United Kingdom Military AIP AD 2 LXGB, other than on departure when climbing to the terrain safe level, or when following notified approach procedures.

1.3.4.2. Traffic Service may be provided by ATC below the levels of the Radar Vector Chart published in the United Kingdom Military AIP AD 2 LXGB; however, pilots remain responsible for terrain clearance at all times. A pilot intending to descend below the levels of the Radar Vector Chart shall be reminded by ATC that they remain responsible for terrain clearance.

1.4. Navigational Assistance

1.4.1. ICAO Reference Doc 4444, Chapter 8, Paragraphs 8.6.6.

1.4.2. In order that a controller may provide the most appropriate advice/instructions, the pilot of an aircraft requesting navigational assistance when in receipt of an ATS surveillance service shall state the reason (e.g. to avoid areas of adverse weather or unreliable navigational instruments) and giving as much information as possible in the circumstances.

1.4.3. Identified aircraft operating within controlled airspace are deemed to be separated from unknown aircraft flying in adjoining uncontrolled airspace. However, whenever practicable the controller will aim to keep aircraft under his control at least 2 NM within the boundary of controlled airspace.

1.5. Weather Avoidance

1.5.1. ICAO Reference Doc 4444, Chapter 8, Paragraphs 8.6.9.

1.5.2. In order to avoid weather, if a controller considers it expedient for the aircraft to leave controlled airspace, the pilot will be advised and will be responsible for accepting the detour into uncontrolled airspace.

1.5.3. In controlled airspace, a pilot in receipt of a surveillance service from Gibraltar using an aircraft radar and intending to detour around observed weather, must obtain a clearance from the controller before doing so.

2. Secondary Surveillance Radar (SSR)

2.1. **General**

2.1.1. The requirements for the carriage of SSR are set out in the Gibraltar Civil Aviation (Air Navigation) Regulations Schedule 2.

2.1.2. While in receipt of a service from Gibraltar ATC pilots shall:

a) If proceeding from an area where a specific Mode A code has been assigned to the aircraft by an ATS Unit, maintain that code setting unless otherwise instructed;
b) select or reselect Mode A codes, or switch off the equipment when airborne only when instructed by ATC;
c) acknowledge Mode A code setting instructions by reading back the code to be set;
d) select Mode C pressure-altitude reporting mode of the transponder simultaneously with Mode A unless otherwise instructed by ATC;
e) when reporting levels under routine procedures or when requested by ATC, state the current altimeter reading to the nearest 100 FT. This is to assist in the verification of Mode C pressure-altitude reporting data transmitted by the aircraft.

2.2. Special Purpose and Conspicuity Mode A Codes

2.2.1. Some Mode A codes are reserved internationally for special purposes and should be selected as follows:

a) Code 7700. To indicate an emergency condition, this code should be selected as soon as is practicable after declaring an emergency situation, and having due regard for the over-riding importance of controlling aircraft and containing the emergency. However, if the aircraft is already transmitting a discrete code and receiving an air traffic service, that code may be retained at the discretion of either the pilot or the controller;
b) Code 7600. To indicate a radio failure;
c) Code 7500. To indicate unlawful interference with the planned operation of a flight, unless circumstances warrant the use of Code 7700;
d) Code 2000. IFR Conspicuity code: When operating IFR and not in receipt of an ATS or received a specific instruction from ATS concerning the setting of the transponder;
e) Code 7000. VFR conspicuity code: When operating in accordance with VFR and have not received a specific instruction from ATS concerning the setting of the transponder;

2.2.2. Code 6660 – 6677 are the domestic codes available to issue by Gibraltar ATC.

2.3. Transponder Failure

2.3.1. For a flight intending to operate in a transponder mandatory arear, if the transponder fails before intended departure and cannot be repaired pilots shall:

a) Attempts should be made to have the transponder repaired in Gibraltar, where this is not possible;
b) plan to proceed as directly as possible to the nearest suitable aerodrome where repair can be made;
c) inform ATS as soon as possible preferably before the submission of a flight plan. When granting clearance to such aircraft, ATC will take into account the existing and anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight;
d) insert in item 10 of the ICAO flight plan under SSR the letter N for complete unserviceability of the transponder or in the case of partial failure, the letter corresponding to the remaining transponder capability, including unserviceability of any Mode S functionality, as specified in ICAO Doc 4444, Appendix 2.

3. Automatic Dependent Surveillance – Broadcast (ADS-B)

3.1. Note should be taken of retained Commission Regulation (EU) No. 1207/2011, as amended, which requires aircraft with a maximum certified take-off mass exceeding 5,700 KG or having a maximum cruising true airspeed capability greater than 250 KT, operating as GAT under IFR, to be equipped with ADS-B version 2, typically pairing of a 1090 MHz Mode S "Extended Squitter" (ES) Level 2 transponder with an approved GNSS navigation source to provide the required data items as per Annex II Part B of that regulation.

ENR 1.7 Altimeter Setting Procedures

1. The information provided in the United Kingdom Military AIP ENR 1.7 should be used for any flights operating to or from Gibraltar. Note also that due to the proximity of Spanish airspace to Gibraltar, if it is the intention of a flight to operate in Spanish airspace, the provisions of the ENAIRE published Spanish AIP should be used when operating in that airspace, this is available at LE_ENR_1_7_en.pdf (enaire.es).
2. The transition altitude at Gibraltar is 6000ft.

