



Defence
Safety
Authority

RAF Gibraltar Defence Aerodrome Manual (DAM)



Military Aviation
Authority

Military Aviation Authority

MAA

FOREWORD

The RAF Gibraltar Defence Aerodrome Manual (DAM) describes the airfield at RAF Gibraltar including the management, physical characteristics, services available and operating procedures. The Manual is written to inform and direct military and civilian aircrew using the airfield and to provide orders for personnel operating on the airfield or providing airfield services¹. The Defence Aerodrome Manual (DAM) conforms to the guidance provided by the Military Aviation Authority (MAA) in Regulatory Article (RA) 1026. It is issued in place of an RAF Flying Order Book and can be considered equivalent to the CAA CAP 168 Aerodrome Manual.

This manual contains detailed information regarding the taxiways, runway, aerodrome facilities and local area procedures. This manual is mandated reading for ATC, Ops, Movements, and contracted personnel working on the airfield. The DAM outlines aspects of the RAF Gibraltar Air Safety Management Plan (ASMP), however, full details can be found in RAF Gibraltar's Safety Management Plan and Gibraltar Air Emergency Orders.

Notification of errors within this document and annexes should be sent to Gib-RAF-OCOps@mod.gov.UK.

<Original signed>

Station Commander
RAF Gibraltar

20 Oct 23

¹ This includes NATS, DIO, Mitie, Aquila, Macmillan,

DAM Table of Contents

- i. Foreword
- ii-iii. Table of Contents

Chapter 1: Technical Administration - Aerodrome Location, Layout and Access

Para	Title	Information Owner / Applicability	Page
1.1	Name and Work Address of Aerodrome Operator	AO	1-1
1.2	Aerodrome Operators Authority and Letter of Delegation	AO	1-1
1.3	Safety Meeting Structure	ASM	1-1
1.4	Aerodrome Key Stakeholders	OC Air Ops	1-1
1.5	Aerodrome Operators Hazard Log (AOHL)	ASM	1-1
1.6	Formal Aerodrome Related Agreements	XO	1-1
1.7	Aerodrome Waivers, Exemptions and Alternative Acceptable Means of Compliance (AAMC)	ASM	1-2
1.8	Aerodrome Location and Control of Entry and Access	OC Air Ops	1-2

Chapter 2: Aerodrome Data, Characteristics and Facilities

Para	Title	Information Owner / Applicability	Page
2.1	Location Indicator and Name	OC Air Ops	2-1
2.2	Aerodrome Geographical and Administrative Data	OC Air Ops	2-1
2.3	Operational Hours	OC Air Ops	2-1
2.4	Handling Services and Facilities	OC Air Ops	2-2
2.5	Passenger Facilities	OC Air Ops	2-2
2.6	Rescue and Fire Fighting Services	OC Air Ops	2-2
2.7	Seasonal Availability - Clearing	OC Air Ops	2-2
2.8	Aprons, Taxiways and Check Locations Data	OC Air Ops	2-2
2.9	Surface Movement Guidance and Control System Markings	OC Air Ops	2-3
2.10	Aerodrome Obstacles	ASM	2-3
2.11	Meteorological (MET) Information	P Met O	2-3
2.12	Runway Physical Characteristics	OC Air Ops	2-4
2.13	Declared Distances	OC Air Ops	2-4
2.14	Approach and Runway Lighting	OC Air Ops	2-4
2.15	Other Lighting, Secondary Power Supply	OC Air Ops	2-5
2.16	Helicopter Landing Area	OC Air Ops	2-5
2.17	Air Traffic Service (ATS) Airspace	XO	2-5
2.18	ATS Communication Frequencies	XO	2-5
2.19	Radio Navigation and Landing Aids	XO	2-5
2.20	Local Traffic Regulations	XO	2-6
2.21	Noise Abatement Procedures	OC Air Ops	2-6
2.22	Flight Procedures	XO	2-6
2.23	Additional Information	XO	2-6
2.24	Charts Relating to this Aerodrome	XO	2-6
2.25	Special Procedures	XO	2-6
2.26	Noise Abatement Procedure Orders	OC Air Ops	2-6
2.27	Temporary Obstruction Orders	ASM	2-6

2.28	Runway (RWY) Strip Obstructions	XO	2-6
2.29	RWY End Safety Area (RESA)	OC Air Ops	2-6
2.30	Light Aggregate (Lytag) Arrestor Beds or Engineered Materials Arrestor Systems (EMAS)	N/A	2-6
2.31	Aerodrome Arresting System Orders	OC Eng	2-7
2.32	Manoeuvring Area Safety and Control Orders	OC Eng	2-7

Chapter 3: Emergency and Rescue and Firefighting Orders

Para	Title	Information Owner / Applicability	Page
3.1	Emergency Organization	OC Air Ops	3-1
3.2	Emergency Orders / Aerodrome Crash Plan	OC Air Ops	3-1
3.3	Aerodrome Rescue and Fire Fighting Services and Training Orders	OC Air Ops	3-1
3.4	Disabled Aircraft Removal	OC Air Ops	3-1

Chapter 4: Air Traffic Services and Local Procedures

Para	Title	Information Owner / Applicability	Page
4.1	Air Traffic Control Orders	XO	4-1

Chapter 5: Aerodrome Administration and Operating Procedures

Para	Title	Information Owner / Applicability	Page
5.1	Aerodrome Data Reporting	OC Air Ops	5-1
5.2	Aerodrome Serviceability Inspections	XO	5-1
5.3	Aerodrome Technical Inspections	XO	5-2
5.4	Radar, Radio and Navigation Aid Maintenance, Monitoring and Protection	OC Air Ops	5-2
5.5	Aerodrome Works Safety	OC Air Ops	5-2
5.6	Aerodrome Users - Vehicle and Pedestrian Control	OC Air Ops	5-3
5.7	Foreign Object Damage/Debris (FOD) Prevention - Training and Awareness	S FOD O	5-3
5.8	Aerodrome Wildlife Management	NATS	5-3
5.9	Low Visibility Operations	OC Air Ops	5-4
5.10	Snow and Ice Operations	OC Air Ops	5-4
5.11	Thunderstorm and Strong Wind Procedures	OC Air Ops	5-5
5.12	Civil Aircraft Aerodrome Usage – Terms and Conditions	OC Air Ops	5-5
5.13	Safeguarding Requirements - Waivers and Exemptions	ASM	5-6
5.14	Aerodrome Assurance Activity	ASM	5-6
5.15	Electrical Ground Power Procedures	OC Eng	5-6
5.16	Aviation Fuel Management Procedures	OC Eng	5-6
5.17	Hazardous Materials Spillage Plan	OC Eng	5-7
5.18	Jettison and Fuel Dumping Area	-	5-7
5.19	Compass Swing Area	-	5-7
5.20	Explosive Ordnance Disposal Area	ESR	5-7
5.21	Dangerous Goods (DG) Procedures	ESR	5-7
5.22	Hydrazine (H70) Leak	-	5-7

5.23	Unmanned Aircraft (UAS) / Remotely Piloted Aircraft (RPAS) Orders	XO	5-7
------	---	----	-----

3. Table of Amendment

Amendment No.	Amendment Date	Date of Incorporation	Name / Role	Signature
2.1	20 Feb 23		OC Air Ops	E-Signed
2.2	20 Oct 23		OC Air Ops	E-Signed

4. Annexes

Annex A	Aerodrome Operator Letter of Delegation
Annex B	Safety Meeting Structure
Annex C	Aerodrome Key Stakeholders
Annex D	Aerodrome Operators Hazard Log
Annex E	Formal Aerodrome Related Agreements
Annex F	Aerodrome ► Alternative Acceptable Means of Compliance(AMCC),Waivers and Exemptions ◄
Annex G	Aerodrome Location and Control of Entry and Access
Annex H	Noise Abatement Procedure Orders
Annex I	Temporary Obstruction Orders
Annex J	Aerodrome Arresting System Orders
Annex K	Manoeuvring Area Safety and Control Orders
Annex L	Emergency Orders / Aerodrome Crash Plan
Annex M	Aerodrome Rescue and Fire Fighting Services and Training Orders
Annex N	Disabled Aircraft Removal
Annex O	Air Traffic Control Orders
Annex P	Aerodrome Data Reporting Procedures
Annex Q	Aerodrome Serviceability Inspections
Annex R	Aerodrome Technical Inspections
Annex S	Radar, Radio and Navigation Aid Maintenance, Monitoring and Protection
Annex T	Aerodrome Works Safety
Annex U	Aerodrome Users - Vehicle and Pedestrian Control
Annex V	FOD Prevention - Training and Awareness
Annex W	Aerodrome Wildlife Management
Annex X	Low Visibility Operations
Annex Y	Snow and Ice Operations (not currently in use)
Annex Z	Thunderstorm and Strong Wind Procedures
Annex AA	Civil Aircraft Aerodrome Usage - Terms and Conditions
►◄	
Annex CC	Electrical Ground Power Procedures
Annex DD	Aviation Fuel Management Procedures
Annex EE	Hazardous Materials - Spillage Plan
Annex FF	Jettison and Fuel Dumping Area (not currently in use)
Annex GG	Compass Swing Area (not currently in use)
Annex HH	Explosive Ordnance Disposal Area (not currently in use)
Annex II	Dangerous Goods (DG) Procedures
Annex JJ	Hydrazine (H70) Leak (Generic order)
Annex KK	RPAS / Laser Orders

[Annex LL](#) Meteorological Services

Chapter 1: Technical Administration - Aerodrome Location, Layout and Access

1.1 Name and Work Address of Aerodrome Operator:

Station Commander
RAF Headquarters
Mouchotte Building
Spitfire Way
RAF Gibraltar
BFPO 52

Mil ☎ 9231 98531 3522

Civ ☎ +350 2005 3522

Mob ☎ +350 5838 7000

Fax: -

Email: Gib-RAF-STNCDR@mod.gov.uk

1.2 Aerodrome Operators Authority and Letter of Delegation. The AO is appointed by Commander British Forces Gibraltar to be responsible for actively managing an environment that accommodates the safe operation of Aircrafts in accordance with (iaw) [RA 1026](#). A signed copy of the AO Letter of Delegation can be found at [Annex A](#). The management and running of the aerodrome is a Duty Holder Facing (DHF) responsibility.

1.3 Safety Meeting Structure. An organizational aviation safety meeting flow diagram is at [Annex B](#). Details of the RAF Gibraltar safety meeting structure, agenda items and attendance lists are found in the RAF Gibraltar Air Safety Management Plan. If you are unable to access, please contact the Air Safety Manager: +350 2005 3365.

1.4 Aerodrome Key Stakeholders. A pictorial representation of the structure that identifies / outlines the Key Stakeholders who have responsibility for, or directly support aerodrome operations, is to be produced and captured at [Annex C](#).

1.5 Aerodrome Operators Hazard Log (AOHL). The AOHL is updated quarterly by the ASM. The latest version at the time of DAM publication is available is linked at [Annex D](#) or on request from RAF Gibraltar Air Operations.

1.6 Formal Aerodrome Related Agreements. All formal aerodrome related agreements are at [Annex E](#).

1.7 Aerodrome ► Alternative Acceptable Means of Compliance(AAMC) (AAMC) Waivers and Exemptions. ◀ Copies of all aerodrome related Waivers, Exemptions and approved Alternative Acceptable Means of Compliance are at [Annex F](#).

1.8 Aerodrome Location and Control of Entry and Access. See [Annex G](#).

Chapter 2: Aerodrome Data, Facilities and Characteristics

2.0. The AO is to ensure all aerodrome data provided is accurate. Information contained in the DAM is to mirror the equivalent information published in other military aviation publications. The following information is set up to duplicate current AIP format to allow for easier amendment to both documents.

2.1 LOCATION INDICATOR AND NAME

LXGB - GIBALTAR

2.2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aircraft Readiness Platform Co-ordinates and site at Aerodrome (AD):	N36 09 04.21 W005 20 59.10 (Mid-point of Runway 09/27)
2	Direction and distance from City:	Immediately North of Gibraltar
3	Elevation / Reference Temperature:	► 14ft ◄ / 28°C
4	Magnetic Variation / Annual Change:	► 0°20'W (JUL 22) / 0°09'E ◄
5	Geoid Undulation at AD Elev Position:	----
	AD Administration Address:	Royal Air Force Air Operations Mouchotte Building Spitfire Way RAF Gibraltar BFPO 52
	Telephone:	Mil: 9231 98531 3352/3 (Station Ops) Civ: +350 2005 3352/3 (Station Ops) Duty Ops Mob: +350 56001216
	Fax:	-
	E-mail:	gib-raf-ops@mod.gov.uk
	Web site:	https://www.raf.mod.uk/our-organisation/stations/raf-gibraltar/
7	Types of Traffic Permitted (IFR / VFR):	IFR/VFR
8	Remarks:	Nil.

2.3. OPERATIONAL HOURS

1	AD:	Airfield opening hours: 0830 – 2300 Mon-Sun (all times <u>local</u>). ▶ ◀ 4hrs PPR, OOH on request. Aerodrome is closed to all Aircrafts on 25 Dec.
2	Customs and Immigration:	HO
3	Health and Sanitation:	Nil.
4	AIS Briefing Office:	HO
5	ATS Reporting Office (ARO):	HO
6	MET Briefing Office:	HO
7	ATS:	0915 – 2315 Mon to Sun
8	Fuelling:	HO
9	Handling:	HO
10	Security:	H24
11	De-Icing:	Nil.
12	Remarks:	4 hours Prior Permission to land (PPR) is to be requested by all aircrafts wishing to land at LXGB For Civil Aircraft: PPR requests are to contact GibAir Handling via email: Handling@gibair.gi For Military Aircrafts: Please contact Air Operations via email: Gib-RAF-Ops@mod.gov.uk Foreign Military Aircrafts will require diplomatic clearance through their own Embassies; UK / Great Britain diplomatic clearance is not valid for Gibraltar.

2.4. HANDLING SERVICES and FACILITIES

1	Cargo Handling Facilities:	Atlas 2K, 4535Kg forklift, 1864Kg forklift.
2	Fuel / Oil / Hydraulic Types:	PX24, OM15, OM33 (Limited supplies), AL39, F35.
3	Fuelling Facilities / Capacity:	▶ 3 ◀ x Bowsers - 33,000 litre capacity each. Fuel Farm - 4 x Tanks - 160,000 litre capacity each. Total capacity ▶ 739,000 ◀ litres.
4	Oxygen:	Subject to prior arrangement and minimum 10 days 5PNR.
5	De-Icing Facilities:	Nil.
6	Starting Units:	4 x 90kVA GPUs + 2 x 260 Coolspools, NO Air Start Trollies available.
7	Hanger Space for visiting Aircrafts:	Limited. Subject to prior arrangement through OC Operations.
8	Repair Facilities for visiting Aircrafts:	Limited equipment only. Parent organisation to provide specialist engineers.
9	Remarks:	1. For inbound and outbound Mil freight handling services email: GIB-RAF-OCMOVS@mod.gov.uk 2. Toilet trolley available on request.

2.5. PASSENGER FACILITIES

1	Passenger Handling & Accommodation:	<p>1. Passengers arriving via commercial carriers will arrive through the Gibraltar International Airport Terminal.</p> <p>2. Passengers arriving via Mil AT will be handled [including customs and immigration checks] by RAF Logistics staff.</p> <p>3. Limited on base accommodation available for service personnel and entitled passengers only. Crew accommodation booked through Air Operations, passenger accommodation through RAF Movements. Off base accommodation is to be booked by the Parent Unit.</p>
2	Medical Facilities:	Airfield Medical Response Team, Military Primary Care Facility, Civilian Hospital in Gibraltar.
3	Remarks:	Limited capacity at the civilian hospital; additional or complex cases are likely to be transferred to Spain. British Forces Gibraltar (BFG) has no AVMed qualified medical officers. All visiting air assets will need to ensure appropriate support is in place either integral to their unit or as formalised reach-back to UK.

2.6. RESCUE and FIRE FIGHTING SERVICES

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

2.7. SEASONAL AVAILABILITY - CLEARING

1	Type of Clearing Equipment:	N/A
2	Remarks:	N/A

2.8. APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

A detailed list of all apron and taxiway characteristics is below:

1	Apron Surfaces:	Apron		Surface	Strength
		Civil Apron		Concrete	PCN 52/R/A/W/T
		North Apron*		Blacktop	PCN 28/F/A/W/T
				Concrete	PCN 50/R/A/W/T
		South Apron		Blacktop (W)	PCN 45/F/A/W/T
				Blacktop (E)	PCN 24/F/A/W/T
				Concrete	PCN 45/R/A/W/T
2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		A	19m	Blacktop	PCN 50/F/A/W/T
		B	19m	Blacktop	PCN 50/F/A/W/T
		C	19m	Blacktop	PCN 45/F/A/W/T
		D	19m	Blacktop	PCN 40/F/A/W/T
		E	19m	Blacktop	PCN 50/F/A/W/T
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints:	N/A			
	INS Checkpoints:	N/A			
5	Remarks:	*North Apron is marked for a Fast Jet dispersal.			

2.9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS

1	Use of Aircraft stand ID signs: Taxiway Guidelines and visual docking / parking guidance system of Aircraft stands:	Civilian Stands marked 1 – 5. All Aircrafts are ground Marshalled.
2	Runway and taxiway markings and lighting:	Standard markings. In addition, Western runway end marked with black and yellow chequer pattern, Eastern runway end marked with Rwy end lighting. **The Eastern RESA is available but not currently marked. **
		Standard markings with addition of solid yellow edge lines.
3	Stop Bars and Runway Guard Lights (RGL)	Stop Bar and RGL at all Rwy entry points.
4	Other runway protection measures	Nil.
5	Remarks:	PAAG Marker Boards and Yellow circular markings painted across the Rwy indicated the PAAG position(s). **PAAG not currently installed. A NOTAM will be issued if the PAAG is in use. **

2.10. AERODROME OBSTACLES

Please refer to the “Measured Height Survey” data on the UK Mil AIP Website: data on the UK Mil AIP Website:

<https://www.aidu.mod.uk/aip/>

Warning: 150ft mast located approximately 300m north of Rwy 27 THR, on Spanish mainland. Not marked or painted. Co-ordinates - N36 09 14.00 W005 20 26.00

2.11. METEOROLOGICAL INFORMATION

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

2.12. RUNWAY PHYSICAL CHARACTERISTICS

A list of all runway characteristics are to be provided:

Designations Runway Number		True and Mag bearing	Dimensions of Runway (m / ft)	Strength (PCN) and surface of Runway and Stopway	Threshold co- ordinates	Threshold elevation, highest elevation of TDZ of precision APP Runway
1		2	3	4	5	6
09		087.53° GEO 087.97° MAG	1778m x 45m (5832ft x 148ft)	PCN 65/F/A/W/T Blacktop	N36 09 03.17 W005 21 29.1600	3.29m (10ft 10') TDZE 3.65m (12ft)
27		267.54° GEO 26.98° MAG	1778 x 45 (5832ft x 148ft)	PCN 65/F/A/W/T Blacktop	N36 09 05.29 W005 20 28.21	3.41m (11ft 2') TDZE 3.65m (12ft)
Design and Slope of Rwy / Swy		Stopway Dimensions (m / ft)	Clearway Dimensions (m / ft)	Strip Dimensions (m / ft)	Obstacle Free Zone	
7		8	9	10	11	
09 – 0.03% U		Nil	840m x 150m (2755ft x 492ft)	1778 x 150	-	
27 – 0.03% D		Nil	814m x 150m (2755ft x 492ft)	1778 x 150	-	
12	Arresting Systems:					
<div>Rwy 09 PAAG (1420ft) PAAG Rwy 27 (1328ft)</div> <div>Normal Operations - Derigged, 10 Working days PNR for FJ.</div>						
13	Remarks: Portable Aircraft Arresting Gear (PAAG) . Normally de-rigged. When rigged in the UP position, hook equipped aircraft will not be permitted to land until the preceding landing aircraft is: a. Rwy 09 . Clear of the pull-out area of the "UP" PAAG. b. Rwy 27 . Clear of the pull-out area of the "UP" PAAG and cleared to hold on the N or S area of the W turning circle.					

	The runway longitudinal slope is assessed to be non-compliant due to a minimum radius of curvature of 6000m caused by a 400 mm depression at the eastern end of the runway (MAA/WAIVER/2014/40)
--	---

2.13. DECLARED DISTANCES

Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
09	1680	2519	1680	1528	TORA= RW End 09 to Thr 27 lights TODA = RW End 09 to 1.5 x TORA LDA = Thr 09 to Thr 27 lights ASDA =RW End 09 to Thr 27 lights
27	1680	2519	1628	1528	TORA= RW End 27 to Thr 09 lights TODA = RW End 27 to 1.5 x TORA LDA = Thr 27 to Thr 09 lights ASDA =RW End 27 to Thr 09 lights

2.14. APPROACH AND RUNWAY LIGHTING

Runway	Approach Lighting Type Length Intensity	Threshold Lighting Colour Wingbars	PAPI VASIS Angle Distance from Thr (Minimum Eye Height Over Threshold)	TDZ Lighting Length	Runway C/L Lighting Length Spacing Colour Intensity	Runway Edge Lighting Length Spacing Colour Intensity	Runway End Lighting Colour Wingbars	Stop Lighting Length Colour
1	2	3	4	5	6	7	8	9
09	See Remarks	Green LI Green Wingbars	PAPI 3° ---- (31ft)	Nil	Nil	Flush White HI Omni, 90m	Red	Nil
27	See Remarks	Green LI Green Wingbars	PAPI 3° ---- (31ft)	Nil	Nil	Flush White HI Omni, 90m	Red	Nil
10. Remarks:		<p>Rwy 09.</p> <ul style="list-style-type: none"> Single yellow flashing light on yellow marker buoy 1372m/4500ft from sea wall marks the extended centreline. Simple Approach Lighting extending 300m into the sea from the 09 threshold. Strobe lights angled to coincide with Aircrafts position at 3nm, switched off when Aircrafts at 1nm unless required by pilot. <p>Rwy 27.</p> <ul style="list-style-type: none"> Simple Approach Lighting extending 300m into the sea from the 27 threshold. <p>Caution - Airfield surrounded by urban lighting.</p>						

2.15. OTHER LIGHTING, SECONDARY POWER SUPPLY

1	A Bn / I Bn location, characteristics, and hours of operation:	Removed. (MAA/EXEMPTION/2013/06) see Annex F.
2	Anemometer location and lighting:	<p>N36 09 09.10 W005 21 26.40 Lit with red obstruction lights.</p> <p>N36 09 10.50 W005 20 29.20 Lit with red obstruction lights.</p> <p>N36 09 09.70 W005 20 53.60 Lit with red obstruction lights.</p>
3	Taxiway edge and Centreline lighting:	Taxiways A, B, C, D and E: blue side lighting.
4	Secondary Power supply:	Yes
	Switch-over time:	15 seconds
5	Remarks:	<ul style="list-style-type: none"> • The stadium flood lights may be illuminated during aerodrome operating hours. • All Aprons have lighting. • COREL lights used to mark parked aircrafts.

2.16. HELICOPTER LANDING AREA

Nil.

2.17. ATS AIRSPACE

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

2.18. ATS COMMUNICATION FREQUENCIES

Service Designation	C/Sign	Frequency MHz	Hours of Operation Winter Summer		Remarks
1	2	3	4		5
RAD	Gibraltar Radar	264.875 122.800	HO	HO	
T/D	Gibraltar Talkdown	235.050 130.400 123.300*	HO	HO	*NATO common frequency, available on request only.
TWR	Gibraltar Tower	240.575 131.200	HO	HO	
OPS	Gibraltar Ops	327.900	HO	HO	**Ops freq not currently in use.

2.19. RADIO NAVIGATION and LANDING AIDS

Type Category (Variation)	Ident	Frequency	Hour of Operation Winter Summer # and by arrangement	Antenna Site co-ordinates	Elevation of DME Transmitting Antenna	Remarks
1	2	3	4	5	6	7
-	-	-	-	-	-	-

Remarks: TACAN currently unavailable. Replacement programme expected to be complete ►

Q2 2024. ◀

2.20. LOCAL TRAFFIC REGULATIONS

1	Airfield regulations RAF Gibraltar is operated by the Ministry of Defence and regulated by the Military Aviation Authority. Operators are to satisfy themselves that they have met all the requirements of the Gibraltar Civil Aviation (Air Navigation) Regulations 2009 and EU-OPS.
2	Ground Movement See Terminal Charts and NOTAMS
3	CAT II/III Operations Nil.
4	Warnings 1. Overflight of The Rock and harbour installations prohibited. 2. Major migration routes pass over Gibraltar and heavy concentrations of large birds may always be encountered. 3. Heavy Wind turbulence can be an issue. See Approach Charts . 4. Due to the lack of regulated airspace around RAF Gibraltar there is a possibility of unknown Aircrafts in the immediate vicinity of the AD. 5. All areas of AD other than designated Rwys, Turning Circle(s), Twys and Aprons are to be treated as non-load bearing surfaces.
5	Helicopter Operations Mil helo ops as briefed by ATC according to operational requirements. Routine local helo flights as directed by ATC.
6	Use of Runways Main road crosses Rwy 09 / 27 at mid-point. ATC requires 6 minutes to secure runway for use, including for over flights of the runway below 500ft.

2.21. NOISE ABATEMENT PROCEDURES

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

2.22. FLIGHT PROCEDURES

1	Procedures for in bound Aircraft:	See TAP Charts
2	Departures:	See TAP Charts
3	Radio Comms Failure:	See TAP Charts
4	Missed Approach Procedure:	See TAP Charts
5	Aerodrome Operating Minima:	See TAP Charts
6	Remarks:	N/A

2.23. ADDITIONAL INFORMATION

1	Nil.
---	------

2.24. CHARTS RELATING TO THIS AERODROME

TAP Charts	En-Route Charts
Special Procedures (1).....AD 2 - LXGB - 1 - 9	EU (L)9 EU (H)9
Special Procedures (2).....AD 2 - LXGB - 1 - 10	
Special Procedures (3).....AD 2 - LXGB - 1 - 11	
Special Procedures (4).....AD 2 - LXGB - 1 - 12	
Special Procedures (5).....AD 2 - LXGB - 1 - 13	
Aerodrome Chart.....AD 2 - LXGB - 1 - 14	
Taxi Chart.....AD 2 - LXGB - 1 - 15	
Ramp Chart.....AD 2 - LXGB - 1 - 16	
Arrivals (Civilian).....AD 2 - LXGB - 1 - 17	
Arrivals (Military).....AD 2 - LXGB - 1 - 18	
Radar (Civil Procedure) Rwy 09...AD 2 - LXGB - 1 - 19	
Radar (Civil Procedure) Rwy 27...AD 2 - LXGB - 1 - 20	
Radar (Mil Procedure) Rwy 09.....AD 2 - LXGB - 1 - 21	
Radar (Mil Procedure) Rwy 27.....AD 2 - LXGB - 1 - 22	
Radar Vector Chart.....AD 2 - LXGB - 1 - 23	

2.25. SPECIAL PROCEDURES

Elev	Var	TA			Date	Chart No.
12	1°W	6000			29 Dec 22	B1
12	1°W	6000			29 Dec 22	B2
12	1°W	6000			04 Nov 21	B3
12	1°W	6000			03 Nov 22	B4
12	1°W	6000			04 Nov 21	B5

2.26. Noise Abatement Procedure Orders. Orders, contained at [Annex H](#), are to be produced to cover all noise abatement procedures, including high power ground running.

2.27. Temporary Obstruction Orders. Orders, contained at [Annex I](#), cover the actions involved in dealing with temporary obstructions on or around any manoeuvring area that are considered to be a hazard to either Aircrafts, vehicles or pedestrians.

Construction in Gibraltar is constant, and cranes in view of the runway are common. Obstructions are to be marked iaw extant regulations using approved high visibility markers, tape or fencing with additional red-light markers at night. NOTAMs will be issued for temporary obstructions that penetrate the Obstacle Limitation Surfaces (OLS).²

2.28. RWY Strip Obstructions. There are no infringements to the RA 3500 compliant Runway Strip.

² In accordance with [MAA RA 3512](#)

2.29. RWY End Safety Area (RESA). The RESA provides undershooting or overrunning AS with a cleared and graded area. The RAF Gibraltar RESA dimensions are as follows:

Rwy 09	Length 90m width 45m
Rwy 27	Length 90m width 45m

2.30. Light Aggregate (Lytag) Arrestor Beds or Engineered Materials Arrestor System (EMAS).
N/A

2.31. Aerodrome Arresting System Orders. Orders for the safe operation of the PAAG (including standard operating configurations) are contained at [Annex J](#).

2.32 Manoeuvring Area Safety and Control Orders. The orders for the safe parking, manoeuvring, refuelling and servicing of Aircrafts are contained at [Annex K](#).

Chapter 3: Emergency and Aerodrome Rescue and Firefighting Orders

3.1 Emergency Organization. The AO is familiar with [RA 3261\(2\)](#)³, [RA 3263](#)⁴ and [DSA02 DFSR](#)⁵. DSA02 DFSR provides greater detail on Aerodrome Crash / Rescue Fire Services whilst acceptable means of compliance and guidance material are contained within [RA 3261\(2\)](#) and [RA 3263](#). [RA 3049](#)⁶ stipulates that all organizations operating MAA-regulated Aircrafts must meet the requirements detailed in [DSA02 DFSR](#).

3.1.1 AO / DFR Relationship. The relationship between the AO and the Airport AFRS Service Provider is defined within [DSA02 DFSR](#) / [CAP 699](#) and the Business Agreements between the AFRS Provider and the TLBs. The ARFS Service Providers Fire Station operates to national good practice, providing a service to the AO. The Gibraltar Airport Emergency Orders are managed by RAF Gibraltar, with the master hard copy of the Orders held in RAF Gibraltar Air Operations.

3.2 Emergency Orders / Aerodrome Crash Plan. Emergency Orders / Aerodrome Crash Plans are contained at [Annex L](#), iaw guidance contained within the [MAPCM](#), [RA 1400\(1\)](#)⁷ and [DSA02 DFSR](#). These orders cover the unit and response of an Aircraft accident / incident, on the aerodrome or within the 1000 m area assessment from runway thresholds, AO may also consider the establishment's Post Crash Management Area of Responsibility. The plan has been exercised by table top and live-ex iaw extant regulations. In the event that the runway is declared 'BLACK', actions are found in the RAF Gibraltar Business Continuation Plan to support and enable HQ and respective sections to continue to function until recovery can be achieved.

3.3 Aerodrome Rescue and Fire Fighting Services and Training Orders. The Senior Fire Officer, iaw DSA02 DFSR will ensure that orders are produced. To ensure document control and avoid inconsistencies, all firefighting and training orders are available on request from the Senior Fire Officer. Contact details are at [Annex M](#).

3.4 Disabled Aircraft Removal. The AO ensures that orders contained at [Annex N](#), are in place to cover the requirement to quickly and safely remove an Aircraft that has caused a temporary closure of a runway, taxiway or Aircraft Servicing Platform (ASP), but falls beneath the criteria of an accident that would be dealt with separately under the Aerodrome Aircraft Crash Plan. If there is any doubt as to the status of an incident, advice may be sought from the Defence Accident Investigation Branch Air (Defence AIB Air) if a civilian Aircraft is involved.

³ Regulatory Article (RA) 3261: aerodrome service

⁴ Regulatory Article (RA) 3263: drome classification

⁵ DSA02 DFSR Defence: Aerodrome Rescue Fire Fighting Regulations

⁶ Refer to RA 3049 – Defence Contractor Flying Organization Responsibilities for UK Military Aircraft Operating Locations.

⁷ Refer to RA 1400(1): Flight Safety.

Chapter 4: Air Traffic Services and Local Procedures

4.1 **ATC Orders.** ATC Orders cover all ATC procedures involved in the safe and expeditious flow of Air Traffic. The orders take into account any direction and guidance contained in MAA and CAA regulations; any variance will be notified in the MATS Part 2.

4.2 **Operational Management Orders.** Under Proj MARSHALL Air Traffic Management at RAF Gibraltar is provided by National Air Traffic Services (NATS). NATS conduct their operations in accordance with the following:

- a. [CAP 493](#) - Manual of Air Traffic Services - Pt 1
- b. [CAP 670](#) – Air Traffic Services Safety Requirements.
- c. [MAA RA 3000 series](#) – Air Traffic Management.

4.3 Further details can be found at [Annex O](#).

Chapter 5: Aerodrome Administration and Operating Procedures

5.1 Aerodrome Data Reporting. The AO is responsible for the ownership of the aerodrome data and will ensure all data provided is correct at all times. Orders for the reporting procedures to advise the relevant agency of any permanent changes to aerodrome information are to be contained at [Annex P](#). Further guidance on Aerodrome Information and notification is contained in UK Air Information Publication (AIP) / Mil AIP.

