

GENERAL**Operational Hours****ATS Hours / AD Operator Hours:** H24**Airport Information****RFF:** CAT 7; CAT 8 and 9 O/R 1HR PN**PCN:** RWY 12/30: 50/F/A/W/T**Operation****Low Visibility Procedures**

LVP in force when RVR/VIS at or below 800m.

Enter/exit RWY via TWY H.

TWY Restrictions

TWY H width 18m / 59ft.

TWY C not AVBL for code letter D and E ACFT to enter or vacate the RWY, except ACFT B757/767 series.

Code letter D and E ACFT (excluding B757/767) cannot make turns from TWY E in a westerly direction onto TWY B.

Taxi/Parking

One way TFC flow system southside using HLDG points G and H:

Access through HLDG points G and H restricted to one ACFT at the time.

ARR

RWY 30: Vacate via HLDG point G.

RWY 12: Vacate via HLDG point H.

DEP

RWY 30: Line-up via HLDG point H.

RWY 12: Line up via HLDG point G.

Stands 1-6, 8, 9, 11-17: Parking with marshaller guidance.

Stands 7, 10: Equipped with nose-loader type airbridges. Provided with Safedock 2-18 system.

ACFT not using airbridges expect marshaller.

Use MNM PWR to move off at all stands.

HLDG points A1 and B1 should not be used.

Warnings

Flights INBND RWY 12 or OUTBND RWY 30 shall pay attention to close proximity of St.Athan AD and its local flying zone extending into Cardiff ARR/DEP tracks. Additionally expect activities above, within and below western part of the Cardiff CTA.

Uncontrolled VFR TFC. (Below FL100 without transponder).

Expect TURB during periods of strong north to northeasterly winds caused by hangar northeast of RWY THR 12.

GENERAL

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

Use caution due to close-in obstacles.

Grass cutting takes place MAY - OCT on manoeuvring area.

Single-ENG ACFT avoid overflying the chemical complex at Barry.

Red stop bars in operation H24.

ARRIVAL**Communication**

COM Failure: See CRAR and in addition;

Route to be used when leaving CTR/CTA: NDB CDF track 040° at 2500ft.

During radar vector

Initial APCH: Continue visually or by means of an appropriate final APCH aid. If not possible proceed at 2500ft or last assigned LVL if higher, to NDB CDF.

Intermediate/final APCH: Continue visually or by means of an appropriate final APCH aid. If not possible follow the Missed APCH PROC to NDB CDF.

Arrival Procedure**Noise Abatement Procedures****Continuous Descent APCH**

Maintain ALT as high as practical and adopt continuous descent profile. ATC will advise of an estimate track distance to touchdown as soon as possible after initial contact on APCH FREQ.

Reverse: Do not use more than idle reverse, particularly after 2130z.

Warnings

LDG RWY 30: Expect TURB on short final during periods of strong west to southwest winds.

DEPARTURE**Take-off Minima**

RWY		12/30	
All ACFT	ft - m/km	0 - 200R	-

Communication

COM Failure: See CRAR and in addition;

Route to be used when leaving CTR/CTA: NDB CDF track 040° at 2500ft.

Departure Procedure**Start-up/Push-back**

On initial contact with ATC state:

- ACFT type
- stand number
- ATIS broadcast code

Contact TWR 10min prior start-up.

After push-back from stands 12-17 engines are not to be started until abeam stand 12, for blast protection.

De-icing

AVBL O/R.