ENR 1.8 Regional Supplementary Procedures

While not applicable to Gibraltar, note that due to the proximity of Spanish airspace to Gibraltar, if it is the intention of a flight to operate in Spanish airspace, the provisions of the ENAIRE published Spanish AIP should be used when operating in that airspace, this is available at LE_ENR_1_8_en.pdf (enaire.es)

ENR 1.9 Air Traffic Flow Management

1. Introduction

1.1. Air Traffic Flow Management is a service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring ACC capacity is utilised to the maximum extent possible and the traffic volume is compatible with the capacities declared by the appropriate ATC authority.

1.2. A Centralised Air Traffic Flow Management (ATFM) service is established within the ICAO (EUR) Region to optimise the use of air traffic system capacity. The Eurocontrol Network Management Directorate (NMD) in Brussels provides this service in conjunction with Flow Management Positions (FMPs) established at each ACC.

1.3. The NMD includes the Flow Management Division (FMD), responsible for the planning, co-ordination and implementation of ATFM measures within the FMD ATFM area and the Flight Data Operations Division (FDOD), responsible for collecting, maintaining and providing data on all flight operations and the air navigation infrastructure. FDOD includes the Integrated Flight Planning System (IFPS). A description of the ATFM area and information on the Network Operations Systems can be found in the Network Operations Handbook.

2. ATFM Documentation

2.1. ICAO European Region ATFM Procedures

2.1.1. The general ATFM procedures which apply throughout the ICAO European Region are published in the ICAO Doc 7030, Regional Supplementary Procedures (Europe).

2.2. Network Operations Technical Procedures and Information

2.2.1. Specific Network Operations Technical procedures and information can be found in the Network Operations Handbook published by the NMD and available from:
Post:
Eurocontrol Library, Rue de la Fusée, 96, B-1130 Brussels, Belgium.
Tel: 00-32-2-729-3639/3023
Fax: 00-32-2-729-9109
or from the NMD website at:
URL: NOP Network Operations Portal (eurocontrol.int)

2.2.2. Basic Network Operations Handbook sections include:

a) **General and Network Operations Systems:** this contains details of the NMD organisation, area of responsibility and a description of Network Operations systems;

b) **The ATFM Users Manual**: this is a self-contained users manual for aircraft operators and ATC units describing Network Operations procedures in the context of the NMD TACTICAL (TACT) and Computer Allocated Slot Allocation (CASA) systems;

c) **IFPS Users Manual:** this is a self-contained users manual describing operating procedures for flight plan filing in the IFPS area.

2.2.3. Only a limited selection of Network Operations Technical procedures are reproduced in the Gibraltar AIP. Reference should be made to the Network Operations Handbook for comprehensive information and procedures

3. ATFM Processes

3.1. The emphasis for ATFM measures is changing from regulation (delaying aircraft on the ground) towards capacity management. Only when no other option is available will a regulation be applied and delays issued (Slot Allocation).

3.2. Alternative ATFM measures include the re-routing of aircraft both strategically and tactically. Permanent Strategic routing requirements are published in the Route Availability Document (RAD). The RAD enables ATC to maximise capacity by defining restrictions that prevent disruption to the organised system of major traffic flows through congested areas.

3.3. In addition, routing 'scenarios' may be applied by the NMD to help resolve particular problems on particular days. These involve recommended or mandatory routes for particular groups of flights or selected individual flights. Re-routes for groups of flights will be published by the NMD in an AIM (Air Traffic Flow and Capacity Management Information Message) or ANM (ATFM Notification Message).

3.4. Re-routing may include restricting the level of an aircraft to keep it out of a particular ATC sector. This is known as level capping. Level capping scenarios are published for groups of aircraft.

3.5. A list of available re-routing and level capping scenarios is promulgated on the NMD website:
URL: NOP Network Operations Portal (eurocontrol.int).

3.6. Aircraft Operators (AOs) complying with a re-route or level capping requirement shall cancel any existing flight plan and re-file on the new route in accordance with the Replacement Flight Plan procedure published in the IFPS Users Manual section of the Network Operations Handbook.

4. Slot Allocation Process

4.1. When no other option is available, a regulation will be applied by NMD and departure times will be issued in the form of a Calculated Take Off Time (CTOT). This is facilitated by Computer Assisted Slot Allocation (CASA) algorithm within the Enhanced Tactical Flow Management Systems (ETFMS).

4.2. The ETFMS is largely automated and functions from an Aircraft Operators point of view in a passive mode. There is, therefore, no requirement to request a slot as the act of filing a flight plan effectively constitutes a request.

4.3. Pre-planned or strategic ATFM regulations are promulgated by the NMD one day in advance by ATFM Notification Messages (ANM). All changes and tactical additions are promulgated by ANM revision messages.

4.4. For flights subject to a regulation, ETFMS will send a Slot Allocation Message (SAM) containing a CTOT at Estimated Off- Block Time (EOBT) -2 hours. This is sent to Gibraltar ATC as well as the Aircraft Operator via AFTN or SITA.

4.5. Revisions to, or cancellations of, the last issued CTOT may be initiated by FMD, the AO, or Gibraltar ATC on behalf of the AO. AOs requiring assistance should contact the FMD Central Flow HELPDESK (Tel: 00-32-2-745-1901).

4.6. All CTOT revisions or cancellations are to be made using the ATFM message exchange procedures described in the Network Operations Handbook.

4.7. Full details of the Slot Allocation Process are published in the ATFM Users Manual section of the Network Operations Handbook.

