EGFF — CARDIFF

EGFF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFF — CARDIFF

EGFF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512348N Long: 0032036W Mid point of Runway 12/30
2	Direction and distance from city	8.5 nm SW of Cardiff.
3	Elevation / Reference temperature	220 ft / 18 C
4	Geoid undulation at AD ELEV PSN	169 FT
5	Magnetic Variation/ Annual Change	1.65°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	CARDIFF INTERNATIONAL AIRPORT LTD. Post: Cardiff International Airport, Rhoose, Barry, South Glamorgan CF62 3BD. Phone: 01446-711111 (Cardiff Airport Ltd) Phone: 01446-712562 (ATC) Fax: 01446-711838 (ATC) Email: info@cwl.aero URL: www.cwl.aero
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGFF AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	H24 See also AD 2.18.
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	

EGFF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Forklifts, pallet trucks, cargo loader 12.5 tonnes capacity suitable for loading up to Boeing 747 main deck. One lower lobe cargo loader 5 tonnes capacity. 2 Cargo loaders.
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL W80, W100.
3	Fuelling facilities/capacity	
4	De-icing facilities	Upon request with Swissport.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Limited.
7	Remarks	Fuel AVTUR JET A-1 is available by arrangement with Northair, Tel: 01446-710281; Fuel AVGAS is available from Aeros Flying Club, Tel: 01446-710000. Handling for all aircraft is mandatory: Aeros Flying Club: Tel: 01446-710000 Swissport (Commercial): Tel: 01446-712592 Signature (Executive GA and Cargo): 01446-712637

EGFF AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel 0.5 miles from the airport.
2	Restaurants	Licensed buffet and cafeteria in the terminal.
3	Transportation	Buses (shuttle bus to station and hourly service to/from Cardiff). Taxis and car hire. Nearest railway station; Rhoose (Cardiff International Airport) 2 miles.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de Change. ATM Machine.
6	Tourist Office	Terminal Building.
7	Remarks	

EGFF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A7
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Light aircraft can be removed using airport resources. Large aircraft can be removed using outside sources in conjunction with the aircraft operator.
4	Remarks	**Category 8 and 9** available on request. 1 hour prior notice required.

EGFF AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from ATC, Tel: 01446-712562.

EGFF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	TERMINAL AREA Surface: Concrete. PCN 50/R/A/W/T SOUTH MAINTENANCE AREA Surface: Asphalt. PCN 15/F/A/W/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 23 m. Surface: Asphalt. PCN 50/F/A/W/T Taxiway BRAVO: 23 m. Surface: Asphalt. PCN 50/F/A/W/T Taxiway CHARLIE: 23 m. Surface: Asphalt. PCN 42/F/A/W/T Taxiway DELTA: 23 m. Surface: Asphalt. PCN 42/F/A/W/T Taxiway ECHO: 23 m. Surface: Asphalt. PCN 42/F/A/W/T Taxiway GOLF: 23 m. Surface: Asphalt. PCN 15/F/A/Y/T Taxiway HOTEL: 18 m. Surface: Asphalt.
3	Altimeter checkpoint location and elevation	Stands 1-10: 207-211 ft; Stands 11-17: 212-215 ft amsl
4	VOR checkpoints	
5	INS checkpoints	INS Checkpoints: See Aircraft Parking/Docking Chart.
6	Remarks	

EGFF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1, 2, 3, 4, 5, 6, 8, 9, 11, 12, 13, 14, 15, 16, and 17 parking with marshaller guidance. Additionally stands 7 and 10 are equipped with nose loader type air bridges. Both are fitted with safedock 2-18 systems. Aircraft using the air bridge will park using the stand guidance. Aircraft stopping short of the air bridge will be marshalled.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Runway designation, runway threshold. Runway centre-line, fixed distance marking. Touchdown zone markings Runway 30. Runway guard lights are positioned at Holding Points A1, C, D, E1, B1, G and H. These are illuminated when necessary by ATC.
3	Stop bars	Red stop bars in use H24. Red stop bars and signs showing holding point numbers at all holding points except at Holding Points A1 and B1. Holding points A1 and B1 should not be used.
4	Remarks	Minimum power to achieve forward movement should be applied to move off all stands. All holding position signs are black on yellow positioned to the left hand side of the taxiway. There are 2 illuminated windsocks to the south of Runway 12/30, adjacent to the runway threshold markings. Aircraft and vehicles must not cross an illuminated red stop bar, even if receipt of a clearance from ATC. Red stop bars will only be deselected by ATC upon receipt of a correct clearance readback from the pilot or driver.