03-MAY-2018
CWL-EGFF

United Kingdom Cardiff

AGC
AFC

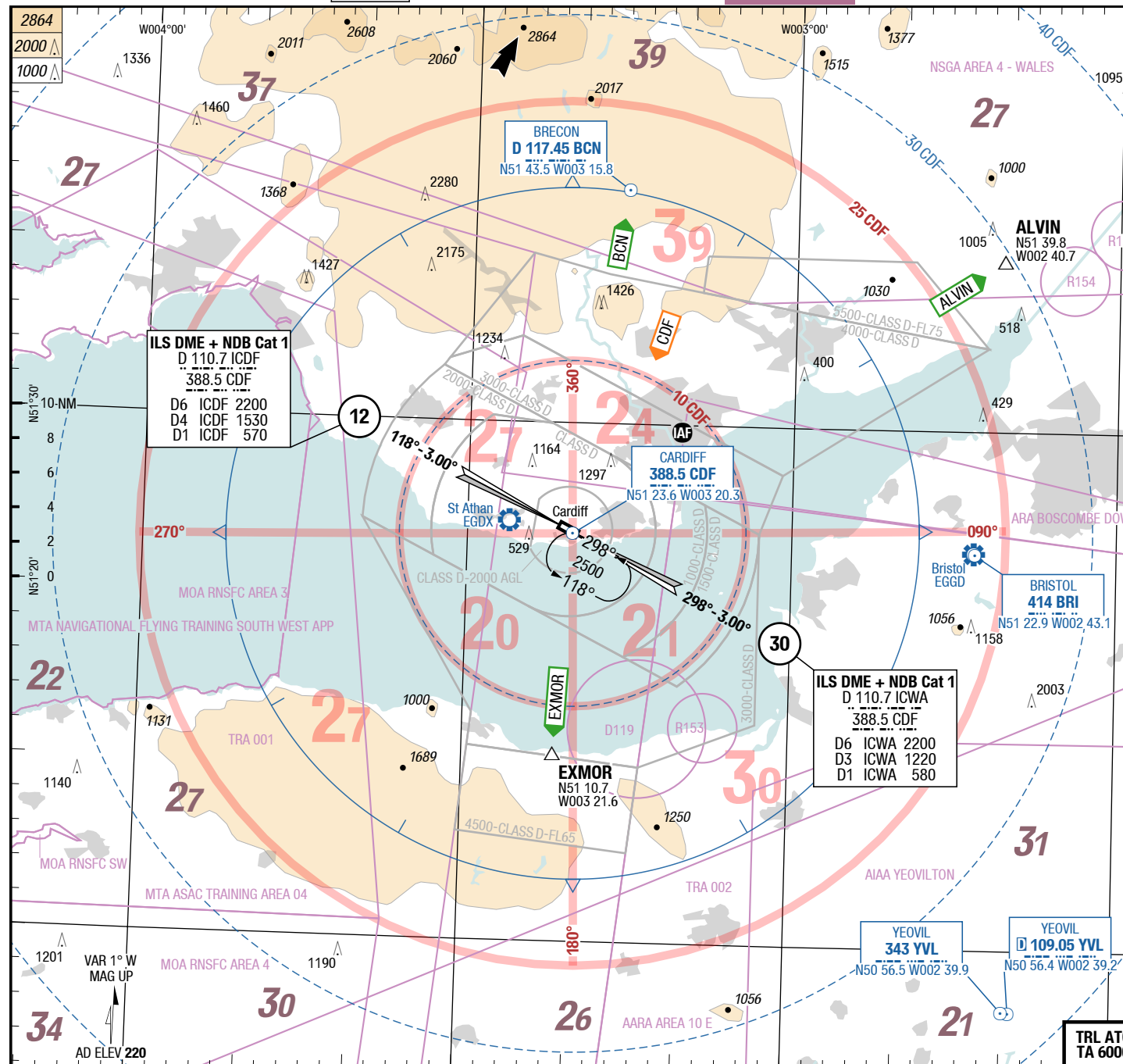
AFC

AFC

Cardiff United Kingdom

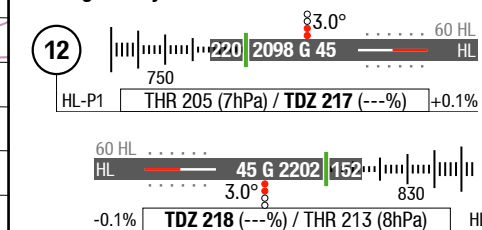
AGC
AFC

2-10



ATIS 132.475
APP 119.150
125.850 (by ATC)
RAD 125.850 0600-2300+
Bristol RAD 125.650
London CTL 133.600 2300-0600+
129.375 2300-0600+
134.750
126.075
TWR 133.100

Landing RWY system:



Changes: Nil

03-MAY-2018
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United Kingdom **Cardiff**