5. Flight Planning

5.1. The ATFM rules for flight planning, as defined in ICAO Doc 7030, are:

a) For flights likely to be subject to ATFM measures Aircraft Operators shall submit Flight Plans to IFPS at least 3 hours before the EOBT;

b) AOs filing flight plans for flights within the NMD ATFM area or from within the ATFM adjacent area and entering the ATFM area shall assume their flight is subject to ATFM measures and subject to the requirement to submit a flight plan at least 3 hours before EOBT;

c) AOs should be aware that late filing of a flight plan may lead to a disproportionate delay;

d) Full details of flight planning requirements within the NMD ATFM area are included in the NMD ATFM Users Manual;

e) It is also important that the EOBT of a flight is as accurate as possible. It is a European requirement that all controlled flights departing, arriving or overflying Europe subject to a change in an EOBT of more than + or - 15 minutes shall notify the change to the NMD through IFPS. Modification procedures to enable Aircraft Operators to meet this requirement are described below.

5.2. In all cases, it is in the best interest of AOs to initiate prompt revisions or cancellations, thus permitting the system to maximise use of available capacity and minimise delay. The later the revision is made the greater the probability of a delay.

5.3. The correct application of the STS/ATFMX procedure will ensure that approved flights are not unnecessarily delayed. (See paragraph 9 for details of the ATFM exemption procedures).

6. Responsibility of Aircraft Operators

6.1. AOs shall inform themselves of and adhere to:

a) General ATFM procedures including flight plan filing and message exchange requirements;

b) strategic ATFM measures (including Route Availability Document (RAD));

c) current ATFM measures (including specific measures applicable on the day of operation, as promulgated by ANM or Flight Suspension (FLS) messages);

d) departure slots (CTOTs) issued by the FMD and procedures related to changes to CTOTs;

e) The NMD requirement for the modification or delay of EOBT. This is particularly important with the progressive implementation of NMD Flight Activation Monitoring (FAM) whereby flights not notified as being airborne within 30 minutes of the notified ETOT or CTOT will receive a flight suspension message;

f) the sole responsibility to obtain a new CTOT if there is no RTF contact with the TWR at CTOT;

g) the correct procedure to be followed to obtain approval for the use of STS/ATFMX;

6.2. In order to comply with a CTOT, AOs need to plan the departure of a flight so that the aircraft will be ready for start up in sufficient time to comply with a CTOT taking into account the taxi time shown in the Slot Allocation Message (SAM). A slot window is available to ATC to optimise the departure sequence. This is not for use by AOs who should plan an EOBT consistent with the CTOT.

6.3. The AO or pilot should obtain information, prior to start up from ATS as to whether a CTOT or FLS affects their flight.

7. Responsibilities of Gibraltar ATC

7.1. ATC have the following responsibilities:

a) ATC is responsible for CTOT monitoring;
b) ATC shall ensure that an CTOT, if applicable, is included as part of the ATC clearance;
c) ATC shall take account of an applicable CTOT or flight suspension when a clearance is issued;
d) ATC shall provide all possible assistance to AOs to meet a CTOT or to co-ordinate a revised CTOT;
e) ATC may deny start up clearance to flights unable to meet their slots until co-ordination with the FMP/FMD has been effected and a revised CTOT issued.

7.2. ATC is also responsible for monitoring flights compliance with CTOTs issued by the FMD as detailed in the ATFM Handbook. A slot window of -5 to +10 minutes is available to ATC to optimise the departure sequence.

7.3. In accordance with the provision of the Regional Supplementary Procedures, Europe (ICAO Doc 7030), flights which do not adhere to their CTOT shall be denied start-up clearance. However, ATC shall make all efforts to enable departing flights to comply with the CTOT.

7.4. With the progressive introduction of the Enhanced Tactical Flight Management System (ETFMS) and Flight Activation Monitoring (FAM), flights that are not notified as being airborne within 30 minutes of the notified ETOT or CTOT will receive a Flight Suspension (FLS) message. If a flight is suspended during the taxiing phase, then ATC is responsible for sending a DLA message.

7.5. **ATC assistance to Aircraft Operators**

7.5.1. ATC may be able to assist AOs in message exchange with the NMD, provided that the pilot is in RTF contact with the TWR and if:

a) it is a maximum of 30 mins prior to current CTOT; and
b) the revision to the CTOT is for no more than 30 minutes.

8. Modification of Estimated Off Block Time (EOBT)

8.1. It is a requirement for both ATC and ATFM that the EOBT of a flight shall be an accurate EOBT. This applies to all flights, whether subject to ATFM or not. Any change to the EOBT of more than 15 minutes (+ or -) for any IFR flight within the NMD Initial Flight Planning Zone (IFPZ) (see the IFPS users manual for details) shall be communicated to IFPS.

8.2. An AO should not modify the EOBT to a later time simply as a result of an ATFM delay. When an AO submits an amendment message (eg DLA or CHG) to IFPS, they must always give as an EOBT the earliest EOBT they may comply with. This time is not directly

related to the CTOT provided in the Slot Allocation Message (SAM) or Slot Revision Message (SRM). The EOBT should always reflect the time the AO wants to be off-blocks. The EOBT should always be changed if the original EOBT established by the AO cannot be met by the AO for reasons other than ATFM delay.

8.3. There are two categories of controlled flights covered by this procedure. Those that have an ATFM Calculated Take-Off Time (CTOT), issued by the NMD, and those that do not. AOs should not modify the EOBT simply as a result of an ATFM delay.

