

RAF Gibraltar Aerodrome Operator's Hazard Log:

Date reviewed: 12/01/2026. Next review due: 12/03/2026.

Nature of Hazard	Position of Hazard	Permanence of Hazard	Is the Hazard affected by season / light or time?	What mitigation has been employed, (if any) to reduce its impact?
<p><i>A short title used for the easy identification of the hazard. Included at the end of the title should be the post title of the person raising the hazard.</i></p>		<p><i>Temporary / Permanent</i></p>		<p><i>List the details of all strategies, actions, plans and measures in place to reduce or control the hazard. Ref any additional documents.</i></p>
<p>GIB 001: Major or Multiple Bird strike</p> <p>Gibraltar is affected by a large population of yellow legged gulls and it is also close to the migratory routes of many predatory birds from the African continent to the summer feeding grounds of Europe.</p> <p>Hazard Mgr: ASM</p>	<p>Airfield and in immediate vicinity of airfield</p>	<p>Permanent</p>	<p>Yes – Between Jun and Sep there is an increased total number of birds, including significant numbers of juvenile yellow legged gulls</p>	<ul style="list-style-type: none"> • Direct mitigations: <ul style="list-style-type: none"> - Bird control is conducted by NATS as part of the ATC Services contract. The Airfield Wildlife Control Unit (AWCU) is present on the airfield a minimum of 30 minutes prior to and 15 minutes after any ac movement during winter ops. During the summer they maintain a presence from dawn to dusk in addition to the winter criteria. - Bespoke Yellow Legged Gull distress calls are utilised to great effect. - Lethal bird control has resumed at the airfield by Gibraltar Wildlife Ltd. - The Air Terminal has an effective bird management system (Scarecrow). • Indirect Mitigations: <ul style="list-style-type: none"> - All planning applications for new developments in the vicinity of the airfield must include bird hazard management plans – this is included as a standard response to any planning permission requests by both Director Civil Aviation (DCA) and RAF. - Bird strike Management Ltd conduct standards checks yearly to ensure AWCU operates as effectively as possible. - A robust procedure for reporting bird state to pilot is implemented by ATC. - Bird risk hazard is identified within AIDU TAP Charts Special procedures and within Mil AIP (which civil ac operators have access to and are advised to check before any flight to Gibraltar). - All AWCU staff have been appropriately trained and have a qualified trainer as part of the staff. - A contract in place to reduce and manage vegetation growth with Mitie, thus removing feeding areas for birds on the airfield. - Birdstrike Working Groups are convened following spikes in birdstrikes.
<p>GIB 002: Winston Churchill Avenue (WCA) Runway Incursion</p> <p>Cycle and pedestrian route crosses the runway with an adjacent MT Route.</p> <p>Hazard Mgr: ASM</p>	<p>Winston Churchill Avenue / MT Route</p>	<p>Permanent</p>	<p>No</p>	<ul style="list-style-type: none"> • Runway crossing is controlled remotely by ATC using a combination of mechanical 'fail-safe' barriers, 'stinger' vehicle arrestor chains and security staff at the North and South barrier positions. The MT route access points are controlled by traffic lights and chain barriers. Users of the MT route must hold Airfield Driving Permits and undergo trg iaw MAA RA 3262. • ATC tower is located immediately adjacent to the road crossing so the VCR has direct line of sight, this provides the ability to issue 'go-arounds' if the road is not clear. • ATC VCR can talk to persons on the road by means of a 'Voice of God' tannoy system. • The presence of the road crossing is highlighted in the AIP so pilots maintain extra vigilance to this area of the runway, as this is the most likely point an incursion will occur.. • Ad hoc road safety campaigns. • Issue of fixed penalty notices to offenders.