AGC

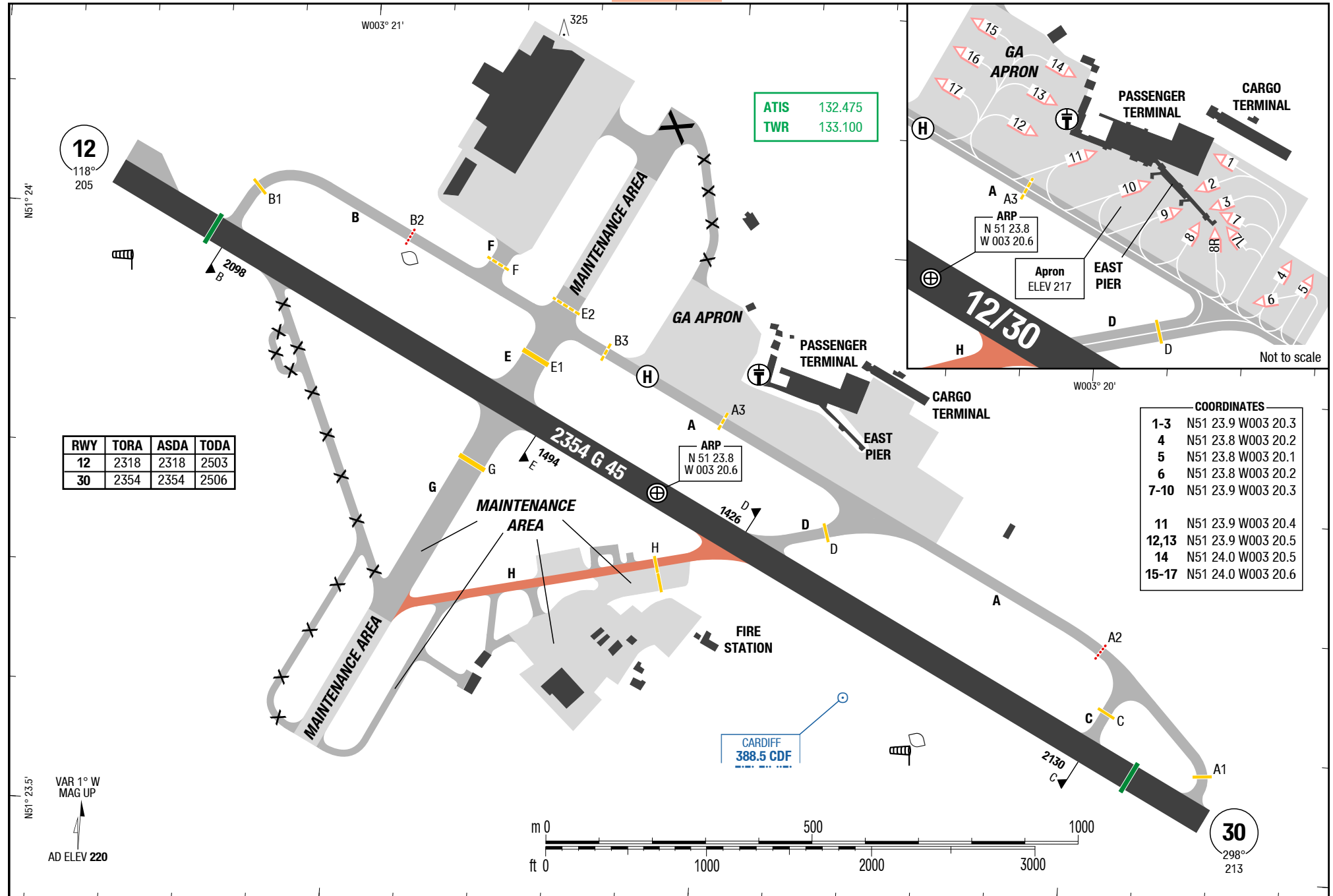
AGC

AGC

Cardiff United Kingdom

AGC

3-20



Changes: Parkingstand

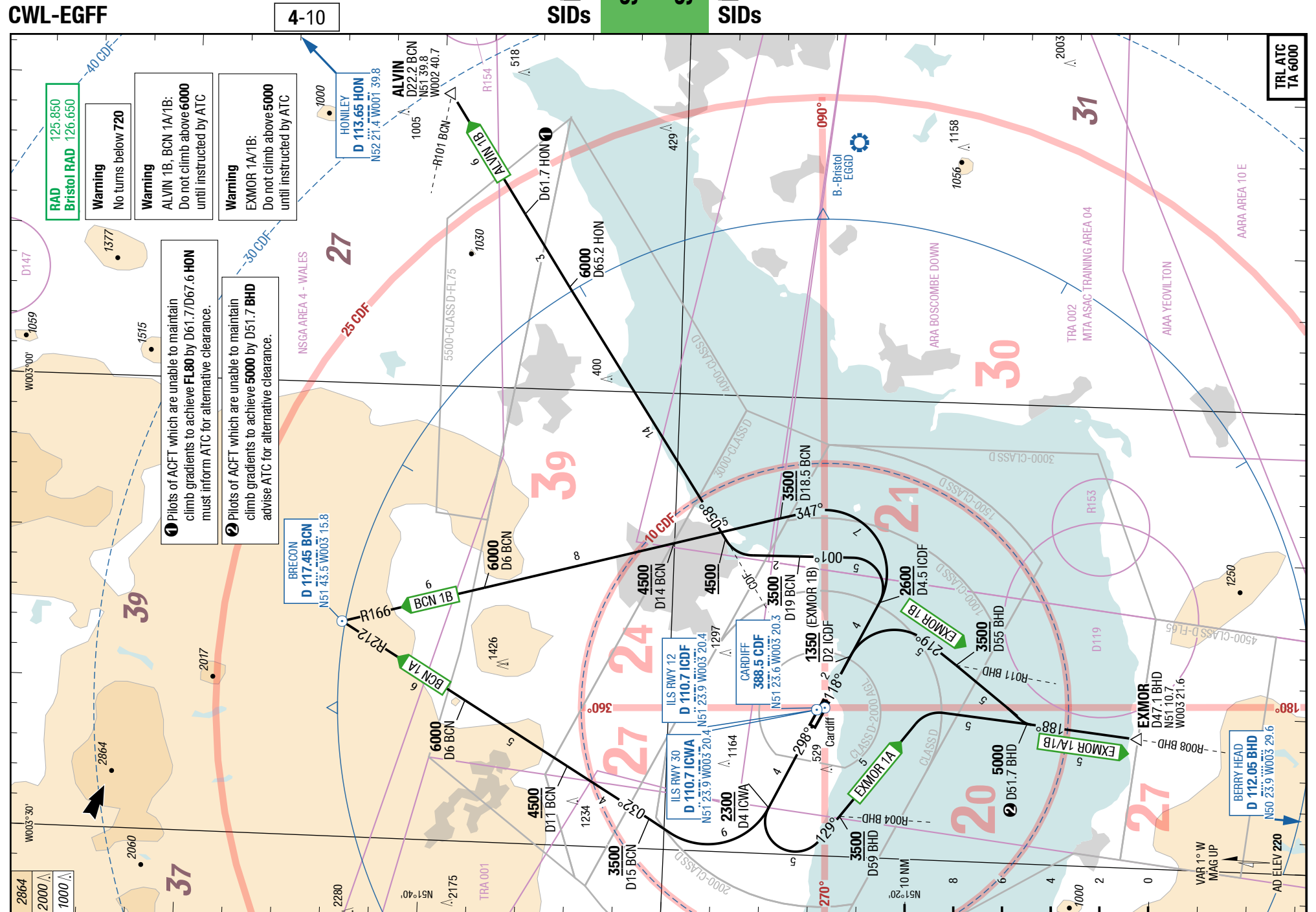
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SIDs