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EGFF AD 2.10 AERODROME OBSTACLES

INTENTIONALLY BLANK

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGFF1500)	Wenvoe TV Mast	512733.54N 0031653.72W	1297 ft		Yes	
(EGFF1552)	St Hilary Mast	512726.78N 0032410.63W	1161 ft		Yes	
(EGFF1020)	Chimney	512351.88N 0032340.38W	378 ft		Yes	
(EGFF1018)	Chimney	512314.22N 0032416.92W	529 ft		Yes	

EGFF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 24 Hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/Telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	CARDIFF.
10	Additional information (limitation of service, etc.)	

EGFF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength (PCN)**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
12	116.76°	2354 x 45 m	RWY surface: Asphalt, grooved. PCN 50/F/A/W/T	512401.72N 0032120.17W 169 ft	THR 205 ft
30	296.78°	2354 x 45 m	RWY surface: Asphalt, grooved. PCN 50/F/A/W/T	512332.83N 0031948.64W 169 ft	THR 213 ft

Slope of RWY/ SWY	**SWY dimensions**	**Clearway dimensions**	**Strip Dimensions**	**OFZ**	**Remarks**
7	**8**	**9**	**10**	**11**	**12**
					RWY 12 Threshold displaced by 220 m. Shoulders 7 m wide either side of the runway.
					RWY 30 Threshold displaced by 152 m. Shoulders 7 m wide either side of the runway.

EGFF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
12	2318 m	2503 m	2318 m	2098 m	
30	2354 m	2506 m	2354 m	2202 m	
12	2098 m	2283 m	2098 m		Take-off from Holding point Bravo.
12	1494 m	1679 m	1494 m		Take-off from Holding point Echo.
30	2130 m	2282 m	2130 m		Take-off from Holding point Charlie.
30	1426 m	1578 m	1426 m		Take-off from Holding point Delta.

EGFF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	747 m Light intensity high.	Flush HI uni-directional Green with Green wingbars	PAPI Left/3° 57 ft		Colour coded	Elev HI bi-directional with LI omni-directional component	Red.		**Approach Lighting:** Coded centre-line with five cross-bars
30	832 m Light intensity high.	Flush HI uni-directional Green with Green wingbars	PAPI Left/3° 52 ft		Colour coded	Elev HI bi-directional with LI omni-directional component	Red.		**Approach Lighting:** HI Coded centre-line with five crossbars

EGFF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 512355.49N 0032115.46W 512333.84N 0032005.48W
3	TWY edge and centre line lighting	Taxiway: . Centre-line (green) on taxiway serving 12/30, blue edge lights/ markers at junctions.
4	Secondary power supply/switch-over time	Yes/1 Second.
5	Remarks	All stands are covered by apron floodlighting.

EGFF AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	TLOF : 512355.22N 0032038.45W
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF :
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	A helicopter set down point marked with a 'H' is situated on taxiway Alpha to the south of Stand 12. Helicopters will be required to ground taxi or hover for parking as instructed by ATC.