<p>GIB 003:</p> <p>Foreign Object Debris</p> <p>Due to the location of the airfield (city centre proximity), the presence of pedestrians and cycle/scooters crossing it and the high volume of works in progress in the vicinity. There is a higher than normal amount of man-made FOD around the airfield.</p> <p>Hazard Mgr: ASM</p>	<p>Airfield and in immediate vicinity of airfield</p>	<p>Permanent</p>	<p>No</p>	<ul style="list-style-type: none"> • The manoeuvring area is swept twice daily and the portion of runway crossed by WCA swept between each ac movement. • All areas in the vicinity of the airfield are required to present an acceptable FOD management plan prior to works commencing as part of the Work In Progress (WIP) process. • Currently all WIP sites are bounded by FOD fences, as are most other domestic areas which abut the airfield. • FOD policy is articulated in the Defence Aerodrome Manual (DAM) and both the Arrivals Flight Safety Awareness brief and the airfield driving brief cover FOD awareness. • External developments in the vicinity of the airfield may have approval conditions stipulated by the Director of Civil Aviation (Gibraltar) and Development Planning Committee to have a FOD management plan. • One of the responsibilities of AWCUC is to remain vigilant and collect any FOD at all times when on the airfield. • FOD Check Points set up at Northern and Southern entry points to MT Route and Vasco Barrier entry to South Dispersal. • FOD collection at temporary fencing carried out by contractors 3 times weekly. • Whilst the hazard is not affected by season/light/time, local events held at Victoria Stadium have potential to increase the amount of FOD. In the case of these large events, a local agreement is arranged to increase the number of bins and/or the frequency of collection of the existing FOD bins adjacent to the runway. • Monthly auditable FOD eval undertaken.
<p>GIB 004:</p> <p>Runway Overrun Lethality</p> <p>Gibraltar's runway is bounded by the sea at both ends, and a non-frangible Simple Approach Lighting System (SALS) which would exacerbate the consequences of an overrun.</p> <p>Hazard Mgr: ASM</p>	<p>Sea, Overrun</p>	<p>Permanent</p>	<p>No</p>	<ul style="list-style-type: none"> • Portable Aircraft Arrestor Gear (PAAG) is deployed for all Fast Jet (hook-equipped) movements to reduce chance of overrun. • An exemption is in place from the MAA for the non-frangible SALS.

<p>GIB 005:</p> <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> <p>Hazard Mgr: ASM</p>	<p>Approaches to each runway</p>	<p>Permanent</p>	<p>Yes – detailed in the Wind Turbulence Study 2021. Available on request.</p>	<ul style="list-style-type: none"> • Weather effects are articulated in detail in the AIP and aerodrome plates. • There are 3 sources of anemometry available to ATC (east, west and centre wind) • Met Office Airfield Wind Display systems for the 2 threshold winds installed in 2012 which provide crosswind and mean wind speed. • ATC pass details of wind, waterspouts and turbulence to aircraft regularly through all phases of approach and departure. • Wind studies conducted at 5 yearly intervals. The most recent study was completed in 2021. The data is published in the AIP. • As part of safeguarding process developers may be requested to conduct a wind study as one of the Development & Planning Commission planning approval criteria.
<p>GIB 006A:</p> <p>Permanent Obstacle Limitation Surface Infringements</p> <p>There are a number of man-made and natural obstacles in the vicinity of the airfield which penetrate various safety surfaces; the primary obstacle is the Rock itself at 1420 AMSL. Moreover, a 314ft radio mast approx. 400m north of the RW 27 threshold is on Spanish territorial land, thus within Spanish airspace and uncontrolled by MAA regulations. A150ft (approx.) security mast is erected 300m north of the RW 27 threshold, and is again on Spanish territorial land.</p> <p>Hazard Mgr: ASM</p>	<p>Airfield and in immediate vicinity of airfield</p>	<p>Permanent</p>	<p>Yes – hours of darkness</p>	<ul style="list-style-type: none"> • Obstacles are assessed every year and full details of those within the vicinity of the aerodrome are published in the AIP and on relevant aerodrome plates. • Development & Planning Commission enforce and apply conditions to all new developments to ensure that they are built within the OLS to prevent future infringements. • All approaches to Gibraltar are visual, there are no instrument approaches (partial SRA which converts to a visual approach). • All approaches are monitored which means approach path deviations can be seen on the screen. • The risk of flight path deviation is highlighted in the AIP. • The Radio Mast close to the airfield (within Spanish Airspace) does have appropriate and adequate obstruction lighting. There is an established protocol to ensure any lighting unserviceabilities are rectified, this includes liaison with Seville Area Control Centre (ACC). • To prevent any more Permanent Obstacle Limitation Surface Infringements DIO and ASM are sent every planning application for developments in Gibraltar. Any confictions are commented upon and rejected where necessary. Note: DIO and ASM have no influence over OLS infringements on Spanish territory.