SID

SID

NIL
SIDs



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ALVIN 1B / BRECON 1A / BRECON 1B / EXMOR 1A / EXMOR 1B

RWYs 12 (118°) / 30 (298°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
ALVIN 1B 8.2% 125.850 ①③	at D4.5 ICDF LT 001° intercept QDR 058 CDF to ALVIN	D4.5 ICDF MNM 2600 D19 BCN MNM 3500 QDR 058 CDF MNM 4500 D65.2 HON at 6000 initial climb 6000
BRECON 1B BCN 1B 8.2% 125.850 ③	at D4.5 ICDF LT intercept R166 BCN to BCN	D4.5 ICDF MNM 2600 D18.5 BCN MNM 3500 D14 BCN MNM 4500 D6 BCN at 6000 initial climb 6000
EXMOR 1B 8.2% 125.850 ②③	at D2 ICDF RT 219° intercept R008 BHD inbound to EXMOR	D2 ICDF MNM 1350 R011/D55 BHD MNM 3500 D51.7 BHD at 5000 initial climb 5000
	Runway 30	
BRECON 1A BCN 1A 8.0% 125.850 ③	at D4 ICWA RT intercept R212 BCN to BCN	D4 ICWA MNM 2300 D15 BCN MNM 3500 D11 BCN MNM 4500 D6 BCN at 6000 initial climb 6000
EXMOR 1A 8.0% 125.850 ②③	at D4 ICWA LT 129° intercept R008 BHD inbound to EXMOR	D4 ICWA MNM 2300 R004/D59 BHD MNM 3500 D51.7 BHD at 5000 initial climb 5000

① If unable to maintain climb gradients to achieve FL80 by D61.7/D67.6 HON, advise ATC for alternative clearance.

② If unable to maintain climb gradients to achieve 5000 by D51.7 BHD, advise ATC for alternative clearance.

③ Expect first CPDLC logon code EGTT.