Aerodrome Data Reporting Procedures	
1	Legislation, Standards and Technical References. Information relating to the aerodrome serviceability or hazards to air navigation is to be routinely updated through the AIP and NOTAM (this can be managed by specified Ops or ATC staff).
2	Reporting Procedures. Any situation that may have an immediate effect on the safety of Aircraft operations is to be reported as soon as possible. In the first instance to ATC / Ops (if present) by radio or telephone. <ul style="list-style-type: none"> i. ATC Emergency – GPTN: 9231 98531(00350 2005) Ext 3333. ii. ATC Switchboard – 9231 98531 (00350 2005) Ext 3383/3533/5544. iii. RAF Operations – 9231 98531 (00350 2005) Ext 3352/3353 or +350 56001216. iv. If unable to contact ATC / Ops - RAF Duty Officer mob: +350 58009715. v. Out Of Hours GDP Control Room – 9231 98531 (00350 2005) Ext 5026 / 5121.
3	NOTAM⁸. The AO will ensure that all NOTAM actions are recorded for possible 1 st / 2 nd and 3 rd line audit. NOTAMs will be originated in the standard NOTAM format for any of the following circumstances.
	1 A change in the serviceability of approach aids and radios.
	2 A change in the operational information contained in the DAM and published in the Mil AIP.
	3 Aerodrome works effecting the manoeuvring area or penetrating the OLS.
	4 New obstacles which affect the safety of Aircraft operations.
	5 Bird or animal hazards on or in the vicinity of the aerodrome.
	6 A change in the availability of aerodrome visual aids, ie markers and markings, runway lighting, etc.
	7 Any change in aerodrome facilities published in AIP.
	8 Unusual air activities at the aerodrome.

⁸ NOTAM information must be provided by email. Where urgent advice can be given by telephone, it must be confirmed by fax or email as soon as possible. Reporting Officers raising a NOTAM must subsequently check the issued NOTAM for accuracy.

5.2 Aerodrome Serviceability Inspections. Orders are contained at [Annex Q](#) for the inspection of the Aerodrome, they are produced and conducted iaw RA [3264](#)⁹. Surface Inspections are conducted by ATC personnel and are carried out prior to the airfield opening to accept Aircrafts. An additional surface inspection is carried out by ATC prior to night flying taking place. Although not exhaustive, the following areas are included during a surface inspection by ATC:

- a. Paved surfaces are not damaged and clear from obstructions,
- b. The rock armour is damage free and clear of FOD,
- c. All painted surfaces are clearly visible,
- d. All Aerodrome lighting is clean and serviceable,
- e. IRDM illuminated distance markers and Taxiway indicator boards are fully serviceable,
- f. Traffic lights positioned on the MT route serviceable,
- g. Airfield PA system serviceable,
- h. Ensure temporary obstructions are correctly lit and marked.

An additional inspection of the Rwy 27 PAPIs and Sea Wall Lights are carried to ensure they have not become obscured by salt spray during periods of strong Eastly winds.

5.3. Aerodrome Technical Inspections. Orders are contained at [Annex R](#) for the technical inspection of the aerodrome and are produced and conducted iaw aerodrome regulations.

5.4 Radar, Radio and Navigation Aid Maintenance, Monitoring and Protection. Information regarding the Maintenance and monitoring of radar, radio and navigation equipment are published iaw Support Policy Statements, AP 600 and Aquila ATM policy. Details of security, control of access and safeguarding can be found at [Annex S](#).

5.5. Aerodrome Works Safety. Orders contained at [Annex T](#) are for the control and supervision of work in progress on the aerodrome are to be produced.

5.6. Aerodrome Users - Vehicle and Pedestrian Control. Orders contained at [Annex U](#), for the control of vehicular and pedestrian traffic on the aerodrome are iaw [RA 3262](#). Aerodrome users must hold a valid and in date airfield driving permit obtained from ATC prior to entering the airfield.

5.7. FOD Prevention - Training and Awareness. RAF Gibraltar follow the guidance and instructions contained within RA 1400 and AP 8000. FOD prevention, training and awareness can be found at [Annex V](#).

5.8. Aerodrome Wildlife Management. The AO provides comprehensive orders on wildlife management at [Annex W](#). Any incursion or infestation of wildlife will be managed on a case-by-case basis with support from the DIO Environmental Advisor and Environmental Health Teams as required. The initial POC is ATC (C/S SAPPPO)

5.9. Low Visibility Operations (LVO). RAF Gibraltar is a VFR airfield only and does not employ Low Visibility Operations. Details can be found at [Annex X](#).

5.10. Snow and Ice Operations. There are currently no Snow and Ice Orders at RAF Gibraltar details can be found at [Annex Y](#)

⁹ Refer to RA 3264 – Aerodrome Inspections.

5.11. **Thunderstorm and Strong Wind Procedures.** Orders contained at [Annex Z](#) have been produced to cover Aircraft operations during thunderstorm (lightning risk) warning periods and periods of forecast strong winds.

5.12. **Civil Aircraft Aerodrome Usage - Terms and Conditions.** Use of MOD Aerodromes by civil Aircrafts must be iaw [JSP 360](#)¹⁰. Orders contained at [Annex AA](#) govern the use by civil Aircrafts at RAF Gibraltar. Requests to use RAF Gibraltar should be addressed to GibAir, enquiries@gibair.gi or on +350 56000591.

5.13. **Safeguarding Requirements - Waivers and Exemptions.** The procedures involved in safeguarding the operational environment of military aerodromes is explained in greater detail in the [RA 3500 Series](#)¹¹. All Safeguarding activities are conducted iaw extant regulations and waivers or exemptions issued by the MAA are promulgated at [Annex BB](#) to the DAM and a corresponding record of the validity recorded in the DAAF.

5.14. **Aerodrome Assurance Activity.** Reports, surveys and assurance documentation, regarding the aerodrome and its facilities are captured within the [DAAF](#).

5.15. **Electrical Ground Power Procedures.** Orders contained at [Annex CC](#) are for electrical ground power procedures.

5.16. **Aviation Fuel Management Procedures.** Orders contained at [Annex DD](#) are regarding aviation fuel management including policy guidance are to be produced.

5.17. **Hazardous Materials - Spillage Plan.** Orders contained at [Annex EE](#) are for Hazardous Materials Spillage plan.

5.18. **Jettison and Fuel Dumping Area.** RAF Gibraltar does not have a jettison and fuel dumping area.

5.19. **Compass Swing Area.** RAF Gibraltar does not have a compass swing.

5.20. **Explosive Ordnance Disposal Area.** RAF Gibraltar does not have the use, or the access to, an EOD area.

5.21. **Dangerous Goods (DG) Procedures.** Orders contained at [Annex II](#) are produced for the control, loading, unloading and management of DG iaw extant regulations.

5.22. **Hydrazine (H70) Leak.** RAF Gibraltar does not hold the capability to deal with a hydrazine leak and therefore does not declare the ability to accept F-16 aircraft or other aircraft types operating with H70. Generic orders for a hydrazine leak can be found in [Annex JJ](#).

5.23. **RPAS / laser attack Orders.** With the development of RPAS limited orders can be found in [Annex KK](#).


¹⁰ Refer to JSP 360 - Use of Military Aerodromes by Civil Aircraft. This will need to be made available to civil operators on request.

¹¹ Refer to RA 3500 Series – Aerodrome Design and Safeguarding.

**Annex A to
20221020-RAF Gibraltar DAM 2.2
20 Oct 2023**

► AERODROME OPERATOR LETTER OF AUTHORITY. ◀

From: Commodore T J Guy Royal Navy



Commander British Forces
Gibraltar
HQ British Forces Gibraltar
The Tower
HM Naval Base

Wing Commander Thomas Harvey
Station Commander
Royal Air Force Gibraltar

11 August 2023

References:
A. [UKStratCom SOP 014](#) UKStratCom Air Safety Management Plan.
B. [MAA RA1020](#) - Roles and Responsibilities: Duty Holder (DH) and DH-Facing Organisations.
C. [MAA RA1026](#) - Aerodrome Operator.



Dear Wg Cdr Harvey,

LETTER OF AUTHORITY FOR AERODROME OPERATOR

1. Commander UKStratCom has appointed me as Operating Duty Holder for all Risk to Life activities under my control. UKStratCom is not a Duty Holder for aviation but is regarded as Duty Holder Facing and is therefore required to support the Aviation Duty Holder to ensure that air operations are conducted at a level of safety that is at least Tolerable and ALARP.
2. Reference A identifies the arrangements for aviation safety in UKStratCom in accordance with the requirements of References B and C. Each Duty Holder and Duty Holder Facing Organisation is required to nominate Suitably Qualified Experienced (SQEP) crown servant Aerodrome Operator for each "in scope" aerodrome.

Therefore, in accordance with the Reference A, I am appointing you as Aerodrome Operator for RAF Gibraltar aerodrome.

3. As an Aerodrome Operator I expect you to:
 - a. Support Aviation DHs and DH-Facing Organisations by ensuring that the requirements of MAA RA 1200 are applied to the management and operation of the aerodrome.
 - b. Assist with the creation of the local Air Safety Management Plan.
 - c. Manage the Defence Aerodrome Manual and Aerodrome Operators' Hazard Log.
 - d. On appointment and annually, review the Aerodrome Operator's Hazard Log for accuracy.

- e. Monitor the aerodrome for any new or modified aviation hazards. Where a new or modified hazard is identified, inform the CoC using the UKStratCom ADH-Facing Note format.
- f. Establish formal relationships with Aviation DHs in order to ensure that any decisions made which affect the aerodrome or its facilities are cognisant of the impact of the impact on Air Safety. Areas for consideration in this regard include, but are not limited to, facilities, personnel, equipment and material.
- g. Establish formal mechanisms to ensure the monitoring and the assurance of all activities, operating procedures, standards and flight safety within their AOR and interfacing areas.
- h. Conduct Aerodrome Management activities in accordance with the Defence Aerodrome Manual (DAM).
- i. Maintain a comprehensive record of aerodrome assurance activities through the use of the Defence Aerodrome Assurance Framework (DAAF).
- j. Ensure the accuracy of aerodrome data and notification of all aerodrome hazards at all times.
- k. Ensure that relevant inspections/audits take place and that any recommendations/actions are acted upon within the require timescale.
- 4. You should consult with UKStratCom Safety Centre or the MAA if you are unsure of any aspect of References B and C, ensuring that I am conversant with any correspondence.
- 5. Please confirm receipt of this Letter of Authority.



T J Guy
Commodore Royal Navy
Commander British Forces Gibraltar

[[[An "in scope" MOD aerodrome is one from which aircraft that an Aviation DH has responsibility for Risk to Life (RTL) operate on either a permanent or frequent basis. This also includes the flight decks of any RN/RFA Ship capable of having aviation assets embarked.

**Annex B to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

SAFETY MEETING STRUCTURE

Sponsor: Air Safety Manager

1. Air Safety Meeting Hierarchy is shown below. Further detail can be found in Chap A4 of the RAF Gibraltar ASMP.

Forum	Schedule	Details
RAF Gibraltar		
Air Safety Working Group	6 Monthly	Review Stn Cdr's AS Priorities and Objectives
Airport Executive Committee	Quarterly	Co-chaired meeting with Gibraltar Intl Airport
Risk Register Review	► Bi Monthly ◀	3 rd Tue of each other month
DASOR review	Monthly	3 rd Mon of each month
Air Safety Committee	Monthly	Last Tue of each month
Eng and Logs Committee	Weekly	Forum to raise Eng / Logs issues or concerns

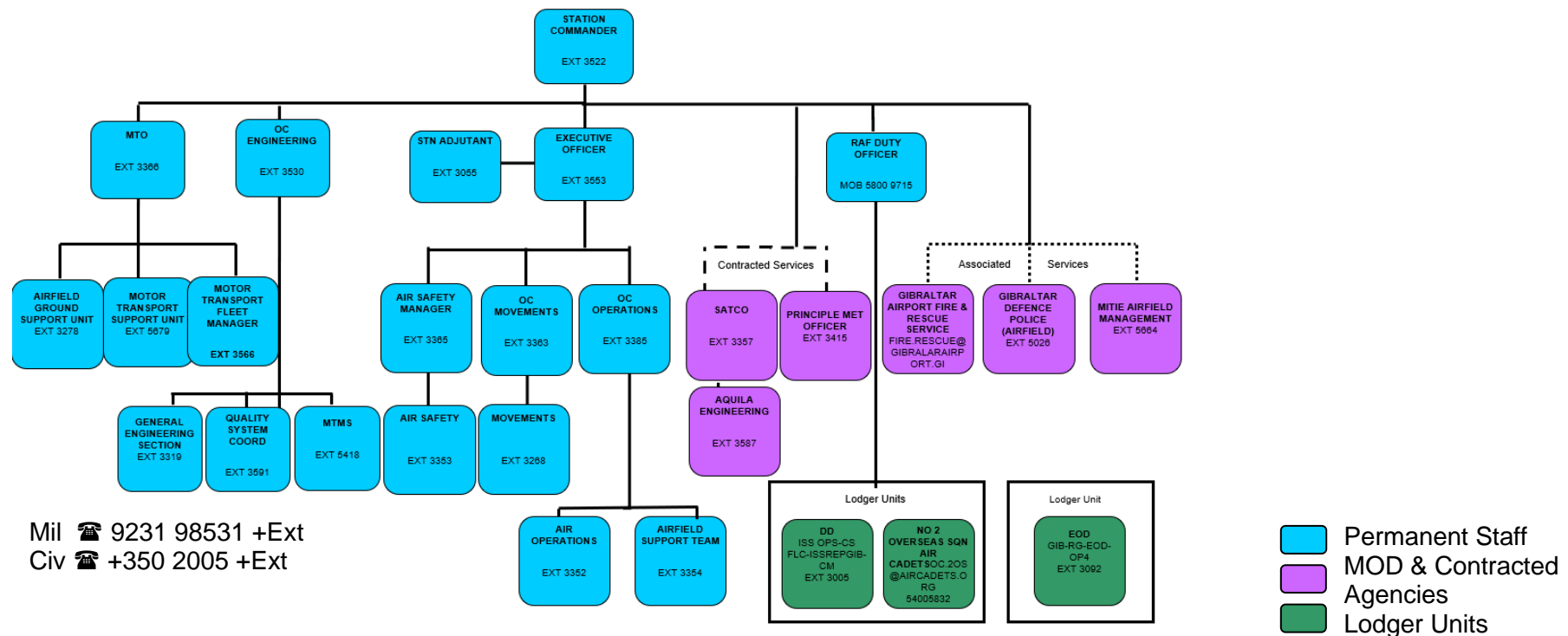
2. The RAF Gibraltar Air Safety Management Plan can be found at the following link:
[RAF Gibraltar ASMP](#)

RAF Gibraltar Defence Aerodrome Manual

ANNEX C: AERODROME KEY STAKEHOLDERS

Royal Air Force Gibraltar

Annex C to
20231020-RAF Gibraltar
DAM 2.2
20 Oct 2023

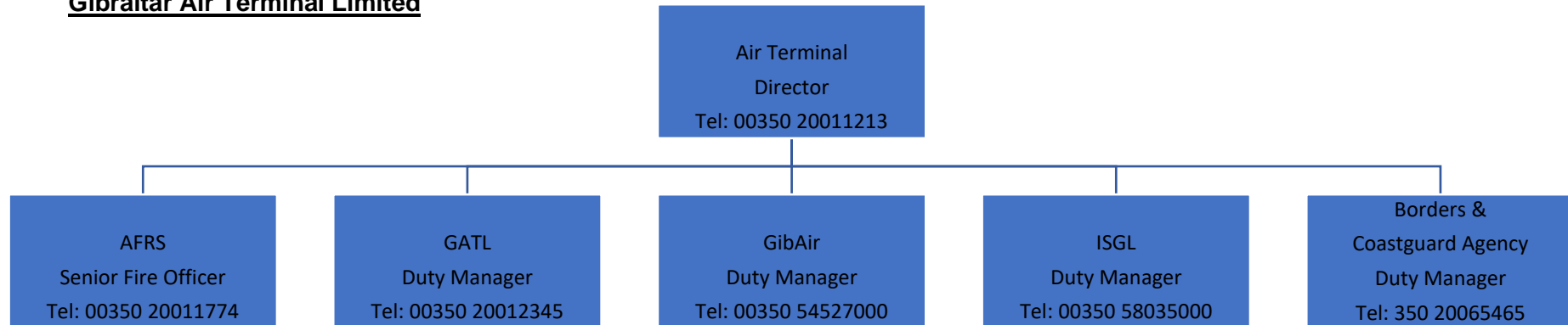


Appendix 1 to Annex A – RAF Gibraltar BCP

RAF Gibraltar Defence Aerodrome Manual

ANNEX C: AERODROME KEY STAKEHOLDERS

Gibraltar Air Terminal Limited



**Annex D to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

AERODROME OPERATORS HAZARD LOG

1. RAF Gibraltar's promulgates an Aerodrome Operators Hazard Log (AOHL) i.a.w. [MAA RA 1026](#). The Main hazards have been highlighted below:

Serial no.	Hazard Identified
GIB 001	<p>Major or Multiple Birdstrike</p> <p>Gibraltar is affected by a very large population of yellow legged gulls (large gull species) and it is also close to the migratory routes of many predatory birds from the African continent to the summer feeding grounds of Europe. There are particularly high numbers of birds between Jun – Sep with a large number of these being juvenile yellow legged gulls.</p>
GIB 002	<p>Winston Churchill Avenue Runway Incursion</p> <p>4-lane carriageway traverses the mid-section of the runway in a North/South direction. The carriageway is used by e-scooter, cycle and pedestrian route that links Gibraltar to Spain. There is an adjacent MT Route for MoD personnel that enables vehicles to cross the runway to route to MoD estate areas. The sterility of the runway cannot be fully assured and therefore there is a risk of an unauthorised runway incursion leading to a collision with an aircraft.</p>

RAF Gibraltar Defence Aerodrome Manual

GIB 003	<p>Foreign Object Debris</p> <p>Due to the location of the airfield (city centre proximity), the presence of a 4-lane public highway crossing it and the high volume of works in progress in the vicinity, FOD is a major safety concern for RAF Gibraltar. There is a higher than normal amount of man-made FOD around the airfield which poses a significant air safety risk to all ac operating from RAF Gibraltar.</p>
GIB 005	<p>Wind Turbulence</p> <p>Due to the proximity of the Rock of Gibraltar to the airfield, whenever the wind direction (subject to strength) lies between 110 and 250 deg, moderate to severe turbulence can affect ac on approach. This turbulence is difficult to see and can give rise to waterspouts. Flight through these areas can cause large, uncommanded changes in attitude, track and altitude in the critical stages of flight.</p>
GIB 007	<p>Lack of ATZ</p> <p>Owing to the political relationship between Spain and Gibraltar, RAF Gibraltar has never been afforded any form of protection in terms of ATZ for its operations. This means that there is a risk of unknown and uncontrolled ac triggering airprox events against traffic operating in or out of Gibraltar.</p>
GIB 010	Eastern Runway End Safety Area (RESA) Partial Removal (Tunnel Works) and reinstatement works
GIB 017	Cross-Border Support

	Lack of formal agreement between HMGoG and Govt of Spain mean that there is no assurance of unimpeded access into or out of Gibraltar by Spanish or local Civil Emergency Services (CES) when responding to a major incident.
--	---

2. RAF Gibraltar's full AOHL can be found at this [link](#).
3. If issues arise from the link above, please email: Gib-RAF-Ops@mod.gov.uk

**Annex E to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2022**

ANNEX E: FORMAL AERODROME RELATED AGREEMENTS

The following agreements relate to RAF Gibraltar and are reproduced in below.

- a. LOA between NATS Gibraltar and Seville ACC. Pages E2 – E15
- b. Operational Agreement between Gibraltar Port Authority and RAF Gibraltar.
Pages E16 – E23
- c. Operational Agreement between Ocean Village Marina and RAF Gibraltar.
Pages E24 – E26
- d. Operational Agreement between Gibraltar Sports and Leisure Authority and RAF Gibraltar.
Pages E27- E29

NATS Gibraltar

Letter of agreement

NATS – Seville ACC

GB/DOC/003

LETTER OF AGREEMENT

Between

LXGB ATC

and

AREA CONTROL CENTRE
OF SEVILLA
(SEVILLA ACC)

Effective: 2nd August 2010

1. General.

1.1. Purpose.

The purpose of this letter of agreement is to define the co-ordination and hand over procedures to be applied between LXGB ATC and SEVILLA ACC when providing ATS to General Air Traffic (IFR/VFR).

These procedures are supplementary to those specified in ICAO, Eurocontrol and National Documents.

1.2. Operational Status.

Both units shall keep each other advised of any changes in the operational status of their facilities and navigational aids which may affect the procedures specified in this Letter of Agreement.

1.3 These rules and procedures and any activity performed or measure taken to implement them or as a result of such rules and procedures, will be understood to be without prejudice to the respective legal positions of Spain and the United Kingdom with regard to the dispute on sovereignty and jurisdiction over the territory where the airport of Gibraltar is situated

1.4 Definitions for General Air Traffic

1.4.1. General Air Traffic (GAT).

Flights conducted in accordance with the rules and provisions of ICAO and/or the relevant national civil aviation regulations and legislation

2. Procedures

2.1 The procedures to be applied by LXGB TWR and SEVILLA ACC are detailed in the Annexes to this Letter of Agreement.

Annex A: Definitions and Abbreviations.
Annex B: Section of Madrid FIR Airspace Structure.
Annex C: Exchange of Flight Data.
Annex D: Procedures for Co-ordination.
Annex E: Transfer of control and transfer of Communications.

LoA between LXGB ATC and SEVILLA ACC

Page 1 of 3

Annex F: Contingency Procedures

2.2 These procedures shall be promulgated to the operational staff of the ATS units concerned.

3 Revisions and Deviations.

3.1 Revisions of the letter of Agreement.

The Revision of the present Letter of Agreement, including Annexes, requires the mutual consent of the signatory authorities.

3.2 Revision of the Annexes to the Letter of Agreement.

The revision of the Annexes to the present Letter of Agreement requires the mutual consent of the Signatory Authorities.

3.3 Temporary Deviations.

When necessary, the watch Supervisors of the ATS Units concerned may introduce, by mutual agreement and for a specified time period, temporary modifications to the procedures laid down in the Annexes to the present Letter of Agreement

3.4 Incidental deviations.

Instances may arise where incidental deviations from the procedures specified in the Annexes to this letter of Agreement may become necessary. Under these circumstances Air Traffic Controllers are expected to exercise their best judgement to ensure the safety and efficiency of air traffic.

4 Cancellation.

4.1 Cancellation of the present Letter of Agreement by mutual agreement of the respective Signatory Authorities may take place at any time.

4.2 Cancellation of this Letter of Agreement by either Signatory Authority is possible at any time, provided that the cancelling party declares its intention to cancel the Letter of Agreement with a minimum of pre notification time of **THREE (3) MONTHS** before the date the cancellation is to take effect.

5 Interpretation and Settlement of Disputes.

5.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present Letter of Agreement or in case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to both of them.

5.2 Should no agreement be reached, each of the parties shall refer to a higher level of both ANSP's, to which the dispute shall be submitted for settlement.

6 Validity.

This Letter of Agreement becomes effective on 2nd August 2010

Agreed By:

AENA

NATS

Andres Torrecilla Rippoll
Director of Operations

Juliet Kennedy
Director Operations (Airports)
NATS Services

Julio Martínez Molina
Head of Division
South Region

Trevor Hammond
General Manager
NATS Services Gibraltar

ANNEX A

Definitions and Abbreviations.

Effective: 2nd August 2010
Revised:

A.1. Definitions.

A.1.1. Area of common interest.

A volume of airspace as agreed between two ATS units, within which airspace structure and related activities may have an impact on air traffic co-ordination procedures.

A.1.2. Approval Request.

Request from ATS unit concerned for an approval of:

- an aircraft not yet airborne, whenever the flying time to the transfer of control point is less than the agreed minimum notification time, or
- an aircraft in flight intending to operate under conditions other than those described in mutually agreed procedures.

A.1.3. Expedite Clearance.

An urgent clearance request from an ATS unit to the ATS unit concerned for an aircraft in flight whenever the flying time to the transfer of control point is less than agreed minimum notification time.

A.1.4. Division Flight Level (DFL).

The flight level dividing two super-imposed areas of responsibility for the provision of ATS.

A.1.5. Known Traffic

Traffic, the current flight details and intentions of which are known to the controller concerned through direct communications or co-ordination

LXGB ATC

SEVILLA ACC

A.1.6. Release.

A.1.6.1. Release of Climb.

An authorisation from the accepting unit to climb (a) specified aircraft before the transfer of control.

Note: The transferring unit remains responsible for separation until the transfer of control.

A.1.6.2. Release Descent.

An authorisation from the accepting unit to descent (a) specific aircraft before the transfer of control.

Note: The transferring unit remains responsible for separation until the transfer of control.

A.1.6.3. Release to Turn.

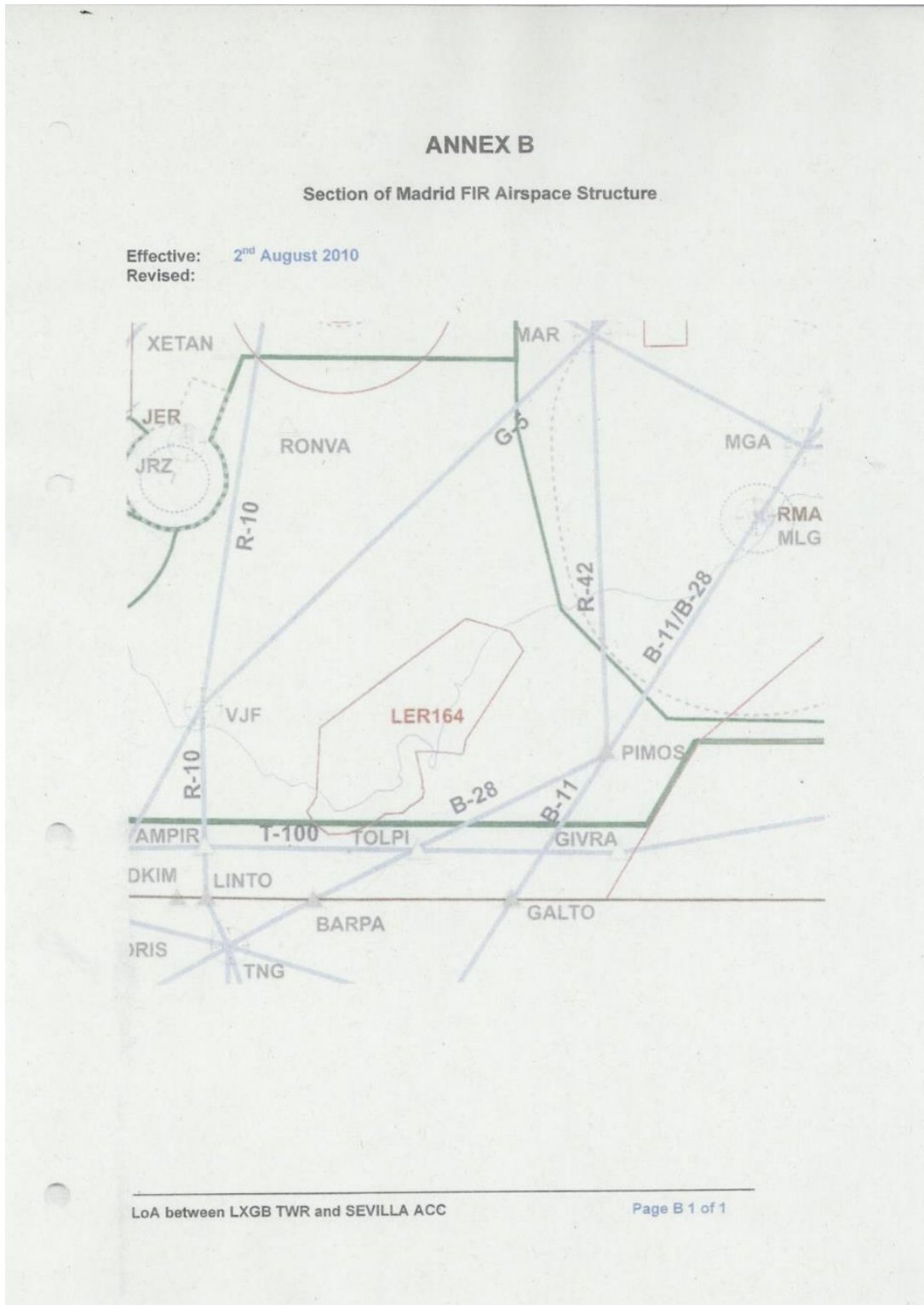
An authorisation for the accepting unit to turn (a) specific aircraft before the transfer of control.

Note: The transferring unit remains responsible for separation until the transfer of control.

LXGB ATC

SEVILLA ACC

A.2.	Abbreviations.
ABI	Advanced Boundary Information
ACT	Activation Message
AFTN	Aeronautical Fixed Telecommunication Network
AIP	Aeronautical Information Publication
AMC	Airspace Management Cell
ATC	Air Traffic Control
CBA	Cross Border Area
CDR	Conditional Route
COP	Co-ordination Point
CRAM	Conditional Route Availability Message.
CVS	Conventional Vertical Separation.
DFL	Division Flight Level
EAT	Expected Approach Time
ETA	Estimated Time of Arrival
ETO	Estimated Time Over Significant point
FIR	Flight Information Region
FLAS	Flight Level Allocation.
FMP	Flow Management Position
GAT	General Air Traffic
ICAO	International Civil Aviation Organisation
IFR	Instrument Flight Rules
LoA	Letter of Agreement
MEA	Minimum Enroute Altitude
MFC	Multi Frequency Coding (Telephone System)
MNT	Mach Number Technique
NM	Nautical Mile
OAT	Operational Air Traffic
ORCAM	Originating Region Code Assignment Method
RNAV	Area Navigation
RTF	Radio Telephony
RVSM	Reduced Vertical Separation Minimum
SAR	Search and Rescue
SSR	Secondary Surveillance Radar
TBD	To Be Determined
TCP	Transfer of Control point
TSA	Temporary Segregated Area
TWR	Aerodrome Control Tower
UIR	Upper Flight Information Region
VFR	Visual Flight Rules



ANNEX C

Exchange of Flight Data

Effective: 2nd August 2010
Revised:

C.1. General.

C.1.1. Basic Flight Plans.

Basic Flight Plan Data should normally be available at both units.

C.1.2. Current Flight Plan Data.

The transferring unit shall forward messages to the accepting unit, including current flight plan data, by telephone to the appropriate sector/position.

C.1.2.1 Verbal Estimates.

A verbal estimate shall be passed to the appropriate sector at the accepting unit at least fifteen (15) minutes prior, but not earlier than thirty (30) minutes before the aircraft is estimated to pass the TCP, and shall contain:

- COP,
- Callsign,
- SSR Code,
- ETO for the appropriate COP as laid down in Annex D to this LoA,
- Cleared flight level specifying climb or descent conditions if applicable, at the TCP.
Requested flight level if different from cleared flight level
- Other information, if applicable,

C.1.3. Non-availability of Basic Flight Plan Data.

If the accepting unit does not have basic flight plan data available, additional information including type of aircraft, departure and destination airport, 8,33 equipment, RVSM approval, etc., has to be sent by the transferring Unit to supplement the verbal estimates.

C.1.4. Revisions.

Any significant revisions to the flight data are to be transmitted to the accepting unit. Time difference of **three (3) minutes** or more are to be advised.

C.2. Means of Communications and Their Use.

C.2.1. Equipment.

The following line is available between LXGB ATC and SEVILLA ACC:

- Direct speech line as primary mean of co-ordination.

C.2.2 Telephone Co-ordination.

In the event of failure of the direct speech line, exchange of flight plan data, estimates and revisions by telephone shall be carried out in accordance with the tables below:

C.2.2.1 From LXGB ATC to SEVILLA ACC.

Receiving Sector	Message	Position
PIMOS	Flight Data and Estimates including Control Messages, ATC Clearances, Approval Requests and Revisions.	Chief OPS Room: ++ 34 954 555415 ++ 34 954 555437 Supervisor: ++ 34 954 555416 ++ 34 954 555434 Controller: ++ 34 954 402 386

34 954 402 386

DM
QAR
26 JAN 13

C.2.2.2. From SEVILLA ACC to LXGB ATC

Receiving Sector	Message	Position
LXGB ATC	Flight Data and Estimates including Control Messages, ATC Clearances, Approval Requests and Revisions.	Control Position 1 +350 20053684 Control Position 2 +350 20053676 ATC Switchboard Request transfer to a Controller +350 20053383

C.3. Failure of Ground/Ground Voice Communications.**C.3.1. Fall-Back Procedures for Co-ordination.**

In the event of failure of the direct line and other telephone communications as detailed in 2.2.1 and 2.2.2 above, between the co-ordinating partners, co-ordination may be effected via:

- Auto transfer. See C.3.1.1.
- Recorded documented telephone line. See C.2.2.1. and C.2.2.2

C.3.1.1

Auto transfer Procedures.

- a) Pilot shall be instructed, at least **ten (10) minutes** prior to TCP, to pass flight data on the appropriate frequency of the accepting unit for the purpose of obtaining an ATS entry clearance from the accepting unit.
- b) If the accepting unit cannot issue an entry clearance to the pilot upon his initial contact, the pilot shall be instructed to inform the transferring unit accordingly via RTF
- c) The transferring unit shall hold the aircraft within its AoR and after a minimum of **five (5) minutes** instruct the pilot to re-establish RTF contact with the accepting unit.
- d) This procedure shall be repeated until an onward clearance has been obtained from the accepting unit.
- e) Auto transfer aircraft shall be transferred once established at a flight level appropriate to the route to be flown.
- f) The accepting unit shall not change such flight level until the aircraft has passed the TCP.

ANNEX D

Procedures for Co-ordination

Effective: 2nd August 2010
Revised:

D.1. General Conditions for Acceptance of Flights.