8.4. The procedure to be followed to modify the EOBT of a flight that has not received an ATFM CTOT is as follows:

a) To amend the EOBT to a **later** time, a DLA or CHG message shall be sent to IFPS;
b) To amend the EOBT to an earlier time, a CNL message must be sent to IFPS followed five minutes later by a new flight plan with new EOBT indicated.

8.5. The procedure to be followed to modify the EOBT of a flight that has received an ATFM CTOT is as follows:

a) If the EOBT established by the AO has changed or is no longer realistic for reasons other than ATFM then the following procedure shall be used:

i. If a flight has a CTOT that cannot be met, then the AO shall send a DLA message to IFPS with the new EOBT of the flight. This may trigger a revised CTOT;
ii. If a flight has a CTOT with some delay and the AO is aware that the original EOBT cannot be met but the existing CTOT is acceptable, then a message shall be sent to IFPS with the new EOBT of the flight. However, in order not to trigger a new CTOT, the following formula must be used:

Take the current CTOT minus the taxi-time, minus 10 minutes. The new EOBT must not be after this time.

b) If a flight has had a CTOT and now receives a Slot Cancellation Message (SLC), but the original EOBT can no longer be met, then the AO shall communicate the new EOBT by use of a DLA message. ATC/ATFM will now have the 'true' EOBT of the flight.

8.6. Some states outside the NMD area of responsibility still require AOs to update the EOBT, regardless of why the flight's original EOBT may have changed. AOs should bear in mind the formula explained above when doing this.

8.7. It is not possible to amend (via CHG or DLA) the EOBT to an earlier time than the EOBT given in the flight plan. However, if a flight is ready to go off blocks earlier than the current EOBT, then there are two options available:

a) The AOs may ask ATC, or the FMP, to send a Ready (REA) message. In this case, the flight is considered as 'ready to depart' from the filing time of the REA message; or
b) The AOs may contact the Central Flow Help Desk who has the ability to input an earlier EOBT into the TACT system (max - 30 minutes). Each case is treated on its merits and may be refused if it is considered that the request is not justified.

8.8. Whilst the ultimate responsibility for the sending of flight plan related messages, particularly those applicable to the management of EOBT, lies with the AO, it is acceptable for this to be carried out by ATC if such a request is made by the AO. For the purposes of this statement the 'AO' can include the pilot-in-command of the affected flight.

9. ATFM Exemption Procedures

9.1. Since the introduction of the NMD it has been possible for Flight Plan (FPL) originators to obtain exemptions from ATFM restrictions for certain flights through the use of STS/indicators in FPLs.

9.2. The following principles apply:

a) The insertion of a STS/… indicator in Field 18 of a Flight Plan will identify that a flight may require special handling. This indicator is for use by all parties that may have to handle the flight;

b) The current list of STS indicators recognised for ATFM purposes comprises STS/HEAD, STS/SAR, STS/MEDEVAC, STS/FFR, STS/STATE, STS/HUM, STS/HOSP;

9.3. Further information on the use of STS/indicators for ATFM purposes may be found in the ATFM Users Manual published by the NMD.

ENR 1.10 Flight Planning

1. General Procedures

1.1. Flight Rules and Categories of FPL

1.1.1. Subject to the mandatory requirements of airspace classification shown in paragraph 1.3, a pilot may file a **VFR** or **IFR** Flight Plan for any flight. When flying in different types of airspace, a pilot may indicate if the aircraft will fly VFR first, then change to IFR; or vice versa.

1.1.2. There are three categories of FPL:

a) **Full** Flight Plans - the information filed on the FPL Form (CA48/RAF F2919);

b) **Repetitive** Flight Plans - see paragraph 3.6;

c) **Abbreviated** Flight Plans - the limited information required to obtain a clearance for a portion of flight, filed either by telephone prior to take-off or by radiotelephony (RTF) when airborne. See paragraph 1.3

Note: The destination aerodrome will be advised of the flight only if the flight plan information covers the whole route of the flight

1.2. Submission of a Flight Plan

1.2.1. Information relative to an intended flight or portion of a flight, to be provided to air traffic services units, shall be in the form of a flight plan. The term 'flight plan' is used to mean variously full information on all items comprised in the flight plan description covering the whole route of a flight or limited information required, among other things, when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway or to take-off from/land at a controlled aerodrome.

1.2.2. A flight plan shall be submitted prior to operating:

a) any flight or portion thereof to be provided with an air traffic control service;

b) any flight across international boundaries;

c) any flight planned to operate at night if leaving the vicinity of the aerodrome.

1.2.3. A flight plan shall be submitted before departure to ATC or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station unless arrangements have been made for the submission of repetitive flight plans.

1.2.4. A flight plan for any flight planned to operate across international borders or to be provided with an air traffic control service or an air traffic advisory service shall be submitted at least 60 minutes before departure.

1.2.5. A flight plan **may** be submitted for any flight.

1.3. Abbreviated Flight Plans

1.3.1. An Abbreviated Flight Plan is the limited information required to obtain a clearance for a portion of flight, filed either by telephone prior to take-off or by radiotelephony (RTF) when airborne. An example would be a transiting flight wishing to enter Gibraltar Airspace to overfly the runway. No flight plan form is submitted. An abbreviated flight plan transmitted in the air by radiotelephony contains as a minimum: call sign, aircraft type, point of entry, point of exit and level.