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STARs

STAR

STARs

6-10

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22-MAR-2018

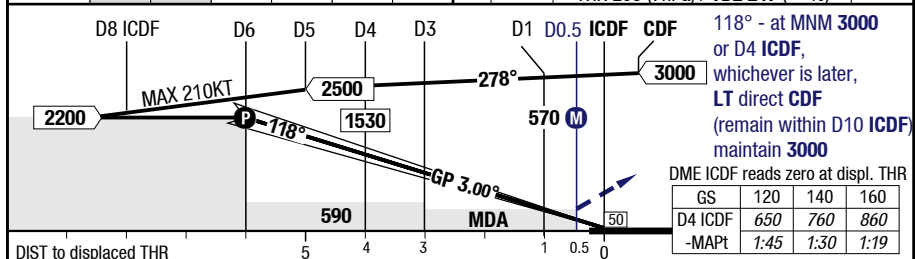
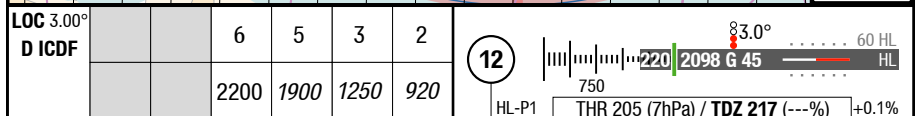
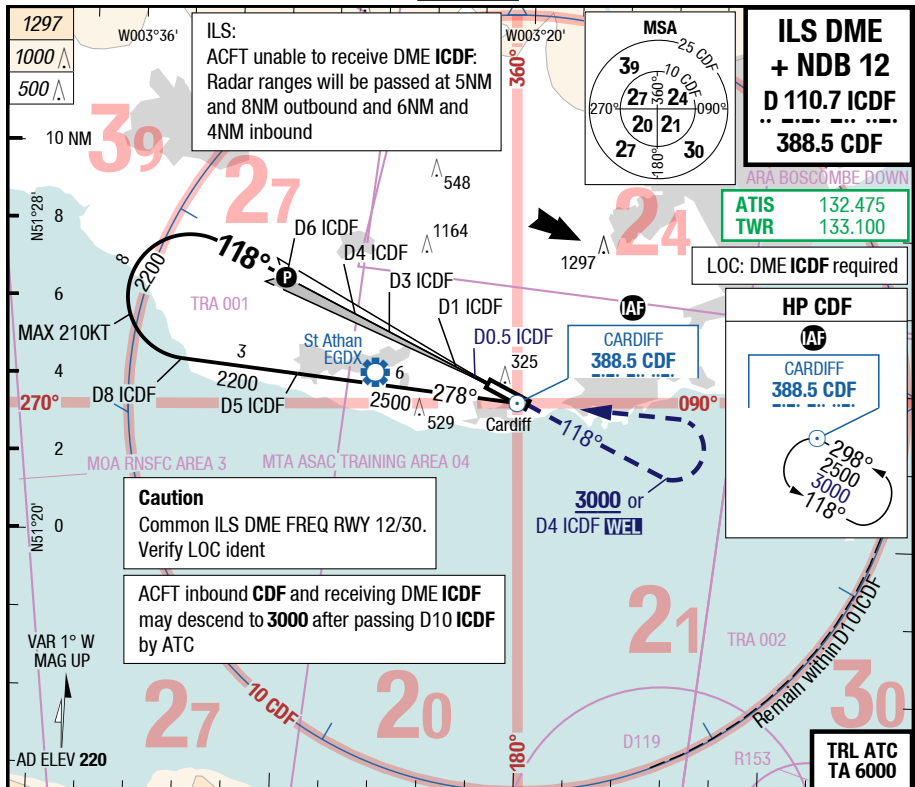
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7-10

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IAC

ILS DME + NDB 12



12		Cat 1	LOC DME	SRA RTR 2NM	Circling SW of RWY only	Circling Total Area
C	ft - m/km ft	200 - 550 420	300 - 750 510	560 - 1.8 770	700 - 2.4V 920	1340 - 2.4V 1560
D	ft - m/km ft	200 - 550 420	300 - 750 510	560 - 1.8 770	700 - 3.6V 920	1470 - 3.6V 1690

