CARDIFF

EGFF AD 2.1 - CARDIFF

EGFF AD 2.2 — AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP co-ordinates and site at Aerodrome**:	**Lat:** 512348N **Long:** 0032036W Mid point of Runway 12/30
2	**Direction and distance from the city:**	8.5 nm SW of Cardiff.
3	**Elevation/Reference temperature:**	220 ft – 19°C
4	**Geoid undulation at AD ELEV PSN:**	169 ft
5	**MAG VAR/Annual change:**	W2.9° (2009) – 0.15° decreasing
6	**AD Administration:**	Cardiff International Airport Ltd.
	Address:	Cardiff International Airport, Rhoose, Barry, South Glamorgan CF62 3BD.
	Telephone:	01446-711111 (Cardiff International Airport Ltd). 01446-712562 (ATC).
	Fax:	01446-712555 (Cardiff International Airport Ltd). 01446-711838 (ATC).
7	**Types of traffic permitted (IFR/VFR):**	IFR/VFR
8	**Remarks:**	

EGFF AD 2.3 — OPERATIONAL HOURS

1	**AD Administration:**	H24.
2	**Customs and Immigration**:	**Winter:** 1 October-30 April Mon-Fri 0700-2200, Sat, Sun and PH 0900-1700 During summer period one hour earlier. **Summer**: 1 May-30 September H24.
3	**Health and Sanitation:**	
4	**AIS Briefing Office:**	
5	**ATS Reporting Office (ARO):**	
6	**MET Briefing Office:**	
7	**ATS:**	H24. See also AD 2.18.
8	**Fuelling:**	H24
9	**Handling:**	H24
10	**Security:**	H24.
11	**De-icing:**	
12	**Remarks:**	FBU is located on the ground floor of the Control Tower Building (access via the main door, with security ID card and Pin) and consists of a self-briefing facility with AIS and MET documentation. Assistance available O/R by contacting Ext 2562.

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/oil types:**	AVTUR JET A-1, AVGAS 100LL. Oil; W80, W100.
3	**Fuelling facilities/capacity:**	
4	**De-icing facilities:**	
5	**Hangar space available for visiting aircraft:**	Limited.
6	**Repair facilities for visiting aircraft:**	Limited.
7	**Remarks:**	Fuel AVTUR JET A-1 is available by arrangement with Air BP, Tel: 01446-710281; Fuel AVGAS is available from Signature, Tel: 01446-712637; Handling for all aircraft other than Cardiff based flying clubs is mandatory. Handling agents are: Aviance (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 7. Category 8 and 9 available on request. 1 hour prior notice required.
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. Contact: 01446-712663.
4	**Remarks:**	

EGFF AD 2.7 — SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment:**	Mechanical, Chemical de-icing.
2	**Clearance priorities:**	Standard. See AD 1.2.2.
3	**Remarks:**	Braking action assessment by Grip Tester. 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 **Strength:** 50/R/A/W/T South Maintenance Area: **Surface:** Asphalt **Strength:** 15/F/A/W/T
2	**Taxiway width, surface and strength:**	Taxiway Alpha & Bravo: **Width:** 23 m. **Surface:** Asphalt **Strength:** 50/F/A/W/T Taxiway Charlie: **Width:** 23 m. **Surface:** Asphalt **Strength:** 42/F/A/W/T Taxiway Delta: **Width:** 23 m. **Surface:** Asphalt **Strength:** 42/F/A/W/T Taxiway Echo: **Width:** 23 m. **Surface:** Asphalt **Strength:** 42/F/A/W/T Taxiway Golf: **Width:** 23 m. **Surface:** Asphalt **Strength:** 15/F/A/Y/T Taxiway Hotel: **Width:** 18 m. **Surface:** Asphalt **Strength:** –
3	**Altimeter checkpoint location and elevation:**	Stands 1-10: 208-211 ft; Stands 11-17: 213-215 ft amsl.
4	**VOR checkpoints:**	
5	**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, 11, 12, 13, 14, 15, 16 and 17 parking with marshaller guidance. Additionally stands 7, 9 and 10 are equipped with nose-loader type airbridges. These stands are provided with AGNIS, illuminated identification numbers, and Side Marker Boards (SMB). Aircraft using airbridge, park with AGNIS system. Aircraft not using airbridge will be marshalled. A330 aircraft parking on Stand 7 will be stopped short and towed onto the airbridge.
2	**Runway and taxiway markings and lighting:**	Runway: 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. Taxiway: Centre-line (green) on taxiway serving 12/30, blue edge lights at junctions.
3	**Stop bars:**	Red stop bars (at night will be illuminated) and signs showing Holding Point Number at all Holding Points. No Stop Bars at Holding Points A1 and B1. Holding Points A2 and B2 will be used at night and during LVPs.
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.