1.3.2. A full flight plan must be filed if the pilot requires the destination aerodrome to be notified of the flight.

1.4. Submission Parameters

1.4.1. The general ICAO requirement is that FPLs should be filed on the ground at least 60 minutes before clearance to start-up or taxi is requested. The 'Estimated Off Block Time' (EOBT) is used as the planned departure time in flight planning, not the planned airborne time. Exceptionally, in cases where it is impossible to meet this requirement, pilots or Aircraft Operators (AOs) should give as much notice as possible, but never less than 30 minutes.

1.4.2. In order to comply with the requirements of the Integrated Initial Flight Plan Processing System (IFPS), FPLs for IFR flights should be filed a minimum of **3 Hrs** before Estimated Off Block Time (EOBT) (see paragraph 3).

1.4.3. The Date of Flight (DOF) must be included in Item 18 of the FPL for all flights planned for the following day or beyond. IFPS will not accept FPLs submitted more than 120 hours in advance of the flight taking place.

1.5. Mechanism for Filing Flight Plans

1.5.1. Many AOs will retain responsibility for filing FPLs but where required, assistance in filing FPLs can be sought from ATC in Gibraltar.

1.6. Action in the Event of a Diversion

1.6.1. If a pilot lands at an aerodrome other than the destination specified in the Full or Repetitive FPL, they must ensure that the ATSU at the original destination is informed within 30 minutes of the ETA (calculated from the Full FPL and departure time). This will avoid unnecessary search and rescue action being taken by the Alerting Services.

1.7. Delays, Departures, Modifications and Cancellations to a Filed Flight Plan

1.7.1. General

1.7.1.1. Having filed a Full or Repetitive FPL, pilots or AOs may be required to change the existing FPL details. In most cases, a standard modification message can be sent. However, in the case of a change to departure, destination or aircraft call sign the original FPL must be cancelled and a new FPL submitted. A second FPL cannot simply be used to amend the first.

1.7.2. Delays

1.7.2.1. ICAO requires that an appropriate delay message (DLA) must be sent if the EOBT is more than 30 minutes later than that already shown in the Full or Repetitive FPL.

1.7.2.2. It is important that, in the event of a delay of 30 minutes or more to the EOBT, the pilot advises ATC so that a DLA message can be sent.

1.7.2.3. In order to meet the requirements of **Air Traffic Flow Management** (ATFM), all IFR aircraft operating within Europe must have any changes to their EOBT of +/- 15 minutes notified to the IFPS. Full details are shown in paragraph 3.

1.7.3. Departures

1.7.3.1. It is also important that the DEP message is sent, as this activates the Full or Repetitive FPL. ATC has the responsibility to send the FPL and DEP message by AFTN.

1.7.3.2. A DEP message is not required if an IFR FPL has been filed with IFPS and the flight will operate solely within the IFPS Zone. (See also paragraph 3).

1.7.3.3. DEP messages must always be sent for VFR FPLs and IFR FPLs operating outside Controlled Airspace (CAS) or outside the IFPS Zone.

1.7.4. Modifications

1.7.4.1. Other modifications to a filed FPL, such as a change in aircraft type, speed, level, route, etc, can be notified using a change (CHG) message.

1.7.4.2. It is also important that when any changes or modifications are made to the original Full or Repetitive FPL, that a change (CHG) message is transmitted to all the addressees that will be affected by the change or modification. In the case of Full or Repetitive FPLs filed with IFPS, and as long as the CHG message is sent to them, IFPS will do this automatically for the IFR portions of the FPL.

1.7.5. Cancellations

1.7.5.1. Any changes to aircraft call sign, point of departure and/or destination will require the original Full or Repetitive FPL to be cancelled and a new FPL submitted.

1.7.5.2. Should the flight be cancelled, for any reason, it is equally important to ensure that a cancellation (CNL) message is transmitted to all the original FPL addressees. In the case of FPLs filed with IFPS, and as long as the CNL message is sent to them, IFPS will do this automatically for the IFR portion of the FPL.

1.7.6. Persons On Board

1.7.6.1. The number of persons on board a flight for which a FPL has been filed must be available to ATC for search and rescue purposes for the period up to the ETA at the destination aerodrome plus one hour. If this information has been sent to the AO' s handling agency at destination, no further action is required.

1.7.6.2. Gibraltar ATC will request the total number of persons on board, that is passengers and crew, by RTF for all flights arriving at or departing from Gibraltar.

2. VFR Flight Plans

2.1. Submission Time Parameters

2.1.1. VFR flight plans should be submitted to ATC at least 60 minutes before clearance to start up or taxi is requested. ATC, if required, will assist in compiling the flight plan.

2.1.2. Airborne Time

2.1.3. ATC will ensure that the DEP message is sent to the appropriate addressees based on the airborne time of the flight.

3. IFR Flight Plans

3.1. Introduction

3.1.1. Gibraltar participates in the IFPS, which is an integral part of the Eurocontrol centralised ATFM system (see ENR 1.9).

3.1.2. IFPS is the sole source for the distribution of IFR /General Air Traffic (GAT) FPL information to ATSUs within the participating European States, which collectively comprise the **IFPS Zone**. A list of participating States is available in Section 13 of the IFPS Users Manual.

3.1.3. IFPS will not handle VFR flight plans or Military Operational Air Traffic (OAT) flights but will process the GAT portions of a mixed OAT/GAT FPL and the IFR portions of a VFR/IFR FPL.