Changes: SUAs, OBST, VAR

22-MAR-2018

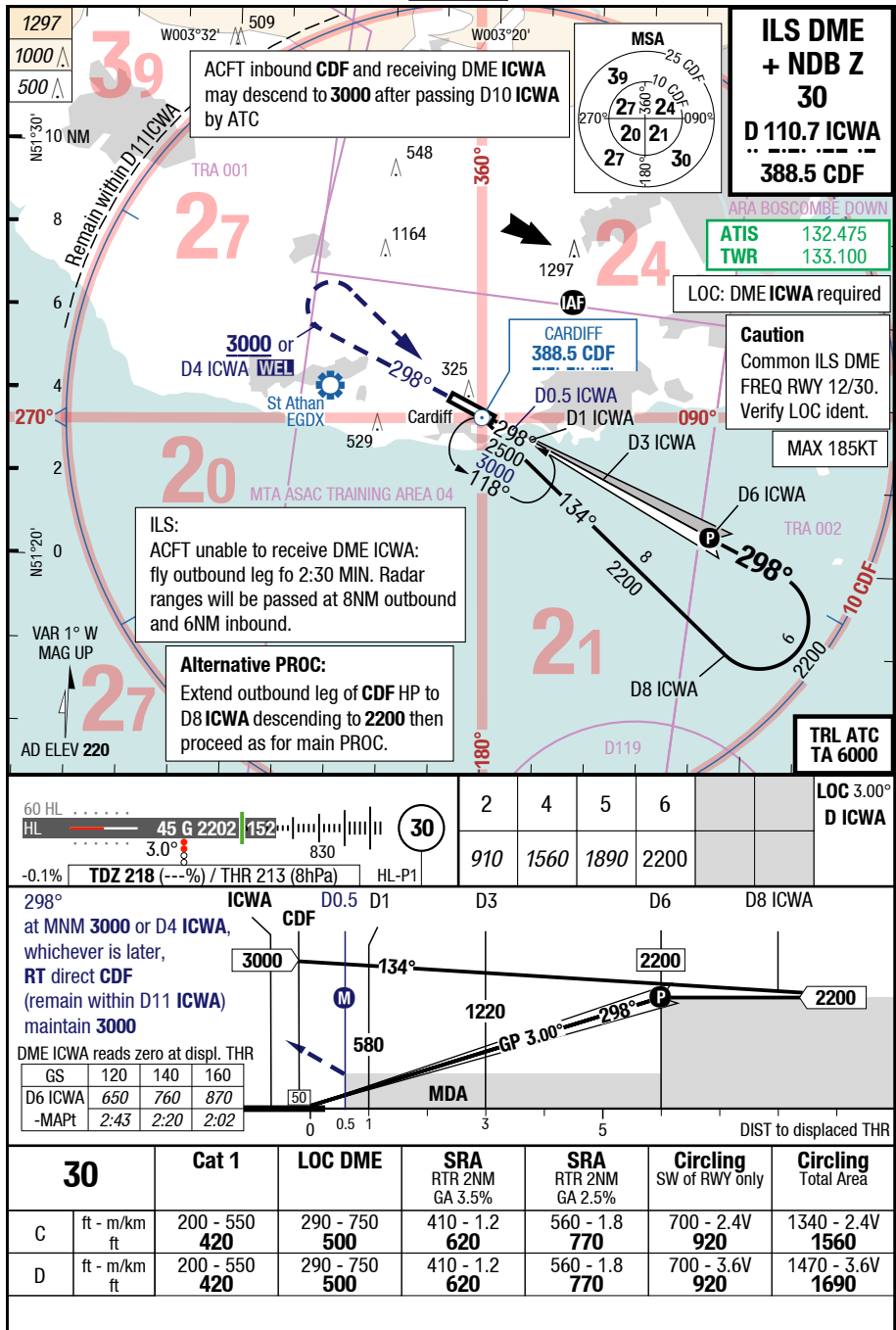
CWL-EGFF

United Kingdom Cardiff

IAC

7-20

ILS DME + NDB Z 30



Changes: OBST, SUAS, VAR

22-MAR-2018

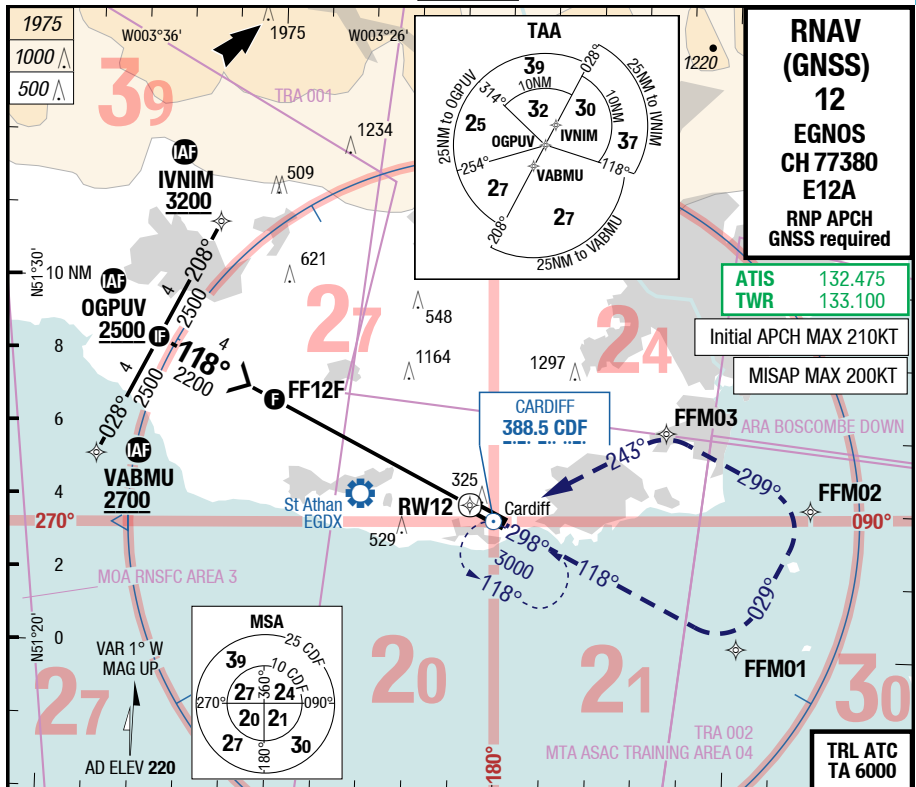
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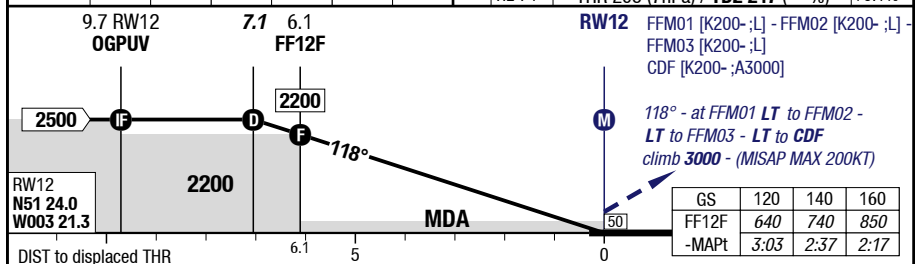
IAC

7-30

RNAV (GNSS) 12



3.00° RW12	7.1	5	4	3	2	1	12	83.0°	60 HL
	2500	1850	1530	1210	900	580		220	2098 G 45
								750	THR 205 (7hPa) / TDZ 217 (---%) +0.1%



