

# GIBRALTAR AIP

## PART ONE

### GENERAL (GEN)

## GEN 0

### GEN 0.1 – PREFACE

This edition of the Aeronautical Information Publication (AIP) has been prepared in accordance with International Civil Aviation Organisation (ICAO) Standards and Recommended Practices (SARPs) of Annex 15 to the Convention on International Civil Aviation.

This AIP contains aeronautical information of permanent nature and is kept up to date by means of complete re-issue.

Aeronautical information of important operational significance, which is not of a temporary nature, or requires advance distribution and is appropriate to the AIP but needs immediate dissemination, is notified by means of Notice to Airmen (NOTAM).

Contact the Director General of the Gibraltar Civil Aviation Authority to report errors or omissions in this document:

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Suite 975  
Europort  
Gibraltar  
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#### 1. AERONAUTICAL AUTHORITY

The Director General of the Gibraltar Civil Aviation Authority is the publishing authority for the General and En Route parts of the AIP.

The Aerodrome part of the AIP is published in the UK Military AIP by authority of the Officer Commanding No 1 Aeronautical Information Documents Unit (No 1 AIDU) and Defence Authority for C4ISR Joint User

#### 2. APPLICABLE ICAO DOCUMENTS

This AIP is prepared where practicable in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 to the Convention on International Civil Aviation and the Aeronautical Information Services Manual (ICAO Doc 8126).

#### 3. THE AIP STRUCTURE AND AMENDMENT INTERVAL

##### 3.1 The AIP Structure

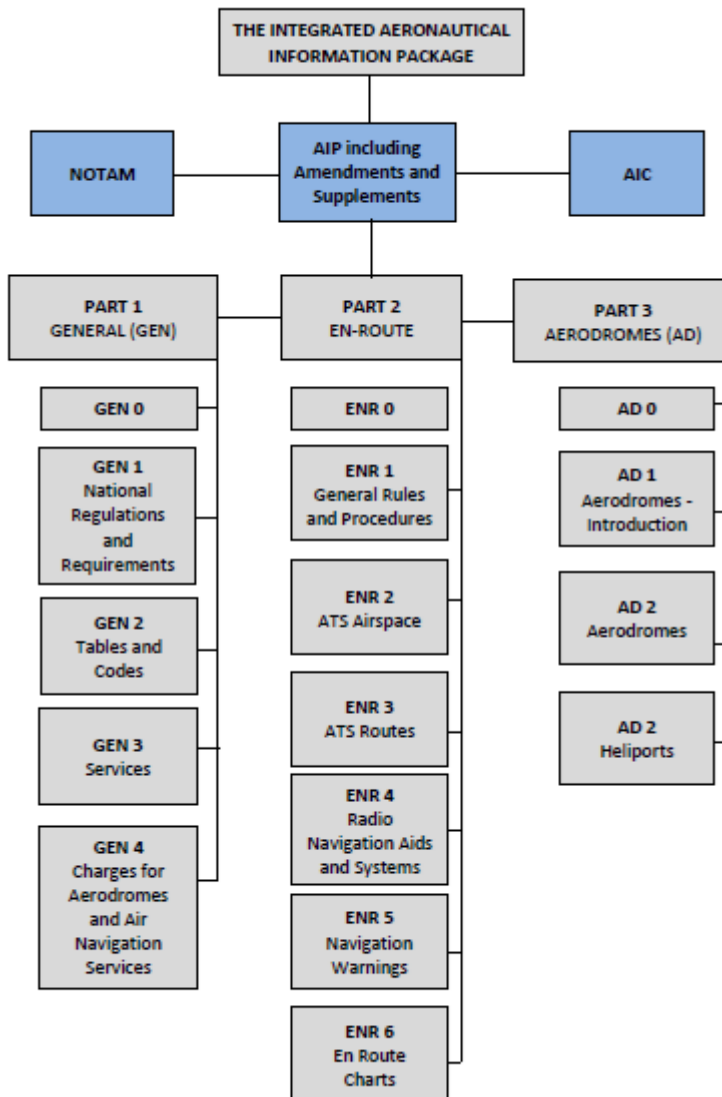
The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in this section. The principal structure is shown in graphic form below. The AIP is made up of three parts:

General (GEN) – this document

En Route (ENR) – found on this web page

Aerodromes (AD) – found at [LXGB-Gibraltar-Combined.pdf](#).

Each section is divided into sections and subsections as applicable, containing various types of information subjects.



## PART 1 – GENERAL (GEN)

### GEN 0.

Preface; record of AIP amendments; record of AIP supplements; checklist of AIP pages; list of hand amendments to the AIP; Table of Contents to Part 1.

### GEN 1. National Regulations and Requirements

Designated authorities; entry, transit and departure of aircraft; entry, transit and departure of passengers and crew; entry, transit and departure of cargo; aircraft instruments, equipment and flight documents; summary of national regulations and international agreements/conventions; differences from ICAO SARP.

## GEN 2. Tables and Codes

Measuring system, aircraft markings, holidays; abbreviations used in AIS publications; chart symbols; location indicators; list of radio navigation aids; conversion tables; sunrise/ sunset tables.

## GEN 3. Services

Aeronautical information services; aeronautical charts; air traffic services (ATS); communications services; meteorological services; search and rescue.

## GEN 4. Charges for aerodrome and air navigation services

Aerodrome charges; air navigation service charges.

## PART 2 – EN ROUTE (ENR)

### ENR 0. Table of Contents to Part 2

### ENR 1. General Rules and Procedures

General rules; visual flight rules; instrument flight rules; ATS airspace classification; holding, approach and departure procedures; radar services and procedures; altimeter setting procedures; regional supplementary procedures; air traffic flow management; flight planning; addressing of flight plan messages; interception of civil aircraft; unlawful interference; air traffic incidents.

### ENR 2. Air Traffic Services Airspace

Flight Information Region (FIR), Upper Flight Information Region (UIR), Terminal Control Area (TMA); other regulated airspace.

### ENR 3. ATS Routes

Lower ATS routes, upper ATS routes; area navigation routes; helicopter routes; other routes; enroute holding.

### ENR 4. Radio Navigation Aids/ Systems Version 4.0, July 2024 6

Radio navigation aids – enroute; special navigation systems; name-code designators for significant points; aeronautical ground lights – enroute.

### ENR 5. Navigation Warnings

Prohibited, restricted and danger areas; military exercise and training areas and Air Defence Identification Zone (ADIZ); other activities of a dangerous nature and other potential hazards; air navigation obstacles – enroute; aerial sporting and recreational activities; bird migration and areas of sensitive fauna.

### ENR 6. En Route Charts.

Airspace and route charts.

## PART 3 – AERODROMES (AD)

### AD 0.

Table of Contents to Part 3.

### AD 1. Aerodrome – Introduction

Aerodrome availability; rescue and firefighting services and snow plan; index to aerodromes; grouping of aerodromes.

### AD 2. Aerodromes

Detailed information about Gibraltar Airport.

### AD 3. Heliports

Not published – Gibraltar has no heliports

### 3.2 AIP Amendment Interval

The GEN and ENR parts of the AIP will be reviewed and, if necessary, reissued once per calendar year. Ad-hoc amendments of these parts will be introduced as and when required. and the document will then be fully reissued with a new issue number.

Amendments to the AD part of the AIP will be amended in accordance with the Aeronautical Information Regulation and Control (AIRAC) cycle

## 4. SERVICE TO CONTACT

Any errors or omissions detected in the GEN and ENR parts of the AIP should be referred to the Director General of the Gibraltar Civil Aviation Authority as identified in GEN 0.1.

Any errors or omissions detected in the AD part of the AIP should be referred to No 1 AIDU via the UK Mil AIP website.



Gibraltar AIP GEN


GEN 0.3 – RECORD OF AIP SUPPLEMENTS

Number / Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record

GEN 0.4 – CHECKLIST OF PAGES

Any amendments generate a full re-issue of this document.

GEN 0.5 – LIST OF HAND AMENDMENTS TO THE AIP

Any amendments generate a full re-issue of this document.

## GEN 0.6 – TABLE OF CONTENTS TO PART ONE

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## GEN 1 National Regulations and Requirements

### GEN 1.1 Designated Authorities

The addresses of the designated authorities concerned with facilitation of international air navigation are:

- (a) **Civil Aviation**  
Director General of the Gibraltar Civil Aviation Authority  
Suite 975  
Europort  
Gibraltar  
e-mail: [info@gcaa.gi](mailto:info@gcaa.gi)  
Tel: 00350 200 40481
  
- (b) **Meteorology**  
The Military Aviation Authority is the Meteorological Authority for Gibraltar. Meteorological forecasting and climatological services for civil aviation are provided by the UK Meteorological Office under contract to the UK Ministry of Defence.  
[See GEN 3-5-1](#)
  
- (c) **Customs and Excise**  
HM Customs  
Custom House  
Waterport  
e-mail: [hmcustoms@gibraltar.gov.gi](mailto:hmcustoms@gibraltar.gov.gi)  
Tel: 00350 200 78879
  
- (d) **Immigration**  
Borders and Coastguard Agency  
BCA Headquarters  
11 Winston Churchill Avenue  
Gibraltar  
e-mail: [immigration@bca.gov.gi](mailto:immigration@bca.gov.gi)  
Tel: 00350 200 65465 (working hours) or 00350 54350000 (out of hours only)
  
- (e) **Health**  
Director of Public Health  
St Bernards Hospital  
Harbour Views Road  
Gibraltar  
Tel: 00350 200 72266  
e-mail: [notifiable\\_infections@gha.gi](mailto:notifiable_infections@gha.gi)
  
- (f) **En Route and Aerodrome Charges**  
[See GEN 4](#)

- (g) **Agricultural Quarantine**  
Environmental Agency Ltd  
37 Town Range  
Gibraltar  
e-mail: admin@eag.gi  
Tel: 00350 200 70620
  
- (h) **Aircraft Accident Investigation - For Civilian Aircraft**  
United Kingdom Department of Transport  
Air Accidents Investigation Branch  
Berkshire Copse Road  
Aldershot  
Hants. GU11 2HH  
United Kingdom  
Tel: 0044 1252 510300  
Tel: 0044 1252 512299 (Accident Reports (H24))  
AFS: EGGCYLYX  
e-mail: enquiries@aaib.gov.uk

## GEN 1.2 Entry, Transit and Departure of Aircraft

### 1. National Regulations

#### 1.1. General

##### 1.1.1. **Crossing Gibraltar Boundaries**

1.1.1.1. Aircraft crossing international boundaries into or out of Gibraltar may only do so in accordance with the approaches published in the LXGB Aerodrome Data of the UK Military AIP ([LXGB-Gibraltar-Combined.pdf](#).) or according to ATC instruction.

#### 1.2. Restrictions on Use

1.2.1. All operators are reminded of the need to comply with the Civil Aviation Operating (Rules of the Air) Regulations 2026 and procedures in respect of jet aircraft at Gibraltar airport, details of which are shown at [LXGB-Gibraltar-Combined.pdf](#). Care must be taken to ensure that Prior Permission has been requested from the Ground Handling Agent ([handling@gibair.gi](mailto:handling@gibair.gi)) at LXGB for all civilian flights and that an acceptance form has been received (AD2.3). This permission should not be confused with foreign aircraft commercial permits required and issued by the Director General of the Gibraltar Civil Aviation Authority (DG).

#### 1.3. Aerodrome Operating Minima

1.3.1. Aerodrome Operating Minima are as published in the Aerodrome section of the AIP. Pilots shall operate in accordance with the Gibraltar Aerodrome Operating Minima or their own minima if these require a higher standard than the published minima.

In addition the aircraft referred to above when making a descent to Gibraltar Airport shall not:

(a) Continue an approach to landing at the Airport by flying below the relevant specified decision height; or

(b) Descend below the relevant specified minimum descent height:

unless in either case from such height the specified visual reference for landing is established and is maintained.

#### 1.4. Customs and Excise, Immigration and Health Airports

1.3.2. Gibraltar Airport is designated for the purpose of customs and excise and as a port of entry into Gibraltar for the purposes of the Immigration Act 1962. The Airport is also designated a Sanitary Airport under International Sanitary Regulations.