3.2. IFPS

3.2.1. IFPS comprises two Units (IFPU) sited within the Eurocontrol facilities at Haren, Brussels and at Bretigny, Paris. The IFPS Zone is divided into two separate geographical areas, each IFPU having a primary responsibility for one area and a secondary role, for

contingency purposes, for the other. Consequently all IFR/GAT flight plans and associated messages **must** be addressed to both IFPUs (see paragraph 3.5). Following successful processing, the FPL will be delivered, at the appropriate time, to all the ATSU addressees on the flight-profiled route within the IFPS Zone.

3.2.2. As all IFR/GAT flight plans within the IFPS Zone are addressed to both IFPUs, the effect of one unit being out of action will be transparent to flight plan originators. The likelihood of a simultaneous outage of both IFPUs is considered to be extremely low. In such an event, flight plan originators will be alerted, by NOTAM, to reinstate the filing of messages, for flight plan and Repetitive Flight Plan (RPL) operations, to all appropriate addresses, both within and outside the IFPS Zone.

3.3. Submission Time Parameters

3.3.1. FPLs should be filed a minimum of **3 hours** before Estimated Off Block Time (EOBT).

3.3.2. IFPS always calculates the Date of Flight (DOF) if none is given in the FPL. In doing so it will assume the EOBT to be within the next 24 hours after the filing time. If a FPL is filed more than **24 hours** in advance of the EOBT, the **DOF** must be indicated in **Item 18** of the FPL.

3.3.3. IFPS will not accept flight plans submitted more than 120 hours in advance of the flight taking place.

3.4. Addressing IFR Flight Plans

3.4.1. Flights Wholly Within the IFPS Zone

3.4.1.1. FPLs and associated messages must be addressed to both IFPUs:

3.4.2. Flights Departing from Gibraltar, and then Exiting the IFPS Zone

3.4.2.1. For that part of the flight within the IFPS Zone, only the two IFPUs need be addressed as shown above. For any parts of the flight outside the IFPS Zone, the FPL and associated messages must also be addressed to the appropriate ATSUs outside the Zone.

3.4.2.2. FPL originators filing directly to IFPS are responsible for ensuring that any modifications made to the FPL, either by IFPS or through subsequent messages, are distributed to the relevant ATSUs outside the Zone. This is achieved by use of the 'Re-addressing Function' which is described fully in the IFPS User's Manual.

3.5. Filing of Flight Plans and Associated Messages

3.5.1. Flight Plans

3.5.1.1. Filing flight plans under IFPS involves an automatic interface with the computer database. Consequently, a rigid protocol for message exchange is needed, especially when delays or modifications are required to the planned route.

3.5.1.2. AOs are ultimately responsible for the complete filing of their FPLs and all associated messages. This encompasses compilation (including addressing), accuracy and submission of FPLs and also for the reception of the Acknowledgement (ACK) message from IFPS.

3.5.1.3. **AOs and pilots who, for whatever reason, are unable to conform to the direct filing procedure** should make local arrangements to file their IFR/GAT flight plans through ATC. ATC will, when appropriate, assist in the compilation of flight plans and interpreting the associated messages. It is essential for reasons indicated below that the flight crew remains contactable by ATC prior to departure.

3.5.2. Associated Messages

3.5.2.1. The compilation of Departure **(DEP),** Arrival **(ARR),** Modification **(CHG),** Delay **(DLA)** and Cancellation **(CNL)** messages is detailed in ICAO Doc 4444. Their use for the exchange of information with the automatic IFPS database is strictly governed by the instructions given in the IFPS Users Manual.

3.5.2.2. The occasions when an **ARR** message must be sent are minimal, mainly when an aircraft has diverted or when a controlled flight has experienced radio failure. In each instance it is the responsibility of ATC to send an ARR message.

3.5.2.3. Certain FPL messages are exclusive to the IFPS process, and are named Operational Reply Messages **(ORM).** They are:

a) The FPL Acceptance Acknowledgement Message **(ACK);**
b) Referred for Manual Repair **(MAN);**
c) FPL Message Rejected **(REJ).**

3.5.2.4. The **ACK** message will be automatically received from IFPS when the FPL has been automatically accepted into the system. Alternatively, a **MAN** message will indicate that the FPL has not been accepted and is awaiting manual intervention by an IFPS operator. Manual repair of a failed FPL is often carried out in conjunction with the FPL originator. Where FPLs are filed directly to IFPS, it is strongly advised that the originator's contact details be included in Item 18 where this is not obvious from the flight details. Dependant upon the success or otherwise of the manual 'repair' to the message, an **ACK** or **REJ** will be received. An ACK message will include the 'repaired' message so that the changes can be checked by the originator, and it is essential that the **flight crew are informed** of the accepted FPL route.

3.5.2.5. Receipt of a **REJ** message will indicate that the FPL has not been accepted by IFPS. The REJ message will indicate the errors in the message which need to be resolved and will also include a copy of the message received by IFPS; this will enable the originator to determine if the message has been corrupted during transmission. If a FPL or associated message is rejected by IFPS, a corrected message must be sent without delay.

3.5.2.6. It is a European ATFM requirement that all controlled flights that are departing, arriving or overflying Europe that have a change (+ or -) in an EOBT of more than 15 minutes shall be notified to the NMD through IFPS. Modification procedures are, therefore, necessary to enable AOs to meet this requirement whenever they know that a flight will not meet its EOBT (see ENR 1.9).