- D.1.1. Co-ordination of flights shall take place by reference to the COP for the relevant route and in accordance with the appropriate flight levels.
- D.1.2. Flights shall be considered to be maintaining the co-ordinated flight level at the TCP unless climb or descent conditions have been clearly stated by subsequent verbal co-ordination.
- D.1.3. If the accepting Unit cannot accept a flight in accordance with the conditions specified above, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.
- D.1.4. For any proposed deviation from the conditions specified in this Annex, the transferring unit shall coordinate with the accepting unit.
- D.1.5. The accepting Unit shall not notify the transferring unit that it has established ground-air communications with the transferring aircraft unless specifically requested to do so.
- D.1.6. Gibraltar ATC is responsible for traffic separation between departing traffic and the transferred arriving traffic under the unit's control.
- D.1.7. Sevilla ACC is responsible for traffic separation between the transferred departing traffic and non transferred arriving traffic under the unit's control.
- D.1.8. Known Traffic in the Common Area of Interest which might conflict with arriving traffic or departing traffic will be co-ordinated by the units.

D.2

D.2.1 ARRIVING TRAFFIC TO LXGB :

- 2.1.1 Sevilla ACC will provide Gibraltar ATC with the arrival estimate at least 15 minutes before appropriate COP.
- 2.1.2 Arriving traffic will be transferred at or before the COP, released for descend.
- 2.1.3 In the case of successive arrivals, Sevilla ACC will coordinate and agree transfer conditions with Gibraltar ATC.
- 2.1.4- Gibraltar ATC will report to Sevilla ACC in case of "MISSED APPROACH", unless the traffic is joining the visual circuit at Gibraltar. Sevilla ACC will

maintain successive arrivals on frequency until a new coordination can be established for the affected traffic.

COP	FL
PIMOS	90
LINTO	To be coordinated

• **D.2.2- DEPARTING TRAFFIC FROM LXGB:**

- 2.2.1** Gibraltar ATC will coordinate departing traffic with Sevilla ACC.
- 2.2.2** Sevilla ACC will provide Gibraltar ATC with the necessary ATC clearance, SSR code and any other relevant information affecting departing traffic.
- 2.2.3** Gibraltar ATC will report to Sevilla ACC at the appropriate time in order to obtain a Release for departing traffic.
- 2.2.4** Sevilla ACC will provide Gibraltar ATC, as soon as possible, the RELEASE clearance and could modify if needed the departure ATC clearance.
- 2.2.5** Gibraltar ATC will request release no more than 3 minutes prior to issuing take off clearance. Release will be void after 3 minutes and a subsequent release should be sought from Sevilla ACC.
- 2.2.6** Gibraltar ATC will transfer the departing traffic after take off, at or before the COP, released for climb, to the appropriate Sevilla frequency, proceeding as cleared.

COP	FL
PIMOS	90
LINTO	To be coordinated

ANNEX F
Other Information
Supplementary Procedures.
Contingency Procedures

Effective: 2nd August 2010
Revised:

F.1. TYPES OF CONTINGENCY

- a. **Contingency Type A:**
The total inoperability of the providing Air Traffic Services Unit (Sevilla ACC).
- b. **Contingency Type B:**
The Unit providing Air Traffic Services (Sevilla ACC) has capacity enough to maintain ground /air and ground/ground communications.
- c. **Contingency Type C:**
The Unit providing Air Traffic Services (Sevilla ACC) in addition to having ground/air communications to the specified minimum contingency type B, radar data available.

F.2. CONTINGENCY PROCEDURES

- a. SEVILLA ACC SUPERVISOR
- b. LXGB ATC SUPERVISOR
- c. As soon as the contingency situation at SEVILLA ACC starts all the operating procedures will be coordinated between the Supervisors of the both ATC Units.
 - 1° To ask for extra Slots through Sevilla ACC.
 - 2° To require Approval Request.

Operational Agreement RAF Gibraltar and Gibraltar Port Authority

Operational Agreement Gibraltar Port Authority and RAF Gibraltar

Abbreviations

ANSP	Air Navigation Service Provider
AO	Aerodrome Operator
AOTS	Anthem of the Seas
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
BGTW	British Gibraltar Territorial Waters
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
GPA	Gibraltar Port Authority
GVTS	Gibraltar Vessel Traffic Services
LNG	Liquefied Natural Gas
MATS	Manual of Air Traffic Services
RAF	Royal Air Force
R/T	Radio Telephony
VCR	Visual Control Room

Introduction

With the location of RAF Gibraltar adjacent to the Bay of Gibraltar, a busy shipping area, there is a need to identify and mitigate against any safety implications on aircraft created by the movement of shipping. Additionally, the movement of helicopters from motor yachts or vessels within British Gibraltar Territorial Waters must be carefully co-ordinated by ATC and GVTS.

Purpose

The aim of this procedure is to establish a safe system of operation between the Gibraltar Port Authority and RAF Gibraltar.

GVTS Schedule and execute the movement of vessels.

This Operational Procedure is the source document from which the MATS Part 2 derives the procedures to be followed.

NATS Services is responsible for the publication of procedures in the MATS part 2.

Any additional agreements with outside agencies shall be in accordance with this agreement.

Management of the Agreement

The AO is responsible for obtaining agreement of operating practices with the GPA. The AO shall consult with NATS regarding the impact to ATC service of any representations or proposed changes made by the GPA. Copies of any agreements shall be provided to NATS Services.

Definitions

For the purpose of this document the following definitions apply:

18/09/2020

Page 1 of 8

Issue 7

Operational Agreement RAF Gibraltar and Gibraltar Port Authority

Air Draught	Distance from waterline to the top of all structures and fittings.
Large Vessel	Vessel with an air draught equal to or exceeding 45m (149 ft) and in communication with GVTs.
No Anchoring Zone	The Area immediately to the West and to the East of the Aerodrome and delineated on Admiralty Charts as a No Anchoring Zone (see Appendix 1).
Restricted Area	The area immediately to the West of the Aerodrome and defined on the Admiralty Charts as a Restricted Area (see Appendix 1).
Vessel	Vessel with an air draught equal to or exceeding 10m (66 ft) and in communication with GVTs.

1. Vessels in the Restricted Area

The passage of Vessels within the Restricted Area must be appropriately monitored, and the ATC operation managed by NATS.

Where there is doubt as to whether such shipping has entered the Restricted Area, the vessel will be assumed to have entered the Area.

The occurrence of such Vessels during airport operational hours is rare but in order to facilitate movements, the following procedures have been agreed.

1.1 General Procedures

- a) ATC will email the schedule of civilian aircraft movements each morning to GVTs as part of its opening checks to email address ops@port.gov.gi. This is for information only and is not intended to place any additional burden of responsibility on GVTs.
- b) ATC will pre-note the GVTs Centre by email (ops@port.gov.gi) when military exercises are expected to take place for information purposes and to convey an appreciation that the number of aircraft movements will be significantly greater than normal. This notification should provide 24hrs notice. If less than 24 hours notification is not possible the email should also be followed up with a phone call to the GVTs Supervisor on 200 46254, ext. 2003.
- c) All Captains of Vessels subject to a Pilot Exemption Certificate will receive a briefing from the GPA which will include information on the Restricted and No Anchoring Zones prior to the issue of the certificate.
- d) Where a Vessel is anchored in a manner where any part of the vessel is within the Restricted Area and where the vessel is judged likely to affect aircraft operations, ATC shall contact GVTs by telephone on number +350 200 46254, ext. 2003, requesting that the vessel be moved and providing timings of the next expected aircraft movement.

- e) Vessel movements are monitored by the GVTS by GPA Officers who are in R/T contact with the vessels.
- f) Vessels that enter the Restricted Area, which are unable to be sequenced between aircraft movements at RAF Gibraltar will result in a cessation of aircraft movements until such time as the Vessel has transited the Restricted Area. Departures from Runway 09 may be permitted.
- g) Where a Vessel enters the Restricted Area after an aircraft has been cleared to land, or is within six miles from touchdown, the Captain of the aircraft is to be passed Essential Aerodrome Information by ATC. The decision whether or not to break off the approach rests with the Captain of the aircraft.
- h) Nothing in this document prevents an ATCO from passing information to an aircraft Captain where he deems it necessary in the interest of flight safety.

2. Large Vessels in the No Anchoring Zone

Large Vessels transiting the No Anchoring Zone may interfere with airfield operations. GVTS shall contact ATC at least 20 minutes in advance of a transit using telephone number +35020053383. The Tower ATCO and RAF Air Operations are to be informed.

Where a Large Vessel is anchored in a manner where any part of the vessel is within the No Anchoring Zone and where the vessel is judged likely to affect aircraft operations, ATC shall contact GVTS by telephone on number +350 200 46254 Ext, 2003, requesting that the vessel be moved and providing timings of the next expected aircraft movement.

GVTS shall try and arrange for potentially disruptive vessel movements to be made out of airfield operational hours.

Details of vessels with an air draught of 45 metres or more which are scheduled to berth at the North Mole Western Arm must be notified to Gibraltar ATC by GVTS 24 hours in advance of their ETA and ETD. Gibraltar ATC must also be notified immediately of any updates to the ETA or ETD of these vessels should they be subject to change.

3. Anthem of the Seas

AOTS has been authorised to use an extendable gondola situated at the top of its superstructure under the following specific conditions anytime that it is at, or within 400m of, the berth at North Mole.

- a) ATC shall receive specific notification from the GPA for days on which AOTS is in port and intending to operate its gondola. This notice may form part of the standard 24hrs notice for vessels over 45m but must make additional reference to use of the gondola.
- b) VTS shall contact ATC 30 minutes prior to the first use of the Gondola that day to seek specific approval from the Tower ATCO. This same notice shall be provided if AOTS intends to operate its Gondola within 400m of its berth. Once this initial approval is given by ATC, the gondola may be operated subject to these further provisions.

Operational Agreement RAF Gibraltar and Gibraltar Port Authority

- c) ATC shall contact VTS 30 minutes prior to the black or red times of an arriving aircraft, or from the time a departing aircraft calls for pushback until 15 minutes after its departure, requesting the gondola be lowered into the resting position and any further use ceased.
- d) Once an aircraft has landed or 15 minutes after a departure ATC shall contact VTS to permit the gondola to resume activity.
- e) No aircraft may be cleared to land or take off if communications have not been established between ATC and VTS or if an ATCO is in any doubt that gondola activity has ceased.
- f) In order to avoid unnecessary operational distraction, ATC may apply a degree of discretion on timings where it appears times between aircraft movements will not permit use of the gondola.

4. Helicopter Movements in and around the vicinity of BGTW

Some large motor yachts or vessels may be equipped with helicopters and any requests for their movement either on or off the vessel must be managed to ensure flight safety, the safety of other vessels and of the public.

The Civil Aviation (Rules of the Air) Regulations 2009 Section 6 (a) (ii) allow for take-offs from motor yachts and provides exemption from the 500ft low flying rule *"when landing and taking-off in accordance with normal aviation practice or air-taxiing"*.

For the purpose of this Regulation a helicopter being operated from a motor yacht or civilian vessel when in BGTW in order to transfer personnel from the yacht to an approved landing site, or vice versa, constitutes normal practice; helicopter captains will be expected to operate to their own operations manual, to have adequate separation from other vessels and to liaise with Gibraltar ATC to ensure deconfliction from aircraft operating into or out of the Airport.

Within Gibraltar, only RAF Gibraltar or another vessel located in accordance with the provisos set out below constitutes an approved landing site unless specific written permission for the use of an alternative site has been issued by the Regulator and notified in writing to both the Port Authority and ATC.

Helicopter operations from inside the marinas within Gibraltar are not considered normal aviation practice and will not be authorised.

Motor yachts or vessels requesting permission from GVTs for helicopter movements should be passed to Gibraltar ATC with the proviso that they must move into clear waters away from other vessels, areas of population and hazardous areas such as yacht refuelling facilities.

Should the initial request for a helicopter movement from motor yachts or civilian vessels be received by ATC, contact must be made with GVTs to advise them of the intended flight and to ensure deconfliction from any surface vessels operating or anchored in the vicinity of the launch area.

18/09/2020

Page 4 of 8

Issue 7

To assist GVTs in maintaining situational awareness, ATC are to inform GVTs of all helicopters and aircraft conducting exercises or operational activity in BGTW. This does not apply to transiting helicopters.

5. Seaplanes

Seaplane landings and take offs are not permitted inside the harbour or marinas.

Seaplanes requesting permission from GVTs to take off or land within BGTW should be passed to Gibraltar ATC with the proviso that they must move into clear waters away from other vessels, areas of population and hazardous areas such as yacht refuelling facilities.

Should the initial request for a seaplane movement be received by ATC, contact must be made with GVTs to advise them of the intended flight and to ensure deconfliction from vessels operating or anchored in the vicinity of the take-off or landing area.

Seaplane captains will be expected to operate to their own operations manual, to have adequate separation from other vessels and to liaise with Gibraltar ATC to ensure deconfliction from aircraft operating into or out of RAF Gibraltar.

6. LNG Storage Facility Vessel Movements

All vessels arriving or departing the LNG Storage Facility berth will be under the control of the GVTs.

GVTs shall contact ATC at least 20 minutes in advance of a vessel movement using telephone number +35020053383. The Tower ATCO and RAF Air Operations are to be informed.

No ship to shore LNG transfers are permissible while the airfield is open.

7. Aircraft Emergency Response at Sea

JSP426 Volume 3, Leaflet 02 paragraph 24 requires that the airfield provide an aircraft rescue capability to a radius of up to 1000m from the airfield boundary at sea. It is agreed that the discharge of this capability is provided by the Gibraltar Port Authority as detailed in the Gibraltar Aerodrome Emergency Orders (GAEOs).

8. Fire Fighting Aircraft

ATC will advise GVTs when aircraft are operating in the Bay for the purpose of firefighting operations.

9. Contacts

ATC

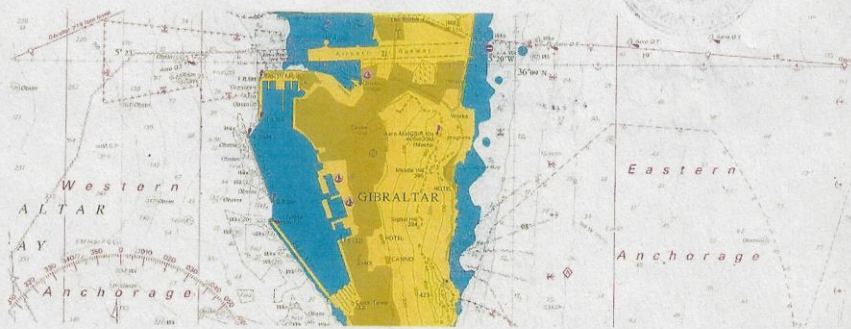
Switchboard	+35020053383
ATC Watch Supervisor	+35020053276
ATC General Manager	+35020053357
ATC Emergency Line	+35020053333

Operational Agreement RAF Gibraltar and Gibraltar Port Authority

RAFAA	
Operations	+35020053352
	+35020053353
Operations Duty Mobile	+35056467000
GVTS	
Duty Port Officer	+350 200 46254, ext. 2003
VTs Manager	+350 200 46254, ext. 2009
Switchboard	+350 20046254
Emergency Number	+350 20061743

Operational Agreement RAF Gibraltar and Gibraltar Port Authority

Appendix 1 – Extract from Admiralty Chart 1448 (Dated 15 July 2010)



Crown Copyright United Kingdom Hydrographic Office

18/09/2020

Page 7 of 8

Issue 7

Operational Agreement RAF Gibraltar and Gibraltar Port Authority

Issue 7 of this agreement becomes effective on 18 Sep 2020 and will be reviewed not less than once every 24 months, on changeover of Stn Cdr and/or as a result of any of any major organisational changes.

Agreed By

RAF Gibraltar



[Signature]

16/9/2020

Wing Commander Annella Doherty
Station Commander

Gibraltar Port Authority



[Signature]

16/9/2020

Manuel Tirado
Captain of the Port of Gibraltar

18/09/2020

Page 8 of 8

Issue 7

Operational Agreement RAF Gibraltar and Ocean Village Marina

Operational Agreement Ocean Village Marina and RAF Gibraltar

Copy Number	Location
1	Royal Air Force Operations
2	Ocean Village Marina
3	Air Traffic Control

Abbreviations

ANSP	Air Navigation Service Provider
AO	Aerodrome Operator
ATC	Air Traffic Control
MATS	Manual of Air Traffic Services
OLS	Obstacle Limitation Surface
OVM	Ocean Village Marina
RAF	Royal Air Force

Introduction

With the location of OVM adjacent to RAF Gibraltar, there is a need to identify and mitigate against any safety implications to aircraft created by the berthing of vessels within the Marina and penetrating the OLS of the airfield.

Purpose

The aim of this agreement is to establish a safe system of operation between OVM and RAF Gibraltar.

Ocean Village Marina plan the arrangements for the berthing of vessels within the Marina.

This Agreement is the source document from which the MATS Part 2 derives any procedures to be followed by ATC.

NATS Services, as the ANSP, is responsible for the publication of procedures in the MATS part 2.

Any additional agreements made by the signatories to this document with third parties not subject to this agreement shall, where appropriate, be in accordance with this agreement.

Management of the Agreement

The AO is responsible for obtaining agreement of operating practices with OVM. The AO shall consult with NATS regarding the impact to ATC service of any representations or proposed changes made by OVM. Copies of any agreements shall be provided to NATS Services.

Definitions

For the purpose of this document the following definitions apply:

Air draft Distance from waterline to the top of all structures and fittings.

Operational Agreement RAF Gibraltar and Ocean Village Marina

1. Berthing Plan

OVM is responsible for producing a plan of the Marina which clearly indicates which vessels may be berthed in which locations so as to account for their respective air drafts, ensuring that under normal circumstances, the plan provides that no berthed vessel shall penetrate the OLS of the airfield.

The plan is included as Appendix 1 to this agreement.

OVM is responsible for vessels operating in compliance with the plan produced.

2. Exceptions

From time to time OVM may receive requests for vessels to berth which would not conform to the berthing plan. While these occasions shall not be routinely planned, it is recognised that they might occur. The AO is to be contacted immediately on receipt of such a request by OVM to provide notice of these occurrences and allow appropriate notification to airmen to take place. Where the AO is not available then OVM should liaise directly with ATC.

In all such circumstances the AO retains the right to refuse such permission should the request be deemed to pose a significant hazard to aviation.

Contacts**ATC**

Switchboard +35020053383
ATC Watch Supervisor +35020053276
ATC General Manager +35020053357
ATC Emergency Line +35020053333

OV

Director: Ed Allison-Wright +447762746380

OVM**AO**

Operations +35020053352
+35020053353
Operations Duty Mob +35056467000

Director: William Bowman +447815892688
Manager: Karl Bisset +35020073300
+35056463000
Pier Master: Brian Young +35020073300
Glenn Escalona Mob +35058009812
Fax +35020042656

Agreed By


Wing Commander John Kane
Station Commander

For and on behalf of
RAF Gibraltar



Ed Allison-Wright
Director, Ocean Village

For and on behalf of
Ocean Village Marina

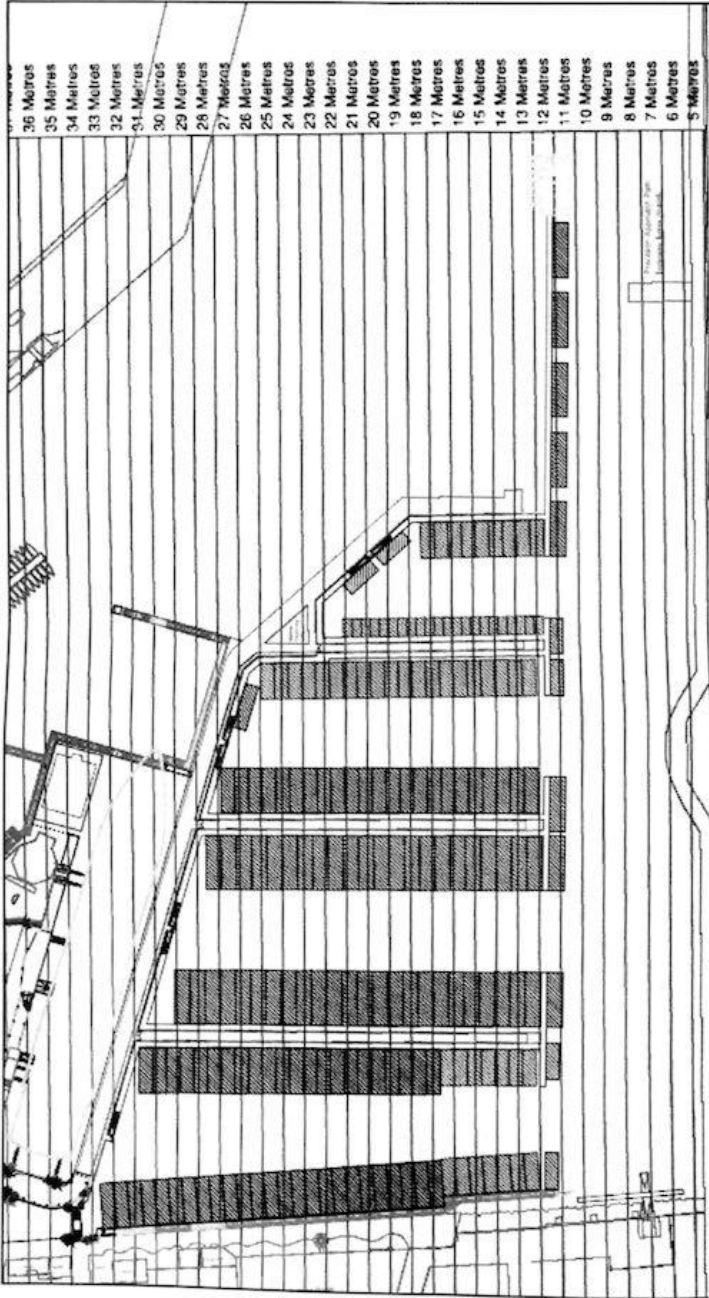
05/07/19

Page 2 of 3

Issue 2

Operational Agreement RAF Gibraltar and Ocean Village Marina

Appendix 1 – Aircraft Compliance



Issue 2

Page 3 of 3

05/07/19

Operational Agreement Gibraltar Sports and Leisure Authority and RAF Gibraltar

Abbreviations

AO	Aerodrome Operator
ATC	Air Traffic Control
ATC WM	Air Traffic Control Watch Manager
BSC	Bayside Sports Centre
ETA	Estimated Time of Arrival
ATD	Actual Time of Departure
GJBS	Gibraltar Joinery and Building Services
MADS	Manual of Aerodrome Design and Safeguarding
NATS	National Air Traffic Services
GSLA	Gibraltar Sports and Leisure Authority

Introduction

With the proximity of the Bayside Sports Centre (BSC) to RAF Gibraltar, specifically the runway, it is recognised that certain activities may take place within the BSC which have a direct impact on the safe operation of aircraft at the Airfield.

Purpose

The aim of this agreement is to establish a safe system of operation between the GSLA and the Airfield in areas of mutual interest.

The key areas of mutual interest are:

1. Perimeter fence between the BSC and the Airfield
2. Operation of cranes within the BSC
3. Floodlight use at the hockey pitches within the BSC

It may be deemed necessary by either the AO or GSLA management to amend this document by mutual agreement. Any additional agreements made with third parties shall be in accordance with this agreement.

Management of the Agreement

The AO is responsible for obtaining agreement of operating practices with the GSLA. The AO shall consult with NATS regarding the impact to ATC service of any representations or proposed changes made by the GSLA. Copies of any agreements shall be provided to NATS Services.

Definitions

For the purpose of this document the following definitions apply:

1. Perimeter Fence

- a) Maintenance of the perimeter fence is the responsibility of the GSLA.
- b) Inspection of the perimeter fence for defects is primarily the responsibility of the GSLA, however, the airfield will conduct routine visual inspections of the fence and report any defects found to the GSLA.

- c) Any planned maintenance scheduled to take place on the fence, which may involve the removal of sections of the fence shall be notified to the airfield with at least 7 days notice. Timings of works and security requirements shall then be agreed between the two agencies prior to commencement of works.

2. Operation of Cranes

- a) The operation of any mobile crane anywhere within the BSC shall be subject to coordination with and approval from the AO.
- b) The GSLA should notify the AO of the request for such activity at the earliest opportunity in order for the request to be facilitated with minimum delay. In any event, at least 4 hours notice of the activity should normally be provided. Where it is not possible to contact the AO, ATC may be contacted directly.
- c) The AO will coordinate with ATC and may delegate the function of approving the operation to the ATC WM.
- d) Both the AO and ATC will make best endeavour to facilitate such requests made by the GSLA. This shall be achieved by notifying the GSLA of where opportunities within the flying programme exist to allow the use of mobile cranes. The use of mobile cranes will not normally be permitted while flying is in progress.
- e) Flying shall be considered to be in progress from 30 minutes before any aircraft ETA until it lands and from the time an aircraft starts engines for departure until 15 minutes after its ATD.
- f) Nothing in this document prevents an ATCO from passing information to an aircraft Captain where deemed necessary in the interest of flight safety.

3. Hockey Pitch Floodlights

- a) The hockey pitch floodlights adjacent to the Airfield penetrate the obstacle limitation surface of the runway and have been designed to fold to mitigate this hazard. It is the responsibility of the GSLA to ensure that the floodlights shall always be in the folded position during aircraft movements.
- b) The GSLA will co-ordinate use of the Hockey Pitch floodlights using the latest commercial flight schedule as provided by ATC. Notwithstanding, ATC shall provide the GSLA with a daily list of aircraft movements outside those in the pre-existing commercial aircraft schedule. The GSLA will need to adjust/cancel hockey pitch schedules daily should the need arise depending on the information provided. It should be noted that aircraft times may still vary and confirmation that there is no flying to take place must be received prior to operation of the floodlights.
- c) If the floodlights require lowering ATC will notify the BSC Centre Manager of this requirement at the earliest opportunity. This will normally be no later than 20 minutes prior to an aircraft movement.

Operational Agreement RAF Gibraltar and Bayside Sports Centre

- d) ATC will have the capability to lower the floodlights remotely. This facility should only be used in cases of emergency or where communications between the airfield and the BSC have failed. The Health and Safety of those in the vicinity of the floodlights remains the responsibility of the GSLA at all times.
- e) After being lowered, the GSLA should once again seek permission from ATC prior to raising the floodlights again.

4. Contacts**ATC**

Switchboard	+35020053383
ATC Watch Supervisor	+35020053276
ATC General Manager	+35020053357
ATC Emergency Line	+35020053333

AO

Operations	+35020053352
	+35020053353
Operations Duty Mobile	+35056467000

Gibraltar Sports and Leisure Authority

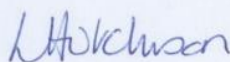
Centre Manager	+35058007539/58008897
Assistant Facilities Manager	+35054005080
Head of Facilities, Sports Development and Training	+35054804000
Chief Executive Officer	+35056587000

Issue 1 of this agreement becomes effective on 13 November 2015

Agreed By

RAF Gibraltar

GSLA Management



Wing Commander
Station Commander



Reagan Lima
Chief Executive

13 November 2015

Issue 2

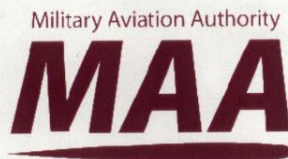
Page | 3

**Annex F to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

**ANNEX F: AERODROME ALTERNATE MEAN OF COMPLIANCE (AAMC),
WAIVERS, EXEMPTIONS**

1. On the following pages are RAF Gibraltar's Aerodrome Waivers, Exemptions and Alternative Acceptable Means of Compliance.
 - a. Removal of the aerodrome identification beacon: Page F2
 - b. Runway longitudinal slope non-compliance: Page F3
 - c. ► Permanent Infringement of the OLS caused by the redevelopment of the Gibraltar National Football stadium: Page F4-5 ◀
 - d. ► ◀
 - e. Amendment to Waivers and Exemptions held by RAF Gibraltar: ► F6 ◀
 - f. ► MAA authorisation for an alternate means of compliance: F8 ◀
 - g. Wind Direction Indicators non-compliance: F9
 - h. ► Non-compliance of Simple Approach Lighting System (SALS): F10 ◀

2. ► ◀



Air Vice-Marshal M A Clark
MBA BSc(Eng) CEng FRAeS FIET RAF
Director (Technical)

Military Aviation Authority
Juniper 1 #5102
MOD Abbey Wood North
Bristol
BS34 8QW

Military Network: 9679 81729
Telephone: 030 679 81729
Email: MAA-Tech-D@mod.uk

Wg Cdr J Holland
Station Commander
RAF Gibraltar
BFPO 52

20130812-Exemption GIB Ident Beacon-U

20 August 2013

Dear Station Commander,

**MAA FORMAL AUTHORISATION OF EXEMPTION APPLICATION (MAA/EXEMPTION/2013/06)
– REMOVAL OF AERODROME IDENTIFICATION BEACON**

1. Your staff sought¹ approval of an Exemption to meet the regulatory requirement to provide an aerodrome identification beacon (IB) for aerodromes intended for use at night².
2. The comprehensive safety assessment included with the request considered the risk of removing the Gibraltar IB and included supporting comments from ATM Force Command. I note that the current location of the IB is non-compliant with the MRP and the IB has been unserviceable for sometime. I note also that the unique geographic position and topography of Gibraltar, as well as the provision of radar monitoring for visual approaches, ensures mis-identification of the aerodrome is unlikely. Therefore, I am content to approve a Regulatory Exemption from the requirements of RA 3016(3).
3. Removal of the Gibraltar IB must be included on the Gibraltar aviation risk register and should be detailed within the Gibraltar Defence Aerodrome Manual. Any changes to details concerning this Exemption approval should be immediately notified to the MAA.

*Yours,
Martin Clark*

Copy to:

AOBM

¹ 20130603-MADS Exemption Request_Ident Beacon-U email dated 4 Jun 13.
² RA 3016(3) and MADS Chap 6 Paras 25 (Table 4-6) and 26.



Gp Capt C Muir BSc MBA MA RAF
 MAA Regulations Deputy Head
Military Aviation Authority
 Abbeywood (North)
 Juniper (Wing 4) Mail Point #5104
 MOD Abbey Wood
 BRISTOL
 BS34 8QW
 Military Network: 9679 84232
 Telephone: 0306 679 84232
 Email: MAA-Reg-DeplHd@mod.uk

Wg Cdr G Smith MA RAF
 Stn Cdr
 RAF Gibraltar
 BFPO 52

Reference:
 20140707-Gibraltar Waiver Request
 for Runway Longitudinal Slope Non-
 Compliance

7 Jul 14

**MAA FORMAL AUTHORISATION OF WAIVER APPLICATION (MAA/WAIVER/2014/40) –
 RUNWAY LONGITUDINAL SLOPE NON-COMPLIANCE**

1. RAF Gibraltar sought¹ approval of a Waiver against the published requirements for Runway Longitudinal Slopes². The RAF Gibraltar Runway Resurfacing Project commencing in Sep 15 will deliver an improvement to the current Longitudinal Slope Non-Compliance; however, it is recognised that full compliance will not be achieved.
2. The unit are to be commended for the comprehensive safety assessment submitted, which included supporting comments by key stakeholders³ and acceptance by relevant Aviation DH's that all identified risks are ALARP. Furthermore, it is noted that, due to operational constraints, the works are limited to overnight closures and that achieving full compliance under these conditions is neither feasible or cost effective. It is also noted that other work being undertaken as part of the Runway Refurbishment project will include an upgrade to the Runway Surface through utilising Grooved Marshal Asphalt and that improvements to the Aerodrome Ground Lighting will also be made. Therefore, having considered the submission in detail, I am content to approve a Regulatory Waiver from the requirements of Regulatory Article 3016(3), Military Aerodrome Design and Safeguarding Criteria.
3. Notification of the Runway Longitudinal Slope Non-Compliance should be recorded on appropriate Risk Registers, included within the appropriate flight information publications and incorporated into the RAF Gibraltar Defence Aerodrome Manual. This Waiver is valid until 1 Jan 2035 or until a full Runway Resurfacing is carried out, whichever is the sooner. Stn Cdr RAF Gibraltar is to review this Waiver at least one month prior to the expiry date. Any changes to details concerning this Waiver approval should be immediately notified to the MAA.

Copy to:

JFC – Def Res
 ATM Force Cmd – Dep Cdr

¹ GIB/0402/44 dated 10 Jun 14.

² Regulatory Article 3016(3), Military Aerodrome Design and Safeguarding Criteria and the Manual of Aerodrome Design and Safeguarding Chapter 4 Table 4-1 Runway Longitudinal Slopes.

³ ATM Fce Cmd, RAF Gibraltar SATCO, Government of Gibraltar Director of Civil Aviation, 1 & 2 Gp STARS, JFC Infrastructure Overseas Works and DIO Head of Airfield Pavements.