<p>GIB 006B:</p> <p>Unauthorised Temporary OLS Infringements</p> <p>Unauthorised man-made obstacles which are erected on a temporary basis in the vicinity of the airfield which have penetrated the OLS. Primarily erected by organisations outside of the direct control of the AO which makes safe positioning of aircraft difficult as the hazard may occur at any time during an approach / landing, for any duration of time, at any place and height and without any prior warning.</p> <p>Hazard Mgr: ASM</p>	<p>Immediate vicinity of the airfield</p>	<p>Temporary</p>	<p>Yes - hours of darkness</p>	<ul style="list-style-type: none"> • When a hazard is observed, and if there are ac on frequency with Gibraltar ATC, they are held off or diverted (if safe to do so) or passed essential information regarding the infringement if in critical stages of flight. • The airfield may be closed by the Aerodrome Operator until the obstruction can be removed. • The BF Gibraltar Chain of Command is notified so that they may engage directly with the Chief Minister and the GoG may be able to use their external influence to prevent future incidents. • The Director Civil Aviation (DCA) who is a GoG employee, is notified so that he can engage on behalf of the GoG. • A NOTAM is issued if appropriate. • All approaches to Gibraltar are visual, there are no instrument approaches (partial SRA which converts to a visual approach). • Planning guidance is provided by DCA to the DPC and contractors and it is available on the GoG website. • There is close liaison between RAF Gibraltar and all companies that may have an impact on the OLS to encourage adherence to safe procedures. • Details of the cranes are published by NOTAM; other mitigations contained within the Safety Assessments. • The published Safeguarding criteria is enforced where possible – continual engagement with contractors and the use of crane management plans. • Contractors have access to guidance for safe crane operations at construction sites near RAF Gibraltar: https://www.gibraltar.gov.gi/new/sites/default/files/HMGoG_Documents/20150911-Crane%20Management_2.pdf
<p>GIB: 006C:</p> <p>Unauthorised Permanent OLS Infringements</p> <p>Due to the proximity of the Spanish border, the potential exists for unauthorised man-made obstacles to be erected in Spain which penetrate the OLS. There is no planning mechanism between MoD and Spanish Gov, therefore obstacles may be erected without consultation, by organisations outside of the control of the AO and HMGoG. Whilst immediate mitigation actions are taken as soon as the hazard is identified, resolution may not be timely or possible.</p> <p>Hazard Mgr: ASM</p>	<p>Immediate vicinity of the airfield</p>	<p>Permanent</p>	<p>Yes - hours of darkness</p>	<ul style="list-style-type: none"> • When a hazard is observed, and if there are ac on frequency with Gibraltar ATC, they are held off or diverted (if safe to do so) or passed essential information regarding the infringement if in critical stages of flight. • The airfield may be closed by the Aerodrome Operator. • The Director Civil Aviation (DCA) is notified so that they can engage with Spanish authorities on behalf of the HMGoG. • The FCDO is notified so that they can engage with the DA in Madrid on behalf of the MoD. • A NOTAM is issued initially if appropriate and if required the Mii-AIP will be amended. • All approaches to Gibraltar are visual, there are no instrument approaches (partial SRA which converts to a visual approach). • Details of the cranes are published by NOTAM; other mitigations contained within the Safety Assessments. • The published Safeguarding criteria is enforced where possible – continual engagement with contractors and the use of crane management plans. • Contractors have access to guidance for safe crane operations at construction sites near RAF Gibraltar: https://www.gibraltar.gov.gi/new/sites/default/files/HMGoG_Documents/20150911-Crane%20Management_2.pdf