1.3.3. There are no Customs or Immigration restrictions on the landing and take-off of aircraft on flights to and from other EU countries but see the Restrictions on Use procedures detailed at GEN 1.2.1.

1.5. Flights From/To Countries within the EU

1.4.1. As a result of the completion of the European Single Market on 1 January 1993, the following paragraphs apply solely to EU Countries. 1.5.2 – 1.5.3.1 For the purposes of these requirements, the Countries of the EU (also known as Member States) are:

Austria	Belgium	Bulgaria	Croatia	Cyprus	
Czech Republic	Denmark	Estonia	Finland	France	
Germany	Greece	Hungary	Republic of Ireland		
Italy	Latvia	Lithuania	Luxembourg	Malta	Netherlands
Poland	Portugal (including the Azores and Maderia)			Romania	
Slovakia	Slovenia	Spain	Sweden		

1.5.2. **Arrival in Gibraltar from another EU Country**

1.5.2.1. There is no requirement for the arrival of intra EC services to be reported to HM Customs, but a report to the Immigration Service via the Ground Handling Agent is required if non-EEA nationals are on board.

1.5.2.2. If the aircraft has stores on board, they must be declared to HM Customs in accordance with the procedure in operation at the Airport (See GEN1.4).

1.5.2.3. Non-scheduled aircraft wishing to land at Gibraltar Airport must complete a prior permission request (PPR) form and submit it for approval 24hrs prior to the requested time of arrival. PPR forms are available from the Handling Agent (e-mail – [handling@gibair.gi](mailto:handling@gibair.gi), tel - 00350 5452700) on request.

1.5.3. **Departure from Gibraltar to another EU Country**

1.5.3.1. There is no requirement for details of the flight to be notified to HM Customs. However, if the aircraft is carrying stores, these together with a copy of the stores list must be made available for HM Custom's examination if required. The provisions of paragraph 1.6.2.2 should be noted.

1.6. Flights from/to Countries Outside the EU

1.6.1. **Arrival in Gibraltar from outside the EU**

1.6.1.1. When an aircraft lands at Gibraltar Airport, the aircraft commander, through the Handling Agent, must report its arrival to HM Customs.

1.6.1.2. If the aircraft has stores on board, they must be declared to HM Customs.

1.6.1.3. Liability of Aircraft to Customs Duty and VAT

(a) Duty: There is no import duty on the import of civil aircraft into Gibraltar;

(b) VAT: Is set at 0% in Gibraltar.

1.6.2. **Departure from Gibraltar for a destination outside the EU**

1.6.2.1. Any stores on board or loaded onto an aircraft, together with the stores list, must be made available for HM Customs examination if required. The HM Customs will advise details of any other documentary requirements.

- 1.6.2.2. The provisions of this paragraph apply both to direct flights to non-EU destinations and to those where the aircraft makes a stopover at an airport in another EU country.

## 2. Scheduled Flights

### 2.1. Flights to/from the United Kingdom by a United Kingdom Registered operator

- 2.1.1. Permission is not required from the GCAA for UK airlines to operate on routes to and from the United Kingdom.

- 2.1.2. Airlines are, however, required to confirm to the GCAA whether dangerous goods, weapons or munitions of war are to be carried and, as required, to show that they have a United Kingdom Dangerous Goods approval/Permission to Transport Munitions of War by Air as applicable. Section 2.1.2 does not apply when the flight is chartered directly by the UK MOD and all ground handling is being conducted by the MOD at Gibraltar.

### 2.2. Flights to/from Countries other than the United Kingdom

- 2.2.1. Operating permits for scheduled services are required under Section 16 of the Civil Aviation Act and will be issued in accordance with the traffic rights available with the carrier's State. Permits are normally granted on an annual basis.

#### 2.2.2. Designation

- 2.2.2.1. Formal designation of the carrier to operate agreed routes under the relevant Air Services Agreement will be required. If the airline is not already designated, the GCAA will require confirmation by the airline's aeronautical authority that it is prepared to designate the airline under the relevant air services agreement before permission will be granted.

- 2.2.2.2. Operators wishing to apply for the permission required must also provide the following information to the GCAA:

- (a) Schedule, including start date, of the proposed service;
- (b) Type of aircraft to be used;

#### 2.2.3. Documentary Requirements

- a) Certificate of Competency and/or Air Operators Certificate and an Operating Licence issued by the aeronautical authority of the airline's country of registration;
- b) Certificate of Airworthiness and Certificate of Registration issued by the aeronautical authority of the country of registration for all aircraft to be used on services to Gibraltar;
- c) Certificate of liability insurance for passengers and third-party risks in respect of each aircraft to be used on services to Gibraltar. For cargo flights, a certificate of third-party liability is required. The level of insurance must meet the minimum levels of insurance for passenger and third-party liability

set out in Articles 6 and 7 of the Gibraltar Civil Aviation (Insurance) Regulations 2023;

- d) If Dangerous Goods, weapons or munitions of war are to be carried and the operator is to show that they have a Dangerous Goods approval from their State of Operator;
- e) Noise certificate of aircraft to be used (all aircraft must be Chapter 3 compliant);
- f) Confirmation that Airborne Collision Avoidance System (ACAS II or TCAS Version 7.1) is fitted (if not, provide exemption statement by the airline's aeronautical authority).

#### 2.2.4. Leased Aircraft

2.2.4.1. The DG will also require the above documents in regard to any foreign registered aircraft leased from another carrier which the applicant carrier proposes to use to Gibraltar and additionally the following information.

- a) Confirmation that the lease has been approved by the lessee's aeronautical authorities;
- b) Confirmation of which airline's operations and flight manuals will be used;
- c) Contact details of the lessor airline (name, address, telephone, fax, telex, e-mail);
- d) Copy of the lease agreement.

**Note:** Documents should be provided in the English language. If they are submitted in a foreign language, the GCAA may request an English translation to be provided.

#### 2.3. Applications

2.3.1. Applications to be submitted at least two months prior the start of the operating season in question, or start date proposed for new services, to the GCAA at the contact details shown in GEN 1.1.

**Note:** Applications for seasonal permits will be considered only during normal office hours. Operating permits will be refused to any airlines, type or specific aircraft or aircraft registered in States where evidence suggests do not comply with international safety standards, including those banned on the United Kingdom Safety List.

### 3. Non-Scheduled Commercial Flights

3.1. Flights to/from Gibraltar Airport by a United Kingdom Registered Commercial Operator

3.1.1. Permission is not required from the GCAA for UK, UK CD or UK OT registered commercial operators to operate on routes to and from the United Kingdom.

- 3.1.2. Operators are, however, required to confirm to the DG whether dangerous goods, weapons or munitions of war are to be carried and to show that they have a United Kingdom Dangerous Goods approval/Permission to Transport Munitions of War by Air as applicable. Section 2.1.2 does not apply when the flight is chartered directly by the UK MOD and all ground handling is being conducted by the MOD at Gibraltar.
- 3.1.3. Prior permission to conduct traffic stops at Gibraltar Airport is required from the Airfield. PPR forms are available from the Handling Agent (e-mail – [handling@gibair.gi](mailto:handling@gibair.gi), tel - 00350 5452700) on request.
- 3.2. [Flights to/from Gibraltar Airport by a non-United Kingdom Registered Commercial Operator](#)
  - 3.2.1. Operating permits issued by the GCAA are required for all non-scheduled commercial flights into and out of Gibraltar by aircraft not registered in the UK or its Crown Dependencies and Overseas Territories.
  - 3.2.2. Operators shall provide the GCAA with a valid certificate of insurance, an AOC and UK Part-TCO authorisation. Permits will be issued for the period of validity of the insurance presented or one year, whichever is the shorter.
  - 3.2.3. Operators are, however, required to confirm to the GCAA whether dangerous goods, weapons or munitions of war are to be carried and to show that they have a Dangerous Goods approval from their State of Operator/Permission to Transport Munitions of War by Air as applicable. Section 2.1.2 does not apply when the flight is chartered directly by the UK MOD and all ground handling is being conducted by the MOD at Gibraltar.
  - 3.2.4. Prior permission to conduct traffic stops at Gibraltar Airport is required from the Airfield. PPR forms are available from the Handling Agent (e-mail – [handling@gibair.gi](mailto:handling@gibair.gi), tel - 00350 5452700) on request.
- 3.3. [Cargo Charters](#)
  - 3.3.1. Applications for permission to operate cargo charter flights should be made to the GCAA. The attention of operators is drawn to [GEN 1.4 paragraph 1.1](#).
  - 3.3.2. If Dangerous Goods, weapons or munitions of war are to be carried, the operator is to show that they have a Dangerous Goods approval from their State of Operator/Permission to Transport Munitions of War by Air as applicable. Section 2.1.2 does not apply when the flight is chartered directly by the UK MOD and all ground handling is being conducted by the MOD at Gibraltar.
  - 3.3.3. Prior permission to conduct traffic stops at Gibraltar Airport is required from the Airfield. PPR forms are available from the Handling Agent (e-mail – [handling@gibair.gi](mailto:handling@gibair.gi), tel - 00350 5452700) on request.
- 3.4. [Permits](#)
  - 3.4.1. When a flight has been approved as required by the GCAA, a permit will be granted to the operator of the aircraft. The Airport will be sent a copy of the

permit by the GCAA. For passenger flights, the Terminal Director will be notified for the purposes of Passenger Duty. Operators are responsible for making their own arrangements with the Airport for the reception and handling of the aircraft and should, if necessary, quote the GCAA permit number when making these arrangements.

3.5. [Aerial Photography, Aerial Survey and any form of Aerial Work and Application](#)

3.5.1. Operators of aircraft registered in any foreign country wishing to engage in aerial photography or aerial survey flights in Gibraltar, whether hire or reward is given or for the purpose of any other form of aerial work for hire or reward, are required under the provisions of Section 16 of the Civil Aviation Act and Operating (Aerial Work) Regulations 2026 to obtain a permit from the GCAA. For this purpose they must submit their application to the GCAA at least **5 full working days** in advance of the proposed operation giving the following information:

- a) Name and address of operator;
- b) type, nationality and registration mark(s) of aircraft to be used;
- c) details of the employer of the crew and photographer (for aerial survey and photography);
- d) complete details of proposed operations, including dates, location, height to be flown, etc;
- e) documentary requirements:
  - (i) copy of a valid certificate of airworthiness (copy of annual maintenance logbook entries as well, if the certificate of airworthiness is not time limited);
  - (ii) copy of the certificate of registration;
  - (iii) copy of the Trust documents if the registered owner is a Trustee;
  - (iv) copy of valid certificate of insurance; and
  - (v) radio station licence.

**Note 1:** if the aircraft has been modified for the type of aerial work to be carried out, details of the modifications together with a copy of the approval of the modifications from the aeronautical authority of the state of registry will be required;

**Note 2:** all documents should be provided in the English language. If they are submitted in a foreign language, the GCAA may request an English translation to be provided;

3.5.2. Additionally, operators wishing to engage in low flying in Gibraltar are required to follow the requirements of Operating (Rules of the Air) Regulations 2026 OPS 0.305. Applications for exemptions should be made with at least five working days' notice.

#### 4. Private Flights

##### 4.1. Advanced Notification – Non-Scheduled Flight – Non-Commercial

- 4.1.1. There is no requirement to obtain permission from the GCAA for private flights.
- 4.1.2. Prior permission to conduct traffic stops at Gibraltar Airport is required from the Airfield. PPR forms are available from the Handling Agent (e-mail – [handling@gibair.gi](mailto:handling@gibair.gi), tel - 00350 5452700) on request.
- 4.1.3. Pilots of non-scheduled non-commercial flights, have the obligation in respect of passport-control requirements to present their passengers on arrival and departure to the Immigration Officer.
- 4.1.4. Pilots of non-scheduled non-commercial flights should have the following documents available for presentation to person authorised by the DG:
  - Pilot License, Radio License and Medical Certificate
  - Certificate of Registration
  - Certificate of Airworthiness
  - Valid Insurance Details
  - Journey Log
  - Copy of the filed flight plan, relevant MET and NOTAMs for the route.
  - Relevant charts for intended routeAdditionally for complex aircraft:
  - Noise certificate\*
  - Minimum Equipment List\*
  - Aircraft Technical Log\*
  - Relevant Operations Manuals or Aircraft Flight Manual
  - Aircraft load and balance information.