Air Cdre C Egan BEng (Hons) MA CEng
MIET CMgr FCMI MAPM RAF
Head Regulation and Certification

Military Aviation Authority
Abbey Wood (North)
Juniper (Wing 1) Mail Point #5102
MOD Abbey Wood
BRISTOL
BS34 8QW

Telephone: 07971 893425
Email: christopher.egan383@mod.gov.uk
www.gov.uk/maa

Wg Cdr A Doherty MBE MA MBA BSc RAF
Station Headquarters
Mouchotte Building
Spitfire Building
RAF Gibraltar
BFPO 52

Reference: 20201111-MAA_AWE_2020_155

10 Dec 20

Dear Nel

**MAA FORMAL AUTHORIZATION OF EXEMPTION APPLICATION
MAA_AWE_2020_155: PERMANENT INFRINGEMENT OF OBSTACLE LIMITATION
SURFACE CAUSED BY REDEVELOPMENT OF THE GIBRALTAR NATIONAL
STADIUM**

1. RAF Gibraltar sought¹ approval of an Alternative Acceptable Means of Compliance (AAMC) associated with the regulatory requirement whereby Obstacle Limitation Surfaces (OLS) are established to limit the extent to which objects may project into airspace².
2. I understand that the Gibraltar Football Association (GFA) is currently in the planning stage of the re-development of the Gibraltar National Stadium. A review of the stadium design by UEFA determined that it would not meet UEFA standards for illuminance therefore, the GFA have requested RAF Gibraltar seek consideration for the revised design that will infringe the OLS of Rwy 27/09 by 2.5m.
3. It is noted that the current stadium imposes a more severe OLS infringement in excess of 20m, considered to be a legacy infringement by the MAA. The new stadium design reduces not only the height of the OLS infringement but also the number of obstacles presented as a hazard (one lighting tower replacing 3), however it still contravenes RA 3512(1).
4. I note that RAF Gibraltar staff have conducted a Safety Assessment of the proposed development, and you as HoE, are content that the penetration of the OLS will not increase RTL at the airfield or affect airfield operations. This analysis was supported by all key stakeholders with a vested interest in RAF Gibraltar aviation operations.
5. As HoE, you raised concerns that acceptance of this application could set a precedence whereby it would be cited by future construction projects requesting similar dispensations. I can assure you that all AWE requests received by the MAA will be

¹ 20201104-RAF Gibraltar_AAMC_Application_National_Stadium_OLS Penetration-OS.

² RA 3512(1) – Regulation.

considered on an individual basis and therefore, no precedent will be set by this application. Furthermore, for all future construction applications the MAA would expect the HoE, with support from the Directorate of Overseas Bases team within UK StratCom, to challenge any future projects which they consider present a risk to flight safety, prior to a submission for waivers or exemptions being presented to the MAA.

6. Further concern was raised of a potential conflict of interest from Eddowes Aviation Safety Ltd, who completed both the RAF Gibraltar Bespoke Safeguarding Plan and the aeronautical survey for the new stadium installation. However, correspondence³ with staff at RAF Gibraltar has shown this concern is being addressed by the Director of Civil Aviation and that this conflict of interest will be removed for future projects. Your staff are to be commended for their work to improve Aviation Safety.

7. Having considered the application fully and noting the concerns raised over potential embarrassment for the GFA and, by extension, to HMGoG, I am content to approve MAA_AWE_2020_155. However, rather than issue an AAMC, I will in this case issue a Regulatory Exemption against RA3512(1) AMC Para 5. This is deemed more appropriate on the basis that the stadium is unlikely to change in design/size for a considerable length of time.

8. Details of the Exemption must be published and promulgated in the appropriate documentation, including within the RAF Gibraltar Defence Aerodrome Manual, Aerodrome Operating Hazard Log and Mil AIP. In time, the ICAO OLS Task Force may change regulation relating to OLS infringements, therefore, the Exemption must be reviewed regularly. Any changes to the circumstances concerning the Exemption must be immediately notified to the MAA.

Chris
Egan

Digitally signed
by Chris Egan
Date: 2020.12.10
11:56:41 Z

Copy to:

2Gp Sp&BM Force Cdr*
UK StatCom DlrOB Ops&Sp DH*
COS HQBF Gibraltar*
MAA Dep Hd Op Assure*
MAA Dep Hd Regs*

³ 20201111-MAA_AWE_2018_021_AAMC Extension



Air Cdre C Egan BEng(Hons) MA CEng MIET
CMgr FCMI MAPM RAF
Head Regulation and Certification

Military Aviation Authority
Abbey Wood (North)
Juniper (Wing 1) Mail Point #5102
MOD Abbey Wood
BRISTOL
BS34 8QW

Telephone: 07571 893425
Email: christopher.egan383@mod.gov.uk
www.gov.uk/maa

Wg Cdr A Doherty MBE MA MBA BSc RAF
Station Commander
Station Headquarters
Mouchotte Building
Spitfire Way
RAF Gibraltar
BFPO 52

Reference: 20201215-
MAA_RA3500_AWE_Review-O

30 Jan 21

Dear Nel,

MAA AMENDMENT TO WAIVERS AND EXEMPTIONS HELD BY RAF GIBRALTAR

1. As part of the MAA transition from the Military Manual of Aerodrome Design and Safeguarding (MADS) and RA 3018 to the RA 3500 series, the MAA has conducted a review of the current Waivers and Exemptions in circulation. This review was conducted in consultation with your Unit personnel.

2. The Waivers and Exemptions in force at RAF Gibraltar have been reviewed and the details in the original safety cases or assessments remain valid, which show that the Risk to Life was accepted as ALARP and Tolerable by the ADH at the time of application. Therefore, assuming you remain supportive of this position, I am content to amend the following Waivers and Exemptions to reflect the changes in Regulation:

- a. MAA_Exemption_2013_006: Exemption against non-compliant Aeronautical Identification Beacon. This is now valid against RA 3515(4).
- b. MAA_Waiver_2014_040: Waiver against runway longitudinal slope non-compliance due to political and geographical issues during the full Airfield Operating Surfaces resurface. This is now valid against RA 3511(4).
- c. MAA_AWE_2016_021: Alternative Acceptable Means of Compliance (AAMC) to allow for a bespoke safeguarding map. This is now valid against RA 3590(9).
 - (1) I note the safeguarding map process is under review, led by the Director of Civil Aviation (DCA), due to concerns over a potential conflict of interest from Eddowes Aviation Safety Ltd. This AAMC is valid until 30 Nov 21 and should be reassessed post completion of the DCA-led review.

3. These Waivers and Exemptions remain valid under the conditions specified in the original letter.

Chris Egan
Digitally signed
by Chris Egan
Date: 2021.01.30
10:01:27 Z

Copy to:

MAA Dep Hd Op Assure*
MAA Dep Hd Regs*



Gp Capt G J J Currie MA RAF
MAA Deputy Head Regulations

Military Aviation Authority
Abbey Wood (North)
Juniper (Wing 4) Mail Point #5104
MOD Abbey Wood
BRISTOL
BS34 8QW

Skype number: +443001552889
Telephone: 03067984232
Email: DSA-MAA-Reg-DepHd@mod.gov.uk
www.gov.uk/maa

Wg Cdr A Doherty MBE MA MBA BSc RAF
Station Headquarters
Mouchotte Building
Spitfire Way
RAF Gibraltar
BFPO 52

Reference: 20210514-MAA_AWE_2021_088

25 May 21

Dear Nel

**MAA FORMAL AUTHORIZATION OF WAIVER APPLICATION MAA_AWE_2021_088:
PERMANENT INFRINGEMENT OF OBSTACLE LIMITATION SURFACE CAUSED BY
NEW TACAN AND RADAR INSTALLATIONS**

1. RAF Gibraltar sought¹ a Waiver to meet the published regulatory requirement whereby Obstacle Limitation Surfaces (OLS) are established to limit the extent to which objects may project into the airspace around the aerodrome².
2. I understand that Programme MARSHALL equipment roll-out requires the installation of a new TACAN and STAR NG / MSSR at RAF Gibraltar and as part of the Programme a Feasibility Study was conducted by AQUILA that looked at multiple siting locations. It is agreed that the proposed sites cause the least disruption to airfield operations, however, I note that the proposed installations infringe the Inner Horizontal Surface by 15m (TACAN) and 10m (STAR NG / MSSR).
3. Personnel at RAF Gibraltar have conducted a hazard analysis and any additional Risk to Life, due to this infringement, has been mitigated and accepted by you as the HoE. Therefore, I am content to approve Waiver MAA_AWE_2021_088, for the lifespan of the Programme MARSHALL contract, end date 31 Mar 2037.
4. Details of the Waiver must be published and promulgated as appropriate, including within the RAF Gibraltar Defence Aerodrome Manual and Aerodrome Hazard Log. The Waiver must be reviewed regularly and at least one month prior to expiry, with the MAA being notified of any changes to the circumstances that may affect the conditions of its approval.

5. Please feel free to engage with me or my staff should you require further assistance.

Yours Sincerely,

Gerard Currie
Digitally signed
by Gerard Currie
Date: 2021.05.25
17:24:13 +01'00'

Copy to:

2 Gp Sp&BM Force Cdr*
UK StratCom DirOB Ops&Sp DH*
COS HQBF Gibraltar*
MAA Dep Hd Op Assure Op*
MAA Dep Hd Op Assure Eng*



Gp Capt G J J Currie OBE MA RAF
MAA Regulations Deputy Head
Military Aviation Authority
Abbey Wood (North)
Juniper (Wing 4) Mail Point #5104
MOD Abbey Wood
BRISTOL
BS34 8QW

Skype number: +443001552889
Telephone: 03067984232
Email: DSA-MAA-Reg-DepHd@mod.gov.uk
www.gov.uk/maa

Wg Cdr A Doherty MBE MA MBA BSc RAF
Station Headquarters
Mouchotte Building
Spitfire Way
RAF Gibraltar
BFPO 52

Reference: 20211104-RAF Gibraltar_AAMC
Review

02 Dec 21

Dear Nel

**MAA AMENDED AUTHORIZATION FOR ALTERNATIVE ACCEPTABLE MEANS
OF COMPLIANCE (AAMC) - MAA_AWE_2016_021**

1. RAF Gibraltar hold an authorized AAMC¹ to maintain a bespoke aerodrome safeguarding plan. This authorization was issued due to topographical and political considerations which make compliance with the RA3500 series impractical.
2. Due to concerns over a potential conflict of interest from the safeguarding plan producers, Eddowes Aviation Safety Ltd, the Director of Civil Aviation (DCA) led a review into the safeguarding plan process. The MAA requested a review of this AAMC once the DCA led review was complete².
3. Through conversation with your staff³ it has been confirmed that the review was completed by Osprey, who are content with the 2016 Safeguarding Plan and the standard of work that was conducted by Eddowes Aviation Safety Ltd. It was concluded that the safeguarding plan was still required as it can be used for town planning purposes and as a means to ensure and enable visual reference for aircraft. However, Osprey have recommended the safeguarding plan may be simplified as there is no requirement or availability for aircraft to conduct visual circuits at RAF Gibraltar.
4. Therefore, I am content that MAA_AWE_2016_021 is still required and that RAF Gibraltar and the DCA have completed appropriate assurance of the safeguarding plan.

¹ Refer to MAA_AWE_2016_021

² Refer to: 20210130-MAA_AWE_Review_RAF Gibraltar.

³ Email: 20211104-RAF Gibraltar_AAMC Review

5. This AAMC provides a pragmatic course of action towards the MAA's aim and your aim of enhancing air safety. This AAMC remains valid under the conditions stipulated in the original authorization. Details of this updated authorization must be appended to existing promulgated information about the safeguarding plan.

Yours sincerely

Gerard Currie
Digitally signed
by Gerard Currie
Date: 2021.12.02
21:14:36 Z

Copy to:

2 Gp Sp&BM Force Cdr*
UKStratCom DirOB Ops&Sp DH*
MAA Dep Hd Op Assure Op*
MAA Dep Hd Op Assure Eng*



Gp Capt G J J Currie OBE MA RAF
Deputy Head Regulations

Military Aviation Authority
Abbey Wood (North)
Juniper (Wing 4) Mail Point#5104
MOD Abbey Wood
BRISTOL
BS34 8QW

Skype number: +443001552889
Email: DSA-MAA-Reg-DepHd@mod.gov.uk

Wing Commander Nel Doherty MBE
Station Commander
RAF Gibraltar
BFPO 52

Ref: MAA_AWE_2023_016

15 Feb 23

Dear Nel

MAA Authorization of Waiver MAA_AWE_2023_016: RAF Gibraltar Wind Direction Indicators

1. RAF Gibraltar sought a waiver¹ against the published regulatory requirement for airfields to be equipped with illuminated wind direction indicators, where there is a requirement for night flying².
2. I understand that the existing wind direction indicators are not illuminated and remain as such under legacy arrangements, pre-dating the current regulatory requirements. Due to their structural deterioration they need urgent replacement, which in turn necessitates compliance with the latest regulation. However, an administrative error has resulted in procurement of non-illuminated equipment, which cannot be suitably modified, and therefore will not meet the requirements of RA3513(1).
3. I acknowledge the intent to procure compliant equipment, but in the meantime, there is a need to install the non-compliant replacements to both enable continued use of the wind direction indicators and ensure the safety of airfield servicing teams. Your team has conducted a risk analysis and concluded that they are balanced against the mitigations presented, and this has been accepted by you as the HoE as ALARP and Tolerable.
4. Therefore, I am content to approve Waiver MAA_AWE_2023_016 until 31 Mar 24, however I would appreciate an update once you have developed a plan and can confirmed a timeline to compliance. The waiver must be reviewed at least one month prior to expiry, with the MAA being notified of any changes to the circumstances that may affect the conditions of its approval.
5. Please feel free to engage with me or my staff should you require further assistance.

Yours sincerely,

Gez Currie

Digitally signed
by Gez Currie
Date:
2023.02.15
13:56:03 Z

¹ Email: 20230210-request MAA Waiver RA 3513 non-Compliance wind indicators installation RAF Gib

² RA 3513(1) Issue 2, para 2e



Gp Capt N Robson MSc MA BSc(Econ)
DipESA FInstLM RAF
Deputy Head Regulations

Military Aviation Authority
Abbey Wood (North)
Juniper (Wing 4) Mail Point #5104
MOD Abbey Wood
BRISTOL
BS34 8QW

Skype number: +443001656900
Email: DSA-MAA-Reg-DepHd@mod.gov.uk
www.gov.uk/maa

Colonel BHG Campbell-Colquhoun
COS/HoE British Forces Gibraltar
RAF Gibraltar
BFPO 52

Reference: MAA_AWE_2023_22

05 Apr 23

Dear Colonel Cambell-Colquhoun,

MAA Authorization of Exemption Application MAA_2023_22 – RAF Gibraltar Simple Approach Lighting System (SALS) Non-Compliance with RA 3515

1. As the Head of Establishment (HoE) for RAF Gibraltar, you sought¹ approval for an Exemption against the published regulatory requirement to ensure that all AGL fittings are of construction and height that their presence does not endanger Air Systems², due to the SALS for RW09/27 containing non-frangible elements.
2. It is understood that RAF Gibraltar has installed a SALS for RW09/27, following an AAIB safety recommendation to do so and that, due to the unique topography around the aerodrome, some parts of the SALS are installed in the sea. I further understand that those elements must hold a degree of environmental survivability that is not normally required by standard installations on land and, as such, several stanchions and lighting barettes are not frangible as required under RA3515³.
3. I acknowledge the significant air safety benefits that the SALS is providing, due to the difficulty of the approaches and cultural lighting in the vicinity of RAF Gibraltar. In respect of the risk presented by the non-frangible elements of the SALS, your team has provided a safety assessment and you, as the HoE, have accepted the non-compliance and stated, via your Aerodrome Operator, that a Safe Operating Environment is being maintained. As I anticipate the frangibility of obstructions in the vicinity of the runway to be an enduring regulatory requirement, an Exemption is appropriate. I am content therefore to approve an Exemption for the SALS against the frangibility requirements under RA3515(28).

¹ 20220330-SA2022-01_3515_Non-Compliance-OS.

² RA 3515 – Permanent Fixed Wing Aerodrome – Lighting, Sub-reg 3515(28).

³ RA 3515 – Permanent Fixed Wing Aerodrome – Lighting, AMC 3515(28) para 126a.

Page 1 of 2

4. Details of this Exemption must be published and promulgated appropriately, including within the RAF Gibraltar Defence Aerodrome Manual and Aerodrome Operators Hazard Log. Furthermore, the MAA should be notified of any changes to the circumstances that may affect the conditions of its approval.

5. Should you require further assistance then please do not hesitate to contact me or my staff.

Yours aye,

Nick

Nick
Robson

Digitally signed
by Nick Robson
Date:
2023.04.05
14:28:23 +01'00'

Copied to:

2 Gp	- SASO
RAF Gibraltar	- Aerodrome Operator
	- RAF XO
MAA	- Dep Hd Op Assure Op
	- Dep Hd Op Assure Eng

RAF Gibraltar Defence Aerodrome Manual

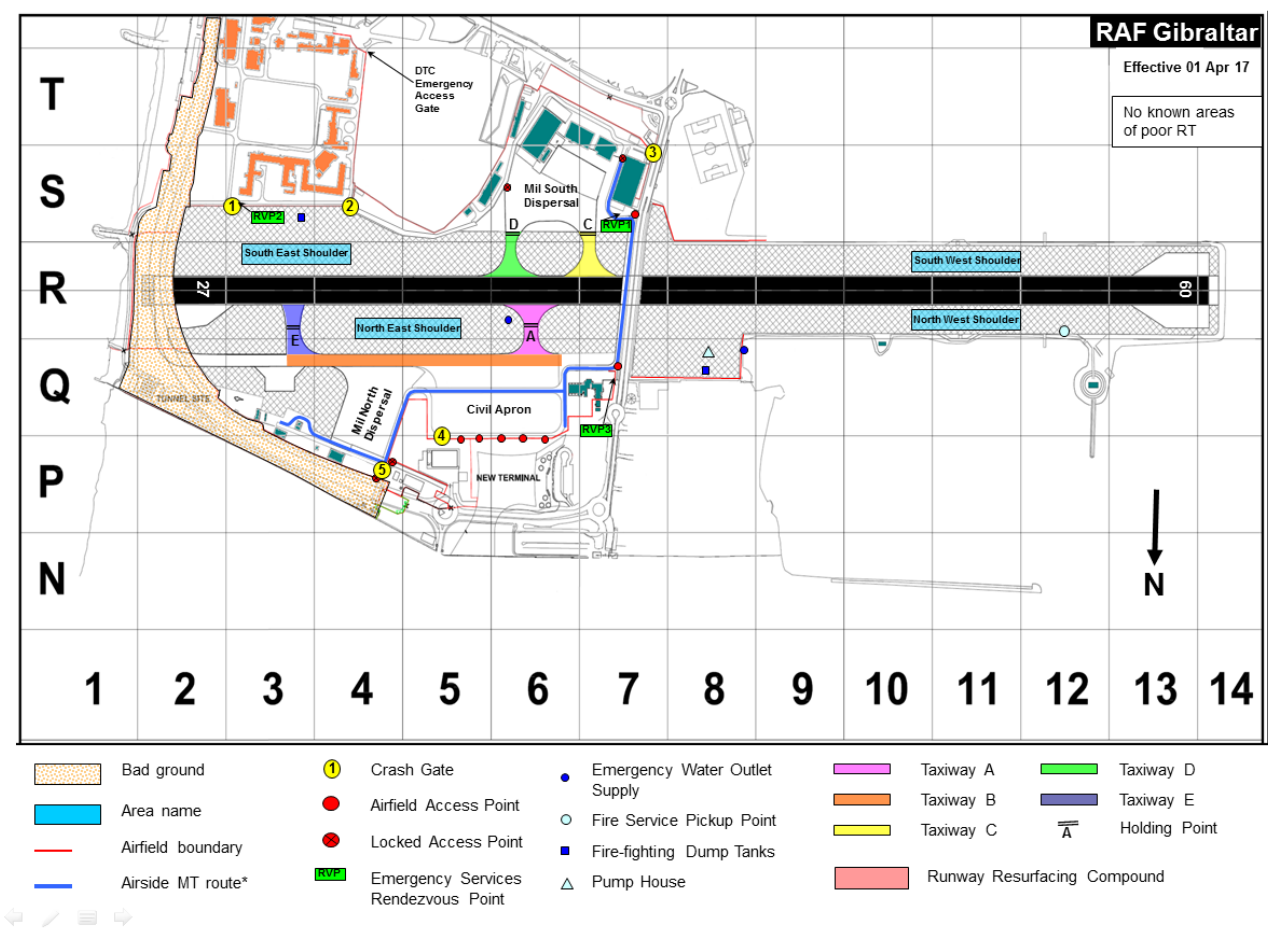
Annex G to 20231020-RAF Gibraltar DAM 2.2 20 Oct 2023

ANNEX G: AERODROME LOCATION AND LAYOUT

1. **Aerodrome Location.** RAF Gibraltar is located on the northern end of the Gibraltar peninsula, situated between the Spanish border and the Rock of Gibraltar itself. The airfield has a 5832 ft runway (LDA 5013 ft), running from east to west, with about a third of it projecting outwards into the sea to the west. It is unusual in having a four-lane public road (the main road into Spain) bisecting the runway.
2. **Local Area Map.** A map of Gibraltar is depicted below:



3. **Aerodrome Crash Map.** A copy of the crash map taken from Gibraltar Airport Emergency Orders is depicted below. Airfield access points shown by a red circle.



4. **Access to RAF Gibraltar.** Access to RAF Gibraltar by vehicle is the MEP via Devil's Tower Camp Main Guardroom (T3 on the above crash map). ID is to be worn at all times whilst on site. The South Barrier access point (S7 on the above crash map (with RVP 1)) provides access for pedestrians and cyclists who are pass holders.

ANNEX H: NOISE ABATEMENT PROCEDURES

1. **Ground Running of Aircraft Engines.** Ground running of Aircraft engines is only permitted when both ATC and the AFRS are operational.
2. **Idle Powered Engine Runs.** Low powered engine runs at idle power may be permitted at any time the aerodrome is open subject to the following conditions:
 - a. ATC are advised. ATC will advise the AFRS.
 - b. Aircrafts are parked on concrete.
 - c. The Aircraft remains in RT contact with ATC during the engine run.
 - d. A ground handler is in attendance at all times and is responsible for ensuring that there is no damage to persons or property, and that vehicle movements behind an Aircraft on the civilian apron MT route are stopped.
 - e. ATC are advised when the engine runs are completed.
3. **Engine Runs Using Above-Idle Power.** Engine runs above idle power are normally only permitted between 0945 and 2300 hrs local. High powered engine runs outside this period may only be carried out when operationally essential and with the approval of the Duty Station Exec. The following conditions are to be applied:
 - a. Engine runs do not interfere with other Aircraft movements.
 - b. ATC are advised. ATC will advise the AFRS.
 - c. The Aircrafts are parked on the Rwy threshold with the tail of the Aircraft pointing out to sea.
 - d. The Aircraft remains in RT contact with ATC during the engine run.
 - e. ATC are advised when the engine runs are completed.

ANNEX I: ORDERS FOR TEMPORARY OBSTRUCTIONS ON OR AROUND RAF GIBRALTAR THAT ARE CONSIDERED TO BE A HAZARD TO EITHER AIRCRAFT OR VEHICLES

IAW:

1. CAP 232 Ch 6 - Aerodrome Survey Information,
2. CAP 168 Ch 4 Para 4.8 to 4.49 - The assessment and treatment of obstacles and
3. RA 3518 Permanent Fixed Wing Aerodrome - Visual Aids for Denoting Obstacles.

1. In the event of any situation which creates a temporary obstruction on or around any manoeuvring area, the following should occur:

- a. The individual responsible for the obstruction should be able to give full details on the nature of the obstruction and must ensure that the following are informed:
 - (1) Air Traffic Control. (+350) 2005 3383
 - (2) Air Ops. (+350) 2005 3353
- b. The following must be considered:
 - (1) What the obstruction is.
 - (2) The dimensions of the obstruction.
 - (3) The exact location of the obstruction.
 - (4) The duration that the obstruction will be in place for.

They must then await permission to proceed before taking any further action.

- c. Once the obstruction is in place it is to be marked in accordance with extant regulations using approved high visibility markers, tape or fencing with additional red-light markers at night.
- d. ATC will issue a NOTAM with details of the temporary obstruction as required, including any amendments to taxi procedures (on advice from ATC).
- e. ATC will provide progressive taxi instructions to departing/arriving Aircraft as appropriate.

2. Identification Markers. The markers are arranged to indicate the full dimensions of the obstructions. All airfield obstructions are marked in such a way to ensure that they give taxiing Aircrafts and moving vehicles adequate distance to manoeuvre.

3. Unserviceability Markers. Wherever any portion of a Twy, apron or holding area is unfit for the movement of aircraft but it is still possible for an aircraft to bypass the area safely, unserviceability markers should be displayed. Mitie hold a stock of bad ground markers should the contractor not hold any markers. ATC is responsible for ensuring marker boards are positioned accordingly.

4. Informing Aircrew. ATC is responsible for informing aircraft captains of any unserviceability on the aerodrome that will affect them. Aircrew are also to ensure that they are familiar with RAF Gibraltar NOTAMs.

**Annex J to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

**ANNEX J: PORTABLE AIRCRAFT ARRESTOR GEAR (PAAG) MAINTENANCE
AND OPERATING ORDERS**

References:

- A. AP119J-1400-2(R).
- B. DAP119J-1408-12.

1. It is a requirement of Reference A that PAAG operation is restricted to TG5 (GTM) personnel holding the Trade Qualification Annotation (TQA), Q-GE-PAAG.
2. **Engagement.** Post engagement of the PAAG, under certain conditions it may be found that the Aircraft hook is still connected to the cable and will require disengaging by an Aircraft Recovery Party. The procedure for disengaging an Aircraft from the cable is detailed at chapter 2-2 of Reference B.
3. **Composition of Aircraft Recovery Party.** The recovery of an Aircraft and restoration of the PAAG system will be carried out by:
 - a. **Duty Crash Crew.** The Crash Crew Commander is in charge of the incident and is responsible for ensuring that the Aircraft is safe prior to being approached by the Aircraft Recovery Team.
 - b. **Aircraft Recovery Team.** The Aircraft Recovery Team is responsible for, either, moving the Aircraft is to be provided by the detachment.
 - c. **PAAG Restoration Team.** Provided by 5001 Sqn, the PAAG Restoration Team is responsible for recovering the arrester cable back to its original position, and ensuring serviceability of the system.
4. **Initial Response.** Once informed by ATC that a PAAG engagement has taken place, or is imminent, the Recovery Team Leader is to assemble the Recovery Team at the engagement end of the Runway. The recovery team radio is to be monitored on the ATC frequency at all times. Once on site, and cleared by the Crash Crew Commander, the team will carry out the procedures listed at Chapter 2-2 of Reference B.
5. **Safety Precautions.** The following safety precautions are to be observed at all times:
 - a. Extreme caution must be exercised when approaching an Aircraft that has been arrested and is still attached to the cable. At the end of the arrest cycle, the cable system tapes will stretch by at least 10%, and if the Aircraft is braked or cannot roll back, this tension must be released before attempting to disengage the Aircraft.
 - b. Under no circumstances are personnel to enter the 'V' formed by the Aircraft hook and the cable that stretches to the tapes.

- c. The nylon tape will be rendered unserviceable if a vehicle drives over a fold in the tape. Vehicles are only to cross a tape when attending a genuine emergency, and in this situation a section of tape that lies flat on the runway or surrounding area is to be chosen. If a driver crosses a fold in the tape, the fact is to be reported to ATC immediately, in order that the tape can be replaced.
- d. There is a danger that the cable may jam in the Aircraft hook. This is particularly likely to happen when an Aircraft with a narrow hook throat engages one of the thicker diameter cables used on PAAG. Personnel are not to approach or touch the cable until it can be clearly seen that the tension has been released, equally, on both sides of the Aircraft.

6. **Recovery Procedures.** The Crash Crew Commander retains overall control of the incident. Under his control, the Aircraft Recovery Team and PAAG Restoration Team are to be aware of the requirements of the following situations:

- a. **Aircraft with Hook Raising Facility.** Under normal circumstances, when the Aircraft disengages itself from the cable, the Crash Crew Commander will instruct the pilot, "Hook up". Once the hook is raised the pilot will be advised, "Clear to taxi", by the Crash Crew Commander. Should the Aircraft be unable to taxi under its own power, the pilot will be instructed to "Shut down" the Aircraft engines and it will be towed away by the Aircraft Recovery team in accordance with Reference C.
- b. **Aircraft without Hook Raising Facility.** Under normal circumstances, when the Aircraft disengages itself from the cable, the Crash Crew Commander will instruct the pilot to "Shut down" the Aircraft engines. The Crash Crew Commander is responsible for securing the hook prior to the Aircraft being towed away by the Aircraft Recovery Team.

7. Should the Aircraft require disengaging from the cable, the Aircraft Recovery Team Leader is, when directed by the Crash Crew Commander, to:

- a. Confirm the armament state of the Aircraft.
- b. Confirm that the Aircraft brakes are applied.
- c. Chock the nosewheel of the Aircraft.
- d. Attach the towing arm to the Aircraft and ensure that all appropriate safety pins/ground locks are fitted as necessary.
- e. Ensure that no personnel are behind the Aircraft or inside the 'V' formed by the PAAG cable.
- f. Remove the chocks.
- g. Ascertain that the Aircraft is safe to move.
- i. Instruct the pilot or brakeman to release the Aircraft brakes.
- j. Direct the tractor to push the Aircraft rearwards, until there is sufficient slack in the system to allow the cable to be removed from the Aircraft hook. Under no circumstances are mechanical aids to be used to remove the cable from the hook, unless such aids have been approved by HQ Air.
- k. Ensure that the arrester hook is stowed/secured.
- l. After consultation with the Aircraft pilot and Crash Crew Commander, either tow the Aircraft back to the dispersal or remove the towing arm and allow the Aircraft to taxi away under its own power.

ANNEX K: MANOEUVRING AREA SAFETY & CONTROL ORDERS

1. **Personal Protection.** The following items of personal protective clothing are mandatory:

- a. **High Visibility Clothing.** All personnel must wear a high visibility waistcoat, jacket or equivalent when airside and outside of any building. When worn, the waistcoat or jacket must be properly fastened to provide maximum prominence to the front and rear of the garment. High visibility clothing must be manufactured to the recognised British Standard BS EN 471:2003.
- b. **Ear Protection.** All personnel must wear ear defenders when airside and around an Aircraft with engines running.
- c. **Foot Protection.** All personnel are required to wear safety shoes when airside during all operations.

2. **Chocking.** The following procedures apply to chocking:

- a. **Overheated/ smoking brakes/ undercarriage.** If notified of such problems do not attempt to approach the Aircraft until advised it is safe to do so by AFRS.
- b. **Removing chocks.** Never remove the chocks from the Aircraft without the permission of the headset operator.
- c. **Placing chocks.** Never place your hand between the chocks and the Aircraft tyre.
- d. **Vehicle and equipment positioning.** No vehicles or equipment are to approach an Aircraft until the chocks are in place.
- e. **Minimum chocks requirement.** Two chocks on the nose wheel; one chock forward and one aft of the same nose wheel-in contact with, but not forced hard against the wheel. Two chocks on the inner wheels of the main landing gear; two forward and two aft of the same wheel.
- f. **Storage.** After removal, chocks must be returned to the designated storage area.

3. **Civil Apron.** Aircraft stands on the Civil Apron are predominantly of a Taxi-In-Push-Out layout, requiring the Aircraft to be pushed out by a tractor or tug on departure. For this to happen safely a set of rules and procedures must be understood by all concerned and followed correctly. It is the responsibility of the tug drivers to ensure that:

- a. The tow vehicle, tow bar and associated equipment are serviceable for use and that towing is in accordance with GibAir Company procedures. (Headset, Towing and Pushback Manual QMS-MAN-1-001)
- b. Whilst towing in confined areas or around Aircraft or other obstacles, the tug driver is responsible for wing tip clearance or assisted by a designated wing walker, in accordance with Rule 42 of the Air Navigation Order.

c. When Aircrafts are to be moved during periods of bad visibility or at night, the Aircraft must be adequately illuminated at each extremity, i.e. navigation lights 'on' and the tractor must display headlights and an anti-collision beacon.

d. ATC permission must be obtained before all Aircraft tows.

4. Pushbacks. The following conditions apply to all pushbacks:

a. Pilots must get the clearance for pushback from ATC before giving the okay to push back to the Push Back Crew.

b. Pilots must inform ATC if they do not have communication with the push back crew.

c. In cases where communication does not exist, Gibair will be advised to send out the push back crew.

d. The standard pushback is now an 'L' shaped push to abeam the next stand, unless ATC request a 'long' push to accommodate an inbound Aircraft onto a certain stand.

e. ATC are advised of parking stands by Gibair.

f. Any information given as part of the pushback instruction that relates to the direction in which an Aircraft must be facing (for example "facing west") is applicable to the aircraft and not the pushback tug.

g. The procedures provided herewith cover all designated stands excluding the North and South Military aprons.

h. Prior to commencing the push, a positive confirmation must be made between the Aircraft commander, the headset operative and the pushback tug driver concerning any specific details of the pushback instruction.

i. Should there be a requirement for a military aircraft to utilise the civilian dispersal, these procedures still apply, however, the aircraft will be handled by AGSU.

5. Cross Bleed Starts. Cross Bleed / Coupled engine starts on the Civil Apron may be approved by ATC subject to the following conditions:

a. The Aircraft Captain confirms that the ground handling staff will ensure that the area behind the Aircraft is clear of personnel and equipment.

b. The ground handling staff are observed by ATC to have closed the MT route across the civil apron behind the aircraft starting.

c. ATC stops aircraft movements on taxiway Bravo behind the aircraft starting.

6. Stand Specific Procedures. Stand-specific pushback procedures are published by Gibair in the form of a table showing the stand and the specific manoeuvres to be followed for that stand. Where applicable, there are variations according to Aircraft type. These specific procedures comply with the generic rules given elsewhere in this instruction. This table is a 'live' document that will be updated regularly due to temporary and permanent changes that occur from time to time, due usually to airside works in the vicinity. When a revised table is produced it will be promulgated in this document. It is essential that all organisations involved in pushbacks ensure that they are in possession of the current version.