<p>GIB 006D:</p> <p>Permanent infringement of OLS due to installation of TACAN and Radar installations.</p> <p>Under project MARSHALL, a new radar and TACAN was installed on top of the rock, infringing the OLS. These installations infringe the Inner Horizontal Surface by 15m (TACAN) and 10m (STAR NG / MSSR).</p> <p>Hazard Mgr: ASM</p>	<p>Airfield</p>	<p>Permanent</p>	<p>No</p>	<ul style="list-style-type: none"> • MAA Waiver MAA_AWE_2021_088. • Red obs lights. • Installations sit atop current OLD infringement under grandfather rights of the Rock of Gibraltar.
<p>GIB 007:</p> <p>Lack of ATZ</p> <p>There is no protected airspace surrounding RAF Gibraltar. Below 1000' is Class G airspace meaning there is a risk of unknown, uncontrolled ac.</p> <p>Hazard Mgr: ASM</p>	<p>In vicinity of airfield and surrounding area</p>	<p>Permanent</p>	<p>No</p>	<ul style="list-style-type: none"> • Most ac flying into Gibraltar operate with TCAS enabled. • ATC provide radar services to ac in the local area which will include advice on unknown traffic if seen on radar. • Excellent working relationship with Spanish ACC at Seville for provision of ATC information and coordination where appropriate. • Local general aviation community (Spanish) are very familiar with airspace and competent with calling ATC when operating in vicinity of airfield. • Liaison with DAs if military incursions.
<p>GIB 008:</p> <p>Porous Airfield Perimeter</p> <p>RAF Gibraltar's porous perimeter and open access areas pose a security and flight safety risk as it is not difficult for intruders to gain unauthorised access to the airfield.</p> <p>Hazard Mgr: ASM</p>	<p>Airfield and in immediate vicinity of airfield</p>	<p>Permanent</p>	<p>Yes – hours of darkness</p>	<ul style="list-style-type: none"> • MOD provide security with Defence Guard Services and Gibraltar Defence Police including Dog Section patrols. • ATC vigilant watch. • CCTV. • Operational awareness and covert targeted operations. • Enhanced security fencing at certain areas along the southern perimeter. • Western sea perimeter is regularly patrolled by GDP boats. • Increased security fencing erected between Victoria Stadium and Ocean Village to prevent pedestrian access to the airfield.
<p>GIB 009:</p> <p>Large/Tall Ships at Port and co-located Liquefied Natural Gas (LNG) Plant</p> <p>Cruise Liners and large yachts mooring at the cruise liner terminal temporarily infringe the OLS due to the proximity of the port to the runway. This includes use of large 'gondolas'.</p> <p>Hazard Mgr: ASM</p>	<p>Cruise Liner Terminal</p>	<p>Temporary</p>	<p>No</p>	<ul style="list-style-type: none"> • ATC warn ac of any OLS infringements. • All approaches to Gibraltar are visual, there are no instrument approaches (partial SRA which converts to a visual approach). • Large ships are allowed to pre-position at the LNG plant but are prohibited from completing refuelling operations within airfield operating hours.

<p>GIB 010:</p> <p>Runway Longitudinal Slope Non-compliance</p> <p>The runway longitudinal slope in Gibraltar is assessed to be non-compliant due to a minimum radius of curvature of 6000m caused by a depression at the eastern end of the runway. RA 3511 stipulates a minimum radius of curvature of 15000m for a Code 3 runway. It should be noted that this depression is not obvious to the naked eye.</p> <p>Hazard Mgr: ASM</p>	<p>Airfield</p>	<p>Permanent</p>	<p>No</p>	<ul style="list-style-type: none"> • Partial compliance achieved following runway resurfacing works in 2015. • Details are contained within the Mil-AIP. • Details are included within the Gibraltar Defence Aerodrome Manual.
<p>GIB 011:</p> <p>Liquefied Natural Gas Facility</p> <p>The proximity of the LNG facility to the Airfield poses a flight safety risk if unmanaged during concurrent activity.</p> <p>Hazard Mgr: ASM</p>	<p>In vicinity of airfield and surrounding area</p>	<p>Permanent</p>	<p>No</p>	<ul style="list-style-type: none"> • ATC and LNG facility operator are aware that aircraft operations are not to take place when LNG re-supply is in progress. • ATC has robust communications in place with LNG facility operator, who will inform them if delays to the operation are expected. (ATC and LNG facility MOU) • If ATC is made aware that a re-supply is in progress with aircraft inbound, they will first ask the operator to cease - the diversion of aircraft will be a last resort. ATCOs are aware of this process and requirement.
<p>GIB 012:</p> <p>Aircraft collision with infrastructure when manoeuvring on the Southern Dispersal</p> <p>South Dispersal has no aircraft taxi lines and there are obstacles that penetrate the apron shoulder.</p> <p>Hazard Mgr: ASM</p>	<p>Airfield</p>	<p>Temporary</p>	<p>Yes - hours of darkness</p>	<ul style="list-style-type: none"> • Marshalls and wingwalkers in place for all military aircraft movements. • Dispersal lighting.