\* If required by type of aircraft.

## GEN 1.3 Entry, Transit and Departure of Passengers and Crew

### 1. Applicability

- 1.1. The following applies to entry, transit and departure of passengers and crew through the Gibraltar Civil Airport as described in the Civil Aviation Act 2024.

### 2. Customs Requirements

#### 2.1. Aircrew

- 2.1.1. There is no distinction between aircrew arriving from EU and Non-EU countries

#### 2.1.2. Arrivals

Paragraph 16(d) of Schedule 3 of the Integrated Tariff Regulation 2017 refers to duty free allowance for persons entering Gibraltar. These allowances do not apply to a person who enters Gibraltar as a member of a paid crew of an aircraft, unless he/she is either paid off from that aircraft or proceeds on leave for a period of more than five days.

Crew members should make an oral declaration in the Red Channel, if they are carrying goods in excess of the customs allowances.

Crew members' exit route from the airport will be via the Arrivals Hall.

#### 2.1.3. Departures

It is not normally necessary for crews' effects to be made available for HM Customs inspection, as VAT is charged at 0% in Gibraltar.

#### 2.2. Passengers

- 2.2.1. There is no distinction between passengers arriving from EU and Non-EU countries.

#### 2.2.2. Arrivals

Schedule 3 of the Integrated Tariff Regulation 2017 refers to duty free allowance for persons entering Gibraltar.

The baggage of passengers who arrive in Gibraltar may be subject to HM Customs control.

After reclaiming their baggage, passengers must make an oral declaration in the Red Channel, if they are carrying goods in excess of the Customs allowances. Passengers with nothing to declare should proceed through the Green Channel.

#### 2.2.3. Departures

It is not normally necessary for passengers' baggage to be made available for HM Customs inspection, as VAT is charged at 0% in Gibraltar.

#### 2.2.4. Further Information

Further information on HM Customs requirements for travellers, including details of Customs allowances may be obtained from HM Customs offices on telephone

numbers 20046730 (Airport), 20078879 (Custom House) or from its website at [HM Customs Gibraltar](#)

2.2.5. **HMRC Forms and Notices**

Copies of forms and notices may be obtained free of charge from HM Customs offices and [HM Customs Gibraltar](#).

3. **Immigration Requirements**

3.1 **Aircrew**

3.1.1. Aircrew members arriving or departing must have a valid passport as proof of identity. Aircrew travelling as passengers are required to comply with the provisions of paragraph 3.2.

3.2. **Passengers**

3.2.1. For immigration purposes a person arriving in Gibraltar, is liable to be examined by an Immigration Officer and must produce to the Officer (if required to do so) a valid passport or some other acceptable document satisfactorily establishing identity and nationality or citizenship, endorsed when necessary with a current Gibraltar visa or entry clearance. They must furnish the Immigration Officer with such information as may be required for the purpose of deciding whether they require leave to enter and, if so, whether and on what terms leave should be given. Information on visa or entry clearance requirements may be obtained from the Gibraltar Borders and Coastguard Agency website at <http://www.gibraltarborder.gi/>

3.2.2. ***Powers and Obligations of Captains and Owners or Agents of Aircraft Under the Immigration, Asylum and Refugee Act 1962 and Carriers Liability Act 2002***

- a) *to provide a list of crew and passengers if required to do so;*
- b) *to remove or make arrangements for the removal from Gibraltar of a passenger arriving in Gibraltar who is refused leave to enter;*
- c) *An unauthorised person may be placed in any vessel or aircraft about to leave Gibraltar and shall be deemed to be in lawful custody until such vessel or aircraft finally leaves Gibraltar*
- d) *The principal Immigration Officer may require any person seeking any permit to deposit such sums as the Principle Immigration Officer may specify or furnish security for such amount as the Principle Immigration Officer may deem sufficient.*
- e) *The Principle Immigration Officer or the Governor may, if he thinks fit, apply any money or property of an unauthorised person in payment of the whole or any part of the expenses of or incidental to the voyage or flight from Gibraltar and the maintenance until departure of that person and his dependants: except in so far as they are so defrayed any such expenses shall be payable out of the Consolidated Fund, but without prejudice to any right of the Government to recover any sums so paid from any person liable to repay them.*

3.3. Carriers Liability Act 2002

3.3.1. Under the Carriers Liability Act 2002 a charge may be levied on carriers who bring to Gibraltar passengers without proper documentation. Any charge will be levied in accordance with the provisions of the Act. The charge would arise where a person requiring leave to enter arrives at the Immigration Control without:

- a) a valid passport with photograph or some other document satisfactorily establishing identity and nationality or citizenship; and
- b) a valid visa where one is required under the Immigration Rules.

3.3.2. Information on visas and documentation can be obtained from the Gibraltar Borders and Coastguard Agency at [www.gibraltarborder.gi/visa](http://www.gibraltarborder.gi/visa)

4. Public Health

4.1. Public Health Requirements

4.1.1. Disembarking passengers are not required to present vaccination certificates.

4.1.2. The Quarantine (Air Traffic) Rules 1949, which are raised pursuant to the Quarantine Act 1935, give authorised medical officers a number of powers to control the spread of infectious disease at Gibraltar airport, both on arrival and departure.

4.1.3. These include powers to inspect aircraft; to de-rat or disinfect the aircraft if necessary.

4.1.4. Medical officers, under certain conditions, have powers to examine passengers on arrival, to order their isolation, to cause the removal of an infected passenger from an aircraft; to place passengers under surveillance; or apply additional health protection measures.

4.1.5. In addition, the Regulations impose duties on the commanders of aircraft in terms of notifying cases of infectious disease on board their aircraft prior to landing, as well as supplying information as to the health conditions on board the aircraft once the aircraft has landed.

4.1.6. The regulations also give medical officers powers to examine passengers proposing to embark on an aircraft and to prohibit their embarkation if necessary.

## Gen 1.4 Entry, Transit and Departure of Cargo

### 1. Customs Requirements

#### 1.1 Importation of Cargo

The importation of cargo into Gibraltar is subject to customs controls and requires documentary evidence in accordance with the Imports & Exports Act 1986 (Regulations 14 - 43) and the Imports & Exports (Control) Regulations 1987 (Regulations 2 - 6B).

#### 1.2 Transit of Cargo

The transit of cargo is subject to customs controls and requires documentary evidence in accordance with the Imports & Exports Act 1986 (Regulation 63) and the Imports & Exports (Control) Regulations 1987 (Regulation 8).

#### 1.3 Export of Cargo

The export of cargo is subject to customs controls and requires documentary evidence in accordance with the Imports & Exports Act 1986 (Regulations 79 – 85) and the Imports & Exports (Control) Regulations 1987 (Regulations 7 – 11B).

### 2. Dangerous Goods Requirements

#### 2.1 Carriage of Munitions of War

2.1.1. Section 15 of the Civil Aviation Act 2024, prohibits the carriage of munitions of war (i.e. any weapon, with or without ammunition, ammunition or article containing an explosive or any noxious liquid, gas or other thing which is designed or made for use in warfare or against the person including parts and accessories) unless permission has been granted by the Director General of the Gibraltar Civil Aviation Authority.

2.1.2. Application must be made at least 10 working days before the proposed date of the flight and should state precisely what munitions of war are involved, the manufacturer, the import/export licence number and its expiry date, air waybill number, the names and addresses of both consignor and consignee, the destination, the airports of departure and arrival and the date of the flight and flight number.

2.1.3. If the consignment contains dangerous goods the United Nations number, hazard class or division, compatibility group (where applicable) and net explosive content (for explosives) should be stated, together with information on the method of packing.

2.1.4. The above is the minimum information that is required. On occasions further information may be requested. (See also Carriage of Dangerous Goods, paragraph 2.2).

#### 2.2 Carriage of Dangerous Goods

2.2.1 The operator of an aircraft landing or taking off in Gibraltar is granted approval to carry dangerous goods provided it is operating in accordance with an approval to

carry dangerous goods issued by the national authority of the State of the Operator.

2.3 [Applications](#)

2.3.1 Application and enquiries for such permissions should be made in writing addressed to:

Gibraltar Civil Aviation Authority  
Suite 975  
Europort  
Gibraltar  
e-mail; [info@gcaa.gi](mailto:info@gcaa.gi)  
Tel: 00350 200 40481

## GEN 1.5 Aircraft Instruments, Equipment and Flight Documents

1. RNAV (GNSS) Instrument Approach Procedures
  - 1.1. RNAV (GNSS) Approach Procedures are not presently approved in Gibraltar.
2. Carriage of Radio and Radio Navigation Equipment
  - 2.1. The requirements for the carriage of radio and radio navigation equipment are contained in Operating (Ops 2A) Regulations 2026 and Operating (Ops 2H) Regulations 2026. .
  - 2.2. The communication equipment requirements for all aircraft flying in Gibraltar Airspace are the carriage of VHF equipment enabling 8.33kHz operation. State aircraft may be exempted from this requirement on application to the GCAA. SSR transponder equipment requirements are detailed in paragraph 2.4.
  - 2.3. FM Immunity
    - 2.3.1. ICAO requirements for receiver FM immunity from the adjacent sound broadcast band are defined in ICAO SARPS Annex 10, Volume I, Parts 3.1.4 and 3.3.8 (ILS/VOR) and Volume III Part 2.3.3 (VHF communications). Radio equipment not meeting the immunity standard shall not be used to comply with carriage requirements.
  - 2.4. SSR Transponders Requirements
    - 2.4.1. All fixed wing aeroplanes having an MTOM in excess of 5700kg OR having a maximum cruising true air speed capability in excess of 250kt with an individual C of A first issued on or after 7 June 1995 shall have a transponder that is ADS Mode 2 VDL compatible with enhanced Mode S capability.

All other aircraft are required to have a transponder that at least has Mode S Elementary Surveillance capability.

It is a requirement to operate a serviceable transponder continuously, including Mode C.

GCAA approval is required if these requirements cannot be met.
  - 2.5. Carriage of Navigation Equipment
    - 2.5.1. Aircraft must be equipped with sufficient navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment allows safe navigation in accordance with the flight plan. Operators should consult their minimum equipment list and Master Minimum Equipment Lists, as applicable.
  - 2.6. Carriage of Airborne Collision Avoidance Systems (ACAS) in Gibraltar Airspace

- 2.6.1. With the exception of those circumstances at paragraph 2.5.2, all turbine-powered aeroplanes with a certified maximum take-off weight exceeding 5700 kg or authorised to carry more than 19 passengers are to be fitted with, and operate, TCAS II software Version 7.1 with a Mode S transponder compliant with Annex 10 Mode S SARPs within Gibraltar Airspace.
- 2.6.2. Any flights intending to operate outside the provisions of paragraphs 2.5.1 must request specific permission from the Director General of the Gibraltar Civil Aviation Authority prior to the flight taking place.
- 2.7. 8.33 kHz Channel Spacing in the VHF Radio Communications Band
  - 2.7.1. Non-equipped flights which are flight planned to enter any FIR/UIR in the EUR Region where no exemptions have been published, except for those applicable to UHF equipped State flights (refer to AIP/Supplement of the State covering the FIR/UIR concerned), must flight plan outside of converted airspace.
  - 2.7.2. State aircraft are exempt from these provisions.