EGFF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
CARDIFF CTR 513021N 0032755W - 512957N 0032222W - 512815N 0031700W - thence clockwise by the arc of a circle radius 5 nm centered on 512348N 0032036W to 511920N 0032411W - 512208N 0033305W - thence clockwise by the arc of a circle radius 8 nm centered on 512348N 0032036W to 513021N 0032755W	Upper limit: FL105 Lower limit: SFC	D	CARDIFF APPROACH English	6000 ft	All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control.
CARDIFF CTA 1 512815N 0031700W - 512526N 0030806W - thence clockwise by the arc of a circle radius 8 nm centered on 512348N 0032036W to 511632N 0031518W - 511920N 0032411W - thence anti-clockwise by the arc of a circle radius 5 nm centered on 512348N 0032036W to 512815N 0031700W	Upper limit: FL105 Lower limit: 1000 ft ALT	D	CARDIFF APPROACH English	6000 ft	All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control.
CARDIFF CTA 2 512526N 0030806W - 512349N 0030302W - thence clockwise by the arc of a circle radius 11 nm centered on 512348N 0032036W to 511455N 0031016W - 511632N 0031518W - thence anti-clockwise by the arc of a circle radius 8 nm centered on 512348N 0032036W to 512526N 0030806W	Upper limit: FL105 Lower limit: 1500 ft ALT	D	CARDIFF APPROACH English	6000 ft	All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control.
CARDIFF CTA 3 513309N 0033236W - 512957N 0032222W - 513021N 0032755W - thence anti-clockwise by the arc of a circle radius 8 nm centered on 512348N 0032036W to 512208N 0033305W - 512413N 0033945W - thence clockwise by the arc of a circle radius 12 nm centered on 512348N 0032036W to 513309N 0033236W	Upper limit: FL105 Lower limit: 2000 ft ALT	D	CARDIFF APPROACH English	6000 ft	All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control.
CARDIFF CTA 4 513458N 0032522W - 512715N 0030058W - 512349N 0030302W - 513309N 0033236W - 513335N 0033205W - 513458N 0032522W	Upper limit: FL105 Lower limit: 3000 ft ALT	D	CARDIFF APPROACH English	6000 ft	All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control.
CARDIFF CTA 5 512413N 0033945W - 511455N 0031016W - thence anti-clockwise by the arc of a circle radius 11 nm centered on 512348N 0032036W to 512349N 0030302W - 511247N 0030302W - 511010N 0031341W - 511115N 0032929W - 511309N 0032910W - 512413N 0033945W	Upper limit: FL105 Lower limit: 3000 ft ALT	D	CARDIFF APPROACH English	6000 ft	All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control.
CARDIFF CTA 6 513946N 0032432W - 513839N 0031727W - 513450N 0024206W - 512715N 0030058W - 513458N 0032522W - 513335N 0033205W - 513946N 0032432W	Upper limit: FL105 Lower limit: 4000 ft ALT	D	CARDIFF APPROACH English	6000 ft	All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control.
CARDIFF CTA 7 511115N 0032929W - 511010N 0031341W -	Upper limit: FL65 Lower limit: 4500 ft ALT	D	CARDIFF APPROACH English	6000 ft	All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff

EGFF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
510512N 0031434W - 510617N 0033020W - 511115N 0032929W					Approach Control.
CARDIFF CTA 8 513950N 0030822W - 513947N 0024858W - 513450N 0024206W - 513743N 0030845W - 513950N 0030822W	Upper limit: FL75 Lower limit: 5500 ft ALT	D	CARDIFF APPROACH English	6000 ft	All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control.
CARDIFF ATZ A circle, 2.5 nm radius centred at 512348N 0032036W on the mid-point of the longest runway (12/30) except that part of circle west of a straight line joining 512532N 0032328W and 512241N 0032410W	Upper limit: 2000 ft Lower limit: SFC	D	CARDIFF APPROACH English	6000 ft	

EGFF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	CARDIFF APPROACH	119.150 MHz DOC 50 nm/19,000 ft. Initial contact frequency.	H24	ATZ hours coincident with Approach hours.
	CARDIFF APPROACH	125.850 MHz DOC 40 nm/19,000 ft.	As directed by ATC	
TWR	CARDIFF TOWER	133.100 MHz DOC 25 nm/4,000 ft.	H24	
RAD	CARDIFF RADAR	125.850 MHz DOC 50 nm/19,000 ft.	Winter: 0600-2300 Summer: 0500-2200	Radar may be available 2300-0600 (1 hour earlier in summer)
ATIS	CARDIFF INFORMATION	132.475 MHz DOC 60 nm/20,000 ft.	H24	ATIS information available by telephone externally on 01446-729319 or internally on Ext 3319.

EGFF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS I 1.65°W (2017)	ICDF	110.700 MHz	HO	512328.42N 0031934.66W		
ILS/GP	ICDF	330.200 MHz	HO	512401.07N 0032103.12W		3° ILS Ref Datum Hgt 50 ft.
ILS I 1.65°W (2017)	ICWA	110.700 MHz	HO	512407.15N 0032137.37W		ILS only operational from 18 nm to the threshold.
ILS/GP	ICWA	330.200 MHz	HO	512332.45N 0032004.69W		3° ILS Ref Datum Hgt 50 ft.
DME	ICDF	44X 110.700 MHz	H24	512355.79N 0032026.28W	281 ft	I CDF (RWY 12) Freq paired with ILS I CWA and I CDF. Zero range is indicated at threshold of runway in use for ILS approaches only.

EGFF AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	ICWA	44X 110.700 MHz	H24	512355.79N 0032026.28W	281 ft	Freq paired with ILS I CWA and I CDF. Zero range is indicated at threshold of runway in use for ILS approaches only.
NDB (L)	CDF	388.500 kHz	H24	512336.16N 0032016.47W		On AD. Range 40 nm.