<p>GIB 013:</p> <p>Cross-Border Support</p> <p>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.</p> <p>Hazard Mgr: ASM</p>	<p>International border, ~200m from northern edge of airfield.</p>	<p>Permanent</p>	<p>No</p>	<ul style="list-style-type: none"> • Medical facilities in Spain are required for certain eventualities that the Gibraltar Health Authority is either not equipped to support, or has only limited resources to provide. Contracts exist with private hospitals within Spain to accept patient transfers. Spanish State CES is also expected to support with patient transfer (minimum). • Local experience and perception suggest that the Spanish authorities would enable unimpeded access through the border to enable CES to respond quickly to any major incident, but no formal agreement exists.
<p>GIB 014:</p> <p>Aerodrome Identification Beacon withdrawn.</p> <p>Transferred from MOD Gib Cmd Risk Register serial: RAF/042</p> <p>Non-compliance with MAA RA 3515(4)</p> <p>Hazard Mgr: ASM</p>	<p>N/A</p>	<p>Permanent</p>	<p>Yes - hours of darkness</p>	<ul style="list-style-type: none"> • Pilots are to report 'visual with the aerodrome', when making a visual approach. • Lack of Identification Beacon highlighted in Defence Aerodrome Manual. • Given the technological advancements in aviation since the introduction of IB's, it is highly unlikely that the modern aircraft that utilise Gibraltar, particularly civil charter ac but including military, would be reliant on IBs to assist with landing at the airfield. • Gibraltar airfield remoteness from adjacent airfields.
<p>GIB 015:</p> <p>SALS inspections</p> <p>Some parts of the SALS are not being inspected as per requirement of MAA RA 3264(1) para 1.g.</p> <p>2 bars of approach lights on each runway are in the sea. It is not possible for the aerodrome controller to access the approach lane to inspect and complete a functional test of the lights. This means the aerodrome can not confirm serviceability of the SALS.</p> <p>Hazard Mgr: ASM</p>	<p>27 and 09 approach in the sea</p>	<p>Temporary</p>	<p>Night / poor visibility After Storm</p>	<ul style="list-style-type: none"> • SALS inspections take place using local waterborne assets when able.

<p>GIB 016:</p> <p>UAS operating illegally in Gibraltar.</p> <p>UAS being flown ivo RAF Gibraltar presenting a risk of a Drone Strike. A drone crash landing on or next to the operating surface presenting a FOD Hazard.</p> <p>Hazard Mgr: ASM</p>	<p>Airspace and ground</p>	<p>Temporary</p>	<p>No</p>	<ul style="list-style-type: none"> • RAF Gibraltar staff and personnel are briefed at induction on the risks that UAS present, and to be alert for any sightings. They are told to call either ATC Emergency or GDP control room to inform duty staff. The aerodrome also operates a 24/7 uas detection system, which flags UAS which are operating over or near the aerodrome. • Gibraltar has strict regulations for the operation of UAS, requiring the Director of Civil Aviation (DCA) to issue permits to operators to allow them to use their uncrewed air system. These operational areas are away from the approach and departure lanes of RAF Gibraltar. • Operators who do require to operate in the vicinity of RAF Gibraltar have to arrange a bespoke permit with DCA, RAF and ATC. Details are passed to Gibraltar Defence Police. • A Comprehensive UAS response plan has been developed for the Aerodrome, enabling more effective response and aiding decision making regarding continuation of operation or closure of the Airfield depending on Risk. • Spain has legislation for UAS operation inc. operators can not fly their drone within 8km of an airport.
<p>GIB 017:</p> <p>Radio interference.</p> <p>Radio interference on Gnd to Air VHF freqs causing distraction / mis-communication between gnd and air.</p> <p>Hazard Mgr: ASM</p>	<p>IVO Gibraltar and on the ground</p>	<p>Temporary</p>	<p>No - The interference does not appear to be generated by environmental conditions.</p>	<ul style="list-style-type: none"> • ATC are amending their orders to incorporate 127.0 as a spare frequency to utilise as redundancy when interference affects other VHF frequencies. 127.0 will not be routinely monitored and will only be available when ATC instructs pilots to use it. This will not be published in the Mil AIP, to reduce the chance of malicious interference. • Though the airfield has worked closely with Gibraltar Radio Authority (GRA) and has had some previous success in triangulation and engagement with commercial radio stations, there is still breakthrough on some Gibraltar freqs. • GRA has equipment to triangulate the source(s) of breakthrough. Once identified we have previously had speedy intervention to clear the frequency. • Gibraltar controllers may ask crews to swap to a different frequency if the breakthrough is distracting / preventing clear comms with air systems. • All controllers are briefed and familiar with radio interference. Engineers are quickly called to track the source of the interference, subsequently GRA are informed of the instance of interference.