7. Pushing to Apron Areas. For 'push and park' at apron locations the Aircraft is to be pushed back as per normal operations and will taxi on its own accord to the designated apron where a marshaller will be waiting to signal the Aircraft in and, if required, reposition the Aircraft for a self-manoeuvring departure. It is advisable to also have a wing walker on the apron as a precautionary measure to help guide the Aircraft in a blind spot. Once the Aircraft has been positioned, the ground crew should ensure the stand area is clear of FOD, equipment and obstacles. When Aircrafts are repositioned to apron areas due to unforeseen circumstances, the following procedures are to be followed:

- a. Aircrafts should have the parking brake set (some operators also require the Aircrafts to be chocked). In such cases, the handling agent should advise the flight crew that the Aircrafts have been chocked on arrival at the push and park stand.
- b. This can be done via the headset communication system or using recognised hand signals.
- c. The ground crew must be satisfied the flight deck understand the Aircraft has been chocked.
- d. The use of chocks is prohibited at 'remote holding locations' or on taxiways.
- e. If the Aircraft has been chocked, an engineer or ground crew member must be present for engine start at apron locations.
- f. Start-ups are to be conducted only after the Handling Agent has inspected the stand and its vicinity for equipment and personnel who may be affected by jet blast.
- g. Pilots are to call for start-up as per normal published procedures but to state clearly to ATC on first call that they are parked 'nose-out'.
- h. Upon receipt of taxi clearance Aircrafts may taxi directly off stands using minimum breakaway power.

8. **GibAir Training.** Training is an essential factor in ensuring that all employees are given the proper information and resources to work to a safe and effective standard. This training program will be developed and enhanced in cooperation with employees, regulators and business partners. It will be regularly reviewed, and the effectiveness of the program will be evaluated. Records of all training (licenses, permits and certificates) will be kept on file and available for auditors/regulators to review.

Each employee will have a summary of his training history which will include references to regulatory requirements and documentation used for that particular training course. In addition, a training matrix is in operation which includes details and dates of all courses undertaken by employees as well as expiry dates. This matrix is a guarantee that staff are performing within the validity of the training they have received.

9. **Safety Management System Training.** Training will be provided to all employees every 24 months in the requirements of the company's SMS. This training will be commensurate with their position and responsibilities within the organisation. As such, it will be defined as follows:

- a. **Senior Management:** This comprises the Head of Airport Operations, Duty Managers and Cargo Manager. This training will consist of a review of all the contents and requirements of the SMS and will include the entire safety process, hazard identification, risk assessments and risk management. In addition, it will emphasise their responsibilities as regards safety standards and regulatory requirements as specified in paragraph 1.3.2 of this SMS.
- b. **Accountable Manager:** As the person ultimately responsible for Safety within our organisation, the Accountable Manager will have an awareness of his role and responsibilities as defined in the SMS.
- c. **Employees:** All employees in the company, irrespective if they work in the operational or customer service sections of the organisation, will receive training in SMS requirements. This will include how the company's safety policy works and an overview of the SMS. It will also emphasise their specific responsibilities as defined in paragraph 1.3.3 of the SMS. An examination is required as confirmation that they have understood the minimum requirements contained in the SMS.

10. **Ramp Safety Training.** Regulatory requirements dictate that Ramp Safety Training be given to employees carrying out any type of ramp functions every 36 months. Gibair is committed to meeting this requirement. This will ensure employees receive this mandatory training in good time. Training is regulated under the [Gibraltar Civil Aviation Act 2009](#) and is carried out under the guidance of the UK Civil Aviation Authority CAP 642 Airside Safety Management and the recommendations of IATA Airport Handling Manual. The syllabus includes the following subjects:

- a. Potential Hazards on the Apron;
- b. Vehicles Striking aircraft and/or people;
- c. Hazards to passengers and staff on the Apron;
- d. Moving Aircraft;
- e. Engine Hazards;
- f. Fall and falling objects;
- g. Manual Handling;
- h. Human Factors;
- i. Incident reporting;
- j. Work Equipment (including machinery);
- k. Slips and trips;
- l. Foreign Object Damage;

- m. Personal Protective Equipment;
- n. Correct Driving procedures/precautions;
- o. Electrical Hazards;
- p. Adverse weather conditions.

11. Examinations have a minimum pass mark of 80%. Any employee failing to obtain the minimum pass mark will be asked to undertake the exam again. If a second failure is achieved, that employee will not be considered suitable to perform his work functions within the minimum safety requirements. Failure to remove this employee from his work functions could result in having an employee who is a danger, not only to themselves, but to their work colleagues and clients.

New employees will undergo the full ramp safety course before commencement of any work activities.

12. Dangerous Goods Training. It is mandatory for this training to be carried out every 24 months. Gibair is committed to meeting this target. New entrants will undergo the full course before commencing any work activities. Training is regulated by Gibraltar Civil Aviation (Dangerous Goods) Regulations 2009 and is based on the guidance provided by UK Civil Aviation Authority [CAP 483](#) Training in the Safe Transport of Dangerous Goods by Air. All employees receive training which is relevant to their roles and responsibilities as per Table 1 Content of Training Courses in CAP 483.

Mandatory topics include:

- a. General Philosophy;
- b. Limitations
- c. General requirements for shippers
- d. Classification
- e. List of Dangerous Goods
- f. General Packing Requirements
- g. Packing Instructions
- h. Labeling and marking
- i. Shippers Declaration and other relevant documentation
- j. Acceptance Procedures
- k. Recognition of undeclared Dangerous Goods
- l. Storage and loading procedures
- m. Pilots Notification
- n. Provisions for passengers and crew
- o. Emergency Procedures

13. Examinations will have a minimum pass mark of 80% and marking will be done strictly based on accuracy and understanding. Staff failing to obtain the minimum pass mark will be asked to undertake the exam again. If a second failure is recorded, that employee will not be considered suitable to perform their work functions within the minimum safety or regulatory requirements.

14. Ground Service Equipment Training. Carried out tri-yearly as complementary to, and interfacing with, the Ramp Safety course. The objective is to ensure employees are fully competent to operate all the Ground Handling Equipment they are required to work on and do so within the parameters of the manufacturers operating instructions and/or the findings of a risk assessment carried out on that equipment. Employees will be asked to demonstrate their ability to operate the different equipment and conform to all safety criteria. If successful, they will be given a certificate of competence which permits them to operate that particular equipment. This certificate will show type of vehicle authorised, name, date of training and expiry date. Training is based on CAA Cap642 Airside Safety Management guidelines and IATA AHM Airside Management and Safety.

Miscellaneous Training

15. Marshalling training. This consists of training in the correct marshalling signals between an operator and an aircraft commander. The signals are based on established international standards as specified in the IATA Airport Handling Manual AHM631-Aircraft marshalling and regulated by Gibraltar Civil Aviation (Rules of the Air) Regulations 2009. This course is practical and consists of staff demonstrating their abilities and knowledge in marshalling an aircraft onto a parking position. It is carried out every 36 months.

16. Triple “A” Training. This is a mandatory course for all airport handling employees as dictated by the UK DfT and consists of staff training in accounting and authorising of hold baggage. This course ensures that employees are fully versed in the rules and regulations required for the safe carriage of baggage on aircraft. It is carried out every 24 months for appointed persons (persons carrying out load and balance functions) and every 60 months for non-appointed persons.

17. Manual Handling of Passengers with Reduced Mobility. This is a one-day course undertaken by all employees who are employed in the handling of passengers with disabilities. This includes Customer Service PRM and Aircraft handling Operatives. It is carried out by the St. John Ambulance Brigade and teaches staff the correct procedures and techniques for lifting and moving disabled passengers. It is carried out every three years.

18. First Aid Training. A number of employees from both the Customer services and Baggage handlers department undertake First Aid Training courses to ensure we have the minimum number required. These courses are undertaken by the St. John Ambulance Brigade (3-day course) and Heart Starterz (1 day course). They both cover the minimum first aid requirements for staff at the workplace. It is carried out every three years.

19. Fire Fighting Training. All employees are given fire-fighting training which is carried out by the Airport Fire and Rescue Service. In this training, ramp personnel involved in aircraft turnarounds or pushbacks, are shown how to operate the different fire extinguishers and how to initially respond to a vehicle or aircraft engine fire. Additionally, Customer Services staff are shown how to operate the extinguishers they would use in their office environment.

20. **Aircraft Departure Qualification.** This is a three-day course aimed at staff undertaking aircraft headset procedures during pushbacks. It includes the procedure for pushing and towing of aircraft and the minimum checks that have to be carried out on the aircraft prior to departure to ensure no visible signs of damage. In addition, it defines the actions necessary to guarantee a safe push-back procedure and how to deal with any incident / accident. This course is given by Head-loaders who are trained and certified to carry out this function.

21. **Supervising Aircraft Loading.** Supervisory loading staff, Head Loaders and Team Leaders, undertake this three-day course which is designed to teach the minimum procedures required to ensure a safe aircraft turnaround operation. It focuses on factors such as aircraft danger zones, regulatory requirements, aircraft damage reporting, F.O.D. etc. This course is provided by British Airways and carried out by an employee who has been trained by them to deliver the training.

22. **Human Factors.** All employees are given a one-day training focusing on different contributing factors that causes accidents/incidents. This course will provide an educational awareness to reduce the likelihood of human errors during the day-to-day activity. Course will be provided by Gibair employee qualified in Human Factors Training and will be delivered every two years.

23. **Control of Substances Harmful to Health (COSHH).** Employees with supervisory responsibilities and who oversee or handle any hazardous substances undertake this online course every 24 months.

24. **Airline Specific Training.** In addition to Company and regulatory training, all employees are required to undertake specific training required by the handled operating airlines. This includes, check-in, reservations, boarding and load and balance. All have different recency and validity requirements.

25. **Airfield Driving Permits.** All employees who are required to drive on the aircraft apron are required to undertake and pass the Airfield Driving Permit. This training is delivered every three years by the Head of Airport Operations and is a comprehensive guide to the stringent requirements for driving safely on the aircraft apron. Permits are removed and staff have to be retrained and recertified when they are involved in any incidents/accidents.

NOTE: All training courses, either Regulatory or Airline specific, have particular and varied recency or expiry periods. However, all will be subject to a standard recertification or refresher program if the employee has been away from employment, for sickness or any other reason, for a period of three months or over. This will be done using the following criteria.

Period of Absence	Process Required
Up to 3 months	Brief the employee on any procedural, organizational or equipment/infrastructure updates, notices or changes that might have occurred during their absence. This will apply for Company specific, Regulatory and Airline specific processes. The briefing shall be documented and filed in employee personal training file.
Between 3 months and 12 months	Brief the employee on any procedural, organizational or equipment/infrastructure updates, notices or changes that might have occurred during their absence. This will apply for Company specific, Regulatory and Airline specific processes. The briefing shall be documented and filed in employee personal training file. Additionally, on-the-job training will be delivered to ensure competence has been maintained. Should any gaps be identified during the process, a period of requalification training shall be required.
Between 12 and 24 months	Brief the employee on any procedural, organizational or equipment/infrastructure updates, notices or changes that might have occurred during their absence. This will apply for Company specific, Regulatory and Airline specific processes. The briefing shall be documented and filed in employee personal training file. Additionally, deliver requalification training, including a documented, formal assessment of competence, as per initial training, to confirm the employee remains competent to perform that role.
More than 24 months	Initial training program(s) must be delivered again as per new entrant.

The above processes will be in addition to the established Return to Work Interview which will serve to identify any issues with the employee which could have an impact on his overall capability to carry out his functions within the established safety parameters. This is particularly important for those employees returning from illnesses or injuries.

Audits and Inspections

26. Audits and inspections. As an organisation that has established performance criteria, one of the processes in place to measure compliance with these standards and procedures are audits. Audits and inspections play an important role in the identification of unsafe practices or trends and system and personnel failures. These ensure that control measures and procedures are being effectively carried out. Audits are carried out both internally and externally as follows:

- a. Gibair Airside Safety Turnaround Audit (Form GA-1-011 and GA-1-011(a)): This is a twice weekly audit carried out during the turn round of an aircraft (Attachment A) and also

covers the Passengers with Reduced Mobility (PRM) operation (Attachment B). It includes over 60 different points which have to be followed in order to comply with standard operating procedures and which are essential in maintaining minimum safety standards. All these audits are carried out by the Safety Manager, Duty Managers and senior staff engaged in ramp functions (Supervisors, Team Leaders and Turn-round Coordinators). By including all these senior employees to undertake these audits, we can ensure that the safety culture is expanded. These employees are aware of what the minimum safety procedures are to guarantee a safe operation. This audit form will be continuously monitored and updated to reflect any changes in any regulatory or specific airline requirements. All negative findings are recorded on an audit control sheet (form GA-1-53) and then analysed for possible trends when compared to previous similar findings. It will also record what action was taken in response to the nonconformities found. To assist in the evaluation of these nonconformities we have an established Audit Corrective Action Plan (form GA-1-014). This plan is summarised as follows:

- (1) Level of findings- **LOW: Isolated** minor infringement to established working procedures. Minimum risk to health and safety and aircraft safety not compromised.
 - (a) Corrective Action-Recorded verbal reminder.
 - (b) Timescale-Within one week of infringement.
- (2) Level of findings- **LOW: Repeated** minor infringements to established working procedures identifying a trend. Corrective action MEDIUM is to be followed.
- (3) Level of findings- **MEDIUM**: Risk to the health and Safety of the individual but not safety critical to the aircraft, other employees or passengers.
 - (a) Corrective Action- Read and Sign Memo enforcing the established procedure or introducing a new one. Disciplinary procedures may be considered if the non-conformance is repeated.
 - (b) Timescale- Immediate.
- (1) Level of findings- **HIGH**: Safety Critical and Life Critical.
 - (a) Corrective Action- Operation stopped immediately. An investigation and the risk assessment to be reviewed to confirm the level of risk and the necessary mitigation required to maintain operation within safety parameters. Retraining to be considered and conducted if necessary. Disciplinary procedures may be followed if the nonconformity was as a result of premeditated actions, gross carelessness or a disregard of established operating procedures.
 - (b) Timescale- Immediate.

Note: The auditor has the authority to stop any part of the operation should it be identified, by observation, that the continuance of such has a high probability of failure or a significant risk to employees or clients.

b. Externally Contracted Quarterly H&S Audit: This audit is contracted by Bland Group as a three-monthly Health and Safety compliance check of the organization. It entails, not only airside aircraft operations, but also offices, restrooms, work-stations or workshops. These audits are based on the UK Health and Safety At Work Regulations 1974. Additionally, they also take into account local Gibraltar Legislation on Health and Safety as follows:

- (1) Gibraltar Health, Safety and Welfare Act 1999

- (2) Gibraltar Civil Aviation Act 2009
- (3) Gibraltar Civil Aviation (Dangerous Goods) Regulations 2009
- (4) Gibraltar Factories (Lifting Operations and Lifting Equipment) Regulations 1999
- (5) Gibraltar Factories (Provision and use of Work Equipment) Regulations 1999
- (6) Gibraltar Health and Safety (Signs and Signals) Regulations 1996
- (7) Gibraltar Manual Handling Operations Regulations 1996
- (8) Gibraltar Personal Protective Equipment Work Regulations 1996
- (9) Gibraltar Factories (First-Aid) Regulations 1956
- (10) Gibraltar Civil Contingencies Act 2007
- (11) Gibraltar Civil Contingencies Emergency (Coronavirus) (Amendment) Regulations 2020
- (12) Gibraltar Control of Noise at Work Regulations 2006
- (13) Gibraltar Factories (Control of Chemical Agents at Work) Regulations 2003
- (14) Gibraltar Factories (Working at Heights) Regulations 2006
- (15) Gibraltar Display Screen Equipment Regulations 1996
- (16) Gibraltar Aviation Security (Rules) Act 2011
- (17) Gibraltar Factories (Explosive Atmospheres) Regulations 2004

Reports are submitted by the auditor and has a three-tier system, red-amber-green, for findings depending on level of severity and corrective timescale. Red findings have to be actioned immediately, Amber findings have to be corrected in 2-3 weeks and green findings have to be monitored and reviewed in 3 months.

c. Handled Carriers Audits: Each Carrier that we handle carries out frequent audits of every facet of our handling operation. These audits assist our organisation in verifying safety performance and rectifying any identified instances of sub-standard performance. They form an important component of our SMS by providing a completely objective perspective of our standards and performance. The findings from these audits are generally classified in four different categories:

- (1) *Level One Non-conformities*: These are classified as serious deficiencies in procedures or practices which could have an impact on the safety of the entire operation or parts thereof. The Carrier has the right to stop the operation and require us to immediately implement a corrective process.
- (2) *Level Two Non-conformities*: These are considered less of a threat to the immediate safety of the handling operation but nonetheless require a corrective process or changes to procedures. Normally Carriers will allow a timescale of 30 days to implement this corrective process.
- (3) *Level Three Non-conformities*: These are classified as having a minimum threat to the safety of the handling operation. Carriers will allow a three month time scale to implement the corrective process.

(4) *Observations*: These are not classified as non-conformities but are usually recommendations made to the Handling Company to carry out changes based on those carriers` specific operating procedures.

Note: Gibair is committed to effecting all changes required by the findings of the carriers` audits. Observations from carriers which are seen to be useful in improving the organisations safety performance will be incorporated.

d. Contracted External Audits: In addition to our internal audits, Gibair contract an independent company (Ashington Aviation Consultancy Ltd) to conduct a thorough audit of our entire handling operation annually. This company will highlight deficiencies and non-conformities as well as recommend changes to established safety procedures in order to improve safety performance. In addition, it will provide input into the safety training programme so that it meets industry best practice and minimum regulatory requirements.

**Annex L to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

**ANNEX L: GIBRALTAR AIRPORT EMERGENCY ORDERS / AERODROME
CRASH PLAN**

1. The purpose of GAEOs is to define the responsibilities of, as well as the action to be taken by, the appropriate organisations in the event of an emergency at Gibraltar Airport. The Orders cannot be completely comprehensive, and the Heads of Responding Organisations are expected to interpret them as the circumstances dictate and to base any additional detailed instructions of their respective Sections upon them.
2. As Aerodrome Operator, the RAF Gibraltar Station Commander is responsible for the development and delivery of GAEOs in accordance with MAA regulatory documentation.
3. Gibraltar Airport Emergency Orders Part 1 (Emergency Response) can be found at the following link: [GAEO Pt 1](#)
4. Gibraltar Air Emergency Orders Part 2 (Supplementary Information) can be found at the following link: [GAEO Pt 2](#)
5. If you have issues accessing the links, please email: Gib-RAF-Ops@mod.gov.uk

**Annex M to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

**AERODROME RESCUE AND FIRE FIGHTING SERVICES AND TRAINING
ORDERS**

1. ARFF at RAF Gibraltar is provided by the GoG Airport Fire and Rescue Service (AFRS). They maintain the aerodrome crash category during airfield operating hours.
2. AFRS are regulated by the CAA and the MAA. Operations and training are conducted iaw:
 - a. [CAP 168](#)
 - b. [CAP 699](#)
 - c. [DSA DSFR 02](#)
3. AFRS will respond to incidents as per the **Gibraltar Airport Emergency Orders** [\(GAEO\) P1.](#)
4. The Senior Fire Officer's contact details are as follows:
 - a. Email: nicky.vinales@gibraltarairport.gi
 - b. Work telephone: +350 20011774.
 - c. Mobile: +350 54001040.



Defence
Safety Authority

Aerodrome Rescue & Fire-fighting Service Response Area Assessment Template

Defence Fire
Safety Regulator

DFSR

Station Name	RAF Gibraltar
Aerodrome Rescue & Fire-fighting Service Response Area Assessment	
Date	26 October 2021

UNCONTROLLED COPY WHEN PRINTED

Contents

Introduction	
Aim	
Observations	
Conclusion	
Crash Map – Route Map	

Fire Station Manager (FSM) / Station Fire Officer (S Fire O)

FSM / S Fire O Name	Nicholas Vinales
FSM / S Fire O Signature	
Date	26 October 2021

Aerodrome Operator (AO)

AO Name	Wg Cdr A Doherty
AO Signature	<i>Annella Doherty</i>
Date	3 Dec 21

Review

Review Date	Reason for Review	Assessor Signature	AO Signature	Remarks
26 Oct 2021	Initial	Nicholas Vinales		

1 Introduction

1.1 The operational objective of the ARFF Service is to achieve response times of two minutes and are not to exceed three minutes to any point of each operational runway, as well as to any other part of the operating area (response area), in optimum surface and visibility.

2 Aim

2.1 The aim of this assessment is to analyse the optimum response routes within the aerodrome boundary that ARFF vehicles are likely to use. This will provide an overview of the aerodrome response area.

3 Objective

A.3.1 To assess response times taken to travel from the fire station to five predetermined locations. One of the locations must capture the furthest point on the aerodrome from the fire station where aircraft operate. The time taken to respond i.e. 1.54 minutes, should be recorded for each route.

4 Risk Analysis - Optimum Response

4.1 Response exercises were conducted at the five predetermined locations identified below:

Location 1:	From Fire Station to the threshold at the Western End of Runway
Location 2	From Fire Station to the threshold at the Eastern End of Runway
Location 3	From Fire Station to the North Dispersal Military Aircraft Parking Stands
Location 4	From Fire Station to the South Dispersal Military Aircraft Parking Stands
Location 5	From the Fire Training Area to the threshold at the Western End of the Runway

Route 1		From the Fire Station directly onto the runway via the adjacent shoulder and then direct to the Western end of the runway			
Driving Conditions	Dry day, 65% c	Response Time	1 min 50 sec	Date	26 Oct 21
Route 2		From the Fire Station directly onto the runway via the adjacent shoulder and then direct to the Eastern end of the runway			
Driving Conditions	Dry day, 65% c	Response Time	1 min 39 sec	Date	26 Oct 21
Route 3		From the Fire Station directly onto the adjacent taxiway and then direct to the North Dispersal military apron.			
Driving Conditions	Dry day, 65% c	Response Time	1 min 26 sec	Date	26 Oct 21
Route 4		From the Fire Station directly across the runway via the adjacent shoulder and then direct to the South Dispersal military apron.			
Driving Conditions	Dry day, 65% c	Response Time	1 min 12 sec	Date	26 Oct 21
Route 5		From the Fire Training Area directly onto the runway via the adjacent shoulder and taxiway, then direct to the Western end of the runway.			
Driving Conditions	Dry day, 65% c	Response Time	1 min 38 sec	Date	26 Oct 21

4.2 Additional factors which affect an effective response.

Standard Operating Procedures	AFRS Response Policy is as per DSA DFSR 02 and ICAO requirements
Call handling	AFRS Fire Control Operator will receive call from ATC via Crash Phone or otherwise via Tetra Radio system
Alerting system	ATC activated Crash Phone Alarm is audible throughout the Fire Station and AFRS also has an additional internal alarm system if required.
Position of the fire station or standby area	Fire Station is at Crash map Location Q8
Position of training area where a response may be made from	Crash Map location Q3
Suitable access roads and routes	Fully paved and transitable runway, including shoulders and all adjacent areas
Visibility and surface conditions	Visibility for driving generally not an issue in Gibraltar and paved surfaces pose no issue even if wet.

Clear route	Fire Station has short and direct access onto the adjacent runway via its shoulders.
Vehicle performance	0-80Km/h = 20 seconds Rosenbauer Panther 4x4 0-80Km/h = 27 seconds Rosenbauer Panther 6x6
Vehicle maintenance	Maintenance is scheduled as per ARFFV manufacturers requirements
Competent staff	AFRS policy based on meeting the competence requirements of CAP 699 which also mirrors those of DSA 02
Communications	Via TETRA radio system with ATC and between all ARFFVs
Effective safety culture	AFRS fully participates in RAF Gibraltar Air Safety Meetings and any relevant training, also whilst also included in the assessment process during Air Safety Audit Visits.
Effective leadership and Incident Command	Sufficient qualified supervisory grades are provided fully trained in Incident Command and conversant with JESIP Principles

Human factors	RAF provides biennial Human Factors training and all staff currently in date.
Monitoring and review including records	All information on Event Logging, Equipment Management and Maintenance of Skills Training captured on Redkite electronic recording database.
Extraneous Duties	None

4.3 Identified risks are recorded in the Unit Risk Register, the Aerodrome Operating Hazard Log within the DAM and are elevated to the DDH/AM(MF) with the implications for the provision of the ARFF category

5 Conclusion

Satisfied that the AFRS response times meet the mandated requirement but ATC need to be conscious of the need to release the ARFFVs as soon as possible in order to be able to meet these times. This potential for delay is being addressed in a separate work strand to make ATC fully aware of the AFRS need to meet response times.

6 Review

6.1 Review of the Response Area assessment is undertaken by the FSM on an operational needs basis and revisited at planned two yearly intervals or when any material change has occurred at the aerodrome which may affect the emergency response.

Crash Maps, Aerial Photos and Images supporting this Assessment can be found at the following locations;

Crash Map as per RAF Gibraltar DAM V1.7

- d. **Aerodrome 1000m Response Area Assessment.** Below is the full report for the most recent Aerodrome 1000m Response Area Assessment:



Defence
Safety Authority

Aerodrome Rescue & Fire-fighting Service Aerodrome 1000m Response Area Assessment Template

Defence Fire
Safety Regulator

DFSR

Station Name	RAF Gibraltar
Aerodrome Rescue & Fire-fighting Service Aerodrome 1000m Response Area Assessment	
Date:	26 October 2021

1. Content

Introduction	
Aim	
Observations	
Conclusion	
Photos	
Maps	

2. Fire Station Manager (FSM)

Date of Assessment	26 October 2021
Assessor Name	Nicholas Vinales
Assessor Signature	

3. Aerodrome Operator (AO)

AO Name	Wg Cdr A Doherty
AO Signature	<i>Annella Doherty</i>
Date	3 Dec 21

4. Review (2 Yearly Intervals)

Review Date	Reason for Review	Assessor Signature	AO Signature	Remarks
26 Oct 21	Initial Review with new format	Nicholas Vinales		

5. Introduction

5.1 Historical data suggests the majority of aircraft accidents occur in and around the immediate vicinity of aerodromes during the take-off or landing phase of flight. There is a responsibility placed on the AO, whereby aircraft which depart or approach over difficult environments, if required, are to provide specialist facilities or equipment to cover 1000 metres from either threshold

Gibraltar Port Authority is responsible for coordinating 1000m sea response beyond the thresholds by the various agencies which hold suitable maritime response assets. This assessment details specific pre-planned access and egress routings to the 09 and 27 undershoot/overshoot areas for 09 and 27 runway(s).

5.2 This assessment provides procedural guidance and procedure in relation to the full or limited response of Gibraltar Airport Fire & Aerodrome Rescue & Fire-fighting (ARFF) service to incidents in the stated areas.

6. Aim

6.1 In accordance with DSA DFSR 02: Defence Aerodrome Rescue & Fire-Fighting Regulations DFSR 02: ARFF Response¹ the aim is to assess the approach and departure areas within 1000m of the runway threshold

Gibraltar Port Authority is responsible for coordinating 1000m sea response beyond the thresholds by the various agencies which hold suitable maritime response assets.

7. Difficult Environment Analysis - 1000m Response Area

7.1 The following factors were analysed for normal flying operations at RAF Gibraltar

The environment, in particular the topography and composition of the surface.	The Aerodrome runway at RAF Gibraltar is at 2 metres above sea level with the sea at each end of the threshold, with the western end of the runway jutting out @ 750 metres into the sea. The runway and its shoulders are all fully paved.
Physical hazards and associated risks that exist within the area.	A rock 420 metres high sits around 500 metres away from the runway which can cause turbulence for aircraft approaching from the east with strong south westerly winds. Strong winds from the east can cause thick low cloud to loom over the rock which can pose visibility issues for aircraft approaching from the west.
Options for access and for ARFF purposes.	Access to the sea generally not an issue for ARFF purposes. The western end of the runway provides good access. Works currently underway at the eastern end but on completion will provide a boat launching slipway.

¹ Paragraph 22 Assessment of the approach and departure areas within 1000m of the runway threshold or suitable point(s) for rotary bases), will be carried out by the Senior ARFF Officer present to determine the options available for rescue. In considering the need for any specialist rescue and access routes, the environment of the risk area, in particular the topography and composition of the surface should be considered.

UNCONTROLLED COPY WHEN PRINTED

Hazards, risks and control measures of the options for rescue.	Risk of strong winds causing rough sea conditions on both ends of the runway. AFRS has the ability to deliver a 37 person liferaft at either end of the runway and launch a connecting line to well over 200 metres offshore. This line would be picked up by the first attending marine responders to tow out the liferaft and provide an initial means of holding survivors out at sea.
Use of alternative routes.	N/A
The environment, in particular the topography and composition of the surface.	As Above
Physical hazards and associated risks that exist within the area.	As Above
Options for access and for ARFF purposes.	As Above
Hazards, risks and control measures of the options for rescue.	As Above
Use of alternative routes.	As Above

UNCONTROLLED COPY WHEN PRINTED

Form 02 - 1000m Area Assessment

3
Issue 1.01 (APR 20)

7.2 Identified risks are recorded on the Unit Risk Register, the Aerodrome Operating Hazard Log within the DAM and are elevated to the HoE/AM(MF) with the implications of the ARFF response within the 1000m response area.

8 Off Aerodrome Driver Training

Firefighting personnel are familiar with off aerodrome areas but access to ARFFVs is restricted off aerodrome due their size.

9 Conclusion

AFRS holds a very limited first response capability which relies upon other agencies maritime assets being available and turning up to collect the launched 37 person holding capacity liferaft. Director of Civil Aviation has been responsible for drawing up and coordinating the maritime response plan with the relevant agencies.

10 Review

10.1 Review of the 1000 metre assessment is undertaken by the FSM on an operational needs basis and revisited at planned two yearly intervals or when any material change has occurred at the aerodrome which may affect the emergency response.

Crash Maps, Aerial Photographs and Images supporting this Assessment can be found at;

Crash Map as per RAF Gibraltar DAM V1.7

- e. **Water Assessment.** The most recent report on Water Assessment on the aerodrome is below:



Defence
Safety Authority

Aerodrome Rescue & Fire-fighting Service Water Assessment Template

Defence Fire
Safety Regulator

DFSR

Station Name	RAF Gibraltar
Aerodrome Rescue & Fire-fighting Service Water Assessment	
Date:	26 October 2021

UNCONTROLLED COPY WHEN PRINTED

1. Contents

Introduction	
Aim	
Water Needs Analysis	
Observations	
Conclusion	
Plans	
Maps	

2. Fire Station Manager (FSM)

Date of Assessment	26 October 2021
Assessor Name	Nicholas Vinales
Assessor Signature	

3. Aerodrome Operator (AO)

AO Name	Wg Cdr A Doherty
AO Signature	<i>Annella Doherty</i>
Date	3 Dec 21

4. Review (2 Yearly Intervals)

Review Date	Reason for Review	Assessor Signature	AO Signature	Remarks
26 Oct 2021	Initial Assessment in new format			

5. Introduction

5.1. Additional water to replenish vehicles may be required in as little as five minutes after an incident. The objective of providing additional water supplies at adequate pressure and flow is to ensure rapid replenishment of Aerodrome Rescue and Fire-fighting (ARFF) vehicles. This supports the principle of continuous application of extinguishing media to maintain survivable conditions at the scene of an aircraft incident for far longer than that provided for by the minimum amounts of water set out in Table 1 of DSA DFSR 02 - ARFF Regulations. DFSR 0201: ARFF Service Levels of Protection.

6. Aim

6.1. To assess the availability of additional water supplies required for the expeditious replenishment of ARFF vehicles at the scene of an aircraft incident in accordance with DSA DFSR 02 - Aerodrome Rescue & Fire-Fighting.

7. Water Needs Analysis

7.1 The following were analysed for normal flying operations at: RAF Gibraltar

Aircraft type using the aerodrome. (water requirement for aircraft type).	A400M & C17 - Water requirement for ICAO 8 is 18,200 Ltrs
The capacities and discharge rates of ARFF vehicles (continuous application).	1 x Rosenbauer Panther 4x4; 6500 Ltr water capacity, Output rates; Roof monitor 4750 L/min, Bumper monitor 4200 L/min 3 x Rosenbauer Panther 6x6; 11500 Ltr water capacity, Output rates; HRET monitor 8000 L/min, Bumper monitor 4700 L/min
The provision of strategically located hydrants.	NIL
The provision of strategically located static water supplies.	2 x Overhead Quick Fill Fresh Water Dump Tanks @15000 Ltrs each - 1 tank unserviceable long term; 1 x 1M Ltr Sea Water tank connected to 4 x 1500 L/min fixed pumps feeding 2 x high volume outlets supplying water to hose trailer laying out high volume hose - tank in poor condition so restricted to @ 250K Ltrs and hose trailer serviceable but presently limited to emergency use only; 1 x 400K Fresh Water tank connected to a 4000 L/min trailer pump.