3.5.2.7. **Until an ACK message has been received by the message originator, the requirement to submit a valid FPL for an IFR/GAT flight intending to operate within the IFPS Zone will not have been satisfied.** In this case the flight details will not have been processed by IFPS and consequently the flight data will not have been distributed to the relevant ATSUs within the IFPS Zone. Similarly, processed data will not have been sent to the database of the NMD to be considered for ATFM purposes. E**rrors in the FPL or associated messages may result in the flight concerned being delayed.**

3.5.3. To indicate the necessity for 'special handling', the appropriate Status Indicator (STS) should be inserted in Field 18 of the flight plan.

3.5.3.1. The following standard abbreviations should be used:

STS/ALTRV	for flights operated in accordance with an altitude reservation;
STS/ATFMX	for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
STS/FFR	fire fighting;
STS/FLTCK	flight check for calibration of navaids;
STS/HAZMAT	for a flight carrying hazardous material;
STS/HEAD	for a flight with Head of State status;
STS/HOSP	for a medical flight declared by medical authorities;
STS/HUM	for a flight operating on a humanitarian mission;
STS/MARSA	for a flight for which a military entity assumes responsibility for separation of military aircraft;
STS/MEDEVAC	for a life critical medical emergency evacuation;
STS/NONRVSM	for a non-RVSM capable flight intending to operate in RVSM airspace;
STS/SAR	for a flight engaged in a search and rescue mission;
STS/STATE	for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be declared under the designator RMK/.

3.5.3.2. The following STS/indicators will be recognised by the NMD and will be provided with automatic exemption from flow regulation: STS/HEAD, STS/SAR, STS/MEDEVAC, STS/FFR and STS/ATFMX.

3.5.3.3. The following STS/indicators require approval for exemption from flow regulation from the appropriate State authorities, in accordance with the requirements detailed in the ATFM Users Handbook and in ENR 1.9: STS/HUM, STS/HOSP and STS/STAT.

3.5.3.4. In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the Flight Plan Form.

3.5.4. Supplementary Flight Plan Information

3.5.4.1. As an alternative to ICAO procedure that Supplementary Information should not be transmitted in a flight plan message (ICAO Doc 4444: Appendices 2 and 3) it should be noted that IFPS is able to process and store Field 19 - Supplementary Flight Plan Information. Where such information is supplied as part of a flight plan submission to IFPS it will be extracted and stored for later retrieval, if required, in the event of an emergency situation arising. Supplementary flight plan information will not be included in the normal flight plan distribution by IFPS.

3.5.4.2. Whilst the ICAO procedure should normally be followed by flight plan originators, they may avail themselves of the IFPS facility if they so wish.

3.5.4.3. ATS Authorities, or other relevant bodies, requiring Supplementary flight plan information on a particular flight and for urgent operational reasons may contact the Supervisor at the appropriate IFPU; assistance will be provided by either:

a) giving information on Field 19 where such information has been submitted to and stored by IFPS;
b) giving advice on a contact name/Tel No. of the AO and/or originator of the flight plan, which may be stored in the NMD database;
c) giving any additional information which may be contained in Field 18.

3.5.5. **Replacement Flight Plan Procedure.** If, within 4 hours of the EOBT, an alternative routing is selected between the same points of departure and destination, the procedure shall be as follows:

a) The original Flight Plan **must be cancelled** by submitting a CNL message using the DD priority indicator;

b) the replacement Flight Plan shall be filed **not less than 5 minutes** after the CNL message (It is recommended that the replacement Flight Plan is not submitted until the ACK for the CNL message has been received);

c) the replacement Flight Plan shall contain in Field 18 the indication RFP/Qn where:

i. **RFP/Q** refers to the replacement Flight Plan; and

ii. **n** corresponds to the sequence number relating to the replacement Flight Plan.

3.6. Repetitive Flight Plans

3.6.1. As part of the continuing development of the NMD, Eurocontrol will assume full responsibility for the reception, processing and distribution of RPL data within the IFPS Zone. Flights within the IFPS Zone shall be filed solely with Eurocontrol at the NMD, Brussels, in accordance with the requirements and procedures detailed below.

3.6.2. Operators who fly routes on a regular or scheduled basis within the IFPS Zone are able to file RPLs on the Eurocontrol database. These plans are activated automatically at the appropriate time before each flight. RPLs for flights within the IFPS Zone, but which have a route portion outside the Zone, have to be **filed** to the National Authorities of those external states. All external states on the route must have agreed to the use of RPLs; a mixture of RPLs and FPLs is not permitted for an individual flight.

3.6.3. Details of the requirements for the submission and duration of RPLs can be found in the IFPS User Manual section of the Network Operations HANDBOOK. The **IFPS Users Manual and the Network Operations HANDBOOK** are available, free of charge, from:
Eurocontrol Library
Rue de la Fusee, 96
B - 1130 Brussels, Belgium
NOP Network Operations Portal (eurocontrol.int)

3.7. Specific Eurocontrol Requirements for RPL Operations

3.7.1. The basic principles for the submission of Repetitive Flight Plans are contained in ICAO Docs 4444 and 7030. The following paragraphs detail the differences between the ICAO Standard and the Eurocontrol requirement, which permits a more flexible approach within the basic rules. Full details are contained in the IFPS User Manual section of the Network Operations HANDBOOK.