EGFF AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Use governed by regulations applicable to Cardiff CTR.

(b) Use by aircraft not able to communicate with ATC by radio is subject to prior permission.

(c) Terms and conditions of use of aerodrome available from Airport Operations Director.

(d) All flights, except General Aviation and Military flights, are subject to the prior approval of the Managing Director, Cardiff Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: +44(0)161-4931850, Fax: +44(0)161-4931853. OCS account holders can add, change and cancel slots at any time on the online co-ordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1

2 Ground Movement

(a) Departing aircraft on first contact with Cardiff ATC must state aircraft type, stand number and the code letter of the latest ATIS received. Pilots of departing aircraft are reminded to contact Cardiff Tower for clearance 10 minutes before start up.

(b) One way traffic flow system Southside using holding points G and H.

(i) Access through holding points G and H is restricted to one aircraft movement at a time.

(ii) When Runway 30 is the notified runway in use aircraft will line up via holding point H and vacate though holding point G unless otherwise instructed by ATC.

(iii) When runway 12 is the notified runway in use aircraft will line up via holding point G and vacate via holding point H unless otherwise instructed by ATC.

(iv) During Low Visibility Procedures access to and from the runway in use will be via H.

(c) Taxiway Charlie must not be used by code 'D' or 'E' aircraft to enter or vacate the runway with the exception of the B757 and B767 series aircraft.

(d) Aircraft Code ‘D’ and ‘E’ (excluding the B757 and B767) cannot make turns from ‘E’ in a westerly direction onto the 'B' taxiway.

3 CAT II/III Operations

(a) Cardiff Airport is not equipped for CAT II/III operations, however Low Visibility Procedures are used to protect CAT I operations.

(b) Low Visibility Procedures will commence when RVR/Met visibility falls to 1000 m or less, or cloud ceiling is observed to be 200 ft or less.

(c) Pilots will be informed when these procedures are in operation by ATIS or by RTF.

4 Warnings

(a) Pilots are reminded of the close proximity of RAF St Athan to the west north west of Cardiff aerodrome, see AD 2.22 paragraphs 1 and 8

(b) Pilots are warned, when landing on Runway 30 in strong west to south westerly winds, of the possibility of terrain induced turbulence on short finals.

(c) Due to possibility of turbulence caused by hangar north east of Runway 12 threshold, caution should be exercised during periods of strong north westerly to north easterly winds.

EGFF AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(d) Grass cutting takes place May-Oct.

(e) Single-engined aircraft should avoid overflying the chemical complex at Barry.

(f) Red Stop Bars in operation H24.

5 Helicopter Operations

Not applicable

6 Use of Runways

(a) Circuit direction is normally to the north.

7 Training

(a) All IFR training in Cardiff CTR/CTA subject to PPR from Cardiff Approach Tel: 01446-712564

(b) All aircraft wishing to carry out instrument training within the Cardiff Zone, must have a functioning transponder with Mode C.

EGFF AD 2.21 NOISE ABATEMENT PROCEDURES

(a) Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

(b) The Noise Preferential Routeings (NPR) given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other aircraft with a maximum certificated weight exceeding 5700 kg un less otherwise instructed by ATC or unless deviations are required in the interests of safety.

The NPRs are incorporated in ATC Standard Instrument Departure procedures (SIDs)

Take-Off Runway	NPR
12	North: Climb straight ahead to 4.5 nm DME before turning left South: Climb straight ahead to 2 nm DME before turning right
30	Climb straight ahead to 4nm before turning either left or right

The obligations of the NPRs cease when an altitude of 3000 ft QNH or above has been reached.

(c) **Continuous Descent Approaches**

Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a continuous descent profile, when appropriate. ATC will advise pilots of an estimate of the track distance to run to touchdown as so on as possible after first call on the approach frequency.

(d) In the interest of noise abatement, restrictions are imposed on the ground running of engines between 2230-0730 and operators are advised to contact the Airport Operations Director for details.

(e) The use of reverse thrust, particularly after 2130, is to be kept to a minimum consistent with operational needs.

EGFF AD 2.22 FLIGHT PROCEDURES

1 General Information

(a) The attention of pilots of aircraft inbound to Runway 12 or outbound from Runway 30 at Cardiff Airport is drawn to the close proximity of St Athan aerodrome and the St Athan Local Flying Zone (see paragraph 8) to the Cardiff arrival/ departure tracks. Pilots of VFR aircraft to/from Cardiff Airport may be required by Cardiff ATC to enter/leave the CTR at Visual Reference Points which avoid the St Athan Local Flying Zone.