Utilisation of existing natural water supplies.	The western end of the runway has sea water around its perimeter boundary and offers opportunities for this resource to be utilized by an ARFFV via hard suction. The eastern end of the runway, also has water at its end, but does not offer the possibility to use this as a source for fire fighting since it ends on a beach with a stone revetment. Although presently undergoing extensive works, once these are completed it will provide a small boat launching ramp, but this will still not facilitate the ability to utilize this via hard suction.
Vehicle replenishment times.	Data for a 6x6 ARFFV (11,500 Ltrs) vehicle from empty: Via Overhead Quick Fill Dump tank @ 6.40 minutes; Via connection to trailer pump and 400K Ltr tank @ 6.50 minutes for the actual filling part. Add @ 1 minute from the moment the ARFFV arrives at the location, hose connections made, tank valve opened, pump started up and then water starts to flow.
Historical data of water used during aircraft accidents.	N/A
The need and availability of supplementary pumping capability.	400K Ltr Fresh Water connected to 4000 L/min Trailer Pump - is connected to high volume hose/trailer but can be connected directly to an ARFFV. If a spare ARFFV is available this could be used as a supplementary pump. AFRS Light Rescue Pump has negligible water but a 2000 L/min output pump
The provision of additional vehicle-borne supplies.	If a spare ARFFV is available at the Fire Station this may be able to provide up to 11500Ltrs. AFRS Light Rescue Pump carries 500 Ltrs of water on board.
The level of support provided by Local Authority Emergency Services (Host Nation Support).	2 x Pre-determined attendance Local Authority FRS Light Pump Units each have 2000 L/min pump outputs but only carry negligible (450 Ltrs) amounts of water on board.

The Pre-Determined Response of Local Authority Emergency Services.	2 x Light Pump Units (8 FFs) 1 x Light Rescue Unit (4 FFs)
Fixed pumps.	1M Ltr Sea Water tank feeds 4 x 1500 L/min fixed pumps supplying water via high volume hose/trailer
Additional water supplies adjacent to ARFF service training areas.	1 x Fresh Water hydrant at training area has negligible flow at 4 Bar pressure. 1 x Salt Water Hydrant at training area provides 12 L/sec at 6 Bar pressure
Overhead static water supplies.	2 x Overhead Quick Fill Fresh Water Dump Tanks with a capacity of @

7.2 Identified risks are recorded on the Unit's Risk Register, the Aerodrome Operating Hazard Log within the DAM and are elevated to the HoE/AM(MF) with the implications for the provision of the ARFF category.

8. Conclusion

Very poor state of present water infrastructure, in particular the availability of only one quick fill fresh water dump tank, requires addressing as a matter of urgency. Works to provide a new and different final solution are well advanced and have been budgeted for, but are yet to commence.

9. Review

9.1 Review of the aerodrome water assessment is undertaken by the FSM on an operational needs basis and revisited at planned two yearly intervals or when any material change has occurred at the aerodrome which may affect the water supplies.

**Annex N to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

ANNEX N: DISABLED AIRCRAFT REMOVAL

1. RAF Gibraltar has limited resources available to remove aircrafts from the runway. Depending on circumstances, support from the UK will be requested.
2. Duty Personnel can use the following template as a guide for the process of removing a disabled aircraft.

ATCO I/C	
1	Notification of the ARFF Services.
2	Aircraft identification and type.
3	Nature of Aircraft un-serviceability.
4	Location of Aircraft.
5	Section of the manoeuvring area affected.
6	Persons on Board (POB).
7	Estimated time of Arrival (ETA) of all Aircrafts requiring use of the closed runway.
8	Latest time for affected Aircraft to divert.
9	Ensure that any unserviceable areas of the manoeuvring area are correctly marked, iaw MAA standards, to provide for safe Aircraft operation of the remaining areas.
RAF Air Operations	
10	Notify ATC of a disabled Aircraft if not already aware.
11	Ensure the appropriate NOTAM has been raised.
12	If required carry out RUNWAY BLACK plan.
13	Notify XO, OC Eng or his deputy, OC Ops, Movements, AGSU and consider informing the Passenger Terminal if the disabled aircraft is likely to delay scheduled movements.
14	Defence AIB Air, for civilian Aircrafts, to verify that the establishment assessment of the incident falls beneath that warranting an Air Accident Investigation Branch (AAIB) investigation ¹² .
RAF Duty Officer	
15	Obtain and record permission from the owner or duly authorized representative of the owner of the Aircraft to move the disabled Aircraft.
16	Notify all Aircraft operators likely to be affected if "RUNWAY BLACK".
17	For civilian Aircrafts, notify the Aircraft operating authority and AAIB.
Airport Fire and Rescue Service	
18	Respond iaw DSA02 DFSR – Defence Aerodrome Rescue and Fire Fighting (ARFF) Regulation and Gibraltar Airport Emergency Orders.
Aircraft Owner	

¹² If the AAIB elect to conduct an on-scene investigation, the disabled aircraft cannot be removed until authorized by the AAIB. AAIB will require Aircraft identification and type; nature of un-serviceability; location; section of the manoeuvring area affected and POB.

19	The Aircraft owner is defined as the holder of the Certificate of Registration and can be held responsible for the Aircraft removal and disposal of fuel and other hazardous materials that have been spilt because of an incident (noting the aerodrome will have instigated the Unit Spill Plan). When advised of a disabled Aircraft, the owner can liaise with Station Operations (or equivalent) to discuss its removal.
OC Eng	
20	Once cleared by Ops, tow the disabled Aircraft clear.

**Annex O to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

ANNEX O: AIR TRAFFIC CONTROL ORDERS

1. NATS Gibraltar ATC Orders are contained within their MATS Part 2. These orders are a live document managed and regularly updated by the Senior Air Traffic Control Officer (SATCO). All ATC orders are written in conjunction with CAA regulations. For further details please contact SATCO:

- a. Email: dean.orchard@nats.co.uk
- b. Work telephone: (+350) 20053357

**Annex P to
2021020-RAF Gibraltar DAM 2.2
20 Oct 2023**

ANNEX P: AERODROME DATA REPORTING PROCEDURES

Reference: MMATM

1. **Aerodrome Operator.** The AO is responsible for ensuring aerodrome data is accurate. The AO ensures that procedures are established, and resources provided to report changes to aerodrome physical characteristics or any other change that may affect the safety of aircraft operations.
2. **Executive Officer (XO).** The XO has overall responsibility for ensuring the information provided and published by AIDU for RAF Gibraltar is correct.

Authority to Amend

3. In order to ensure amendments to AIDU documentation are correct, the following posts, as per AIDU direction, have control to change:
 - a. **Delegated Authority.** A post which has been given authority by the AO to authorise the change of aeronautical information on their behalf, for UK MIL AIP. The following post is a DA at RAF Gibraltar:
 - (1) XO
 - b. **Support Contracts.** The following posts are involved with the change request submission process:
 - (1) OC Air Ops
 - (2) ASM
 - (3) SNCO Ops
 - (4) SATCO
4. The AO has the overall responsibility for this reporting procedure.

ANNEX Q: AERODROME SERVICEABILITY INSPECTIONS

1. **Policy.** Inspection of the airfield infrastructure forms a key part of the Safety Management System. Inspections are a regulatory requirement, mandated by both Military and Civilian Regulators. NATS, on behalf of AO, will meet at least the minimum requirement established by the regulators; these requirements are in many cases exceeded. Inspections of all types form an essential link in the safety chain and their importance must never be underestimated. Where inspections indicate deterioration in the Aircraft operating environment, a high priority will be given by all appropriate stakeholders to the mitigation of any associated risk and subsequent rectification of the problem.
2. **Routine Runway Inspections.** Runway surface inspections are conducted in accordance with the requirements established in [RA3264](#) for a non-24-hour aerodrome. NATS ATC are responsible for conducting runway surface inspections and one is carried out prior to the airfield opening with another mandated inspection taking place before the commencement of night flying. The ATC WM may require additional inspections to take place when considered necessary. The purpose of these inspections will be to prevent, as far as reasonably practicable, the presence of FOD and to ensure the runway surface markings and lighting are conducive to the safe operation of aircraft. All routine inspections will be noted in the ATC Watch Log.
3. **Reactionary Aerodrome Inspections.** A reactionary inspection of aerodrome surfaces will be undertaken:
 - a. When considered necessary by ATC.
 - b. Completion of recent works on the manoeuvring areas.
 - c. Following an aircraft incident.
 - d. Following a police incident on WCA.
 - f. Following a rejected take-off by a turbine-engine aircraft due to engine malfunction, or by any aircraft due to burst tyres.
 - g. During any weather conditions that may affect the runway surfaces and aerodrome equipment i.e. storms which may deposit large amounts of sand and cause wind damage or heavy rain which may cause temporary flooding of the runway shoulders and extend on to the edges of the runway

Reactionary inspections remain the responsibility of NATS ATC and in such cases, the runway will not be used until ATC have carried out an inspection and are satisfied the runway is clear, serviceable and safe for use by Aircraft. All reactionary inspections will be noted in the ATC watch log.

4. **Taxiways and Holding Point Inspections.** The ATC WM is responsible for instigating taxiway inspections and ensuring appropriate follow-up action is taken when necessary. These inspections will routinely be conducted simultaneously with the runway inspection. Particular attention is to be paid to the following:

- a. Runway /Taxiway Holding Points.
- b. Contamination, Surface Integrity and FOD.
- c. Pavement defects.
- d. Integrity/serviceability of signage and aeronautical ground lighting.
- e. Infringement of Taxiway Strips i.e. Equipment/Vehicle/Aircraft Obstructions.
- f. Condition of Surface Markings.
- g. All inspections will be noted in the ATC watch log.

5. **Apron Inspections.** The ATC WM is responsible for instigating all apron inspections apart from the Civilian Apron (which is completed by Terminal Management) and ensuring appropriate follow-up action is taken when necessary. These inspections will routinely be conducted once per day before the airfield is open. Once this initial inspection is completed, responsibility for management of FOD on aprons and the reporting of contamination or other conditions which might impose a risk on Aircraft operations becomes the responsibility of the Aircraft marshaller. In the case of the civil apron, if ATC are unable to commence or complete the inspection of the apron prior to the aerodrome opening and the establishment of the security critical part, they are to liaise with the Air Terminal Duty Manager in order to obtain approval to conduct the surface inspection. Once this initial inspection is completed, responsibility for management of FOD on the civil apron and the reporting of contamination or other conditions which might impose a risk on Aircraft operations becomes the responsibility of the Aircraft handling agency.

6. **Reporting Defects.** As part of the RAF Gibraltar Safety Management System, all airside users are encouraged to report defects relating to buildings, services and facilities to the appropriate authority. Anything involving the civilian apron or terminal should be reported to the Air Terminal Duty Manager. All other defects should be reported to OC Operations Flight. Such defects could include, but are not limited to:

- a. Damage to buildings or fixed structures.
- b. Apron Lighting Failures.
- c. Stand Entry Docking Guidance System Failures.
- d. Surface Contamination – e.g. Spillage or FOD.
- e. Damaged or defective surfaces.

7. **Preventative Maintenance.** All defect reports and the details of remedial action taken must be recorded. The information recorded is used to audit and review airport-wide maintenance standards and contribute to the overall development of a 'Preventative Maintenance Programme'. This programme aims to limit the frequency of unplanned outages, operational restrictions and any degradation in airfield safety standards.

8. **Safety Critical Defects.** Safety critical defects which have the potential to compromise the safety of Aircraft, passengers and/or personnel should, in the first instance, be reported to RAF Ops or the Air Terminal Duty Manager (for civil apron only).
9. **Accidents, Incidents & Emergencies.** Defects arising from accidents, incidents or emergencies should be reported to RAF Operations or the Air Terminal Duty Manager if on the civilian dispersal. The RAF OC Operations or their nominated deputy is responsible for inspecting the scene of an incident and reporting any known defects for remedial action.

ANNEX R: AERODROME TECHNICAL INSPECTIONS

- 1. Inspection of technical equipment.** Aquila ATM engineers are responsible for routine inspections of the technical equipment (transmitters, receivers, Star NG RADAR etc). Navigation aids are calibrated by a flight check Aircraft in accordance with [AP 600](#) Royal Air Force CIS policy & the relevant equipment Support Policy Statement.
- 2. Airfield lighting.** Airfield Lighting is maintained & checked on a routine basis by MITIE in accordance with the Military Airfield Design Specification.
- 3. Earthing points.** Earthing Points are maintained & checked on a routine basis by MITIE in accordance with MAA [RA 3500](#) series.
- 4. Manoeuvring Areas & drainage.** The airfield manoeuvring areas are maintained and checked on a routine basis by MITE in accordance with the Military Airfield Design Specification. The airfield drainage plan is also checked & maintained by MITIE.
- 5. Aerodrome signage.** Aerodrome signage is maintained & checked on a routine basis by MITIE in accordance with the Military Airfield Design Specification.
- 7. Airfield Wildlife Control Unit.** The Airfield Wildlife Control Unit equipment & vehicles are inspected on a daily basis by NATS.
- 8. Standby Power System checks.** The Airfield Standby Power System is maintained & checked on a monthly basis by MITIE in accordance with the Military Airfield Design Specification.
- 11. Review of Aerodrome Driving Orders.** Aerodrome Driving Orders are the responsibility of The NATS Support Manager. The orders are reviewed periodically.

ANNEX S: RADAR, RADIO AND NAVIGATION AID MAINTENANCE, MONITORING AND PROTECTION

1. **Airfield Support Team (AST).** RAF Gibraltar's AST consists of 1x SNCO and 1 x JNCO (TG4) and are responsible for safeguarding and support of Ground Radio Installations (GRI) in Gibraltar. This is achieved through controlled access, regular inspections & active involvement with Boards of Officers/Siting Boards in accordance with [AP 600](#) Royal Air Force CIS Policy.
2. **►RAF Gibraltar's Master Infringement Register can be found [HERE](#). In addition, RAF Gibraltar's Action and Issue (A&I) log can be found [HERE](#). ◀**
3. **Control of Access to GRI.** Authorisation to enter GRI buildings at the Upper Rock Sites is authorised by the AO, Aquila ATM or the AST **ONLY**. All visitors requiring access to GRI critical buildings will be escorted by the AST.
4. **Gaining Access to GRI.** Requests for access to GRI buildings are to be made by contacting the AST:
 - a. AST Duty Mobile: (+350) 56004593
5. **GRI Integrity.** To ensure the integrity of all GRI is maintained, whether manned or unmanned, the infrastructure are subject to a Weekly, Monthly check by AST staff in accordance with [AP 600 Order 2.1.2](#)
6. **Technical Safeguarding.** The technical safeguarding is carried out by the AST in accordance with [AP 600 Order 2.1.1](#)
7. **Flight Navigation Equipment Maintenance.** All equipment maintenance is conducted by suitably trained, authorised personnel associated with Aquila ATM and Aquila 3rd line support and external agencies.
8. **Flight Check.** Navigational aids being calibrated by a flight check Aircraft are done so i.a.w [AP 600](#) – Royal Air Force Information CIS Policy.

ANNEX T: AERODROME WORKS SAFETY

1. **Policy.** The ASM has responsibility for the safety assurance of airside development and will determine the strategy and the extent of operational safety management which will apply to each project in accordance with its scope.
 - a. Any proposed new airfield infrastructure will be carefully assessed for its safety integrity at the concept stage.
 - b. Only when the proposal meets regulatory requirements, and an acceptable level of safety will it proceed to detailed planning and implementation.
 - c. Significant changes in the project will be measured against these requirements.
 - d. Airside works in progress will be managed with a requirement for the highest levels of safety which may reasonably be expected. This will be achieved through a partnership approach with the contractor, through good design, risk assessment, a permit system and active monitoring of safety performance.
 - e. RAF Gibraltar will aim to demonstrate best practice in the management of airside development works.
2. **Management of Airside Development.** Any external organisation (tenant, service partner, contractor, etc) or internal department wishing to carry out any works on the Movement Area must inform the relevant operating Authority for the area in the first instance so that the project may be properly conducted. Airside development projects will be managed through the Work In Progress (WIP) system whereby work will be approved, and contractors referred to ATC for co-ordination and briefing. Both ATC and Air Ops are to maintain a WIP Log.
3. **Operational Planning and Approval Requirements.** The Project Manager or co-ordinator must inform RAF Operations of the proposed works or development with sufficient notice in order that the process detailed below may be followed. Where the project management role has been sub-contracted, the sub-contractor must ensure that the consultation takes place. However, it is ultimately the RAF who is accountable for the safe management of these processes – safety accountability may not be delegated to contractors.
4. Where the entirety of works is intended to take place within the area of the Air Terminal, consultation and approval for the works must first be sought from the agents of the Government of Gibraltar. If the works require access to or will take place on the Aircraft movement area of the Air Terminal, then prior to commencement of the works, consultation will take place with ATC to ensure compliance with regulations and for purposes of safety assurance, albeit safety accountability for the works remains with the agents of the Government of Gibraltar.
5. Failure to properly consult may result in works being delayed or commencing without authorisation. Unauthorised works are liable to immediate cessation by ATC, RAF Operations personnel or, in the case

of the Air Terminal, agents of the Government of Gibraltar until the due consultation, planning and approvals are in place.

6. All airside development and maintenance works require prior consultation in order that they can be assessed against the Aerodrome safety and regulatory requirements and managed. The Project Manager is responsible for ensuring liaison with appropriate airfield agencies during the planning phase; those agencies then assume responsibility for notification of the works. RAF Operations or agents of the Government of Gibraltar as appropriate will advise the Project Manager of the likely approval timescales in order that these can be programmed. The scope of the consultation and planning will be commensurate with the nature and scale of the project. The period of notice will similarly be dependent on the scope and impact of the works.

7. **Airside Works Planning Approval Summary.** The scope of airside works planning shall include the following requirements:

- a. Compliance with [RA3500](#) Series or [CAP168](#) requirements for works on land forming a part of RAF Gibraltar or the Air Terminal respectively.
- b. Compliance with Gibraltar Airport Safety Policies and Principals.
- c. Assessment and management of operational safety risks.
- d. Minimum operational disruption.
- e. Provision of appropriate safety assurance documentation.
- f. Promulgation of information.

8. **Major Projects.** Examples of major projects are listed below. This list is not exhaustive but does indicate the scale or nature of projects which are likely to be considered major projects and will require substantial operational planning. An RAF SME or agents of the Government of Gibraltar will provide representation at works planning meetings and will invite representatives from NATS as considered appropriate.

- a. Construction of a taxiway.
- b. Runway maintenance works other than routine activities.
- c. A new building with airside frontage.

9. Sufficient design data and works methodology must be provided by the project management team in order that safety and operational assessments can be made by an RAF SME or agents of the Government of Gibraltar. Design and operating philosophy cannot be approved until all necessary assessment and consultation have been completed. Timescales for such approvals will vary according to the scope of the project.

10. An RAF SME or agents of the Government of Gibraltar will co-ordinate the level of Hazard Analysis required. Changes to design and methodology may be required as a result of Hazard Analysis and a record of the Hazard Analysis and any associated Airside Operating Instructions will be retained. Where the scope of the work requires, a further Safety Statement might be produced in support of the works by either an RAF SME or agents of the Government of Gibraltar. Once design and methodology has been approved and Hazard Analysis completed, the project can proceed to construction and implementation.

11. **Minor Projects.** Planning and approval of minor projects will follow the same principals as for major projects, but the scope and level of consultation will be smaller and will be determined by RAF Operations or agents of the Government of Gibraltar. Minor works will still be subject to briefing by ATC and will require final ATC approval if taking place on the manoeuvring area or on any location which can only be accessed via the manoeuvring area. A minor project will involve work such as:

- a. Limited scale pavement reconstruction and repair.
- b. Changes to road layout.
- c. Small building construction airside.
- d. Other works requiring the closure or restricted use of an airside facility such as a stand or roadway.

12. **Cranes.** Works involving the use of cranes are of particular interest and raise unique concerns. Cranes can represent hazardous obstacles to Aircrafts on or in the vicinity of the airfield. Works involving the use of cranes and taking place in the vicinity of the airfield should be notified to RAF Operations and consultation should take place to detail how these works can best be conducted without affecting flying at RAF Gibraltar. Guidance on the use of cranes in the vicinity of RAF Gibraltar is published on the [Government of Gibraltar Town Planning](#) Website and specific advice can be sought from the ASM. Where no consultation has taken place, either the Stn Cdr or the NATS SATCO (holding the relevant Safety Accountabilities) may cease flying operations until the cranes have been removed and consultation has taken place.

13. **Permits of Work.** All airside development works require the issue of an airside Works Permit. The Works Permit must be completed prior to the commencement of airside works but after completion of the operational planning phase. The Works Permit will be brought to ATC by the contractor, after RAF Operations have signed and stamped their relevant sections of the permit approving the works in principle. Final approval is dependent on the following stages taking place. ATC and the contractor will together complete 'Further instructions' of the permit and when agreement is reached both will sign the acceptance. Permission to enter the manoeuvring area and clearways must always be obtained by the contractor in accordance with the agreement made in 'Further instructions' of the permit.

The ATC Brief should include as a minimum:

- a. Limits of the work area.
- b. Direction of aircraft movements.
- c. Route to be taken by works vehicles.
- d. Parking area for works vehicles and equipment.
- e. Control to be exercised over works vehicles and workers.
- f. Signals to be employed.
- g. FOD prevention.

14. **Routine Maintenance Works.** Routine maintenance work includes airfield markings, signage, lighting and weeding. The routine nature of many maintenance functions can lead to complacency and consequent incidents and occurrences. It is of paramount importance that the planning, promulgation and

execution of such works is detailed and carried out in a manner which attends meticulously to all relevant airside procedures. Some maintenance and repair tasks can be accomplished during Aircraft operations. Other tasks can only be undertaken when the area is closed to Aircraft activity or when such activity is light. It is sometimes desirable for operational expediency to carry out works within an active runway strip. Such work includes essential inspections and surveys which can be carried out by one or two people on foot using light tools. Very often this work cannot reasonably be carried out outside of airfield operating hours. Denying runway strip access for this type of work may prevent tasks essential to aerodrome maintenance from being completed.

15. **Responsibilities.** ATC are responsible for ensuring the safety of Aircrafts and personnel when works are taking place on the manoeuvring area. Where works are taking place on the runway, all personnel and their equipment and associated materials will be removed from the runway, and the runway inspected for FOD, prior to its use by Aircrafts. Where works are not under the positive control of ATC, as in the previous case, responsibility for the safety of Aircrafts and personnel rests with the persons carrying out the works, on the basis that:

- a. Prior agreement for the works has been achieved between RAF Operations or agents of the Government of Gibraltar in the case of the Civil Apron, and ATC.
- b. The terms of the airside Works Permit has been accepted by signature of the person carrying out the works or their employer.

16. **Control Measures.** When work is to be carried out on the aerodrome and it is not possible to stop flying, special control rules are to be enforced to safeguard the working party. Orders for these control measures are to be produced and approved by the relevant stakeholders on the airfield and the work party supervisor. At RAF Gibraltar, this is referred to as the Work in Progress (WiP) process. Note. All aerodrome work is to be clearly marked using approved high visibility markers and lit during the hours of darkness.

Conditions Applying to Works Within the Runway Strip.

WIP Zone	Nature of Work	Tetra requirements	Special requirements
Zone 1 Runway strip & RESA This includes the full length of the runway from seawall to seawall extending 75M laterally from the runway centreline Taxiway & Taxiway Strip Extending 40.5M laterally from the Taxiway centreline Clearways Of both runways, regardless of runway in use	Essential maintenance Emergency Repairs	Must be TETRA equipped. The radio operator MUST remain with the working party for the duration of the works. In exceptional circumstances Following agreement between the ATC and RAF Operations work parties may be permitted to work without TETRA	Failure of the TETRA or inability of the operator to communicate clearly will result in work authorisation being cancelled and removal of the workers from the airfield. The contractors MUST be escorted to and from the WIP site by a TETRA equipped vehicle.
Normally only one working party will be permitted access to the manoeuvring area at any one time, although exceptionally the ATC WM may authorise additional parties. Procedures detailed below the table are to be applied in their entirety, except where specific exemptions are made.			
Zone 2 All other areas of the Airfield	All works	Not required	Where ATC consider it necessary to remove workers from the airfield prior to Aircraft movements it should be co-ordinated with the relevant authority. The RAF OC Ops for MOD estates, and GATL Duty Manager for the Civil Apron.
WIP procedures sections 1 and 6 detailed below are applicable.			

Note: WIP outside these Zones may still affect Aircraft movements if high sided vehicles, cranes or tall structures are involved. If any doubt exists then advice should be sought from RAF Air Operations.

17. **Emergency Repairs.** Defined as works carried out in order to make essential repairs to, or correct a fault, which is impacting on the safe operation of the Airfield. Clearly it is unrealistic that the procedure describes above for planned maintenance can be used for emergency repairs in response to a failure of a Taxiway or Runway Surface where immediate action is required in order to make the area safe for operations. Works of this nature may be approved and exempted from the full WIP procedures subject to agreement between the RAF Duty Exec and the ATC WM or NATS GM and conditional on the commencement procedures detailed below. Closure of any parts of the aerodrome manoeuvring area due to either the fault, or the associated works will be subject to NOTAM action.

18. **Commencement of Work - Emergency Repair Work Parties (Non-Radio).**

- a. No WIP will commence until 15 minutes after any Aircraft departure. Working parties will be escorted to the site by a TETRA equipped vehicle.
- b. The Aerodrome Controller will monitor the WIP from the VCR and may stop the WIP if FOD is observed, and not being managed correctly in the area.
- c. The Aerodrome Controller, in co-ordination with the AWCU, will assess whether the WIP is attracting bird activity.
- d. Working parties will be instructed to vacate the manoeuvring area in sufficient time for the area to be made available and in suitable condition for Aircraft movements at least 1 hour prior to the next planned Aircraft movement.
- e. Working parties will be instructed to vacate by the dispatch of a TETRA equipped vehicle, which will provide an escort until the working party has vacated.
- f. Once the working party has vacated, the area must be inspected by ATC, AWCU or RAF Ops.
- g. Inspections by AWCU must not prejudice their primary task.
- h. The Aerodrome Controller will notify the ATC WM of any issues during WIP. The ATC WM will bring any issues to the immediate attention of the RAF Ops.
- i. Works are not to be permitted in Zone 1 if RAF Gibraltar is acting as a flight planned nominated diversion.

19. **Commencement of Work - Emergency Repair Work Parties (Radio Equipped).**



- a. No WIP will commence until 15 minutes after any Aircraft departures.
- b. Working parties must contact ATC on TETRA and request permission to enter the manoeuvring area and commence WIP.
- c. The Aerodrome Controller will monitor the WIP from the VCR and may stop the WIP if FOD is observed, and not being managed correctly in the area.
- d. The Aerodrome Controller, in co-ordination the AWCU, will assess whether the WIP is attracting bird activity.
- e. Working parties will be instructed to vacate the manoeuvring area in sufficient time for the area to be made available and in suitable condition for Aircraft movements at least 45 minutes prior to the next planned movement.
- f. Once the working party has vacated, the area must be inspected by ATC, AWCU or RAF Ops.
- g. Inspections by AWCU must not prejudice their primary task.
- h. The working party must advise ATC on TETRA when the WIP is completed, and the manoeuvring area vacated.
- i. The Aerodrome Controller will notify the ATC WM of any issues during WIP. The ATC WM will bring any issues to the immediate attention of the RAF Ops.

20. **Key Protocol with GDP.** ATC will retain the keys to all airside gates throughout the operational hours of the airfield. The ATC WM will pass the keys to a GDP officer when the Airfield closes, or at other times with appropriate co-ordination. Both parties will sign for the exchange on GIB/Form/013. The GDP will arrange the on-site access for working parties. If active airfield access is required during airfield operating hours approval as detailed above must still be obtained from ATC. Prior to the Airfield opening the GDP will return all keys to the ATC WM. Both parties will sign for the exchange. GDP will sign as having determined that the airside site is clear of personnel and equipment. The morning ATC inspection will corroborate this and ascertain that the area is fit for Aircraft operations. The airfield will not be opened for Aircraft movements until both procedures are complete.

21. **Access to the Civilian Apron.** All access for works on the Civilian Apron will be arranged through the GATL Duty Manager. He will consult with the GibAir Apron Manager and ATC if works are likely to impact on Aircraft operations.

22. **Suspension of Works.** Subject to the location of the works, the appropriate authority may suspend the works without notice if it is believed to constitute a hazard to aviation. Any member of staff concerned about the safety of any works is to contact either RAF Operations or GATL Duty Manager immediately.

ANNEX U: AERODROME USERS – VEHICLE AND PEDESTRIAN CONTROL

1. **Airfield Driving Policy.** Driving in airside areas presents many specific challenges requiring different knowledge and skills from those required for public roads. Furthermore, poor discipline,  rushing  and lack of competence by airside drivers provide one of the greatest hazards to aircraft operations. Holding a valid driving licence does not in itself make a person competent to be in charge of a vehicle in an airside area. For these reasons, the aerodrome requires airside drivers to undergo specific training and to regularly refresh these skills.

2. **Airfield Driving Permit (ADP) Procedures.** A permit system, code of conduct and a disciplinary process underpins the objective of ensuring safe airside driving. As well as meeting statutory requirements, procedures for obtaining a permit and operating a vehicle airside, will follow the guidelines provided by the MMATM and Appendix C of the [European Action Plan for the Prevention of Runway Incursions](#). There is in addition, a stretch of road between the main apron and the terminal administered exclusively by GATL who are wholly responsible for driver training and issue of driving permits for this area. The possession of a driving permit issued by GATL is specific to this area and does not entitle the holder to drive anywhere else on the aerodrome.

a. **Permit Requirements.** No person is permitted to drive airside without the appropriate ADP for the area they are driving in. Persons not in possession of an ADP will require an escort by an ADP holder. Permits will be issued in accordance with page 155/ S 11 of the MMATM. Drivers of service and privately-owned vehicles (including civilian contractors), who, in the course of their duties, require access to the movement area are to be in possession of an Airfield Driving Permit in accordance with [JSP 800, Volume 5, Defence Movements and Transport regulations](#) (POLICY LEAFLETS NUMBER 27).

b. **Driver Training.** Following confirmation of the requirement to hold an ADP, all drivers are to attend a Flight Safety Awareness Brief delivered by the Airfield Safety Manager. ADP training is conducted by ATC in accordance with the requirements of CAP790. The successful candidate will return to ATC to collect an ADP. Where drivers will only require limited access onto specific areas of the movement area (Aprons, MT access routes, etc) the NATS GM or NATS GM's nominated representative may issue a 'limited' Airfield Driving Permit, tailoring the required brief, exam and practical training as appropriate.

c. **Exceptions.** Vehicles being escorted on to the Manoeuvring Area by a vehicle driven by an appropriate permit holder are not required to hold an ADP.

d. **Permit Types.** The following permit types are issued at RAF Gibraltar:

(1) **All Areas.** Allows drivers of Tetra equipped vehicles to drive on any part of the Manoeuvring Area including the runway with ATC approval. This permit is to be renewed annually.

(2) **MT Route.** Allows drivers to drive along the MT route only, this permit is to be renewed annually.

(3) **Restricted.** Allows driver to drive within specifically defined areas as authorised.

e. **Training and Administration.** ATC will provide the training and administer the ADP scheme. This includes the following: airfield driving brief for both the MT Route and All Areas driving permits; administration of mandatory tests (written and practical); issue of ADP and associated documentation on phraseology and driving regulations; collating and updating database of ADP holders.

f. **Application for ADP.** All applicants must complete ADP application form and return it to ATC. These are available from ATC. All applicants for the issue or renewal of an ADP must meet the following requirements: hold a valid driver's licence; have a colour perception standard of CP2 (normal) or CP3 (defective safe); be in date for Flight Safety Awareness training (two-year lifetime); pass the ADP written test with 100% pass mark; be able to demonstrate that they can recognise and understand written safety instructions of the type issued periodically by ATC or other relevant airport authorities.

g. **Applying Agencies.** Agencies that employ personnel needing to drive on the airfield are responsible for: ensuring that drivers are fully prepared for passing both written and practical tests; ensuring that their drivers maintain the highest standards of airfield driving.

h. **Renewal of ADP.** ADPs are to be renewed at intervals not exceeding 3 years for all area permits and 5 years for MT route permits. Following confirmation of continued requirement, a refresher briefing and exam is to be given. Following any period of disqualification, the full application procedure will be required, including retaking driver training. The applicant must also be in date for Flight Safety Awareness training (one-year lifetime).

i. **ADP Penalty Scheme.** In accordance with the MMATM Chapter 18.9 the NATS SATCO is required to draw up traffic rules for the aerodrome Movement Area (which includes the Manoeuvring Area and Apron Areas) and should make arrangements for all drivers to be briefed on these rules. As part of this requirement, it has been deemed appropriate that a clearly defined list of driving offences and consequences should be published to ensure both a fair and consistent application of the rules for airfield driving. The NATS SATCO remains the authority for the issue of ADPs and nothing in these rules prevents the NATS SATCO from disqualifying a person from driving on the airfield if that person is not deemed fit to do so. The Tower ATCO is authorised to act as the NATS SATCO's nominated deputy and has the authority to issue a yellow or red card. The following is a list of contraventions of the ADP scheme, it is not intended to be exhaustive and may be added to from time to time at the request of the Stn Cdr or NATS GM.