## Gen 1.6 Summary of National Regulations and International Agreements/Conventions

The following is a list of titles and references of regulations affecting air navigation in Gibraltar. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. Copies of these documents may be obtained from: The Legislation Support Unit, Government of Gibraltar. Website: <http://www.gibraltarlaws.gov.gi/index.php>

Title	Main Subjects
CIVIL AVIATION ACT 202024	Primary Aviation Safety Legislation
OPERATING(DANGEROUS GOODS) REGULATIONS 2026	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 regarding carriage of Dangerous Goods
CIVIL AVIATION (INVESTIGATION OF AIR ACCIDENTS AND INCIDENTS) REGULATIONS 2018	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 regarding investigation of air accidents.
OPERATING (RULES OF THE AIR) REGULATIONS 2026	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Rules of the Air.
OPERATING (DOMESTIC AFFAIRS) REGULATIONS 2026	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
MARITIME (SEARCH AND RESCUE) ACT 2005	Act to give effect in Gibraltar to the International Convention on maritime search and rescue, 1979.
AEROPLANE NOISE RULES 1999	Rules made under Sections 337(b) and (c) of the Public Health Act that sets noise certificate requirements for aircraft.
QUARANTINE (AIR TRAFFIC) RULES 1949	Rules made under Section 4 of the Quarantine Act 1935 to set out the powers to quarantine aircraft, crew and passengers.
INTERNATIONAL INTERESTS IN AIRCRAFT EQUIPMENT (CAPE TOWN CONVENTION) REGULATIONS 2015	Rules giving effect to the Cape Town Convention in Gibraltar

CIVIL AVIATION (DETENTION AND SALE OF AIRCRAFT) REGULATIONS 2015	Rules on the detention of aircraft at the Gibraltar Civil Airport
CIVIL AVIATION (CIVIL AIRPORT) REGULATIONS 2016	Regulations for the use of the Gibraltar Civil Airport
CIVIL AVIATION (WINSTON CHURCHILL AVENUE) REGULATIONS 2023	
CIVIL AVIATION (INSURANCE) REGULATIONS 2023	
CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION REGULATIONS 2022	Rules to give effect to CORSIA requirements
EUROPEAN UNION (WITHDRAWAL) ACT 2019 AVIATION SAFETY (AMENDMENT ETC.) (EU EXIT) REGULATIONS 2020	Regulations bringing EU Aviation Safety Regulations into Gibraltar Law
EUROPEAN UNION (WITHDRAWAL) ACT 2019 AIR TRAFFIC MANAGEMENT (AMENDMENT ETC.) (EU EXIT) REGULATIONS 2022	Regulations bringing EU Air Traffic Management Regulations into Gibraltar Law
AVIATION SECURITY (EU COMMON RULES) ACT 2011	Primary Security Legislation
EUROPEAN UNION (WITHDRAWAL) ACT 2019 AVIATION SECURITY (AMENDMENT ETC.) (EU EXIT) REGULATIONS 2019	Regulations bringing EU Aviation Security Regulations into Gibraltar Law
OPERATING (DEFINITIONS) REGULATIONS 2025	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
OPERATING (REGISTRATION) REGULATIONS 2025	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
OPERATING (AIR 1) REGULATIONS 2025	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
OPERATING (AIR 2) REGULATIONS 2025	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.

OPERATING (CAMO) REGULATIONS 2025	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
OPERATING (PART 21) REGULATIONS 2025	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
OPERATING (PART 145) REGULATIONS 2025	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
OPERATING (LICENSING) REGULATIONS 2026	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
OPERATING (MEDICAL) REGULATIONS 2026	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
OPERATING (OPS 2H) REGULATIONS 2026	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
OPERATING (OPS 2A) REGULATIONS 2026	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
OPERATING (MISCELLANEOUS AIRCRAFT) REGULATIONS 2026	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
OPERATING (AERIAL WORK) REGULATIONS 2026	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
OPERATING (SAFETY MANAGEMENT SYSTEM) REGULATIONS 2026	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
OPERATING (COMMUNICATION, NAVIGATION AND SURVEILLANCE) REGULATIONS 2026	Subsidiary Legislation made under Section 34 of Civil Aviation Act 2024 setting out the Air Navigation Regulations.
<b>Note:</b> Formal Exemptions to Legislation listed on these pages may also be published.	

## GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 1 - Licensing</b>				
C4 5.2.2.1	Standard	Less protective or partially/not implemented	Experience: aerodrome control rating: an aerodrome control service, for a period of not less than 90 hours or one month, whichever is greater, at the unit for which the rating is sought; approach control procedural, approach control surveillance, area control procedural or area control surveillance rating: the control service for which the rating is sought, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought (ICAO)	The unit endorsement course duration is not established by the Regulation but is agreed with the competent authority through the Unit Training Plan
C4 5.2.2.2	Standard	Less protective or partially/not implemented	The application for a rating shall be made within six months from the completion of experience specified in 4.5.2.2.1 b (ICAO)	Not specified (GIB)
C4 5.3.3	Standard	More exacting or exceeds	A Contracting State having issued an air traffic controller licence shall not permit the holder thereof to carry out instruction in an operational environment unless such holder has received proper authorization from such Contracting State.	Holders of an instructor endorsement shall be authorized to provide on-the-job training and supervision at a working position for areas covered by a valid unit endorsement

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 2 – Rules of the Air</b>				
C3 2.2	Standard	More exacting or exceeds	Right-of-way The aircraft that has the right-of-way shall maintain its heading and speed.	Additionally: An aircraft that is aware that the manoeuvrability of

			(ICAO)	another aircraft is impaired shall give way to that aircraft (GIB)
C3 2.2.4	Standard	More exacting or exceeds	Overtaking. An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right (starboard) navigation lights. An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear (ICAO)	Additionally: Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left (GIB)
C3 6.2.2	Standard	Less protective or partially/not implemented	3.6.2.2 Deviations from the current flight plan. In the event that a controlled flight deviates from its current flight plan, the following action shall be taken: b) Deviation from ATC assigned Mach number/indicated airspeed: the appropriate air traffic services unit shall be informed immediately. c) Deviation from Mach number/true airspeed: if the sustained Mach number/true airspeed at cruising level varies by plus or minus Mach 0.02 or more, or plus or minus 19 km/h (10 kt) true airspeed or more from the current flight plan, the appropriate air traffic services unit shall be so informed. d) Change in time estimate: except where ADS-C is activated and serviceable in airspace where ADS-C	Point b) of 3.6.2.2 is not implemented. The variation in point c) of 3.6.2.2 is defined in percentage when transposed into SERA. When transposing point d) of 3.6.2.2 the ADS-C related requirements are not transposed (GIB)

			services are provided, if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, changes in excess of 2 minutes from that previously notified to air traffic services, or such other period of time as is prescribed by the appropriate ATS authority or on the basis of regional air navigation agreements (ICAO)	
C3 6.2.3	Standard	Less protective or partially/not implemented	<p>Change Requests. Requests for current flight plan changes shall include information as indicated hereunder:</p> <p>a) Change of cruising level: aircraft identification; requested new cruising level and cruising Mach number/true airspeed at this level; revised time estimates (when applicable) at subsequent reporting points or flight information region boundaries.</p> <p>b) Change of Mach number/true airspeed: aircraft identification; requested Mach number/true airspeed.</p> <p>c) Change of route:</p> <p>1) Destination unchanged: aircraft identification; flight rules; description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence; revised time estimates; any other pertinent information.</p> <p>2) Destination changed: aircraft identification; flight rules; description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; revised time estimates; alternate aerodrome(s);</p>	The title of 3.6.2.3 is transposed as “Intended changes” in SERA.8020(c). SERA.8020(c) does not contain that these provisions are applicable for current flight plans. Item a) is transposed without specifying the cruising speed and without including the reporting points. Item b) not implemented (GIB)

			any other pertinent information (ICAO)	
C4 6(b)	Standard	More exacting or exceeds	Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown: b) elsewhere than as specified in 4.6 a), at a height less than 150 m (500 ft) above the ground or water (ICAO)	(2) elsewhere than as specified in (1), at a height less than 150m (500 ft) above the ground or water, <b>or 150m (500 ft) above the highest obstacle within a radius of 150m (GIB)</b>

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 3 – Meteorological Services</b>				
<b>Not Applicable Oversight Provided by Military Aviation Authority</b>				

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 4 – Aeronautical Charts</b>				
<b>Not Applicable Oversight Provided by Military Aviation Authority</b>				

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 5 – Units of Measurement</b>				
<b>No Differences</b>				

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 6 – Operation of Aircraft part 1</b>				
<b>Not Applicable Gibraltar Does Not Operate an Aircraft Register</b>				

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 6 – Operation of Aircraft part 2</b>				
<b>Not Applicable Gibraltar Does Not Operate an Aircraft Register</b>				

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 6 – Operation of Aircraft part 3</b>				

<b>Not Applicable Gibraltar Does Not Operate an Aircraft Register</b>
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ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 7 – Aircraft Nationality and Registration Marks</b>				
<b>Not Applicable Gibraltar Does Not Operate an Aircraft Register</b>				

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 8 – Airworthiness</b>				
<b>Not Applicable Gibraltar Does Not Operate an Aircraft Register</b>				

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 10 – Aeronautical Telecommunications Volume 1</b>				
<b>Not Applicable Oversight Provided by Military Aviation Authority</b>				

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 10 – Aeronautical Telecommunications Volume 2</b>				
<b>Not Applicable Oversight Provided by Military Aviation Authority</b>				

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 10 – Aeronautical Telecommunications Volume 3</b>				
<b>Not Applicable Oversight Provided by Military Aviation Authority</b>				

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 10 – Aeronautical Telecommunications Volume 4</b>				
<b>Not Applicable Oversight Provided by Military Aviation Authority</b>				

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 10 – Aeronautical Telecommunications Volume 5</b>				
<b>Not Applicable Oversight Provided by Military Aviation Authority</b>				

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 10 – Aeronautical Telecommunications Volume 6</b>				
<b>Not Applicable Oversight Provided by Military Aviation Authority</b>				

ICAO Ref.	Category	Difference	Details of Difference	Comment/Status
<b>Annex 11 – Air Traffic Services</b>				
C2 10.2	Standard	More exacting or exceeds	Air traffic control units shall be established to provide air traffic control service, flight information service and alerting service within control areas, control zones and at controlled aerodromes (ICAO) United Kingdom Civil Aviation Authority CAP493 (Manual of Air Traffic Services Part 1) Section 1, Chapter 1 (3) Director General of the Gibraltar Civil Aviation Authority Procedure 01 (GIB)	Provision includes Air Traffic Advisory Service
C2 19.2	Standard	Less protective or partially/not implemented	The objective of the coordination shall be to achieve the best arrangements which will avoid hazards to civil aircraft and minimize interference with the normal operations of such aircraft.	No provisions in Gibraltar
C2 19.3	Standard	Less protective or partially/not implemented	The appropriate ATS authority shall ensure that a safety risk assessment is conducted, as soon as practicable, for activities potentially hazardous to civil aircraft and that appropriate risk mitigation measures are implemented.	No provisions in Gibraltar
C2 19.3.1	Standard	Less protective or partially/not implemented	States shall establish procedures to enable the organization or unit conducting or identifying activities potentially hazardous to civil aircraft to contribute to the safety risk assessment in order to facilitate consideration of all relevant safety-significant factors.	No provisions in Gibraltar
C2 19.4	Standard	Less protective or	The appropriate ATS authorities shall be	No provisions in Gibraltar

		partially/not implemented	responsible for initiating the promulgation of information regarding the activities.	
C2 26.4	Standard	Less protective or partially/not implemented	The correct time shall be obtained from a standard time station or, if not possible, from another unit which has obtained the correct time from such station (ICAO)	No provisions in Gibraltar
C2 32	Standard	Less protective or partially/not implemented	Air traffic services authorities shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned (ICAO)	No provisions in Gibraltar
C2 34	Standard	Less protective or partially/not implemented	States shall ensure that an instrument flight procedure design service is in place in accordance with Appendix 7 (ICAO)	The small size and single aerodrome in Gibraltar do not require the permanent establishment of an instrument flight procedure design service
			The parts of air traffic control service described in 2.3.1 shall be provided by the various units as follows: a) Area control service: 1) by an area control centre; or 2) by the unit providing approach control service in a	The component parts of service provision are established in Article 2 of retained Regulation (EU) 923/2012