3.7.2. RPLs shall cover the entire flight from the departure aerodrome to the destination aerodrome. Therefore, an RPL shall be submitted by the flight plan originator for its entire route. A mixture of both RPL and FPL message shall not be permitted. RPL procedures shall be applied only when ALL ATS authorities concerned with the flights have agreed to accept RPLs. In this respect, all States of the IFPS Zone accept RPLs. It is the responsibility of the AO to ensure that RPLs for flights which are partly outside the Zone are properly co-ordinated and addressed to the relevant external ATS authorities.

3.7.3. To suspend an RPL the originator should send the information in the format as shown in the IFPS User Manual. However, originators should note that flights cannot be

suspended for less than 3 days. If the suspension is for less than 3 days, individual daily cancellation messages must be sent by the originator to the IFPS in order not to waste ATC capacity by leaving 'ghost' flights in the NMD and ATC databases.

3.7.4. To cancel an RPL for a specific day, the originator need only send a normal ICAO CNL message to both of the IFPS units (EUCHZMFP and EUCBZMFP or BRUEP7X and PAREP7X) **but not earlier than 20 hours before the EOBT of the flight.** The same rule applies for a change (CHG) or delay (DLA) message since at 20 hours before EOBT the RPL is transferred to the IFPS and the RPL effectively becomes a FPL.

ENR 1.11 Addressing of Flight Plan Messages

1. IFR Flights wholly taking place within the IFPS zone should be addressed to both Initial Flight Plan Units (IFPU) using the AFTN addresses EUCHZMFP and EUCBZMFP or alternatively the single address EGZYIFPS.
2. Flights, or parts of flights taking place outside the EFPS zone should use a message address as required by the State being overflown.
3. All flights departing from Gibraltar should take account of the requirements detailed in ENR 1.11 of the Spanish AIP, LE_ENR_1_11_en.pdf (enaire.es).

ENR 1.12 Interception of Civil Aircraft

While not applicable to Gibraltar, note that due to the proximity of Spanish airspace to Gibraltar, if it is the intention of a flight to operate in Spanish airspace, the provisions of the ENAIRE published Spanish AIP should be used when operating in that airspace, this is available at LE_ENR_1_12_en.pdf (enaire.es)

ENR 1.13 Unlawful Interference

1. An aircraft which is being subjected to unlawful interference shall endeavour to notify the appropriate ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS Unit to give priority to the aircraft and to minimize conflict with other aircraft.
2. If an aircraft is subjected to unlawful interference, the pilot- in-command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the appropriate authority unless considerations aboard the aircraft dictate otherwise.
3. Note that due to the proximity of Spanish airspace to Gibraltar, and the likelihood that any event of unlawful interference occurring close to Gibraltar would still occur in Spanish airspace, the provisions of the ENAIRE published Spanish AIP should be considered when operating in that airspace, this is available at LE_ENR_1_13_en.pdf (enaire.es)

ENR 1.14 Air Traffic Incidents

Note should be taken of the requirements of the UK Military AIP and the Gibraltar Civil Aviation (Air Navigation) Regulations 2009 for incidents occurring within Gibraltar airspace or while in receipt of a service from Gibraltar ATC.

ENR 2 Air Traffic Services Airspace

1. Gibraltar sits within the Madrid FIR and the Seville TMA.
2. Gibraltar has not published the coordinates of any Air Traffic Services Airspace.
3. Note that due to the proximity of Spanish airspace to Gibraltar, if it is the intention of a flight to operate in Spanish airspace, the provisions of the ENAIRE published Spanish AIP should be used when operating in that airspace, this is available at LE_ENR_2.

ENR 3 ATS Routes

1. Due to the limited size of Gibraltar airspace, no ATS routes have been designated.
2. Note that due to the proximity of Spanish airspace to Gibraltar, if it is the intention of a flight to operate in Spanish airspace, the provisions of the ENAIRE published Spanish AIP should be used when operating in that airspace, this is available at LE_ENR_3.

ENR 4 Radio Navigation Aids / Systems

STATION **(VAR/Year)**	**ID**	**FREQ CH**	**HR**	**COORD** **(ELEV)**	**REMARKS**
Gibraltar TACAN (0° 2024)	GBR	CH 83X 113.6	H24	N36 08 34.80 W005 20 33.36 (1397)	TACAN: UK MOD See UK Mil AIP AD2 – LXGB LXGB - AD2

ENR 5 Navigation Warnings

1. There are no prohibited, restricted or dangerous areas promulgated within Gibraltar airspace. Due to the proximity of Spanish airspace to Gibraltar, if it is the intention of a flight to operate in Spanish airspace, operators must be aware of LER 164 details of which can be found in the ENAIRE published Spanish AIP, this is available at AIP/ENR/LE_ENR_5_1_en.pdf
2. There are no military exercise or training areas promulgated within Gibraltar airspace.
3. There are no other areas where activities of a dangerous nature occur.
4. All air navigation obstacles are detailed in LXGB - AD2.
5. There are no aerial sporting or recreational activity sites within Gibraltar airspace.
6. Migratory birds transit over the entirety of Gibraltar airspace during the spring and autumn months. There are no designated bird sanctuaries in Gibraltar, although the Upper Rock area is an area of special environmental interest and for that reason flights over the land area of Gibraltar, bar the airport, are forbidden.

ENR 6 En-Route Charts

1. Due to the size of Gibraltar airspace, enroute charts are not published.
2. Due to the proximity of Spanish airspace to Gibraltar, if it is the intention of a flight to operate in Spanish airspace, must be aware the adjacent airspace structure in the Seville TMA, which can be found in the ENAIRE published Spanish AIP - Enaire AIP - ENR 6.7