Contravention	Card
Failure to comply with road signs	Y
Failure to comply with traffic lights	R
Leaving vehicle unattended with engine running	Y
Vehicle obstructing fire/emergency access	Y
Vehicle causing an obstruction likely to impede airfield operations	Y/R
Carrying a passenger in an open backed vehicle where no seatbelt is fitted	Y/R
Using a hand-held mobile phone while driving	► R ◄
Driving whilst under a ban	R
Failure to comply with an ATC Instruction while driving on the manoeuvring area	R
Failure to comply with a police directive	R
Forging or defacing an ADP	R
Speeding	R
Driving while under the influence of alcohol or drugs	R
Driving in a dangerous or reckless manner	R
Reversing airside without a marshaller	Y
Driving airside with an unsafe load	Y/R
Throwing FOD from a vehicle while airside	R
Using a defective vehicle which causes an incident	Y/R
Failure to stop after an incident	R
Endangering an Aircraft	R
Driving airside with a lapsed ADP	R
Pushing or moving an Aircraft without clearance from ATC during airfield opening hours	R
Driving a vehicle likely to create FOD	Y/R
Driving without displaying requisite lighting	Y
Failing to conduct FOD checks in marked FOD Boxes	R
Failing to conduct operational FOD checks when required	Y/R

j. Yellow or Red cards will be issued and retained in the ATC database (until the written test is retaken) should any contravention of a rule take place. Where a driver receives a yellow card, this should act as a warning, receipt of a second yellow will result in withdrawal of the ADP for a period to be determined by NATS SATCO or their nominated deputy. The issue of a red card will result in the removal of the ADP for a minimum of four weeks but could be permanent if the offence committed is considered to be sufficiently grave. A period of re-training will be required prior to re-issue of an ADP. Some offences carry an automatic red card and as such result in automatic withdrawal of the ADP. It should be noted that some offences might carry a yellow or red card dependent on the severity of the incident. Where an ADP is withdrawn, NATS SATCO will endeavour to notify the line manager of the affected individual.

3. **Airfield Driving Procedures.** General rules for airfield driving are as follows:

- Inspect your vehicle before driving it.
- Drive only where your ADP allows.
- Give way to Aircrafts including Aircrafts under tow at all times.
- Display the vehicle flashing obstruction light(s).
- Use dipped headlights at night and in reduced visibility.
- Observe the relevant Movement Area speed limits at all times.
- Comply with the standard rules of the road when overtaking and passing other vehicles.
- Carry only the permitted number of passengers in the vehicle.
- All passengers must be seated ►with seat belts on◄.
- Ensure that all loads are safe and secure. Doors and shutters must be closed when operating airside.
- Do not leave vehicles unattended with engines running (unless there is a justifiable need for the engine to be running).
- Observe all parking restrictions.
- Apply the handbrake when the vehicle is parked.
- Personnel in vehicles must remain entirely inside the vehicle unless permission has been given to leave the vehicle.
- Do not park underneath an Aircraft wing unless you have an operational requirement to do so.
- Report all vehicles that become unserviceable without delay.

a. **Vehicle manoeuvring or parking under aircraft wings.** Manoeuvring and parking vehicles under an Aircraft's wing presents a safety hazard should an aircraft vent fuel for example. It also impinges on the safe separation distance between vehicles and aircrafts and raises the potential for an incident. Only vehicles that have an operational requirement to park under an Aircrafts wing may do so. Examples of such vehicles might include those of aircraft refuellers or aircraft maintenance companies. All other vehicles must manoeuvre at a safe distance from aircraft wings.

b. **Towing of aircraft steps.** It is a requirement that all trailed equipment is towed in a safe manner. It is the responsibility of the operator to ensure aircraft steps are maintained in good working order and that operatives carry out a walk around check prior to the steps being used. Prior to a tow commencing, the stabilisers must be fully raised to prevent grounding and all loose or detachable items must be removed. Whilst towing, consideration must be given to the speed of travel, particularly when manoeuvring aircraft steps in confined spaces or around corners. In cases of adverse weather conditions, e.g. strong winds, vehicle and equipment operatives must ensure Aircraft steps are in the fully lowered position before commencing a tow, as the likelihood of them toppling significantly increases with height. Furthermore, slower towing speeds will be necessary as the likelihood of Aircraft steps becoming unstable increases with stronger wind conditions. Steps must be parked in designated bays with the parking brake applied and stabilisers lowered such that they cannot move inadvertently.

4. **Vehicle Standards.** All vehicles operating on the Civil Apron must have an airside vehicle permit issued by GATL. This Permit must be displayed at all times when the vehicle is operating airside. All vehicles operating on the apron must be maintained to a standard that ensures that the vehicle is fit for its intended use and that its condition will not endanger vehicle users, pedestrians, Aircraft or property. Generally, all vehicles should be maintained to a standard which meets the requirements for the grant of a Department of Transport MOT Certificate. All drivers must be aware of the limitations imposed by the manoeuvrability or size of the vehicles they are driving. Vehicles must be inspected daily, and records of the checks are to be kept for 3 months. All faults are to be reported and rectified before the vehicle is used on the Aircraft apron. All drivers must be aware of the hazards to Aircraft caused by foreign objects. As

such vehicle windows should normally be shut when operating on the apron. Drivers must ensure that vehicle loads cannot fall off the vehicle. All vehicles operating on the apron must display a flashing yellow obstacle light, as described in [CAP 168](#). The use of hazard warning lights for this purpose is unacceptable. At night or in low visibility, all vehicles are required to comply with the lighting regulations prescribed by the Road Traffic Act. Dipped headlights are to be used whenever the vehicle is moving at night on the apron.

5. **Speed Limits.** The speed limit on the airfield is ►30kph◄ and 20kph on the MT route south of the Civil Apron. At night the speed limit remains at 30kph except where the 20kph limit on the MT route south of the Civil Apron remains in force.

6. **Using Mobile Phones Airside.** The use of hand-held mobile phones by drivers of moving vehicles airside, including when supervising or escorting anyone who does not hold an airfield driving permit, is prohibited. Under no circumstances should mobile phones be used within the Aircraft refuelling zone unless the handset is intrinsically safe. A fuelling zone is established when Aircraft fuelling operations are in progress. It must extend at least 6 metres radially from the Aircraft filling and venting points, and from any part of the fuelling vehicle and equipment, including hoses. It is the responsibility of all airside users to ensure passengers embarking or disembarking Aircraft whilst re-fuelling is taking place, comply with this safety procedure. The only permitted use of a hand-held mobile phone whilst driving is for a genuine emergency call to Gibraltar ATC Emergency ext 2005 3333 and only if it would be unsafe for a driver to stop.

7. **Vehicle Ignition Keys.** It is the responsibility of all airside vehicle and equipment operators, to ensure that an unauthorised driver cannot use a vehicle or piece of equipment. To prevent vehicles fitted with a key ignition being moved without consent, such vehicles must have their ignition keys removed whilst parked unattended on Aircraft stands, head of stand roads, or other locations authorised for the parking of vehicles. Vehicles must always be accessible via the driver's door in the event that the vehicle needs to be moved for safety reasons.

a. **Exemptions.** Vehicles and equipment that depend on engine power to carry out their function (when using hydraulic lifts for example), and airfield operations vehicles, where the driver is carrying out duties close to the vehicle (when Aircraft marshalling for example), are exempt from this notice.

8. **Driving on the manoeuvring area.** General rules for airfield driving are as follows:

- All drivers are to request permission to enter the Eastern and Western manoeuvring Area(s) from ATC "Tower".
- All vehicles are to give way to aircrafts. The exception to this rule is; vehicles towing aircrafts have priority over taxiing aircrafts.
- Vehicles are not to proceed on to the Manoeuvring Area before the driver has ensured that no aircrafts or vehicle is moving, or is likely to move, near the point of entry.
- Should a driver ►travelling on the Civilian Apron MT Route◄ observe Anti-Collision lights (red flashing lights) on an aircraft, the driver is to stop immediately.
- Vehicles being driven on the airfield are to conform to the normal rules of the road for Gibraltar.
- Vehicles are always to give way to aircrafts by clearing the taxiway in such a manner as to afford the maximum clearance to the aircraft. This does not absolve aircrews or ATC staff from taking all the necessary precautions to prevent collisions.
- Vehicles are to be kept at least 50 metres behind taxiing aircrafts.
- Whilst on the manoeuvring area, vehicles are not to be driven in reverse unless being directed by a marshaller, nor are they to overtake moving vehicles. They are also to be halted as infrequently as possible.
- Vehicles are not to be parked on or near a taxiway.
- Engines are not to be run unnecessarily in the vicinity of the control tower or radio transmitter/receiver stations.
- In the event of a breakdown, the driver must on no account leave the vehicle unattended and is to indicate by suitable signals to approaching Aircraft that the vehicle constitutes an obstruction. The driver is to notify ATC by Tetra, phone (+350 2005 3383) or by contacting a passing vehicle as soon as safely possible.
- Vehicles are not to be driven on the runway, runway shoulders, or on any taxiway without the specific permission of the Air Traffic Controller.
- Drivers are to report to the Air Traffic Controller when leaving the runway, runway shoulders or a taxiway.
- Vehicles are not to proceed through traffic lights unless they are green, or a flashing green lamp signal is received from ATC. If the traffic lights are not working, they are to be treated as red until contact has been established with ATC.

9. **Driving on the Runway Shoulders.** The Runway shoulders are slurry sealed with asphalt which could be damaged by aggressive vehicle manoeuvres. When driving on the shoulders any aggressive turns or manoeuvres should be avoided, particularly by larger vehicles such as fire engines and sweepers.

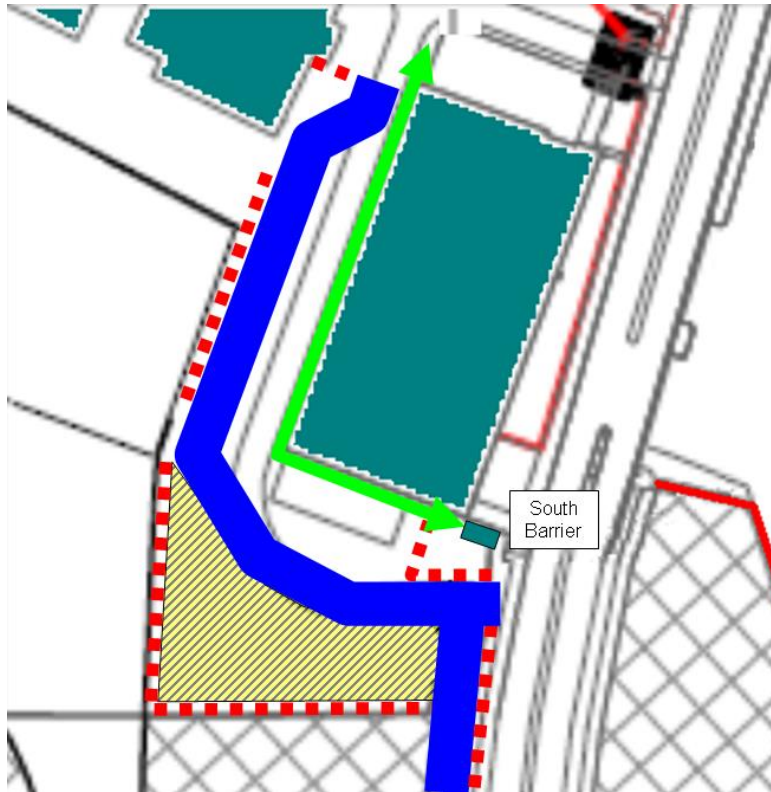
10. **Radio Procedures.** Holders of ALL AREAS ADPs must be able to operate TETRA handsets competently and be able to use and understand standard RTF phraseology. ATC provide phraseology booklets with commonly used phrases for any ALL-AREAS ADP holders that require them. The following radio disciplines must always be observed when using the RTF on the Manoeuvring Area at RAF Gibraltar:

- a. Use TETRA channel DMO.
- b. Use standard RTF phraseology at all times.
- c. Listen carefully to instructions.
- d. Use the Vehicle Call sign on every RTF transmission.
- e. Read back appropriate ATC instruction.
- f. ► If you do not hear a callsign, never assume the transmission or clearance was for you. Check with ATC and *confirm* any clearance. ◀

11. **Radio Failure Instructions.** If TETRA fails whilst a vehicle is on the Manoeuvring Area the driver is to:

- a. Clear the manoeuvring area immediately without crossing the runway or taxiways and contact ATC by other methods, such as mobile phone, or fixed landline phone to confirm he has vacated to a safe location.
- b. Attract attention by flashing lights or signalling.
- c. Watch for light signals from the Tower.
- d. Await the arrival of a TETRA fitted vehicle. Attempt to contact ATC by mobile phone on (+350) 2005 3383 or 2005 3333 (ATC emergency).

12. **Control of Pedestrian Access to the Airfield.** Pedestrian Access to the airfield from Winston Churchill Avenue is permitted via North and South Barrier. North Barrier provides access to the Fire Section, Air Traffic Control and Met Office. South Barrier provides access to Spitfire Way. Pedestrians accessing via South Barrier are to follow the pedestrian walkway around Western Hangar at all times and remain clear of the MT Route unless strictly necessary. The map below depicts the MT Route in blue and the pedestrian walkway in green. ► ID is to be worn at all times. ◀



13 **Pedestrian Control on the Airfield.** Access to the MT Route and dispersals by authorised persons is approved providing the required level of security screening is undertaken and a high visibility jackets are worn at all times. If it is necessary to leave the MT Route or a dispersal and access the manoeuvring area approval is required from ATC. GDP Dog Patrols routinely take place along the length of the MT Route and across the front of the Civil Apron when there are no airliners on stand. The area marked on the map above in black and yellow, to the north of Western Hangar bounded by the red and white concrete barriers and MT Route, is out of bounds to personnel when aircrafts are operating from South Dispersal.

ANNEX V: FOD PREVENTION – TRAINING AND AWARENESS

References:

[AP8000 Leaflet 8103](#)
[AP8000 Leaflet 8116](#)

1. **Foreign Object Debris (FOD)** is defined as, ‘any material (including loose articles) that originates from any source, either external to or part of an aircraft, which can cause damage to that aircraft or its equipment’. FOD presents a significant risk to Air Safety (AS), which could result in personal injury, loss of life or damage to or loss of an aircraft, which is pertinent to all aircraft types operating from RAF Gibraltar. Operationally, FOD can needlessly reduce output through the loss of an aircraft, recovery, maintenance and associated costs.

Aim

2. The aim of this Plan is to provide direction and guidance to the relevant airfield departments in order to ensure that the risks associated with FOD at RAF Gibraltar are ALARP and tolerable.

Scope

3. The RAF Gibraltar FOD Prevention Plan falls into 3 distinct categories: FOD Management, FOD Monitoring & Predictive Planning and FOD Publicity. The Plan will do the following:

- a. Outline the Stn’s FOD organisation and explain the means by which the potential impact of FOD will be minimised.
- b. Describe the routine measures that are to be taken to reduce the incidence of Foreign Object Damage.
- c. Outline a means of predicting unusual activity on Stn that might warrant additional FOD-preventative measures to be taken.
- d. Explain how FOD-related data will be collected and analysed so that procedures can be amended or developed to ensure that FOD incidents are reduced.
- e. Set out the publicity strategy by which all Stn personnel and those individuals visiting the Stn will be made fully aware of their responsibilities with respect to FOD.
- f. Articulate a process for continuous monitoring and improvement of FOD-related Standard Operating Procedures.

Applicability

4. This FOD Prevention Plan applies to all RAF Gibraltar personnel and is equally applicable to the wider BF Gib community and civilian contractors temporarily employed at RAF Gibraltar. All personnel are to maintain a proactive approach to identify and eliminate FOD as an AS risk.

FOD Prevention Organisation

5. The FOD Prevention Officer (FOD PO) is responsible to the Air Safety Manager (ASM) for FOD Prevention at RAF Gibraltar. The ASM is responsible for overseeing FOD Prevention across the Stn and tracking any recommendations and corrective measures that require implementation. JNCO Air Operations is the nominated FOD PO and is available on ext. 3352.

6. FOD prevention is a standing agenda item at the monthly Air Safety Committee (ASC) meeting, which provides the ASM, FOD PO and other relevant airfield departments with a means to highlight recent FOD related issues and highlight prevention measures. ASC attendees can be found at Annex C of the RAF Gibraltar Air Safety Management Plan, located [here](#).

7. **Sources of FOD** are numerous and can include:

- a. 'Personal' FOD¹³ - plastic bottles, drinks cans, cigarette stubs, paper, pens, coins, spectacles, keys, items from clothing/ PPE etc. all of which are easily moved by the wind.
- b. Pieces of asphalt, concrete or loose stones derived from poorly maintained operating surfaces.
- c. Misaid tools, test sets, paper towels / rags.
- d. Aircraft Inventory - Unsecured screws, nuts, bolts and panels.
- e. Vehicles/Airfield Servicing Equipment (ASE) - Unsecured screws, nuts, bolts, panels, debris trapped in tyres or loose items within the vehicle in the load carrying areas.
- f. Debris resulting from poor waste management / inappropriate waste storage containers.
- g. Natural hazards including birds and water ingress.

8. As this Plan may need to be accessed by external contractors or those without access to MODNET, if you are unable to access the hyperlinks contained within then please contact the FOD PO who will forward the required information.

9. **FOD Reporting** is the responsibility of **all** British Forces Gibraltar (BF(G)) personnel to be proactive in the removal and reduction of FOD. In order to ensure that the safety of the airfield is not compromised, the following actions are to be taken with regards to FOD:

- a. Any item found on or in the vicinity of the airfield that could be from an aircraft or vehicle, or that poses a direct and/or imminent risk to aircrafts, must be reported immediately to ATC on ext.

¹³ With Winston Churchill Avenue open to the public in between aircraft movements this is identified as a major hazard at RAF Gibraltar.

3333. The FOD is to be removed if safe to do so and passed to ATC or the GDP North/South Barriers. A DASOR is to be submitted and the FOD PO will launch a subsequent investigation.

b. If 'general' FOD (nuts, bolts etc) is found on or in the vicinity of the Airfield, a [FOD Hazard Report](#) is to be completed and submitted to the FOD PO for investigation. The item found is to be handed in to the FOD PO with the report.

c. Items such as litter should be collected and disposed of in the yellow FOD bins that are provided on the Airfield. There is no requirement to report such finds to the FOD PO unless there is a significant build-up of litter in that area.

d. Following the submission of a FOD DASOR or Hazard Report, the FOD PO is to plot the area where the FOD was found on the FOD Saturation Map. This will enable trend analysis to take place whilst highlighting any significant areas that may have a FOD issue.

FOD Prevention Measures

10. To provide maximum operational capability, FOD must be prevented from coming into contact with aircrafts. To achieve this, the following measures are to be implemented:

a. **Sweeping Plan.** The RAF Gibraltar Sweeping Plan can be found [here](#). The Plan will be reviewed annually by the FOD PO or following any significant changes to the Airfield in order to ensure adequate and thorough sweeping of the Aircraft Operating Surfaces (AOS). The services of a sweeper are available on request by contacting Airfield Ground Support Unit (AGSU) on ext. 3296.

b. **Signage.** The FOD PO is to ensure that all airside access points are clearly marked with signs highlighting the requirement to conduct FOD checks prior to entering.

c. **Domestic and Technical Site Litter.** All rubbish is to be sealed in bin bags before being deposited into bins, which are to be emptied regularly. Skips are to be covered at all times.

d. **Airfield Operating Surface (AOS).** Stones and debris on the AOS can cause significant Foreign Object Damage. To ensure that FOD remains at a minimum, the following measures are to be instigated:

(1) Surface Inspections. SATCO is to ensure that a twice daily inspection of all AOS is completed by a qualified Air Traffic Controller. If any FOD is located that cannot be dealt with by the inspecting controller, they are to arrange for an immediate sweep of the area by AGSU. DIO ensure that a monthly inspection is carried out of all surfaces. These inspections also comprise in depth analysis of specific areas of the airfield rotated on a six-monthly basis. The reports of these inspections are provided to the OC Ops and SATCO.

e. **Slurry Sealed Areas.** Following the slurry sealing of the runway shoulder areas in Jan 16, the following requirements are to be adhered to when trafficking these areas:

(1) Wherever possible, HGVs (>3.5t) should avoid turning on the surface however, if necessary, the following limitations should be in force:

(a) Maximum turn speed 5mph.

(b) Maximum turn radius ¼ lock.

(2) There are no particular restrictions on standard vehicles other than the use of sensible driving techniques.

(3) The slurry seal will lose approx. 3-5% of the aggregate from trafficking however trafficking by HGVs, in particular turning, will also bring some of the aggregate to the surface. Following this, AGSU should be contacted to conduct a sweep of the area.

(4) FOD should be cleared from these areas wherever possible, using suction units only, as use of mechanical brushes is likely to loosen aggregate further.

f. **Aircrew.** Aircrew are to implement the following anti-FOD measures:

(1) Report any AOS defects or FOD hazards to ATC immediately.

(2) As part of the pre-flight walk-round, pilots are to check the surrounding area for FOD.

(3) When walking to the aircraft, aircrew are to walk on paved surfaces only so as not to pick up FOD in their boots.

(4) Ensure that everything they take into the cockpit leaves with them.

g. **Helicopter Downwash.** Should it be assessed that, on visual inspection, downwash from a helicopter has potentially spread FOD across the AOS, ATC is to be contacted on ext. 3383 (or 3333 if an emergency) who will then contact AGSU to arrange for the area to be swept immediately.

h. **MT Vehicles and ASE.** Drivers of all vehicles and towed ASE are to minimise the risk of introducing FOD airside by:

(1) Entering airside only at the recognised access points designated on the Airfield.

(2) Observing mandatory tyre checkpoints at all times in order to thoroughly check tyres and vehicles for FOD before entering airside.

(3) Carrying out twice daily inspections of MT vehicles to ensure that they are FOD free, paying attention to load carrying areas and door pockets, even if left airside.

(4) Ensuring that user pre-use checks of ASE are carried out to ensure that they are FOD free, paying attention to cable stowage areas and maintenance panels.

i. **Working Dress.** When working on aircrafts, all personnel are to ensure that clothing with loose fasteners or torn pockets is not worn. Any potential sources of FOD, such as necklaces, are not to be worn and pockets are to be emptied of all loose articles, such as coins, jewellery, and keys. All personnel working directly on aircrafts are to wear anti-FOD footwear (industrial safety boots or DMS shoes from stores). Military headwear or hats (except PPE) are not to be worn around the airfield.

j. **Contractors.** Permanent MoD contractors are required to attend annual AS Awareness Training, provided by the ASM and SFSO.

k. Those who rarely work on active airfields present a risk with respect to FOD due to a potential lack of understanding of the impact that their actions might have upon AS. It is imperative

that all contractors who work at RAF Gibraltar are made aware of the dangers that FOD presents to aircrafts by attending a Toolbox Talk prior to starting any works on the Airfield. Toolbox leaflets (available on the [RAF Gibraltar AS Dashboard](#)) are in English and are made available to all contractors. Spanish versions are available on request.

l. All contractors that need to work on the airfield must submit a Work In Progress form, with a full method statement, including a FOD management plan.

m. All work sites are subject to no-notice inspections by the AS Team and the ASM holds the right to close down any work site if AS issues are identified.

n. Contractors are to advise DIO as soon as the work is complete. DIO Airfield Facilities Manager is to conduct an inspection of the work site to ensure that all debris has been cleared. If the inspection reveals that ineffective FOD measures have been adopted by the Contractor, their details are to be passed to the ASM and held by DIO for future reference. Continual failure by the Contractor to adopt appropriate FOD procedures may result in them being permanently excluded from the site.

o. FOD Evaluation (FODEVAL). The FOD PO will carry out regular checks of all relevant airfield departments iaw the FODEVAL schedule, which mirrors the 1st Part Assurance schedule in the ASMP. On completion of each visit, the FOD PO will complete a report and feed the findings back to the ASM. Any recommendations are to be actioned by each section within a timeframe that will be dictated by the FOD PO. FODEVAL Reports are stored [here](#).

FOD MONITORING AND PREDICTIVE PLANNING

11. If this FOD Plan is to be effective, it is vital that the AS Team measure the impact of the incorporated FOD measures to identify areas that require improvement. To that end, data will need to be gathered and analysed with a view to identifying emerging trends. To ensure that this process is effective, there are three key areas that need to be monitored, which are:

- a. Educational Effectiveness (cultural change).
- b. Effectiveness of current FOD procedures.
- c. Risk associated with current FOD procedures.

12. **Educational Effectiveness** Measuring cultural change can be an extremely difficult task and the onus is on the AS Team to raise awareness amongst Stn personnel regarding the potential impact of FOD-related incidents. The effectiveness of this process is measured by tracking the number of FOD-related incidents that occur in comparison to the amount of pre-emptive FOD Hazard Reports that are submitted. This is discussed during the monthly ASC meeting.

13 **Effectiveness of current FOD procedures** It is not always possible to measure the quantities of FOD removed from the Airfield; however, significant FOD finds can be monitored through the collation of FOD Hazard Reports and a review of the data from subsequent investigations. To that end, the FOD PO is to:

- a. Ensure that all FOD bins are emptied on a weekly basis and any significant finds reported to the AS Team.

- b. Provide trend analysis on the types of FOD routinely reported using FOD Hazard Reports and then add these finds to the FOD Saturation Map/ heat map.
- c. Routinely inspect the Airfield and immediate surrounding areas and record and report any potential FOD issues to the ASM.

14 **Risk associated with current FOD procedures** 'Non-standard' activity on the Airfield brings with it the potential for an increased risk of FOD¹⁴. This is mitigated against by ensuring the Sweeper Plan directs the daily sweep of all AOS. To reduce the risk further, the FOD PO can direct additional sweeping of AOS as required throughout the working day.

15 **Non-standard Airfield events.** Any individual planning or sponsoring an event at RAF Gibraltar that includes activity on the Airfield is to contact the ASM to ensure that appropriate FOD measures are adopted, including the need to brief participants and to recover the site post-event. A bespoke Toolbox Talk delivered by the ASM or SFSO can be used to cover all pertinent points.

16 **FOD Hazard Management** The FOD Database is to be maintained by the FOD PO. The information contained within this spreadsheet will form the basis of the FOD PO's monthly brief to the Air Safety Committee in order to ensure that all relevant personnel are aware of the latest FOD Hazard Reports.

17 **Stn FOD Plan (FOD Plod).** There will be a monthly FOD Plod, mobilising all necessary personnel to clear rubbish and debris from the affected area.

18 **FOD Prevention Plan** is to be reviewed annually by the ASM and FOD PO with input from key airfield stakeholders, most notably ATC and AGSU. This review will help to ensure that appropriate FOD measures have been incorporated whilst also highlighting areas that require improvement.

- a. FOD will also be a key topic that is covered during the Stn's annual AS Day, with attendees encouraged to suggest better ways of working. This can also be done throughout the year with the use of In-forms.

19. **Publicity/Education.** All BF(G) personnel and MoD Contractors are mandated to attend an AS Awareness Brief within 3 months of arrival. This is included in the monthly BF(G) Induction Brief. Personnel under the direct command of the Stn Cdr will require a refresher every 2 years (unless there are any significant changes in the meantime). In addition, the FOD PO is to:

- a. Reinforce FOD education for all personnel in their workplace, utilising posters, presentations and briefings as required.
- b. Identify ways to also reach out to the local community, such as school visits and radio advertisements.

20. **Visitors.** All visitors to RAF Gibraltar should be made aware of the risk FOD can present and the part that they can play in preventing incidents. To that end, the FOD PO is to ensure that all visitors are briefed accordingly on arrival.

¹⁴ This may include FOD caused by unplanned airfield maintenance, visiting detachments or downwash from rotary ac.

21. For the full FOD prevention plan including annex's can be found at this [link](#).

ANNEX W: WILDLIFE (BIRD) MANAGEMENT

1. **Policy.** Aerodromes attract birds and wildlife for a variety of reasons. The large open spaces and hard standing are ideal for many species as a source of fresh water whilst also affording clear views of potential predators. It is therefore essential that the landscape is managed in such a way that a wildlife attractive habitat is discouraged. Furthermore, the surrounding environment has an influence on the type and level of wildlife activity in the vicinity of the aerodrome. The requirements to manage the bird hazard are set out in CAP 168 and CAP 772. In complying with these requirements, RAF Gibraltar will ensure active control of the bird hazard on the airfield through the use of an Aerodrome Wildlife Control Unit (AWCU), together with a longer term, multi-agency approach to managing the off-airport bird hazard environment. Bird activity and bird strike data will be actively monitored as a key safety performance indicator.

2. **Introduction.** Effective wildlife control measures are an important aspect of airfield operations. Bird strikes involving ingestion into Aircraft engines and breaking through cockpit glass have caused numerous major accidents resulting in loss of life, damage to property, disruption of airport activities and claims for damages against the airport operator and other associated agencies. The identification of the local bird hazard, development of control procedures and detailed record keeping, form the basis of an effective Wildlife Control Hazard Management Plan. This is developed, reviewed and implemented by the Air Traffic Provider AWCU.

3. **Issues.** Birds, by virtue of their mobility, adapt to exploit any environment. They migrate seasonally, with the problematic species increasing greatly in autumn and winter. Daily commuting flocks cross the aerodrome, and the exploitation of short-term sources of food, shelter or water may cause sudden unpredictable influxes. Airfield operations must therefore be prepared to interpret potential bird attractants and react accordingly. The activity cycles of birds are regulated by daylight and darkness, with busy “commuting periods” occurring around dawn and dusk. Personnel engaged in AWCU duties must ensure that they spend the maximum time possible on the airfield during these hours to counter mass movement and the redistribution of birds from roosts to feeding sites, as these are the activities that create the greatest risk of bird strike on and around the aerodrome.

a. **Local Bird Attractants.** Gibraltar is a stopping point for birds migrating between the continents of Africa and Europe. This results in heavy concentrations of a wide variety of species crossing the area and landing on the rock during the spring/early summer and autumn seasons. There are numerous nesting areas on the rock in addition to the Bay of Gibraltar and Mediterranean Sea with their associated food sources in close proximity to RAF Gibraltar. Additionally, fishing activity, landfill sites and any areas of standing fresh water also serve to attract birds.

b. **Safeguarding.** Consideration is to be given to any effect on bird activity of any developments within the vicinity of RAF Gibraltar.

c. **Problem Species.** The main problem species at RAF Gibraltar are: Yellow Legged Gulls (in particular juveniles), Cormorants, Buzzards, Black Kites, Herons and Swifts.

5. **Habitat Management.** Habitat Management is conducted in accordance with CAP 772 recommendations.

Bird Control Schemes. Birds are to be dispersed by one of the methods recommended in CAP 772. These consist of: distress calls; ►lethal control of yellow legged gulls◄; bird scaring cartridges; vehicle lights (night time dispersal) ►and the Portek bird scaring laser◄. Note: The correct use of distress calls and bird scaring cartridges is of paramount importance. Bird control duties at Gibraltar Airport are conducted by the Air Traffic Provider AWCU

a. **Scarecrow.** The scarecrow system is operated from the VCR and used to manage birds on the roof of the terminal. It comprises CCTV monitoring of the roof with distress calls projected through a PA system of speakers on the roof. The VCR ATCA is trained in Aerodrome Wildlife Control (AWC) and normally is the system operator, working in coordination with the VCR ATCO and the mobile AWC unit via TETRA to ensure both a safe and effective use of the system.

b. ►Lethal Control◄. It is the responsibility of the Government of Gibraltar to manage the bird population outside of the perimeter of RAF Gibraltar. The Gibraltar Ornithological and Natural History Society conduct routine culling around Gibraltar throughout the year, this focuses on the Yellow Legged Gull population.

c. **Racing Pigeons.** Racing pigeons are not routinely released in Gibraltar, and as such present no increased risk of a bird strike. Any requests to release racing pigeons in Gibraltar are subject to authorisation by the Director of Civil Aviation and approval from ATC.

Considerations and Responsibilities.

The Air Traffic Provider Support Manager is responsible for:

- a. The bird hazard when planning any development, maintenance or repairs which could impact on the same.
- b. The overall management of the Wildlife Hazard Control Programme.
- c. Creating the Wildlife Management Plan on an annual basis.
- d. Management of all related training including use of firearms.
- e. Developing and implementing the Wildlife Control Training Programme.
- f. Reviewing and implementing wildlife control procedures.
- g. Ensuring habitat management and bird activity audits are undertaken.
- h. Assessing management information statistics and implementing remedial action.
- i. Researching new technologies and practices.
- j. Investigating bird strikes.
- k. Maintaining the standards of the AWCU.

The duty AWC operator is responsible for:

- a. The daily management of wildlife control operations.
- b. Maintaining the Wildlife Control Log.
- c. Completing a 'self-briefing' exercise prior to commencing duties to familiarise themselves with the airfield operational status and current wildlife hazard problems.
- d. Regular inspections of the aerodrome throughout Gibraltar Airport operating hours, to detect and then to disperse any bird concentrations using the relevant scaring equipment and techniques. To correctly detect birds the AWC Operator must inspect all parts of the airfield frequently, at close range and from several different vantage points. This should include alighting from the vehicle, walking round sufficiently to observe through 360°, using binoculars if necessary, and listening.
- e. Monitoring possible new roosting or resting areas and recording this information.
- f. Briefing oncoming staff concerning current issues and predominant areas of activity.
- g. Monitoring activity outside but in close proximity to the airfield. E.g. Eastern Beach.
- h. Daily briefing with VCR ATCO.
- i. Warn pilots through ATC of any bird activity prior to any Aircraft movement that could pose a risk.
- j. Monitoring areas of WIP particularly work involving excavation of earth.
- k. Dealing with bird strikes, including bird strike/STAR reports.
- l. Disposal of carcasses
- m. Achieving an effective and uninterrupted approach to bird hazard control by completing handovers in a location agreed between AWCU Operators.
- n. Maintaining knowledge of local aerodrome ornithology, bird behaviour and habitat.

► The RAF Gibraltar Air Safety Manager (ASM) is responsible for:

- a. Act as the Unit Laser Safety Officer.
- b. Act as the point of contact for organising the periodic standards check.
- c. Deliver training for the use of the laser bird scaring device. ◀

6. Bird State Reporting.

The following threat assessments are normally made by the AWCU Operator on completion of a patrol. Should ATC assess the threat as worse than that offered by the AWCU Operator then the appropriate report to Aircraft should be upgraded, and the AWCU Operator advised.