(b) Additionally, St Athan based aircraft may carry out aerobatic manoeuvres and other unusual activities above, within and below the western part of the Cardiff CTA. Pilots transitting above or below the CTA are strongly recommended to contact Cardiff Approach Control for appropriate traffic information.

EGFF AD 2.22 FLIGHT PROCEDURES (continued)

2 Procedures for inbound Aircraft

(a) Standard inbound routes from airways are detailed below.

Approach from Speed Limit Point	Via	Route
East	L9	CPT - ABDAL - BRI - CDF
South	N864	BHD - EXMOR - CDF
North	N862	MONTY/NOKIN - RETSI - RILES - DOBEM -CDF
North	N864	TALGA - BCN - CDF
West	L9	STU - AMMAN - BCN - CDF

(b) Inbound Procedures other than from the Airways System

(i) Inbound aircraft other than from the Airways System should request clearance to enter the Cardiff CTR/CTA at least 10 minutes from the CTR/CTA Boundary and must observe the normal procedure for joining Controlled Airspace.

(ii) VFR flights and flights requesting Special VFR clearance will normally be instructed to route via one of the Visual Reference Points as detailed at paragraph 7.

3 Procedures for Outbound Aircraft

(a) Standard Outbound Routes to Airways

Standard departure routes for aircraft joining the airways system are detailed below.

Departures to	Via	Route
East	L9	BCN - ALVIN - CPT (RWY 30)/ALVIN -CPT - (RWY 12)
South	N864	EXMOR - BHD
North	N864	BCN - TALGA
West	L9	BCN - AMMAN

4 Aircraft Outbound to the FIR

(a) IFR flights wishing to leave the Cardiff CTR/CTA to enter the London FIR will be cleared by the most direct route consistent with the current traffic situation.

(b) VFR flights and flights requesting Special VFR clearance will normally be instructed to route via one of the Visual Reference Points as detailed at paragraph 7.

5 Holding

Holding Point	Details
Cardiff NDB CDF	Inbound track 302° MAG - turning left at the facility. Lowest holding altitude 2500 ft

6 Radio Communication Failure Procedures

(a) In the event of complete radio communications failure in an aircraft, the pilot will adopt the appropriate procedure described at ENR 1.1.3. The route to be used when leaving the Zone in accordance with this procedure is as follows:

Position at time of decision	Route
NDB CDF	Track 040°T at 2500 ft ALT.

7 Visual Reference Points (VRPs)

VRP	NDB/DME	VOR/DME FIX
Cardiff Docks ‡ 512724N 0030906W	CDF 063° MAG †CWA/CDF DME 7 nm	BCN 168°/17 nm
Clatworthy Reservoir 510423N 0032209W	CDF 185° MAG †CWA/CDF DME 19 nm	BCN 188°/39 nm
Flat Holm Lighthouse 512232N 0030707W	CDF 099° MAG †CWA/CDF DME 8 nm	BCN 168°/22 nm
Lavernock Point 512423N 0031014W	CDF 084° MAG †CWA/CDF DME 6 nm	BCN 172°/20 nm
Llandegfedd Reservior 514130N 0025815W	CDF 039° MAG †CWA/CDF DME 22 nm	BCN 103°/11 nm

EGFF AD 2.22 FLIGHT PROCEDURES (continued)

VRP	NDB/DME	VOR/DME FIX
M4 Junction 24 513607N 0025532W	CDF 052° MAG †CWA/CDF DME 20 nm	BCN 123°/15 nm
M4 Junction 36 (Services) (North of Bridgend) 513156N 0033424W	CDF 315° MAG †CWA/CDF DME 11 nm	BCN 227°/16 nm
Minehead 511221N 0032830W	CDF 206° MAG †CWA/CDF DME 12 nm	BCN 197°/32 nm
Nash Point Lighthouse 512403N 0033308W	CDF 275° MAG †CWA/CDF DME 7 nm	BCN 211°/22 nm
Nash South (On St Athan C/L, 1 nm South of Nash Point) 512253N 0033327W	CDF 267° MAG †CWA/CDF DME 8 nm	BCN 210°/23 nm
Old Severn Bridge (M48) 513640N 0023837W	CDF 065° MAG †CWA/CDF DME 29 nm	BCN 109°/24 nm
St Hilary TV Mast **(Note 2)** 512727N 0032411W	CDF 329° MAG †CWA/CDF DME 4 nm	BCN 200°/17 nm
Taff Ely Wind Farm 513403N 0032816W	CDF 336° MAG †CWA/CDF DME 11 nm	BCN 222°/12 nm
Wenvoe TV Mast **(Note 3)** 512734N 0031654W	CDF 030° MAG †CWA/CDF DME 5 nm	BCN 185°/16 nm