			<p>control zone or in a control area of limited extent which is designated primarily for the provision of approach control service and where no area control centre is established.</p> <p>b) Approach control service:  1) by an aerodrome control tower or area control centre when it is necessary or desirable to combine under the responsibility of one unit the functions of the approach control service with those of the aerodrome control service or the area control service;  2) by an approach control unit when it is necessary or desirable to establish a separate unit.</p> <p>c) Aerodrome control service:  by an aerodrome control tower (ICAO)</p>	
C5 3	Standard	Less protective or partially/not implemented	<p>Use of communication facilities</p> <p>Air traffic services units shall, as necessary, use all available communication facilities to endeavour to establish and maintain communication with an aircraft in a state of emergency, and to request news of the aircraft (ICAO)</p>	Not specified
C6 1.5.1	Standard	Less protective or partially/not implemented	<p>For aerodrome control service</p> <p>Air-ground communication facilities shall enable direct, rapid, continuous and static-free two-way communications to take place between an aerodrome control tower and appropriately equipped aircraft operating at any distance within 45 km (25</p>	Not specified

			NM) of the aerodrome concerned (ICAO)	
C6 2.2.3.1	Standard	Less protective or partially/not implemented	The communication facilities required under 6.2.2.1, 6.2.2.2.1 a) and 6.2.2.2.2 a), b) and c) shall include provisions for: a) communications by direct speech alone, or in combination with data link communications, whereby for the purpose of transfer of control using radar or ADS-B, the communications can be established instantaneously and for other purposes the communications can normally be established within fifteen seconds; and b) printed communications, when a written record is required; the message transit time for such communications being no longer than five minutes (ICAO)	Not specified
C7 6	Standard	Less protective or partially/not implemented	Information concerning radioactive materials and toxic chemical “clouds” ATS units shall be informed, in accordance with local agreement, of the release into the atmosphere of radioactive materials or toxic chemicals which could affect airspace used by flights within their area of responsibility (ICAO)	Not specified

ICAO Ref.	Category (Standard, Rec'd Practice, etc)	Difference	Details of Difference	Comment/Status
<b>Annex 12 – Search and Rescue</b>				
C4 1.1	Standard	Less protective or partially/not implemented	Each rescue coordination centre shall have readily available at all times up-to-date information concerning the following in respect of its search and rescue region: a) search and rescue units, rescue subcentres and alerting posts; b) air traffic services units; c) means of communication that may be used in search and rescue operations; d) addresses and telephone numbers of all operators, or their designated representatives, engaged in operations in the region; and e) any other public and private resources including medical and transportation facilities that are likely to be useful in search and rescue (ICAO)	The RCC does not have this information available.
C4 2.3	Standard	Less protective or partially/not implemented	The plans of operation shall specify arrangements for the servicing and refuelling, to the extent possible, of aircraft, vessels and vehicles employed in search and rescue operations, including those made available by other States (ICAO)	Not Specified
C4 3.2	Standard	Less protective or partially/not implemented	Contracting States shall: a) maintain in readiness the required number of search and rescue facilities; and b) maintain adequate supplies of rations, medical stores, signalling devices and other survival and rescue equipment (ICAO)	Not Implemented
C4 4	Standard	Less protective or partially/not implemented	Training and exercises To achieve and maintain maximum efficiency in search and rescue, Contracting States shall provide for regular training of their search and rescue personnel and arrange	Not Implemented

			appropriate search and rescue exercises (ICAO)	
C5 1.3	Standard	Less protective or partially/not implemented	When information concerning aircraft in emergency is received from other sources than air traffic services units, the rescue coordination centre shall determine to which emergency phase the situation corresponds and shall apply the procedures applicable to that phase (ICAO)	Not Implemented
C5 2.4	Standard	Less protective or partially/not implemented	<p>Initiation of search and rescue action in respect of an aircraft whose position is unknown</p> <p>In the event that an emergency phase is declared in respect of an aircraft whose position is unknown and may be in one of two or more search and rescue regions, the following shall apply:</p> <p>a) When a rescue coordination centre is notified of the existence of an emergency phase and is unaware of other centres taking appropriate action, it shall assume responsibility for initiating suitable action in accordance with 5.2 and confer with neighbouring rescue coordination centres with the objective of designating one rescue coordination centre to assume responsibility forthwith.</p> <p>b) Unless otherwise decided by common agreement of the rescue coordination centres concerned, the rescue coordination centre to coordinate search and rescue action shall be the centre responsible for:</p> <ul style="list-style-type: none"> <li>— the region in which the aircraft last reported its position; or</li> <li>— the region to which the aircraft was proceeding when its last reported position was on the line separating two search and rescue regions; or</li> </ul>	Not Implemented

			<p>— the region to which the aircraft was destined when it was not equipped with suitable two-way radio communication or not under obligation to maintain radio communication; or</p> <p>— the region in which the distress site is located as identified by the Cospas-Sarsat system.</p> <p>c) After declaration of the distress phase, the rescue coordination centre with overall coordination responsibility shall inform all rescue coordination centres that may become involved in the operation of all the circumstances of the emergency and subsequent developments. Likewise, all rescue coordination centres becoming aware of any information pertaining to the emergency shall inform the rescue coordination centre that has overall responsibility (ICAO)</p>	
C5 5.3	Standard	Less protective or partially/not implemented	When a search and rescue operation has been successful or when a rescue coordination centre considers, or is informed, that an emergency no longer exists, the emergency phase shall be cancelled, the search and rescue operation shall be terminated and any authority, facility or service that has been activated or notified shall be promptly informed (ICAO)	Not Implemented
C5 5.4	Standard	Less protective or partially/not implemented	If a search and rescue operation becomes impracticable and the rescue coordination centre concludes that there might still be survivors, the centre shall temporarily suspend on-scene activities pending further developments and shall promptly inform any authority, facility or service which has been activated or notified. Relevant information subsequently received shall be evaluated and search and rescue operations resumed when justified and practicable (ICAO)	Not Implemented

ICAO Ref.	Category (Standard, Rec'd Practice, etc)	Difference	Details of Difference	Comment/Status
<b>Annex 13 – Aircraft Accident and Incident Investigation</b>				
C6 3	Standard	More exacting or exceeds	<p>The State conducting the investigation shall send a copy of the draft Final Report to the following States inviting their significant and substantiated comments on the report as soon as possible:</p> <ul style="list-style-type: none"> <li>a) the State that instituted the investigation;</li> <li>b) the State of Registry;</li> <li>c) the State of the Operator;</li> <li>d) the State of Design;</li> <li>e) the State of Manufacture; and</li> <li>f) any State that participated in the investigation as per Chapter 5.</li> </ul> <p>If the State conducting the investigation receives comments within sixty days of the date of the transmittal letter, it shall either amend the draft Final Report to include the substance of the comments received or, if desired by the State that provided comments, append the comments to the Final Report. If the State conducting the investigation receives no comments within sixty days of the date of the first transmittal letter, it shall issue the Final Report in accordance with 6.4, unless an extension of that period has been agreed by the States concerned (ICAO)</p>	Regulations require consultation within 28 days

ICAO Ref.	Category (Standard, Rec'd Practice, etc)	Difference	Details of Difference	Comment/Status
<b>Annex 14 Volume 1 - Aerodromes</b>				
<b>Oversight of Fire Services are only CAA Activity</b>				
C9 2.3	Standard	More exacting or exceeds	The level of protection provided at an aerodrome for rescue and firefighting shall be appropriate to the aerodrome category determined using the principles in 9.2.5 and 9.2.6, except that, where the number of movements of the aeroplanes in the highest category normally using the aerodrome is less than 700 in the busiest consecutive three months, the level of protection provided shall be not less than one category below the determined category (ICAO)	ICAO Category 8 maintained at all times (GIB)

ICAO Ref.	Category (Standard, Rec'd Practice, etc)	Difference	Details of Difference	Comment/Status
<b>Annex 14 Volume 2 - Aerodromes</b>				
<b>Not Applicable Oversight Provided by Military Aviation Authority</b>				

ICAO Ref.	Category (Standard, Rec'd Practice, etc)	Difference	Details of Difference	Comment/Status
<b>Annex 15 – Aeronautical Information Services</b>				

ICAO Ref.	Category (Standard, Rec'd Practice, etc)	Difference	Details of Difference	Comment/Status
<b>Annex 16 Volume 4 – Environmental Protection</b>				
C3 4	Standard	Less protective or	Total final CO2 offsetting requirements for a given compliance period	Gibraltar CORSIA regulation does not currently

		partially/not implemented	with emissions reductions from the use of CORSIA eligible fuels	include offsetting requirements
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ICAO Ref.	Category (Standard, Rec'd Practice, etc)	Difference	Details of Difference	Comment/Status
<b>Annex 18 – Dangerous Goods</b>				
C2 1	Standard	Less protective or partially/not implemented	General applicability The Standards and Recommended Practices of this Annex shall be applicable to all international operations of civil aircraft (ICAO)	Not Specified
C2 1.2	Standard	Less protective or partially/not implemented	Where specifically provided for in the Technical Instructions, the States concerned may grant an approval provided that in such instances an overall level of safety in transport which is equivalent to the level of safety provided for in the Technical Instructions is achieved (ICAO)	Not Specified
C2 1.3	Standard	Less protective or partially/not implemented	In instances: of extreme urgency; or when other forms of transport are inappropriate; or when full compliance with the prescribed requirements is contrary to the public interest, the States concerned may grant an exemption from the provisions of the Technical Instructions provided that in such instances every effort shall be made to achieve an overall level of safety in transport which is equivalent to the level of safety provided for in the Technical Instructions (ICAO)	Not Specified
C2 1.4	Standard	Less protective or partially/not implemented	For the State of Overflight, if none of the criteria for granting an exemption are relevant, an exemption may be granted based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.	Not Specified

			<p>For the purpose of approvals, “States concerned” are the States of Origin and the Operator, unless otherwise specified in the Technical Instructions.</p> <p>For the purpose of exemptions, “States concerned” are the States of Origin, Operator, Transit, Overflight and Destination.</p> <p>Guidance for the processing of exemptions, including examples of extreme urgency, may be found in the Supplement to the Technical Instructions (Part S-1, Chapter 1, 1.2 and 1.3).</p> <p>Refer to 4.3 for dangerous goods forbidden for transport by air under any circumstances.</p> <p>It is not intended that this Annex be interpreted as requiring an operator to transport a particular article or substance or as preventing an operator from adopting special requirements on the transport of a particular article or substance (ICAO)</p>	
C2 5.1	Standard	Less protective or partially/not implemented	<p>Notification of variations from the Technical Instructions</p> <p>Where a Contracting State adopts different provisions from those specified in the Technical Instructions, it shall notify ICAO promptly of such State variations for publication in the Technical Instructions (ICAO)</p>	Not Specified
C4 2	Standard	Less protective or partially/not implemented	<p>Dangerous goods forbidden for transport by air unless exempted</p> <p>The dangerous goods described hereunder shall be forbidden on aircraft unless exempted by the States concerned under the provisions of 2.1 or unless the provisions of the Technical Instructions indicate they may be transported under an approval granted by the State of Origin: dangerous goods that are identified in the Technical Instructions as being</p>	Not Specified

			forbidden for transport in normal circumstances; and infected live animals (ICAO)	
C9 6.1	Standard	Less protective or partially/not implemented	Information in the event of an aircraft accident or incident In the event of: an aircraft accident; or a serious incident where dangerous goods carried as cargo may be involved, the operator of the aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command. As soon as possible, the operator shall also provide this information to the appropriate authorities of the State of the Operator and the State in which the accident or serious incident occurred (ICAO)	Requirement for operator to tell emergency services not currently included in Gibraltar legislation
C9 6.2	Standard	Less protective or partially/not implemented	In the event of an aircraft incident, the operator of an aircraft carrying dangerous goods as cargo shall, if requested to do so, provide information without delay to emergency services responding to the incident and to the appropriate authority of the State in which the incident occurred, about the dangerous goods on board, as shown on the written information to the pilot-in-command (ICAO)	Requirement for operator to tell emergency services not currently included in Gibraltar legislation
C11	Standard	Less protective or partially/not implemented	Inspection systems Each Contracting State shall establish inspection, surveillance and enforcement procedures for all entities performing any function prescribed in its regulations for air transport of dangerous goods with a view to achieving compliance with those regulations. It is envisaged that these procedures would include provisions for:	Not specified