12	RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling SW of RWY only	Circling Total Area
C	ft - m/km ft 260 - 750 480	270 - 750 480	380 - 1.0 590	700 - 2.4V 920	1340 - 2.4V 1560
D	ft - m/km ft 270 - 750 490	280 - 750 490	380 - 1.0 590	700 - 3.6V 920	1470 - 3.6V 1690

1) With EVS 550m
2) Uncompensated BARO VNAV NA below -10°C (14°F)

Changes: SUAs, VAR, OBST

22-MAR-2018

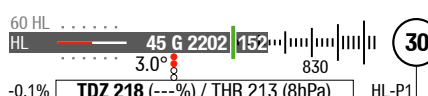
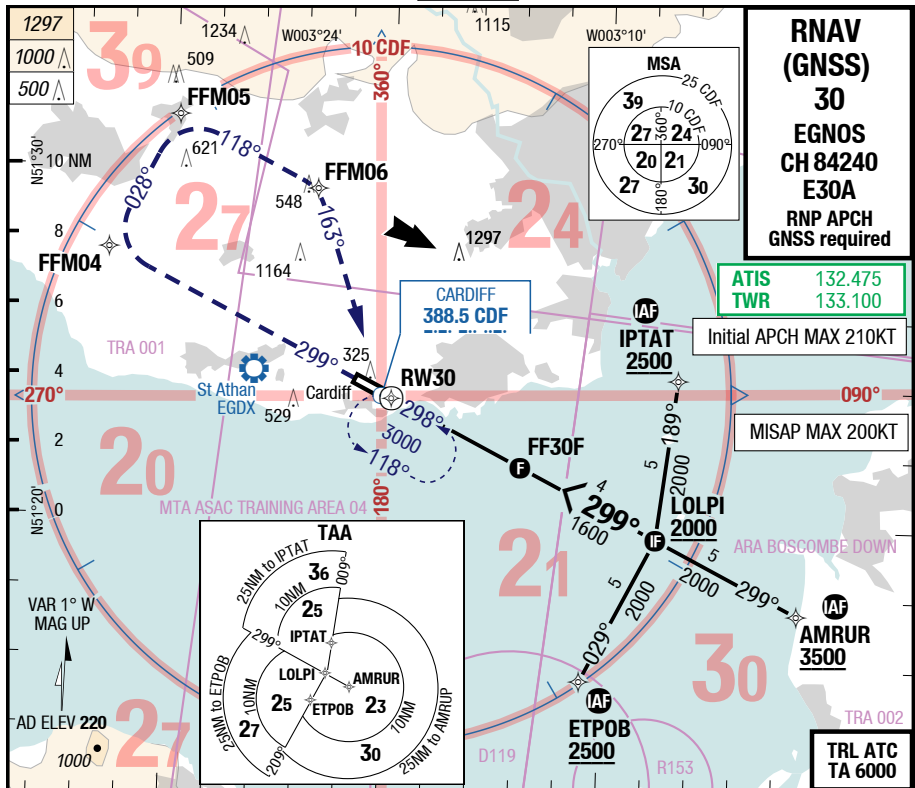
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7-40

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RNAV (GNSS) 30

IAC

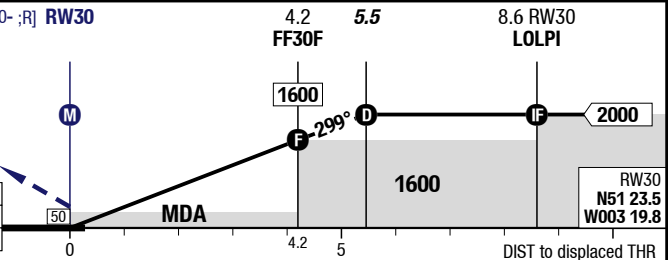


1	2	3	4	5	5.5	3.00°
590	900	1220	1540	1860	2000	RW30 299°
						RWY 298°

FFM04 [K200- ;R] - FFM05 [K200- ;R] **RW30**
 FFM06 [K200- ;R]
 CDF [K200- ;A3000]

299° - at FFM04 RT to FFM05 - RT to FFM06 - RT to CDF
climb 3000
(MISAP MAX 200KT)

GS	120	140	160
FF30F	640	740	850
-MAPt	2:06	1:48	1:34



30		RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling SW of RWY only	Circling Total Area
C	ft - m/km ft	260 - 750 480	260 - 750 470	330 - 800 540	700 - 2.4V 920	1340 - 2.4V 1560
D	ft - m/km ft	270 - 750 490	260 - 750 470	330 - 800 540	700 - 3.6V 920	1470 - 3.6V 1690

1) With EVS 550m

2) Uncompensated BARO VNAV NA below -10°C (14°F)