Note 1: *† DME frequency-paired with ILS gives zero range indication with respect to the threshold of the runway with which it is associated.*

Note 2: *Pilots are advised to use caution when routeing via this VRP due to the nature of this lighted Air Navigation Obstacle of height 754 ft agl, 1161 ft amsl.*

Note 3: *Pilots should exercise caution when routeing via this VRP due to the nature of this lighted Air Navigation Obstacle of height 878 ft agl, 1294 ft amsl.*

Note 4: *‡ Pilots are advised to use caution when routing via this VRP due to it's proximity to Cardiff Heliport.*

8 St Athan Aerodrome - Local Flying Zone and Procedures

(a) St Athan aerodrome lies within the Cardiff CTR/CTA to the west of Cardiff. By arrangement with Cardiff ATC during the hours of watch of St Athan ATC (normally 0830-1700 Winter, Summer one hour earlier, daily), and subject to the conditions detailed in paragraph b flights by St Athan based aircraft may take place in VMC, without reference to Cardiff ATC, within a Local Flying Zone (LFZ) bounded by the following positions:

512524N 0033307W - 512456N 0032523W - 512406N 0032302W - 512247N 0032302W - 512124N 0033042W - 512209N 0033306W thence clockwise by the arc of a circle radius 8 nm centred on 512348N 0032036W from 512209N 0033306W to 512524N 0033307W.

(b) The following conditions apply to aircraft operating within the St Athan Local Flying Zone:

(i) Aircraft are to be in communication with and comply with instructions from St Athan ATC;

(ii) All aircraft conduct their flights within the weather criteria specified for VFR flights within Class D Airspace;

(iii) Maximum altitude 1700 ft (Cardiff QNH);

(iv) Pilots operating in the St Athan LFZ are responsible for maintaining their own visual separation from other aircraft, including aircraft on final approach to Runway 12 and departing from Runway 30 at Cardiff, which are in close proximity to the Local Flying Zone. (Traffic information will be passed by St Athan ATC).

(c) Flights to/from St Athan ATC which are unable to comply with the requirements of the St Athan Local Flying Zone will be subject to individual clearance from Cardiff ATC and will be fully in tegrated with Cardiff arriving/departing traffic.

(d) Visual approaches to Cardiff Runway 12 are unavailable when the Local Flying Zone is active.

(e) All VFR flight is expected to comply with the following published VFR routes:

(i) Departure Routes

Designator	Runway	Route	Maximum Altitude
East	07/25	Aircraft remain west of Aberthaw power station over water, clearance limit Aberthaw power station, then as directed by Cardiff Tower.	1500 ft
South	07/25	Aircraft remain west of the quarry and leave CAS towards Minehead VRP.	1500 ft
Nash Point	07/25	Aircraft remain within the confines of the LFZ and leave CAS to the west towards Nash Point VRP.	1500 ft
Nash South	07	Right turn-out after St Athan village but within the confines of the LFZ, track 250° to exit CAS via Nash South.	1500 ft

EGFF AD 2.22 FLIGHT PROCEDURES (continued)

Designator	Runway	Route	Maximum Altitude
Nash South	25	Leave CAS via Nash South.	1500 ft
North	07/25	Leave CAS between the St Hilary and Wenvoe TV Masts.	1500 ft

Note 1: *Pilots who wish to operate above the 'maximum altitude' shall request this once airborne.*

Note 2: *All routes are available Special VFR subject to ATC clearance.*

Note 3: *Pilots can expect to receive a clearance in the format "{Callsign}, cleared to leave controlled airspace on a published {designator} departure, not above {altitude restriction} {QNH} VFR, {Squawk}.". A complete read-back is required.*

(ii) Arrival Routes

Designator	Runway	Route	Maximum Altitude
East	07/25	From the northeast, route as directed by Cardiff Tower to hold east of Aberthaw power station and as directed by St Athan ATC.	1500 ft
South	07/25	Enter CAS from the south, remain west of the quarry and as directed by St Athan ATC.	1500 ft
Nash Point	07/25	Enter CAS via Nash Point, route eastbound along the coast over water, then as directed by St Athan ATC.	1500 ft
North Arrival	07/25	Enter CAS towards the St Hilary VRP to orbit and remain north of the mast, then as directed by Cardiff Tower.	1500 ft
Nash South	07/25	Enter CAS via Nash South, then as directed by St Athan Tower.	1500 ft
Straight In	07/25	Enter CAS to position straight in for the runway in use.	Subject to co-ordination