Should ATC assess the threat as lower than that reported by the AWCU Operator, then the bird activity assessment should be passed on to the Aircraft. However, if time permits the AWCU

Operator may be asked to reassess the threat prior to informing Aircrafts. ATC cannot unilaterally reduce the threat level without consultation with the AWCU Operator.

a. Bird State – Normal.

(1) The normal state for Gibraltar, with gull colonies in the vicinity and individual birds flying in the local area but not directly in the flight-path of the Aircraft.

(2) The AWCU Operator will carry out inspections and position as normal. The AWCU Operator will report runway vacated but no bird report to the tower will be made unless an earlier report was made of a higher category of threat, which has now reduced. The AWCU Operator will continue to monitor the situation and report any increased threat.

(3) ATC will make no report to Aircrafts but will maintain a look out visually to identify any increased threat.

(4) Pilots are recommended to keep a good look out at all times when flying in the vicinity of Gibraltar.

b. Bird State – Activity Reported

(1) When flocks of birds are seen transiting the approach paths or outbound routes the AWCU Operator will report **Bird Activity** to the VCR using Bird Activity and Location.

(2) When the position of the Aircraft and birds is in conflict ATC will advise pilots of the threat using the phraseology “Bird Activity” followed by position and details. Outbound Aircrafts should be offered a delay in departure until the threat diminishes. ATC will monitor bird movements and update pilots when necessary.

(3) If Bird Activity is reported from, on or adjacent to the manoeuvring area, if time permits the AWCU Operator will be instructed to conduct dispersal methods in co-ordination with ATC. Pilots of departing Aircrafts should be offered a delay until the threat is reduced. Pilots of arriving Aircrafts should keep a good look out and consider the possibility of avoiding action, delay or if necessary, a go around to avoid bird concentrations.

(4) ATC will continue to monitor bird movements and update pilots where necessary.

8. Staffing Procedures. The AWCU is staffed in accordance with the Gibraltar Air Traffic Provider Support Staff Roster. At least one AWCU operator is present when RAF Gibraltar is open.

9. Birdstrikes. When a bird strike is observed, reported by a pilot, or a carcass found during a runway inspection, the following procedure is to be followed:

a. Recover the bird remains (using appropriate Health and Safety precautions).

b. Inform ATC, who will in turn contact the AWCU.

c. Attempt to identify the likely Aircraft if a bird strike has not been reported.

d. Inform the Gibraltar Ornithological and Natural History Society if the carcass carries any identification (e.g. a leg ring).

e. The AWCU Operator will Record the bird strike (even when no carcass is found) and take appropriate reporting actions to the CAA.

f. Dispose of any carcasses in the appropriate manner.

g. Inform Birdstrike UK Ltd and send photos for bird identification when possible.

10. **Wildlife Hazard Control Records.** Comprehensive records assist with development of the Wildlife Hazard Control Programme; they also demonstrate the integrity of existing wildlife control mechanisms. The following details are to be recorded in the Wildlife Control Log (As per RAF Sp & BM Orders):

- a. Duty AWCU Operator (name of).
- b. Patrol areas.
- c. Bird activity observed and dispersed.
- d. Significant weather conditions.
- e. Habitat issues.
- f. Mileage driven.
- g. Bird strike records.
- h. Record of Bird Scaring Cartridges used.
- i. Birds culled and location.
- j. Any other factors.

11. **Records.** The Wildlife Control Log is maintained in the AWCU vehicle.

a. A monthly report is generated detailing the quantity of bird scaring cartridges used, total mileage driven by the AWCU vehicle, the number of birds culled and the location the cull took place.

b. Data is compiled in various forms on a day to day basis which forms part of the monthly report leading to monthly / yearly historical data. This can be presented in graphical data where trend analysis can be used.

ANNEX X: LOW VISIBILITY OPERATIONS

1. **Low Visibility** In low visibility, all vehicles are required to comply with the lighting regulations prescribed by the Road Traffic Act.
2. **Surveillance Radar Approach** (SRA) procedures do not conform to PANS-OPS; SRAs are limited to visual approaches only. For this reason, RAF Gibraltar does not employ airfield low visibility procedures due to the criteria below:
 - a. The minimum weather conditions for a visual approach to RAF Gibraltar is 5km visibility or 5km in the direction of the approach path.
 - b. Minimum cloud base of 1000ft.
 - c. Full SRA approach details can be found in the [Mil AIP](#).
3. **Departure Minima.** The minimal visual for flights departing Gibraltar is 1000m. All surfaces are visible from ATC at 1000m.

**Annex Y to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

ANNEX Y: SNOW AND ICE OPERATIONS

1. Due to Gibraltar's Mediterranean/Subtropical climate, Gibraltar experiences warm summers and mild winters. Average temperatures of 12°C are experienced between the months of Nov and Apr negating the requirement to employ snow and ice operations at RAF Gibraltar.

ANNEX Z: THUNDERSTORM AND STRONG WIND PROCEDURES

1. **Policy.** Weather has a profound influence on the safety and expediency of aircraft and airport operations. In addition to the various statutory requirements, RAF Gibraltar will ensure that accurate and timely weather information is available and promulgated by the most appropriate means to airport users. RAF Gibraltar is principally dependent upon the services of the Meteorological Office for forecast information. However, this does not preclude the use of information derived from ATCO observation, particularly when the need arises to relay any deterioration of real-time actual weather data. RAF Gibraltar is also committed to providing meteorological information to support safe aircraft operations in adverse conditions, and to provide warning bulletins to airport users in the event of these conditions.
2. **Weather Observations.** Weather observations (METARS) at RAF Gibraltar are made by Meteorological Office staff in compliance with standard UK Meteorological Office protocols.
3. **Met Office Responsibilities.** The Met Office is responsible for:
 - a. The provision of Met observations using the “Human Observer” method during ATC opening hours. Auto METARs are produced outside of these times.
 - b. Submitting METARS to the Met Office and to ATC via an A2309 report.
 - c. Ensuring that adverse weather warnings are issued in a timely manner to all relevant agencies.
 - d. Issuing Local Area Forecasts (LAFS) at 0800 and 1500 local time.
 - e. Issuing Airfield Cross Section on days with a military flight.
 - f. Issuing Terminal Aerodrome Forecasts (TAFs) every 3 hours.
4. **ATC Responsibilities.** ATC is responsible for:
 - a. Monitoring the surface wind, and if present notifying pilots of waterspouts in the approach.
 - b. Ensuring that accurate runway surface state reports are promulgated.
 - c. Inputting the QNH from the METAR into the master flight data processing position.
5. **GibAir Responsibilities.** GibAir is responsible for:
 - a. Providing appropriate training for all its staff for operations during adverse weather conditions, including heavy rain and strong winds.
 - b. Ensuring Standard Operating Procedures are in place for operations during adverse weather conditions.

- c. Ensuring Duty Managers liaise with met office to ascertain actual and forecasted conditions.
- d. Ensuring Duty Managers anticipate and advise all GibAir staff about any adverse weather conditions which could impact on the handling operation.

5. **Adverse Weather Warnings.** Adverse weather such as strong winds, waterspouts, and thunderstorms can be expected at reasonably frequent intervals. They have the potential to disrupt airport operations and present risks to the safety of Aircrafts and people working airside. RAF Gibraltar will ensure that a system is in place for the timely receipt of weather warnings, and for the subsequent dissemination of these by competent persons. The potential effects of such weather conditions will also be taken into consideration when risks are assessed for developments on the airfield.

- a. **Distribution of Warnings.** The Met Office is responsible for distributing adverse weather warnings via email to all the necessary agencies. The email met warning is backed up by a phone call from the duty forecaster. Once ATC receives the email warning, the Switchboard ATCA is responsible for its distribution to the ATCO i/c. ATCOs will disseminate the information to Aircrafts under their control.
- b. **Thunderstorm Warnings.** Thunderstorm Warnings are issued by the Met Office when thunderstorms have formed, or are forecast to occur, within 46KM of Gibraltar. They will be issued as early as possible and will contain details of timing, duration and movement as appropriate. There are three levels of warning issued:
 - (1) **Thunderstorm Level High.** A thunderstorm is occurring or is expected within 19km of the aerodrome in the immediate future (normally within 15 minutes). Met Office will advise GibAir Duty Manager by mobile phone (+350 56457000) when at Thunderstorm Level High. GibAir Duty Manager will then advise all ramp personnel, aircrew and refuellers to ensure no refuelling takes place. Once Thunderstorm Level High has passed Met Office will advise GibAir Duty Manager accordingly so refuelling can commence/resume.
 - (2) **Thunderstorm Level Moderate.** Thunderstorms are developing or have been reported within 46 km of Gibraltar but are not expected to affect Gibraltar in the immediate future.
 - (3) **Thunderstorm Level Low.** Thunderstorms are not occurring at the present time or are not expected.
- c. **Refuelling.** Aircrafts are not permitted to refuel when Thunderstorm Level High.
- d. **Assess to the Upper Rock sites during Thunderstorm Warnings.** Personnel requiring access to the Upper Rock site during thunderstorm warnings to conduct maintenance of Ground Radio Installations are to adhere to [AP600 2.1.30](#)
- e. **Strong Winds.** The Met Office issue Strong Wind and Gale Warnings direct to the necessary agencies by Email. Wind conditions are defined as:
 - (1) **Strong Wind.** Mean speed 25 KT or more and/or Gusts 35KT or more.
 - (2) **Gale Force Wind.** Mean speed 34KT or more and/or gusts 43KT or more.
 - (3) **Severe Gale Force Wind.** Mean speed 44+ kts.
 - (4) **Storm Force Wind.** Mean speed 52+ kts.

(5) **Violent Storm Force Wind.** Mean speed 60+ kts.

f. **Waterspouts.** The presence of waterspouts in the vicinity of the airfield is to be reported by ATC.

g. **Wind Shear.** Wind shear can be a regular occurrence in the vicinity of the airfield, predominantly on the RWY 27. The presence of wind shear should be reported to ATC.

**Annex AA to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

ANNEX AA: CIVIL AIRCRAFT AERODROME USAGE - TERMS AND CONDITIONS

1. The use of RAF Gibraltar by British and Foreign Civil Aircraft is conducted IAW [JSP 360](#). The Aerodrome Operator reserves the right to alter or cancel these Terms and Conditions at any time.
2. RAF Gibraltar operates a PPR airfield. Movement requests are to be submitted at least 4 hours in advance of the scheduled landing/departure time. All civilian requests are to be made through GibAir:
 - a. Email: handling@gibair.gi
 - b. TEL: (+350) 56001868
3. Any breaches of the guidelines directed within JSP360 or locally arranged procedures will be brought to the attention of the AO who shall decide on an appropriate response.
4. Further details can be found at: <https://www.gibair-generalaviation.gi/work>



ANNEX CC: ELECTRICAL GROUND POWER PROCEDURES

1. Aircrafts electrical ground power will be supplied and connected on request from the Aircrafts crew by the Aircrafts handlers on arrival. A qualified member of the Aircrafts crew must be present before connection or disconnection can take place.
2. **Use of Mobile Ground Power Units (GPU).** Fixed Electric Ground Power is not available in Gibraltar, thus mobile GPU are used. Constantly running GPUs can cause high noise levels on the apron, are an additional obstruction to free movement around a parked Aircraft and if poorly maintained, may spill oil on the stand. When the use of mobile GPU is necessary, the following procedures are to be observed:
 - a. They are to be used in a manner consistent with necessity and in accordance with operating procedures drawn up by the Handling company and must be shut down when not required.
 - b. They are to be parked so that they can be driven 'away' from a running engine and not towards the engine.
 - c. Operators are to ensure when GPU are in use, that the connection cable between the GPU and the Aircraft is routed so that, as far as is reasonably practicable, it does not present a trip hazard to persons.
 - d. Operators are to ensure that the GPU are maintained so that they do not present a safety or environmental hazard (i.e. emissions). In addition, all associated cabling must be adequately shielded.
3. **Auxiliary Power Units (APU).** Aircraft APU generate high levels of noise and significant fumes. The noise of an APU can mask the sound of approaching vehicles. It is the responsibility of airlines and Aircraft handlers to ensure that APU are used in a manner consistent with necessity and run for the absolute minimum time necessary.

ANNEX DD: AVIATION FUEL MANAGEMENT ORDERS

1. **Policy.** Responsibility for the management of the aviation fuel installation at RAF Gibraltar including (but not limited to); aviation fuel storage, distribution (both to the installation and from the installation to aircraft), quality and fitness of fuel for use in aircraft and the activity of fuelling to aircraft, rests with the respective fuel suppliers as detailed in this order. IATA is responsible for the monitoring and audit of the management, quality control and delivery procedures of the fuelling activities. Fuelling activities at Gibraltar Airport are undertaken in conjunction with Explosive Atmospheres (ATEX) and Dangerous Substances Explosive Atmosphere Regulations (DSEAR). Guidance material published by the fuel industry Joint Inspection Group (JIG) is also applied.
2. **Management of Installations.** The aviation fuel installation comprises of (but is not limited to) a receipt and storage facility and is jointly owned and operated by GibOil and Cepsa. The management of the aviation fuel installation is carried out by Intoplane Services Gibraltar Ltd (ISGL) on behalf of GibOil and Cepsa under a joint venture. An Operations Manager is on twenty-four-hour call for the fuel storage depot.
3. **Fuel Storage, Quality & Delivery.** Details of fuel and oils availability at RAF Gibraltar are found in the UK Mil AIP and FLIPs.
 - a. JET A-1 (AVTUR) is stored in the Fuel Farm on the northeast side of the airfield. JET A-1 does not contain Fuel System Icing Inhibitor additives. AVGAS (100LL) is not available.
 - b. At all times, fuel grade and quality must meet the specification fit for use in Aircrafts and must be in accordance with the requirements of the [Air Navigation Order](#).
 - c. JET A-1 is delivered from the storage facility by tanker bowsters. Fuel is supplied to aircraft by ISGL and is delivered to aircraft directly by tanker bowsters.
 - d. Any potential disruption to the normal supply of aviation fuel must be notified to the RAF Gibraltar Air Operations and the Gibraltar Air Terminal Duty Manager immediately by telephone and then confirmed in writing.
4. **Safety Principles.** The fuelling of aircraft will normally be carried out in the open air and is only to be carried out in approved areas.
 - a. Only personnel that have been suitably trained and assessed as competent may carry out aircraft fuelling.
 - b. Fuelling areas will be sited so as to avoid bringing fuelling equipment or aircraft fuel tank vents to within 15 metres of any building other than those parts constructed for the purpose of direct loading or unloading of aircraft.
 - c. Refuelling vehicles are not to approach aircraft until the aircraft engines have stopped and anti-collision lights have been switched off. The only exception to this is the approval of rotors running refuelling (RRR).

- d. Refuelling vehicles are to be parked so as to enable freedom to exit the area in the event of an emergency.
- e. All personnel engaged in refuelling procedures are to ensure that serviceable fire extinguishers are available.
- f. All personnel engaged in refuelling procedures are to be aware of the method of summoning the AFRS.
- g. Vehicles and equipment must not be parked under any part of the aircraft during refuelling, with the exception of refuelling equipment.

5. **Fuelling Zone Procedures.** During fuelling operations, air and fuel vapour are displaced from the aircrafts tanks through vent points, which are usually situated at the aircrafts wingtips. This presents a hazard of fuel vapour being ignited. For this reason, additional rules are required within an area known as the fuelling zone. The fuelling zone is established when aircrafts fuelling operations are in progress, it extends at least 6 metres radially from the aircrafts filling and venting points and from any part of the fuelling vehicle and equipment including hoses. Particular requirements must be adhered to in the fuelling zone as below:

- a. All personnel must avoid any activity involving the risk of fuel vapour ignition. These include smoking, use of naked lights, operation of electrical systems and activity creating sparks from exposed iron or steel studs on footwear or from tools or other equipment or vehicles.
- b. Vehicle engines must not be left running in the fuelling zone. This includes GPU. Hot vehicle exhausts are a major hazard and are prohibited inside the fuelling zone.
- c. Non-intrinsically safe equipment, including Portable Electronic Devices (PEDs) such as mobile telephones, pagers, radios and any other electronic or electrically operated equipment are prohibited.
- d. Only authorised persons and vehicles are permitted within the fuelling zone and the number of these should be kept to a minimum.
- e. Airlines must ensure that passengers do not enter the fuelling zone whilst embarking or disembarking. Baggage and passenger reconciliation checks must be carried out away from the fuelling zone.
- f. Aircraft APUs which have an exhaust efflux discharging into the fuelling zone should, if required to be in operation during fuelling, be started before filler caps are removed or fuelling connections made. APUs must not be switched on during any refuelling operation.
- g. Photographic flash bulbs or electronic flash equipment must not be used within 6 metres of the fuelling equipment or any filling or venting points of the Aircraft.
- h. The airline or aircrafts operator should ensure that all personnel working on the inside of a cabin, hold, or equipment compartment of an aircraft are made aware that fuelling is taking place.
- i. If the Fuelling Overseer considers that a hazard exists, refuelling should be stopped immediately until conditions permit resumption.

6. **Bonding & Grounding – Aircrafts & Refuelling Equipment.** It is essential that aircrafts, fuelling vehicles and over-wing nozzles, where applicable, should be electrically bonded together throughout

fuelling operations to ensure that no difference in electrical potential exists between the units. Bonding is to be maintained until all hoses have been disconnected or tank filler caps replaced.

7. Fuelling with Passengers on Board. Passengers should be disembarked prior to the commencement of aircrafts fuelling. Commencement of fuelling is defined as 'connection of the bonding clip.' Completion is defined as 'when the bonding clip has been removed'. In circumstances where it is not possible to complete fuelling without passengers on board, airline operators of fixed wing aircraft may allow passengers to embark, disembark or remain on board during fuelling operations. Airlines are required to develop their own safety procedures in such circumstances, to manage the risks associated. Suggested guidance includes:

- a. Cabin attendants, passengers and other relevant staff are to be warned that fuelling will take place and that they must not smoke, operate electrical equipment or other potential sources of ignition.
- b. The aircrafts 'No Smoking' signs are to be switched on together with sufficient interior lighting to enable emergency exits to be identified.
- c. The 'Fasten Seat Belts' sign must be switched off and passengers are to be briefed not to fasten their seatbelts.
- d. Provision should be made via at least two of the main passenger doors (or main passenger door plus one emergency exit when only one door is available), preferably at opposite ends of the Aircraft, for safe evacuation in the event of an emergency.
- e. Designated escape doors to be on the opposite side of the aircraft to the fuelling activity.
- f. Fuelling is not to be permitted on both sides of the aircraft. Aircraft doors are to be constantly manned by cabin attendants whilst fuelling is taking place.
- g. Whenever an exit with an inflatable escape slide is designated to meet the requirements in the above paragraph, the ground area beneath that exit and the slide deployment area must be kept clear of external obstructions.
- h. Ground servicing activities and work within the aircraft, such as catering, and cleaning must be conducted in such a manner that they do not create a hazard or obstruct aircraft exits.
- i. Inside the aircraft cabin, aisles, all exit areas and exit access areas must be kept clear of obstructions. The ability of any passenger to affect a rapid evacuation from the aircraft, most particularly those whose mobility is impaired, is to be considered.

8. Fuelling with Engines Running. Refuelling with engines running is only permitted when:

- a. Aircrafts are engaged in casualty evacuation procedures.
- b. Search & Rescue Helicopters are operational.
- c. Air Ambulances are operating.
- d. Required by the Military.
- e. Other aircrafts engaged in firefighting.

- f. Rotors Running Refuel orders can be found at the end of this annex.

It is the responsibility of the fuel supplier to have a written agreement with the operator on procedures to be used by all parties during such an operation.

9. **Fuelling & De-Fuelling in Hangars.** Fuelling activities inside hangars are only permitted in circumstances where it is not possible for the operation to take place in the open air. Any such activity is to be risk assessed and carried out in accordance with the fuelling company's procedures. Under no circumstances is fuelling or de-fuelling of AVGAS to take place inside any hangar or any other building. The AFRS is to be in attendance, positioned outside the building.

10. **Fuel Spillages.** The procedures to be used in the event of a fuel spillage are detailed in [Annex CC](#).

11. **Out of Hours Refuels.** Fuelling activities must only take place within the airfield operational hours. During extreme circumstances, to prevent an aircraft being left unfuelled overnight and the risk of potentially explosive vapours, the airfield is to extend its operational hours until fuelling activities cease. However, any overtime charges incurred as a result will be the responsibility of the relevant party.

12. **Responsibilities of Managers.** Aviation fuel installation managers are responsible for:

- a. Ensuring compliance with the [Air Navigation Orders](#) and all other relevant statutory and regulatory requirements relating to the handling and storage of bulk aviation fuels.
- b. Ensuring that the grade and quality of fuel product always meets the required specification.
- c. Notifying the airport company about any potential disruption to the normal supply of aviation fuel immediately by phone followed by confirmation in writing.

13. **Responsibilities of Suppliers.** The aviation fuel suppliers are responsible for:

- a. Ensuring compliance with the [Air Navigation Orders](#) and all other relevant regulatory requirements relating to the handling of aviation fuels and the fuelling of aircrafts.
- b. Ensuring that at all times, the fuel delivered to aircrafts meets the required specification, including the grade and quality of fuel product.
- c. Ensuring that refuelling tanker bowsters and refuelling equipment access and exit from the Aircraft stands in an approved manner
- d. Training and competence of refuelling operatives.
- e. Ensuring that all vehicle drivers possess a HGV Class 1 driving licence.

14. **Audits.** Organisations that store, dispense or handle aviation fuel at RAF Gibraltar will be subject to an annual audit in order to ensure that they comply with the relevant legislative requirements. An appropriately qualified person from or working on behalf of IATA will carry out this audit. The audit report will be made available to those being audited together with any recommendations of changes that may be required to procedures or equipment. In addition, audit reports may be made available to the DCA or MAA or other regulatory bodies. A reasonable time will be given to remedy any shortcomings found by the audit, but the Aerodrome Operator reserves the right to withdraw permission for the facility or fuelling activity to continue if it is found to be dangerous or if remedy to the shortcoming is not completed within the agreed reasonable time. Airline customers typically undertake fuelling audits once or twice per year.

15. **Rotors Running Refuels (RRRF).** ► RRRF can be conducted on either the North or South military dispersals. If South Military Dispersal is required to conduct RRRF, the operating sqn is to ensure the operation is conducted at the western side of the dispersal. This is due to the drainage design of the dispersal. Details regarding the refuelling of aircrafts during thunderstorm warnings are found at [Annex Z](#). ◀

16. RAF Gibraltar provides a contracted refuelling service via ISGL. Due to RAF Gibraltar not having a dedicated VAHS, deployed Squadron requesting to conduct RRRF are to provide suitably qualified air crew and / or ground crew who will co-ordinate the RRRF with ISGL. Deployed Squadrons are to be familiar with the DAM RRRF Orders.

17. RAF Gibraltar Airfield Fire and Rescue Service will attend RRRF at State 3 readiness.

a. **RAF Gibraltar RRRF actions.**

- (1) If a deployed Squadron are likely to require a RRRF as part of their tasking, they are to inform RAF Gibraltar Air Ops prior to the deployment. Air Ops are to ensure ATC, ISGL and AFRS availability before approving of the RRRF requirement.
- (2) A 90-litre foam fire extinguisher is to be in reach of crew and ISGL bowser operator during RRRF.
- (3) If there is a change to the planned RRRF timing, the Squadron is to inform ATC who are to contact RAF Gibraltar AFRS and ISGL.
- (4) The RRRF is not to commence until Airfield Fire and Rescue Service are in attendance.
- (5) If the AFRS are re-tasked to an aerodrome emergency during RRRF, the refuel will cease immediately.

b. **Operator responsibilities.** The aircraft crewman is to instruct the refueller drivers to reel the bonding lead out and in. The crewman is responsible for the refuelling operation of the aircraft. The refueller driver is to remain at the refueller pumping compartment throughout the refuelling operation so as to be able to operate the refueller controls and to stop refuelling in an emergency. On completion of refuelling, and before the aircraft 'lifts off', the hose operator is to ensure that the hose is doubled back to the refuel point and the bonding cable is either reeled in completely or attached to a secure location on the hose.

18. The following precautions are to be observed:

- a. RRRFs will not normally be carried out when the wind speed is in excess of 30 knots; however, the final decision will rest with the aircraft operators.
- b. The refueller is to be pre-positioned facing towards the taxiway so that it can be driven away in an emergency.
- c. Refuelling vehicles are to have amber anti-collision lights switched on at all times when operating in the vicinity of aircraft. At night, sidelights and marker lights are also to be switched on. Refueller floodlights are only to be used by the driver, when instructed, to illuminate the refuelling area. The minimum hose length at night is to be 21.4m (70ft).

d. **Protective Clothing.** The refueller driver is to wear ear defenders, goggles, helmet and protective clothing which cover the arms and legs. All clothing is to be of anti-static quality.

19. **Spillage.** MoD policy is to conduct activities in accordance with the current Safety, Health, Environmental Protection and Sustainable Development Policy Statement by the Secretary of State for Defence. All parties are to follow the actions detailed in the RAF Gibraltar Unit Spillage Response Plan (USRP). Spillage Tiers are categorized by the International Petroleum Industry Environmental Conservation Association (IPIECA):

- a. **Tier 1 Spillage** – Units are expected to clean up their own Tier 1 spills. They must therefore maintain an appropriate level of preparedness for this event at all times.
- b. **Tier 2 Spillage** – A Tier 2 spill is larger than a Tier 1 spill but is still one that occurs in the area of the units facilities. Tier 2 spills usually require the aid of other units and resources, including the government.
- c. **Tier 3 Spillage** – A catastrophic incident requiring major external assistance, usually require resources from stockpiles of national or international cooperatives. In most cases, these co-ops will be subject to governmental control.

In the event of a Tier 1 (slight spill) in the refuelling area the refueller driver will remove and clean up any remains. In the case of a more significant spill (Tier 2 or 3) the refueller driver and the deployed Squadron will follow the RAF Gibraltar USRP for a spillage on the airfield. Annex A of the USRP provides an Immediate Action guide.

20. **General Precautions.** When reeling the bonding lead or aircraft earth lead in or out, care is to be taken to ensure that they do not become slack and enter the rotor disc.

21. RAF Gibraltar Spillage Plan can be found the following [link](#).

22. If you're having issues opening the link, please email: Gib-RAF-Ops@mod.gov.uk

**Annex EE to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

ANNEX EE: HANDLING OF HAZARDOUS MATERIALS (SPILLAGE PLAN)

1. RAF Gibraltar Unit Spillage Response Plan (USRP) can be accessed via this [Link](#)
2. If you're having issues opening the link, please email: Gib-RAF-Ops@mod.gov.uk

**Annex FF to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

ANNEX FF: JETTISON AND FUEL DUMPING AREA

1. RAF Gibraltar does not have a jettison or fuel dumping area.

**Annex GG to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

ANNEX GG: COMPASS SWING

1. RAF Gibraltar does not have a compass swing.

**Annex HH to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

ANNEX HH: Laser Reporting procedure

Orders are in accordance with:

1. [CAP 493](#) Section 2: Chapter 3 Para 5A

1. If an aircraft is targeted by lasers, the crew should attempt to pass on the details to ATC at the earliest safe opportunity. ATC will pass on the details to the Royal Gibraltar Police (RGP) for action. Should the attack appear to originate from Spain, Seville ACC Supervisor should also be informed.

Consider the following information to be passed to ATC:

- a. Time of the attack.
 - b. Altitude and position (at the time of attack).
 - c. Description of the laser light i.e., colour, continuous / flashing.
 - d. Any avoiding action taken.
2. After landing ATC will advise crews to inform GibAir in order to complete a Victim Statement to assist criminal investigations.
 3. Crews should seek medical assistance and submit an Air safety Report as required.

**Annex II to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

ANNEX II: DANGEROUS GOODS PROCEDURES

1. The handling of Dangerous Goods will be completed iaw DSA-03. OME (Formally JSP 482).
2. When notified that a (Dangerous Air Cargo) DAC flight containing UN Class 1 explosives is programmed to operate from RAF Gibraltar, Movements Flight is to confirm with the Explosive Safety Representative (ESR) or Deputy ESR the Net Explosive Quantity (NEQ) and Hazard Division (HD) of the explosive.
3. The NEQ is to be checked against the current explosive licence of the DAC Pans and handled on DAC Pan West, DAC Pan North or DAC Pan South as appropriate.
4. The loading and off-loading of Aircrafts is to be conducted as follows:
 - a. **UN CLASS 1.** The loading and off-loading of UN Class 1 consignments in the approved licensed area is to be supervised by a RAF TG18 Logs (Mov) NCO with a valid Logistics Movements |Explosives Authorised Representative (AR) |RAF| qualification.
 - b. **UN CLASS 2-9.** The loading and off-loading of UN Class 2 to 9 is to be supervised by a nominated RAF TG18 (Logs) specialist holding a valid Logistic Movements |Dangerous Goods by Air |RAF| qualification.
 - c. **Checks.** On the completion of loading and prior to off-loading, the RAF TG18 Logs (Mov) NCO loading supervisor is to ensure that all consignments are undamaged and free from leakage.

**Annex JJ to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

ANNEX JJ: HYDRAZINE (H70) LEAK

1. Considering the close proximity of the densely populated City of Gibraltar and La Linea to RAF Gibraltar, a diversion of an aircraft operating with H70 should only be considered in extremis.

**Annex KK to
20231020-RAF Gibraltar DAM 2.2
20 Oct 2023**

ANNEX KK: Remotely Piloted Aircraft (RPAS) ORDERS

1. **Operating RPAS.** No RPAS, of any size, may be operated within Gibraltar airspace without proof of a pre-issued licence from the Director of Civil Aviation (DCA).

- a. For further details contact the DCA:
Tel: +350 200 61174
Email: dca@gibraltar.gov.gi

2. **Actions from Aircrew.** If an aircraft comes into conflict with an RPAS or drone, the pilot is requested to inform ATC at the earliest safe opportunity with the following details:

- a. Time of sighting,
- b. Location,
- c. Approximate height and direction of travel.

3. **Actions by ATC.** ATC will inform the following:



- a. Any aircraft on frequency,
- b. GDP control,
- c. RAF Duty Officer.

ANNEX LL - METEOROLOGICAL SERVICES

RAF GIBRALTAR METARS AND TAFS

1. Meteorological Observations (METARS) and Terminal Aerodrome Forecasts (TAFs) produced for RAF Gibraltar follow defence requirements, and as such, differ slightly from those produced at civil aerodromes. The major differences are outlined below:

METARs:

2. Wind
 - a. VRB winds are not reported (a mean direction is always reported)
 - b. Wind direction variance is not reported
3. Visibility
 - a. Minimum visibility is only reported when it falls into a lower military colour state than the prevailing visibility (see fig. 1)
4. Present Weather
 - a. Mist, Smoke, Dust, Haze can be reported when visibility is greater than 5000 metres (but less than 10 kilometres)
 - b.  
5. Cloud
 - a. Clouds above the minimum sector altitude are reported when CAVOK conditions do not exist
 - b. Minimum sector Altitude is 6,800ft at RAF Gibraltar. Therefore, CAVOK conditions only exist when there is no cloud below 6,800ft and all other conditions are met.
 - c. SKC is reported when there is no cloud in the sky.

 **Please note: The para b. is only applicable in Gibraltar as it does not conform to the rules in the UK (5000ft) .** 

AUTO METARs

6. AUTO METARs are produced at Gibraltar when ATC is closed. Please note the following:
 - a. Visibility, cloud and present weather information should be used with caution due to the limitations of the equipment used. Due to the unique geography of the local area, weather conditions can be significantly different over the Rock of Gibraltar in reality.
 - b. The anemometer mast is at a non-standard height and therefore the wind speed reported in AUTO METARs is higher than that at the standard 10m reporting height. Wind speed in

manual METARs is routinely corrected by a human observer (by reducing the raw mean wind speed by 20%), but this is not done when AUTO METARs are issued.

TAFs

7. Change criteria are based on military colour states (see fig. 1).
8. The forecast presence of CB cloud is a change criteria (no matter what height it is forecast).
9. A significant cloud layer is defined as SCT or more (3 oktas or more).

AERODROME COLOUR STATE		
SURFACE VISIBILITY	COLOUR STATE	CLOUD AGL (\geq SCT)
≥ 8 KM	BLU	≥ 2500 FT
5000 M TO 7 KM	WHT	1500 FT TO 2400 FT
3700 M TO 4900 M	GRN	700 FT TO 1400 FT
2500 M TO 3600 M	YLO1	500 FT TO 699 FT
1600 M TO 2400 M	YLO2	300 FT TO 499 FT
800 TO 1500 M	AMB	200 FT TO 299 FT
0 M TO 799 M	RED	0 FT TO 199 FT

Fig 1. Military Colour States used for TAF change groups.

10. ►TAFs may include a 6-figure turbulence group to describe forecast turbulence on final approach to the airfield due to turbulent wind affects off the Rock of Gibraltar. Forecast turbulence groups have the following format in Gibraltar:

5B_Bh_Bh_Bt_L

B - Turbulence	h_B - height of lowest level of Turbulence	t_L – Thickness of turbulence layer above airfield
0 None	000 - surface	1 – 300 m
2 Moderate Turbulence in clear air (occasional)		2 – 600 m
3 Moderate Turbulence in clear air (frequent)		3 – 900 m
6 Severe Turbulence in clear air (occasional)		

Table 1. Turbulence group decode.

50//// may be used to describe the cessation of turbulence. ◀