Changes: OBST, SUAS, VAR

22-MAR-2018

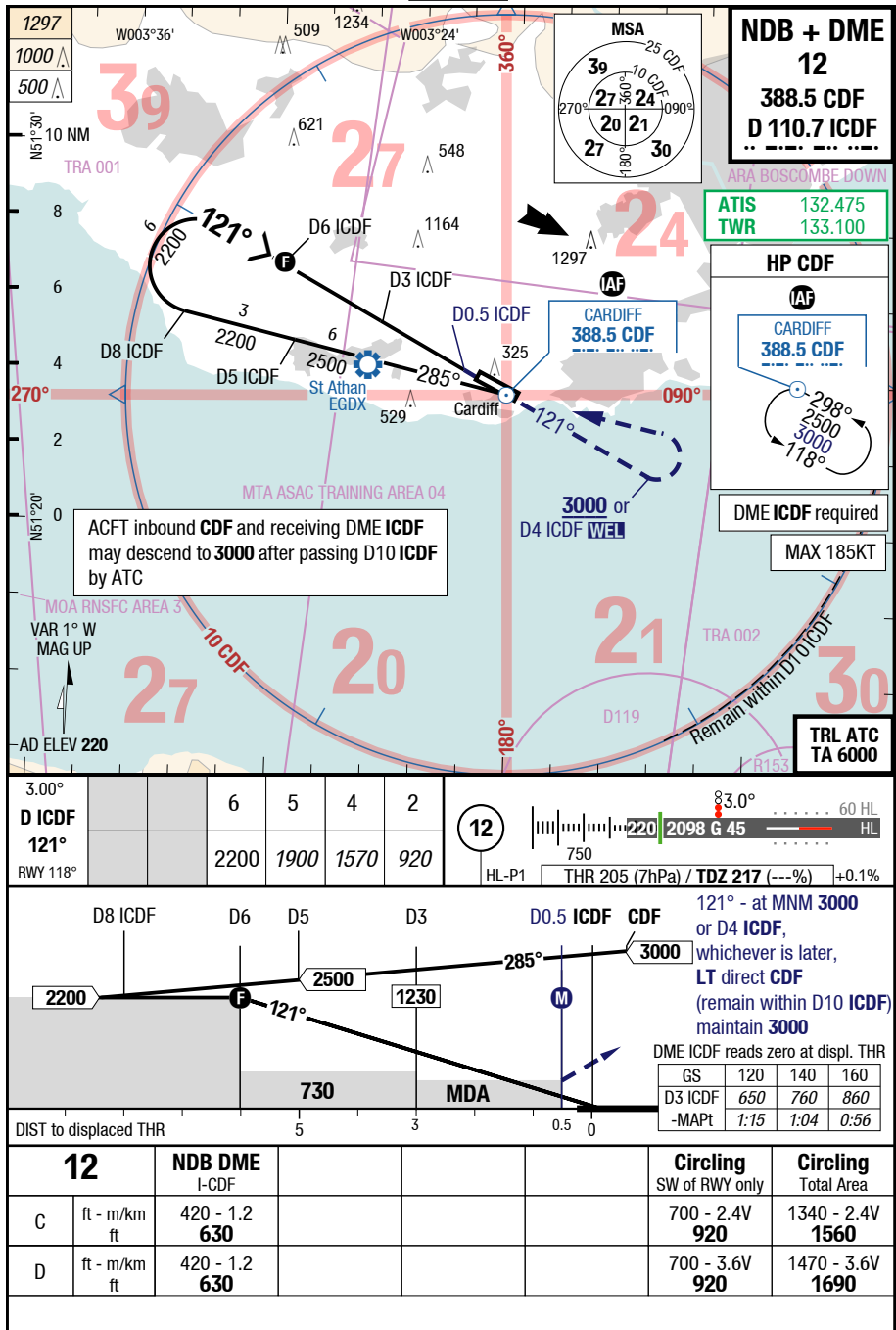
CWL-EGFF

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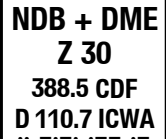
7-50

NDB + DME 12



Changes: SUAs, VAR, OBST

NDB + DME Z 30



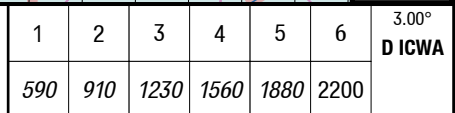
ATIS	132.475
TWR	133.100

MAX 185KT

ACFT unable to receive DME **ICWA**:
fly outbound leg for 2:30 MIN. Radar
ranges will be passed at 8NM outbound
and 6NM inbound.

Alternative PROC:

Extend outbound leg of **CDF** HP to D8 **ICWA** descending to **2200** then proceed as for main PROC.



298°
at MNM **3000** or D4 **ICWA**,
whichever is later,
RT direct CDF
(remain within D11 **ICWA**)
maintain **3000**

DME ICWA reads zero at displ. THR

30		NDB DME I-CWA	NDB			Circling SW of RWY only	Circling Total Area
C	ft - m/km ft	360 - 900 570	410 - 1.2 620			700 - 2.4V 920	1340 - 2.4V 1560
D	ft - m/km ft	360 - 900 570	410 - 1.2 620			700 - 3.6V 920	1470 - 3.6V 1690

8-10