Note 1: *Pilots who wish to operate above the 'maximum altitude' shall request this.*

Note 2: *All routes are available Special VFR subject to ATC clearance.*

Note 3: *Pilots can expect to receive a clearance in the format: "{Callsign}, cleared to enter controlled airspace on a published {designator} arrival, not above {altitude restriction} {QNH} VFR.". A complete read-back is required.*

9 Special VFR Clearances

Special VFR Clearances for flights within the Cardiff CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR flights and will normally only apply to aircraft which carry RTF including the appropriate frequencies.

10 VFR Flights

VFR clearance in the Cardiff CTR will be given for flights operating in VMC. Routeing instructions and/or altitude restrictions may be specified in order to integrate VFR flights with other traffic. Pilots are reminded of the requirements to remain in VMC at all times and to comply with the relevant parts of the Low Flying Rules, and must advise ATC if at any time they are unable to comply with the clearance instructions issued.

11 VFR Routes to/from Cardiff

(a) In order to integrate VFR flights to/from Cardiff with the normal flow of IFR traffic, a number of published VFR routes are established along which ATC VFR clearances will be issued subject to the conditions specified in paragraph 9. These routes are determined by prominent ground features and are detailed in the following tables.

(b) In order to reduce RTF congestion, the published outbound and inbound visual routes are allocated route designators. Pilots are to ensure that they are familiar with the route alignment. Level instructions will be passed with the appropriate ATC VFR clearance.

Published Outbound Visual Routes

Route Designator	Exit Point	RWY	Route	Maximum Altitude	Remarks
VFR St Hilary	Bridgend	30/12	Route north of St Hilary TV Mast and leave CAS to the west routing north of Bridgend at Junction 36 VRP.	1500 ft	
VFR North	North	30/12	Route between the St Hilary and Wenvoe TV masts and leave CAS to the north.	1500 ft	
VFR Wenvoe	W Cardiff Docks	30/12	Route east if the Wenvoe TV masts and leave CAS to the northeast.	1500 ft	

EGFF AD 2.22 FLIGHT PROCEDURES (continued)

Route Designator	Exit Point	RWY	Route	Maximum Altitude	Remarks
VFR Flat Holm	NE Flat Holm Lighthouse	30/12	Route north of Barry then north of Flat Holm Island, and leave CAS at the east/southeast zone boundary.	1500 ft	
VFR South	N Minehead	30	Route east of the quarry (1 nm west of Cardiff airport) and leave CAS to the south towards Minehead VRP.	1500 ft	Cardiff will endeavour to remove the 1500 ft restriction for flight over water ASAP.
VFR South	N Minehead	12	Route south and leave CAS to the south towards Minehead VRP.	1500 ft	Cardiff will endeavour to remove the 1500 ft restriction for flight over water ASAP.
VFR Nash Point	Nash Point	30	Route east of the quarry (1 nm west of Cardiff airport) and leave CAS to the west along the coast, over water, via Nash Point.	1500 ft	Route normally only available when St Athan is not active.
VFR Nash Point	Nash Point	12	Leave CAS to the west along the coast, over water, via Nash Point.	1500 ft	Route normally only available when St Athan is not active.

Published Inbound Visual Routes

Route Designator	Entry Point	RWY	Route	Maximum Altitude	Remarks
VFR St Hilary	Bridgend	30/12	Enter CAS via Bridgend and route north of St Hilary TV Mast, then as directed by Cardiff ATC.	1500 ft	
VFR North	North	30/12	Enter Cardiff CAS from the north between the St Hilary and Wenvoe TV Masts, then as directed by Cardiff ATC.	1500 ft	
VFR Wenvoe	W Cardiff Docks	30/12	Enter Cardiff CAS via the Wenvoe TV mast, then as directed by Cardiff ATC.	1500 ft	
VFR Cardiff Docks	Cardiff Docks	30/12	Enter Cardiff CAS via Cardiff Docks, then as directed by Cardiff ATC.	1500 ft	
VFR Flat Holm	N of Flat Holm Lighthouse	30/12	Enter Cardiff CAS via Weston aerodrome, route north of Flat Holm Lighthouse towards Laverrnock Point, then as directed by Cardiff ATC.	1500 ft	
VFR South	N Minehead	30	Enter Cardiff CAS to the south, then as directed by Cardiff ATC.	1500 ft	
VFR South	N Minehead	12	Enter Cardiff CAS from the south, remaining east of the quarry (1 nm west of Cardiff airport) then as directed by Cardiff ATC.	1500 ft	
VFR Nash Point	Nash Point	30	Enter Cardiff CAS via Nash Point, route along the coast, remaining over water, then as directed by Cardiff ATC.	1500 ft	Route normally only available when St Athan is not active.
VFR Nash Point	Nash Point	12	Enter Cardiff CAS via Nash Point, route along the coast, remaining over water and east of the quarry (1 nm west Cardiff airport), then as directed by Cardiff ATC.	1500 ft	Route normally only available when St Athan is not active.