			<p>inspecting dangerous goods consignments prepared, offered, accepted or transported by the entities referred to in 11.1; inspecting the practices of the entities referred to in 11.1; and investigating alleged violations (see 11.3).</p> <p>Guidance on dangerous goods inspections and enforcement may be found in the Supplement to the Technical Instructions (Part S-5, Chapter 1 and Part S-7, Chapters 5 and 6) (ICAO)</p>	
C12 1	Standard	Less protective or partially/not implemented	<p>With the aim of preventing the recurrence of dangerous goods accidents and incidents, each Contracting State shall establish procedures for investigating and compiling information concerning such accidents and incidents which occur in its territory and which involve the transport of dangerous goods originating in or destined for another State. Reports on such accidents and incidents shall be made in accordance with the detailed provisions of the Technical Instructions (ICAO)</p>	<p>Reporting requirements are contained within Regulations, but investigation requirements are not explicitly stated</p>
C12 3	Standard	Less protective or partially/not implemented	<p>With the aim of preventing the recurrence of instances of undeclared or misdeclared dangerous goods in cargo, each Contracting State shall establish procedures for investigating and compiling information concerning such occurrences which occur in its territory and which involve the transport of dangerous goods originating in or destined for another State. Reports on such instances shall be made in accordance with the detailed provisions of the Technical Instructions (ICAO)</p>	<p>Reporting requirements are contained within Regulations, but investigation requirements are not explicitly stated</p>
C13	Standard	Less protective or	<p>Each Contracting State shall establish dangerous goods security measures, applicable to shippers, operators and</p>	<p>Not specified</p>

		partially/not implemented	other individuals engaged in the transport of dangerous goods by air, to be taken to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment. These measures should be commensurate with security provisions specified in other Annexes and the Technical Instructions.	
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## GEN 2 – Tables and Codes

### GEN 2.1 Measuring Systems, Aircraft Markings, Holidays

#### 1. Units of Measurement

- 1.1. The table of units of measurement used in Gibraltar is that which is published in ICAO Annex 5 (Fifth Edition) Chapter 3 tables 3.3 and 3.4 under non-SI alternative unit.

Measurement of	Units
Distance used in navigation, position report etc – generally in excess of 2 or 3 nautical miles	*Nautical miles and tenths
Relatively short distances such as those relating to aerodromes (eg runway lengths)	Metres
Altitudes, elevations and heights	Feet and Flight Levels
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility < 5000 metres (including RVR)	Metres
Visibility > 5000 metres	Kilometres
Altimeter setting	Hectopascals
Temperature	Degrees Celsius (Centigrade)
Weight	Metric tonnes or kilogrammes
Date/Time	Year, Month, Day, Hour and minute, the day of 24 hours beginning at midnight Co-ordinated Universal Time
* International nautical miles, for which conversion into metres is given by 1 international nautical mile = 1852 m.	

Note: The full list Annex 5 requirements are replicated in Operating (Definitions) Regulations 2026

- 1.2. There is no sharp dividing line between the usage of nautical miles or metres for the two types of horizontal distances referred to in the table above. There is no hard and fast rule, but distances having a navigational or position reporting aspect are given in nautical miles even if they are less than 2 nautical miles (e.g. ranges from touchdown during an approach). These are given in nautical miles and fractions. Distances on the aerodrome (e.g. runway lengths, etc.) are given in metres. Distances from obstacles in the vicinity of aerodrome are generally shown in nautical miles and tenths.
- 1.3. Nautical miles or feet, as appropriate, will be used in designating horizontal distances at Gibraltar Airport. Horizontal distances will, however, be given to civil pilots in metric units, on request.

## 2. Temporal Reference System

- 2.1. Time periods published in AIS products are in Co-ordinated Universal Time (UTC):
- 2.2. In the case of Air Traffic Services, times given in position reporting and estimates are expressed to the nearest minute. Time checks given to aircraft by Air Traffic Services Units may be expressed in terms of seconds or fractions of a minute dependent upon the type and accuracy of clocks available.
- 2.3. In Gibraltar, local time during the Summer will be 2 hours in advance of UTC (UTC + 2 hour), in Winter it will be 1 hour in advance of UTC (UTC + 1).
- 2.4. The “summer period” is introduced every year on the last Sunday in MAR at 01:00 UTC and ceases on the last Sunday in OCT at 01:00 UTC.

## 3. Horizontal Reference Data

- 3.1. The geographical co-ordinates indicating Latitude and Longitude are expressed in terms of the World Geodetic Survey of 1984 (WGS84) geodetic reference datum.
- 3.2. The application of WGS84 will be achieved either by survey or mathematical conversion of co-ordinates. Where the information has been transformed mathematically into WGS84 co-ordinates they are published accompanied by an asterisk indicating that the information is of low integrity.

## 4. Vertical Reference System

- 4.1. Alicante Datum is the source of Mean Sea Level heights in Gibraltar.
- 4.2. EGM-96 is the National Geoid Model used in Gibraltar, the small size of Gibraltar makes this sufficiently precise.
- 4.3. Primary term expressed in the Gibraltar AIP .
  - (a) Elevation (ELEV) – The vertical distance measured from Mean Sea Level (MSL). (FT/M)

4.4. Other terms expressed in the AIP:

- (a) Above Ground Level (AGL) – The vertical distance measured from the surface of the earth (FT/M)
- (b) Above Mean Sea Level (AMSL) – The vertical distance measured from Mean Sea Level (MSL). (FT/M)
- (c) Altitude (ALT) - The vertical distance measured from Mean Sea Level (MSL). (FT/M)
- (d) Flight Level (FL) – A surface of constant atmosphere pressure, which is related to a specific pressure datum, 1013.2 hPa, and is separated from other such surfaces by specific pressure intervals.  
Only above the transition level are flight levels used to indicate altitude; below the transition level feet (FT) are used.  
e.g. FL 250 = 25,000ft FT AMSL when the pressure at sea level is 1013.2hPa.
- (e) Height (HGT) – The vertical distance measured from a specific point or datum. (FT/M)
- (f) Surface (SFC) – The distance measured from the surface of the earth. (FT/M)

5. Aircraft Nationality and Registration Marks

- 5.1. The nationality marks reserved for Gibraltar registered civil aircraft are "ZD-A", "ZD-B", "ZD-C", "ZD-D", "ZD-E" and 'VP-G'. These nationality marks would be followed by a registration mark consisting of two letters.

6. Public Holidays

- 6.1. Gibraltar public holidays can be found at [Bank Holidays 2026](#)

## GEN 2.2 Abbreviations Used in AIS Publications

[As United Kingdom Military AIP GEN 2.2](#)

## GEN 2.3 Chart Symbols

[As United Kingdom Military AIP GEN 2.3](#)

## GEN 2.4 Location Indicators

Gibraltar Airfield's ICAO locator is LXGB

## GEN 2.5 List of Radio Navigation Aids

<b>Station</b>	<b>Name</b>	<b>Facility</b>	<b>Ident</b>	<b>Purpose</b>
<b>Gibraltar</b>	<b>Gibraltar</b>	<b>TACAN</b>	<b>GBR</b>	<b>Aerodrome</b>

## Gen 2.6 Conversion Tables

As United Kingdom Military AIP [GEN-2-6.pdf \(mod.uk\)](#)

## GEN 2.7 Sunrise / Sunset

- 1 Sunrise/Sunset/Twilight times for Gibraltar can be obtained from the following internet websites:
  - a. US Navy Observatory website: <http://www.usno.navy.mil/USNO/astronomical-applications>
  - b. HM Nautical Almanac Office website: <http://astro.ukho.gov.uk/websurf/>

## GEN 3 – Services

### Gen 3.1 Aeronautical Information Services

#### 1 Responsible Service

##### 1.1 GEN and ENR sections

Director General of the Gibraltar Civil Aviation Authority  
Suite 975  
Europort  
Gibraltar  
e-mail: [ifo@gcaa.gi](mailto:ifo@gcaa.gi)  
Tel: 00350 200 40481

(Information on the services provided by the DG are covered in this Section)

##### AD section

UK Mil AIS,  
No1 AIDU,  
RAF Northolt,  
West End Road,  
Ruislip,  
HA4 6NG  
UK  
Phone: +44(0) 20 88 33 8723 / 8183.

URL: [www.aidu.mod.uk/aip](http://www.aidu.mod.uk/aip)

Email: [UKStratCom-DI-NCGI-AIDU-UKMilAIS@mod.gov.uk](mailto:UKStratCom-DI-NCGI-AIDU-UKMilAIS@mod.gov.uk)

(Information on the services provided by No 1AIDU can be found at UK Mil AIP entry [GEN-3-1.pdf](#))

1.2 Hours of service are Monday to Friday – 09:00 – 16:30 Local  
The Department is closed on weekends and public/government holidays.

1.3 The service is provided in accordance with ICAO Annex 15 (wherever practically possible)

#### 2 Area of Responsibility

2.1 The Director General of the Gibraltar Civil Aviation Authority is responsible for the collection and dissemination of General and En-Route aeronautical information within the Territory of Gibraltar.

2.2 No1 AIDU is responsible for the collection and dissemination of Aerodrome aeronautical information within the Territory of Gibraltar

### 3 Aeronautical Publications

3.1 AIS information is provided by the issue of aeronautical publications in the form of:

3.1.1 Aeronautical Information Publication (AIP)

3.1.2 NOTAM (Notams are issued on behalf of the AIS provider by the Spanish AIS Provider).

3.2 AIP

3.2.1 The Gibraltar AIP is a basic document containing information of a lasting character that is operationally significant for the safe conduct of air traffic.

3.2.2 The Gibraltar AIP is published in 3 volumes. The GEN and ENR volumes are published by the Director General of the Gibraltar Civil Aviation Authority and the AD volume by No1 AIDU.

3.2.3 All volumes of the AIP are published in English for use by international and national operations, regardless if the flights are private or public.

3.2.4 All volumes of the AIP are only published electronically.

3.3 AIP Amendment

3.3.1 An amendment service is not available.

3.4 AIP Supplement

3.4.1 An AIP SUPP may be issued at any time if warranted.

3.4.2 Supplement periods of validity are specified within the AIP SUPP or via NOTAM.

3.4.3 A checklist of valid AIP SUPP is maintained on the Civil Aviation page of the Government of Gibraltar website.

3.5 AIC

3.5.1 Circulars contain administrative information that is not operationally significant for the safe conduct of flight.

3.5.2 AIC are numbered sequentially, beginning each calendar year with "01). The last two digits of the year are part of the AIC number (e.g. AIC 01/25 for the first circular issued in 2025 etc.).

3.5.3 AIC are only issued in one series for both national and international dissemination.

3.5.4 A checklist of valid AIC is maintained on the Civil Aviation page of the Government of Gibraltar website.

3.6 NOTAM

3.6.1 NATS Gibraltar serves as the International NOTAM Office for the issue of NOTAMS on behalf of the Director General of the Gibraltar Civil Aviation Authority.