<p>GIB 018:</p> <p>ATC equipment limitations</p> <p>Aircraft may be temporarily undetectable during PSR only operation resulting in the loss of minimum prescribed separation distance.</p> <p>Radar performance in PSR only mode is impacted by the presence of maritime traffic. It is possible that when an aircraft track overflies maritime traffic its radar-track could be temporarily be unreliable or undetectable.</p> <p>Hazard Mgr: ASM</p>	<p>Airspace ivo Gibraltar</p>	<p>Permanent</p>	<p>No</p>	<ul style="list-style-type: none"> • Pilot Training (see and avoid etc.). • Controller Training (defensive controlling techniques). • Local ATC procedures. • TCAS (Aircraft vs Aircraft during PSR loss). • Co-mounted SSR return is reliable.
<p>GIB 019:</p> <p>Corruption of Radar picture</p> <p>Credible corruption (PSR only or non-transponding aircraft) of the primary radar picture at base leg Runway 09 SRA or during go-around causing a potential delay to provision of Air Traffic Service.</p> <p>Controller loses situational awareness in the event of an air system's flight dynamics exceeding acceleration in a turn of $9m/s^2$, straight line acceleration of $2.95m/s^2$ or a rate of climb/descent $40m/s$ ($7874ft/min$).</p> <p>Also captured in Thales ORA for when aircraft perform tight turns in flight.</p> <p>Hazard Mgr: ASM</p>	<p>Airspace ivo Gibraltar</p>	<p>Permanent</p>	<p>No</p>	<ul style="list-style-type: none"> • Pilot Training (see and avoid etc.). • Controller Training (defensive controlling techniques). • Local ATC procedures. • SSR return will be accurately displayed.
<p>GIB 020:</p> <p>Damaged SALS</p> <p>A number of lights are U/S on the SALS</p> <p>Hazard Mgr: ASM</p>	<p>Rwy 09 approach</p>	<p>Temporary</p>	<p>No</p>	<p>The airfield is a visual approach only. A pilot should confirm visual contact with the runway at 3 nautical miles from the airfield.</p> <ul style="list-style-type: none"> • Airfield RWY lighting. • Single yellow flashing marker buoy located 1372m west of the airfield (in the sea) marking the centreline. • Strobe lights located at the 09-threshold angled to coincide with aircraft position at 3nm. • NOTAM promulgated with info of U/S lights. (F0075/25)

<p>GIB 021:</p> <p>NE Corner unsurfaced area</p> <p>Following the conclusion of the Tunnel works, an area between TWY B and the Fuel farm has been left unsurfaced.</p> <p>Hazard Mgr: ASM</p>	<p>NE Corner</p>	<p>Temporary</p>	<p>Yes</p>	<ul style="list-style-type: none"> • TWY B remains closed, a safety assessment will be undertaken before reopening to assess hazards to operation. • Fourteen red and white bollards have been placed around the unsurfaced area to highlight the hazard. • Daily checks are carried out as part of the FOD Management plan by AWCU/AGSU to monitor and remove any FOD from the area. Weekly checks are carried out by RAF OPS for further mitigation.
<p>GIB 022:</p> <p>Runway Aiming point and Touch Down zone markings Non-compliant.</p> <p>The current Aiming point and TDZ markings on the runway are non-compliant with RA 3514(3).</p> <p>Hazard Mgr: ASM</p>	<p>Airfield</p>	<p>Permanent</p>	<p>No</p>	<ul style="list-style-type: none"> • Markings fall under grandfather right (Runway repainted 2015). Markings will become compliant when repainted (Forecast for 2035) • Current markings, whilst non-compliant, still effectively mark Aiming point and Touchdown zone. • Details are included within the Gibraltar Defence Aerodrome Manual and Mil-AIP.
<p>GIB 023:</p> <p>Runway End Safety Area (RESA) not of recommended length.</p> <p>The RESA at Gibraltar is 92m in length, longer than the 90m requirement outlined in RA 3511(5) but less than the recommended length of 240m.</p> <p>Hazard Mgr: ASM</p>	<p>Airfield</p>	<p>Permanent</p>	<p>No</p>	<ul style="list-style-type: none"> • Runway 09 RESA length falls under grandfather rights. • Operational factor safety assessment for Runway 27 RESA.