12 Cardiff City Heliport (EGFC)

(a) **Landing and Taking Off Within Congested Areas**

(i) When a landing or take-off is intended at Cardiff Heliport, which is situated within a congested area, compliance with the following procedures is required under the Standardised European Rules of the Air SERA.3105 Minimum Heights and as notified under Rules of the Air Regulations 2015 Rule 5(1)(a).

(ii) Notified Procedures:

(1) Landing and take-off shall only be performed with the permission of the person in charge of the aerodrome;

(2) Except when necessary for take-off or landing at the aerodrome, aircraft shall not be flown over the congested area unless at such a height as will permit, in the event of an emergency arising, including a critical engine failure, a landing to be made without undue hazard to persons or property on the surface. This height shall be at least 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft; and

(3) Approach and departure shall be made over clear areas so that a safe forced landing can be achieved in the event of engine failure.

EGFF AD 2.22 FLIGHT PROCEDURES (continued)

(b) **Use Requirements**

Use of Cardiff City Heliport is subject to a strict PPR policy. A Full briefing pack must be downloaded from www.cardiffheliport.com prior to landing at the Heliport.

(c) **Controlled Airspace**

Permission to operate at Cardiff City Heliport does not constitute permission to enter controlled airspace. The controlling authority of the relevant controlled airspace shall be contacted in accordance with standard airspace procedures.

EGFF AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGFF AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGFF-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGFF-2-2

Figure: CONTROL ZONE AND CONTROL AREA CHART - LOCAL FLYING AND ENTRY EXIT PROCEDURES

AD 2-EGFF-4-1

Figure: ST ATHAN LOCAL FLYING ZONE

AD 2-EGFF-4-2

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGFF-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) ALVIN 1B - ICAO

AD 2-EGFF-6-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) BCN 1A 1B - ICAO

AD 2-EGFF-6-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) EXMOR 1A 1B - ICAO

AD 2-EGFF-6-3

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) CDF 1A 1E - ICAO

AD 2-EGFF-7-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) CDF 1B - ICAO

AD 2-EGFF-7-2

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) CDF 1C - ICAO

AD 2-EGFF-7-3

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) CDF 3D - ICAO

AD 2-EGFF-7-4

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 12 - ICAO

AD 2-EGFF-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 12 - ICAO

AD 2-EGFF-8-2

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 12 - ICAO

AD 2-EGFF-8-3

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 12 - ICAO

AD 2-EGFF-8-4

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 12 - ICAO

AD 2-EGFF-8-5

EGFF AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) y RWY 30 (ACFT CAT A,B) - ICAO

AD 2-EGFF-8-6

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) z RWY 30 (ACFT CAT C,D) - ICAO

AD 2-EGFF-8-7

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) y RWY 30 (ACFT CAT A,B) - ICAO

AD 2-EGFF-8-8

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) z RWY 30 (ACFT CAT C,D) - ICAO

AD 2-EGFF-8-9

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 30 - ICAO

AD 2-EGFF-8-10

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 30 - ICAO

AD 2-EGFF-8-11

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME y RWY 30 (ACFT CAT A,B) - ICAO

AD 2-EGFF-8-12

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME z RWY 30 (ACFT CAT C,D) - ICAO

AD 2-EGFF-8-13

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 12

AD 2-EGFF-8-14

Figure: SBAS FAS DATA BLOCK CODING DATA RNAV (GNSS) RWY 12

AD 2-EGFF-8-15

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 30

AD 2-EGFF-8-16

Figure: SBAS FAS DATA BLOCK CODING DATA RNAV (GNSS) RWY 30

AD 2-EGFF-8-17

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