- 3.6.2 NOTAMS are promulgated by NATS Gibraltar via the Madrid NOTAM Office.
- 3.7 Pre-Flight Information Bulletins (PIB)
- 3.7.1 PIB are promulgated by AFTN whenever urgent operational information requires dissemination.
- 3.8 AIP Availability
- 3.8.1 Paper copies of the AIP are not published
- 3.8.2 Electronic copies of the AIP and its amendments can be downloaded from the Civil Aviation page of the Government of Gibraltar website.
- 4 Aeronautical Information Regulations and Control (AIRAC) System
- 4.1 The AIRAC System will not be followed by the GEN and ENR sections of the Gibraltar AIP.
- 5 Pre-Flight Information Service
- 5.1 Pre-flight Information Service is not available at Gibraltar Airport

## Gen 3.2 Aeronautical Charts

As United Kingdom Military AIP [GEN-3-2.pdf \(mod.uk\)](#)

## GEN 3.3 Air Traffic Services

### 1. Applicable ICAO Documents

- 1.1. Responsibility for the overall administration of the Air Traffic Services in Gibraltar is vested in the General Manager of the National Air Traffic Services Gibraltar Ltd acting under the powers of the Minister with responsibility for Civil Aviation and the United Kingdom Secretary of State for Defence.
- 1.2. The Standards, Recommended Practices and, when applicable, the procedures contained in the following ICAO documents are applied:
  - Annex 2 - Rules of the Air;
  - Annex 11 - Air Traffic Services;
  - Doc 4444 - Procedures for Air Navigation Services - Air Traffic Management;
  - Doc 7030 - Regional Supplementary Procedures;
  - Doc 7754 - Air Navigation Plan - European Region;
- 1.3. Differences from ICAO Standards Recommended Practices and Procedures are given at GEN 1.7.

### 2. Area of Responsibility

#### 2.1 National Responsibilities

- 2.1.1. Air Traffic Services, notified in the AIP, are provided for the Airspace above the land mass and territorial waters of Gibraltar.
- 2.1.2. Gibraltar ATC and Seville ACC have arranged through the exchange of a bilateral letter to transfer responsibility for providing Air Traffic Services to aircraft making an approach to Gibraltar Airport in parts of the Madrid FIR to Gibraltar.
- 2.1.3. Flight Information Service and Alerting Service will be provided throughout all the Airspace described above during the operating hours of Gibraltar Airport.

#### 2.2 Provision of Air Traffic Services (ATS)

- 2.1.4. All air traffic services at Gibraltar Airport are provided by NATS Gibraltar Limited, who operate under contract to the UK Ministry of Defence. Approval of services is the responsibility of the Director General of the Gibraltar Civil Aviation Authority as described in the Operating (Domestic Affairs) Regulations 2026 DOM.205. All air traffic controllers employed by NATS Gibraltar Limited are licensed by the United Kingdom Civil Aviation Authority and must have their licences recognised by the Director General of the Gibraltar Civil Aviation Authority in accordance with the Operating (Domestic Affairs) Regulations 2026 DOM.215.

### 3. Types of Service

#### 3.1 Air Traffic Control (ATC) Clearances

- 3.1.1. Clearances are issued solely for expediting and separating air traffic and are based on known traffic conditions which affect safety in aircraft operation. Such traffic conditions include not only aircraft in the air and on the manoeuvring area over

which control is being exercised, but also any vehicular traffic or other obstructions not permanently installed on the manoeuvring area in use.

- 3.1.2. If an air traffic control clearance is not suitable to the pilot-in-command of an aircraft, the flight crew may request and, if practicable, obtain an amended clearance.
- 3.1.3. The issuance of air traffic control clearances by Air Traffic Control units constitutes authority for an aircraft to proceed only in so far as known air traffic is concerned. ATC clearances do not constitute authority to violate any applicable regulations for promoting the safety of flight operations or for any other purpose; neither do clearances relieve a pilot-in-command of any responsibility whatsoever in connection with a possible violation of applicable rules and regulations.
- 3.1.4. Occasionally, instances of false or deceptive transmissions on ATC frequencies may occur. Flight crews should challenge or verify with the ATC unit concerned any instruction or clearance issued to them, which they suspect may be false or deceptive.

### 3.2 Aerodrome Air Traffic Services

- 3.2.1. ATC at an aerodrome is responsible for the control of aircraft in the air in the vicinity of the aerodrome and for the control of all traffic on the manoeuvring area. All movements of aircraft and vehicles on the manoeuvring area are subject to prior permission from ATC.
- 3.2.2. Control of movements of vehicles and persons on the apron is the responsibility of the aerodrome authority. Movement of aircraft on the apron is subject to prior permission from ATC, who will provide advice and instructions to assist in the prevention of collisions between moving aircraft.
- 3.2.3. The total ATC responsibility at an aerodrome is shared between Aerodrome Control and Approach Control. Aerodrome Control is responsible for aircraft on the manoeuvring area except the runways-in-use. The point dividing the responsibilities of Aerodrome Control and of Approach Control for aircraft on the runways-in-use and in the air may vary with different weather conditions or for other considerations, but it is the normal rule that departing aircraft contact Aerodrome Control first and that arriving aircraft contact Approach Control first for ATC instructions.
- 3.2.4. ATC fulfils its functions at an aerodrome by giving aircraft by RTF the instructions and information required for taxiing, take-off or landing.

### 3.3 Uncertainty of Position on the Manoeuvring Area

- 3.3.1. Except as provided for in 3.2.5.2, a pilot in doubt as to the position of the aircraft with respect to the manoeuvring area shall immediately:
  - (a) stop the aircraft; and
  - (b) simultaneously notify the ATS unit of the circumstances (including the last known position)

- 3.3.2. In those situations where a pilot is in doubt as to the position of the aircraft with respect to the manoeuvring area, but recognises that the aircraft is on a runway, the pilot shall immediately:
- (a) notify the ATS unit of the circumstances (including the last known position);
  - (b) if able to locate a nearby suitable taxiway, vacate the runway as expeditiously as possible, unless otherwise instructed by the ATS unit; and then,
  - (c) stop the aircraft.
- 3.3.3. A vehicle driver in doubt as to the position of the vehicle with respect to the manoeuvring area shall immediately:
- (a) notify the ATS unit of the circumstances (including the last known position);
  - (b) simultaneously, unless otherwise instructed by the ATS unit, vacate the landing area, taxiway, or other part of the manoeuvring area, to a safe distance as expeditiously as possible; and then
  - (c) stop the vehicle.
- 3.3.4. In the event the aerodrome controller becomes aware of an aircraft or vehicle that is lost or uncertain of its position on the manoeuvring area, appropriate action shall be taken immediately to safeguard operations and assist the aircraft or vehicle concerned to determine its position.
- 3.4 [Approach Control Service \(APP\)](#)
- 3.4.1. Approach Control Services are provided at Gibraltar Airport which is outside controlled airspace. However, there is no legal requirement for pilots to comply with the instructions issued by Approach Control though pilots on receipt of an ATS should comply with instructions issued by Approach Control or advise otherwise. Nor is there any legal requirement for such pilots to report their presence or be in RTF contact with Approach Control. It is, therefore, impossible for Approach Control to guarantee separation from all aircraft while providing a service.
- 3.4.2. The more aircraft that are known to Approach Control at Gibraltar Airport outside Controlled Airspace, the better will be the service provided and pilots are therefore strongly recommended either:
- (a) to avoid flying under IFR within 10 nm radius at less than 3000 ft above Gibraltar Airport; or
  - (b) if it is necessary to fly under IFR in such an airspace, to contact Approach Control when at least 10 minutes flying time away and to comply with any instructions they may give.
- 3.4.3. Approach Control at Gibraltar Airport will provide air traffic services between aircraft under its jurisdiction from the time and place at which:

- (a) arriving aircraft are released by Seville ACC until they are transferred to Aerodrome Control;
- (b) arriving aircraft first place themselves under Approach Control until they are transferred to Aerodrome Control;
- (c) departing aircraft are taken over from Aerodrome Control until they are transferred to Seville ACC, or they state that they no longer wish to be controlled or they are more than 10 minutes flying time away from the aerodrome, whichever is the sooner;
- (d) transit aircraft first place themselves under the control of Approach Control until they are clear of the approach pattern or state they no longer wish to be controlled.

### 3.5 Services and Procedures for Arriving Flights

3.5.1. Pilots of arriving aircraft should contact Approach Control at Gibraltar Airport when instructed to do so by Seville ACC. If flying outside Controlled Airspace in IMC the first call should be made to Approach Control at least 10 minutes before ETA at the aerodrome.

3.5.1.1. As soon as practicable after pilots have made contact with Approach Control they will be given:

- (a) Runway-in-use;
- (b) Current meteorological information which will include:
  - i. Surface wind direction (in degrees magnetic) and speed;
  - ii. visibility;
  - iii. present weather;
  - iv. significant cloud amount and height of base;
  - v. QFE or QNH (with height of aerodrome);
  - vi. any other relevant information (gusts, icing, etc);
- (c) Current runway surface conditions, where appropriate;
- (d) any changes in the operational status of visual and non-visual aids essential for approach and landing.

### 3.6 Procedures for Arriving VFR Flights

3.6.1. An aircraft approaching Gibraltar Airport under VFR should make initial RTF contact with Gibraltar Approach at least ten minutes flying time from the Aerodrome or as soon as possible if height and terrain affect communication. If unable to contact Gibraltar Approach, communication on the Aerodrome Control frequency will be acceptable. As well as landing information, ATC will pass information on pertinent known traffic, in accordance with the airspace classification, to assist pilots of VFR flights to maintain separation from both IFR and other VFR flights.

3.6.2. If radar sequencing of IFR flights is in progress, ATC will provide VFR flights with information to enable them to fit into the landing sequence.

### 3.7 Instrument Approaches

3.7.1. Only Surveillance radar approaches are available at Gibraltar Airport and these can only be provided to IFR flights. Pilots will be expected to be conversant with the correct notified Instrument Approach Procedures detailed in published charts, but on request, in exceptional circumstances, ATC will provide the following information:

- (a) type of approach;
- (b) termination point;
- (c) approach minima without visual reference;
- (d) additionally, if requested, Missed Approach Point and Missed Approach Procedure.

3.7.2. A pilot finding that he can see the ground before he has completed the approach procedure must, nevertheless, carry out the entire procedure, unless he specifically requests and ATC gives permission for him to complete his approach visually. This permission will only be given when:

- (a) The pilot can maintain visual reference to the surface; and
- (b) The reported cloud ceiling is not below 1,500ft ;or
- (c) The Pilot reports at any time after commencing the approach procedure that the visibility will permit a visual approach and landing, and reasonable assurance exists that this will be accomplished.

ATC will continue to provide IFR separation from other aircraft.

3.7.3. Providing that it is not at night, a pilot is entitled to ask ATC to cancel his IFR plan during his approach to land providing that he can continue in uninterrupted VMC. In this case, he must accept responsibility for maintaining his own separation from other aircraft.

### 3.8 Visual Circuit Reporting Procedures

3.8.1. In order that the maximum use may be made of Gibraltar Airport for the purpose of landing and taking-off, it is essential that pilots accurately report their positions in the extended circuit around the Rock of Gibraltar.

### 3.9 Standard Overhead Join

3.9.1. Standard overhead joins are not permitted in Gibraltar due to the presence of the Rock of Gibraltar and the Spanish frontier.

### 3.10 Visual Approaches

3.10.1. Clearance for an IFR flight to execute a visual approach may be requested by a flight crew. ATC may ask if a pilot is able to make a visual approach, but a visual approach will only be initiated with the concurrence of the flight crew.

3.10.2. Controllers will take into consideration the prevailing traffic and meteorological conditions when initiating visual approaches. Pilots will be responsible for avoiding restricted or prohibited airspace when making a visual approach.

- 3.10.3. An IFR flight may be cleared to execute a visual approach provided the pilot can maintain visual reference to the terrain and:
- (a) The reported cloud ceiling is not below 1,500ft or
  - (b) The Pilot reports at any time after commencing the approach procedure that the visibility will permit a visual approach and landing, and reasonable assurance exists that this will be accomplished
- 3.10.4. Separation shall be provided between an aircraft cleared to execute a visual approach and other arriving and departing aircraft.
- 3.10.5. For successive visual approaches, separation will be maintained by the controller until the pilot of a succeeding aircraft reports having the preceding aircraft in sight. The aircraft will then be instructed to follow and maintain own separation from the preceding aircraft. When both aircraft are of a heavy wake turbulence category, or the preceding aircraft is of a heavier wake turbulence category than the following, and the distance between the aircraft is less than the appropriate wake turbulence minimum, the controller will issue a caution of possible wake turbulence. The pilot-in-command of the aircraft concerned shall be responsible for ensuring that the spacing from a preceding aircraft of a heavier wake turbulence category is acceptable. If it is determined that additional spacing is required, the flight crew shall inform the ATC unit accordingly, stating their requirements.
- 3.10.6. Transfer of communications to the aerodrome controller will be effected at such a point or time that information on essential local traffic, if applicable, and clearance to land or alternative instructions can be issued to the aircraft in a timely manner.

### 3.11 Runway Utilisation Procedures

#### 3.11.1. **Runway in Use**

The runway-in-use is selected by Aerodrome Control as the best for general purposes. If it is unsuitable for a particular operation, the pilot can obtain permission from ATC to use another but must accept that he may thereby incur a delay.

#### 3.11.2. **Clearance for Immediate Take-Off**

A pilot receiving the ATC instruction 'cleared for immediate take-off' is required to act as follows:

- (a) if waiting clear of the runway, taxi immediately on to it and begin his take-off run without stopping his aircraft;
- (b) if already lined up on the runway, take-off without delay;
- (c) if unable to comply with the instruction, inform ATC immediately.

### 3.12 Departure Clearances

3.12.1. ATC clearances shall specify some or all of the following as necessary:

- (a) direction of take-off and turn after take-off;

- (b) track to be made good before proceeding on desired heading;
- (c) level to maintain before continuing climb to assigned cruising level, time, point and/or rate at which level change shall be made;
- (d) and any other manoeuvre necessary to maintain separation as appropriate.

3.12.2. A departing aircraft may be cleared to climb, subject to remaining in VMC and maintaining own separation, until a specified time, place or level if reports indicate that this is possible. Essential traffic information will be given.

### 3.13 Lamp and Pyrotechnic Signals

3.13.1. Non-radio aircraft may be authorised to operate by the ATC Watch Manager and will be given instructions or information by signal lamp or pyrotechnics from the Control Tower.

3.13.2. Lamp and pyrotechnic signals may be made to any aircraft suffering a radio failure, such signals might be given from a vehicle on the airfield.

#### 3.13.3. **Initial Call to the Aerodrome Control Tower**

For aircraft on the ground being provided with an aerodrome control service, the initial call to the aerodrome control tower shall contain:

- (a) Callsign;
- (b) Position
- (c) Any additional elements, as required by the appropriate ATS authority and notified in the relevant AIP AD section.

## 4. Co-ordination between the Operator and ATS

4.1. Co-ordination between the Operator and ATS is effected in accordance with ICAO Annex 11 Chapter 2, paragraph 2.16 and ICAO Doc 4444 - Chapter 11 paragraphs 11.2.1.1.4 and 11.2.1.1.5.

## 5. ATC Unit Address

NATS Gibraltar  
RAF Gibraltar  
BFPO52  
Gibraltar  
00350 20053383

## GEN 3.4 Communication Services

1. The Civil Aviation Telecommunications Services in Gibraltar are provided and administered by the United Kingdom Ministry of Defence.
2. All en-route telecommunications (air-interpreted navigational aids and communications) services are provided by the United Kingdom Ministry of Defence.
3. Communications and Navigational Aids at Gibraltar Airport are provided by the United Kingdom Ministry of Defence.
4. Full details of the Services provided are detailed in the United Kingdom Military AIP, [GEN-3-4.pdf \(mod.uk\)](#). Details of the specific services provided at RAF Gibraltar are listed in United Kingdom Military AIP AD2 – LXGB Gibraltar.

## GEN 3.5 Meteorological Services

1. The Civil Aviation Meteorological Services in Gibraltar are administered by the United Kingdom Ministry of Defence.
2. Full details of the Services provided are detailed in the United Kingdom Military [GEN-3-5.pdf \(mod.uk\)](#).

## GEN 3.6 Search and Rescue Services

### 1. Responsible Services

- 1.1. Responsibility for Search and Rescue (SAR) for civil aircraft within Gibraltar rests with the Minister with responsibility for Civil Aviation and the Minister with responsibility for Port and Shipping.
  - 1.1.1. The Director General of the Gibraltar Civil Aviation Authority acts as adviser on SAR to the Minister. Queries on SAR for civil aviation, including matters arising from this section of the AIP, should be addressed in the first instance to the following:  
  
Director General of the Gibraltar Civil Aviation Authority  
Suite 975,  
Europort  
Gibraltar  
Phone: 00 350 2004048
  - 1.1.2. Responsibility for the coordination of SAR activity within Gibraltar rests with the Maritime Search and Rescue Unit, which is under the general control and supervision of the Gibraltar Port Authority.

### 2. Applicable ICAO Documents

- 2.1. The Standards, Recommended Practices and, when applicable, the procedures contained in the following ICAO documents are applied:  
  
Annex 2 - Rules of the Air;  
Annex 11 - Air Traffic Services;  
Annex 12 - Search and Rescue;  
Annex 13 - Aircraft Accident Investigation;  
  
DOC 7030: Regional Supplementary Procedures  
DOC 7333 AN/859: Search and Rescue Manual  
DOC 9432: Radiotelephony Manual
- 2.2. Differences from ICAO Standards Recommended Practices and Procedures are given at GEN 1.7.

### 3. Area of Responsibility

- 3.1. The aeronautical SAR boundary coincides with the limits of British Gibraltar Territorial Waters.

### 4. Types of Service

- 4.1. In undertaking Aeronautical SAR Coordination for incidents on land or at the Airport, the activity will be coordinated using the procedures outlined in the Gibraltar Civil Contingencies Major Incident Plan. In undertaking Aeronautical SAR Coordination for incidents at sea, with the exception of the Maritime Search and Rescue Unit, there are no dedicated SAR assets in Gibraltar. However, in the event of an incident on land or at sea the following agencies can be called upon for assistance:

- (a) Civil Police, Fire and Ambulance services, including launches;
- (b) Customs launches;
- (c) Gibraltar based RN vessels;
- (d) RN ships and helicopters not SAR-dedicated and RAF aircraft not SAR-dedicated, when present in Gibraltar;
- (e) Civil aircraft;
- (f) Merchant vessels;
- (g) Army, RN and RAF personnel;

## 5. SAR Agreements

- 5.1. The Government is endeavouring to reach agreements with Contracting States which are neighbours to Gibraltar for the purpose of:
- (a) establishing boundaries between the Gibraltar search and rescue region and other neighbouring search and rescue regions;
  - (b) co-operation between the Maritime Search and Rescue Unit and the rescue co-ordination centres or sub-centres of neighbouring Convention countries; and
  - (c) co-ordination of work between Gibraltar and other neighbouring search and rescue co-ordination centres.

Where it has not been possible to reach an agreement pursuant to subsection (1), the Government shall nonetheless use its best endeavours to reach any other appropriate arrangements with the neighbouring Convention country in order to facilitate equivalent overall co-ordination of search and rescue services within Gibraltar waters.

## 6. Conditions of Availability

- 6.1. The availability of both British military SAR facilities is on the authority of the MoD. The availability of foreign civilian and NATO military SAR facilities is on the authority of the appropriate RCC which remains responsible for operational control of such facilities throughout the duration of the requirement (whether a Maritime RCC (MRCC) or Joint Rescue Coordination Centre (JRCC)).

## 7. Procedures and Signals Use

### 7.1. The Rescue Organisation

7.1.1 When Gibraltar ATCU has reason to believe that an aircraft is in a state of emergency, it will alert the local emergency services and Seville Air Traffic Control Centre; the message will subsequently be cascaded as appropriate by the emergency services. Should the first report of an accident be given to the police by a member of the public, the police will alert fire and other services. The police will also advise Gibraltar ATCU of the rescue action being taken and give full details of the incident.

7.1.2 Gibraltar Emergency Services will alert the Maritime Rescue Centre should an Aviation SAR incident become a Maritime accident.

7.1.3 When the location of a civil aircraft which has crashed on land is known, and no air search is necessary, the civil ground organization (normally the police) takes responsibility for dealing with the incident. In the vicinity of the aerodrome, the aerodrome emergency services will coordinate the response to the incident.

### 7.2. Alerting

7.2.1. The responsibility for initiating alerting action rests with the ATSU which was last in communication with the aircraft in need of SAR assistance or which receives such information from an external source.

7.2.2. If a distress signal and/or message is intercepted by their aircraft, pilots are to inform the Gibraltar ATSU, giving all available information.

### 7.3. Communications

7.3.1. Distress and urgency communications within the Gibraltar SRR are in accordance with standard international procedures.

7.3.2. **Emergency Service.** The Gibraltar ATSU continuously monitors 121.500 MHz during operational hours and this frequency can be used in the event of an emergency or if contact is lost, or cannot be established, on the in-use frequency.

### 7.4. Action By Survivors

Basic procedures that can assist SAR operations are set out below.

7.4.1. Life Rafts - Survivors should use some or all of the following methods when search aircraft or surface craft are seen or heard.

- (a) Fire distress flares or cartridges;
- (b) use some object with a bright flat surface as a heliograph;
- (c) flash torch;
- (d) fly anything in the form of a flag and, if possible, make the international distress signal by flying a ball, or something resembling a ball, above or below it;
- (e) use the fluorescent marker to leave a trail in the sea.

7.5. Search and Rescue Signals

7.5.1. The SAR signals to be used are in accordance with international procedures. When signalling to surface craft, visual signals can be more effective than audio signals because of possibly high noise levels on board the surface craft.

7.5.2. Signals to Surface Craft

7.5.2.1. The following manoeuvres performed in sequence by an aircraft mean that the aircraft wishes to direct a surface craft towards an aircraft or a surface craft in distress:

- a) Circling the surface craft at least once.
- b) Crossing the projected course of the surface craft ahead at low altitudes and:
  - i. rocking the wings; or
  - ii. opening and closing the throttle; or
  - iii. changing the propeller pitch.
- c) Heading in the direction in which the surface craft is to be directed.  
Repetition of such manoeuvres has the same meaning.

7.5.2.2. The following manoeuvre by an aircraft means that the assistance of the surface craft to which the signal is directed is no longer required:

Crossing the wake of the surface craft close astern at a low altitude and:

- a) rocking the wings; or
- b) opening and closing the throttle; or
- c) changing the propeller pitch.

7.5.3. The following replies may be made by surface craft to the signals in paragraph 5.2.1 (b).

To acknowledge receipt of signals:

- a) hoist the 'code pennant' (vertical red and white stripes) close up (meaning understood);
- b) flash a succession of 'T's by signal lamp in the Morse Code;
- c) change heading to follow the aircraft.

To indicate inability to comply:

- a) hoist the international flag 'N' (a blue and white chequered square);
- b) flash a succession of 'N's in the Morse Code.

## GEN 4.0 Charges for Aerodromes and Air Navigation Services

1. Landing charges for Gibraltar Airport are set by the Civil Airport Operator.
2. **Landing Charges**
  - 2.1. Charges are generally calculated on the Aircraft's Maximum Take-Off Weight (MTOW) in accordance with its Certificate of Airworthiness.
  - 2.2. Additional charges may be levied for:
    - a) parking;
    - b) passenger load supplements;
    - c) security;
    - d) noise related items
3. **Conditions Applicable to the Landing and Parking of Aircraft**
  - 3.1. The conditions under which aircraft may land, parked or otherwise dealt with, are established by the Civil Airport Operator.
    - 3.1.1. In general, it is a condition that the Civil Airport Operator shall have a lien on the aircraft, its parts and accessories, for fees and charges which become due and payable, and shall be at liberty, subject to certain provisions, to sell, remove, destroy or otherwise dispose of the aircraft and any of its parts and accessories in order to satisfy any such lien.
    - 3.1.2. To obtain the precise legal terms and conditions of use for Gibraltar Civil Airport reference should be made to the appropriate authorities at the Airport.
4. **Civil Airport Operator**

Chief Executive Officer  
Gibraltar International Airport  
British lines Road  
GX11 1AA  
Gibraltar
5. **Air Navigation Charges**
  - 5.1. There are no air navigation charges for Gibraltar.