EGFF AD 2.10— AERODROME OBSTACLES

In Approach/Take-off Areas				In circling area and at aerodrome		
1				2		
Runway/Area affected	Obstacle type Elevation Markings/Lighting		Co-ordinates	Obstacle type Elevation Markings/Lighting		Co-ordinates
a	b		c	a		b
		ft amsl			ft amsl	
				Wenvoe TV Mast (Lgtd)	1294	*512733.50N 0031653.70W
				Chimney	376	512351.90N 0032340.59W
				Chimney	520	512314.34N 0032416.85W
				St Hilary Mast (Lgtd)	1161	512726.78N 0032410.63W
3	Remarks:					

EGFF AD 2.11— METEOROLOGICAL INFORMATION PROVIDED

1	**Associated 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:**	
7	**Charts and other information available for briefing or consultation:**	Charts abbreviated plain language text. TAFs/METARs English.
8	**Supplementary equipment available for providing information:**	
9	**ATS units provided with information:**	Cardiff.
10	**Additional Information (limitation of service etc):**	Unofficial weather reports only available for part of the period between 0001 and 0300. In order that ATC Low Visibility Procedures can be introduced when required, a Met Special report will be issued when the visibility changes to, or through 2000.

EGFF AD 2.12 — RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and Stopway	Threshold co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
12	116.76°	2392 x 46	50/F/A/W/T Grooved Asphalt	512401.72N 0032120.16W — GUND 169 ft	THR 205 ft
30	296.78°	2392 x 46	50/F/A/W/T Grooved Asphalt	512332.84N 0031948.66W — GUND 169 ft	THR 213 ft

Slope of RWY-SWY	Stopway dimensions (m)	Clearway dimensions (m)	Strip dimensions (m)	OFZ
7	8	9	10	11
12	Remarks: Runway 12 threshold displaced by 227 m. Runway 30 threshold displaced by 183 m.			

EGFF AD 2.13 — DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks:
1	2	3	4	5	6
12	2352	2502	2352	2133	
30	2354	2506	2354	2201	
12	2133	2283	2133	—	Take-off from Holding point Bravo.
12	1529	1679	1529	—	Take-off from Holding point Echo.
30	2136	2288	2136	—	Take-off from Holding point Charlie.
30	1432	1584	1432	—	Take-off from Holding point Delta.

EGFF AD 2.14 — APPROACH AND RUNWAY LIGHTING

Runway	Approach lighting Type Length Intensity	Threshold lighting colour Wingbars	PAPI VASIS Angle Dist from THR (MEHT)	TDZ lighting Length	Runway Centre-line Lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End Lighting Colour Wingbars	Stopway Lighting Length (m) Colour
1	2	3	4	5	6	7	8	9
12	Coded centre-line with five crossbars 747 m HI	Flush HI uni-directional Green with Green wingbars	PAPI 3° LHS 326 m (57 ft)		Colour coded	Elev HI bi-directional with LI omni-directional component	Red	
30	Coded centre-line with five crossbars 832 m HI	Flush HI uni-directional Green with Green wingbars	PAPI 3° LHS 297 m (52 ft)		Colour coded	Elev HI bi-directional with LI omni-directional component	Red	
10	**Remarks**							

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:**	512355.48N 0032115.50W - 512333.84N 0032005.48W.
3	**Taxiway edge and centre-line lighting:**	
4	**Secondary power supply/switch-over time:**	Yes.
5	**Remarks:**	All stands are covered by apron floodlighting.

EGFF AD 2.16 — HELICOPTER LANDING AREA

1	**Co-ordinates TLOF or THR of FATO: Geoid undulation:**	512357.01N 0032033.69W.
2	**TLOF and/or FATO elevation (ft):**	
3	**TLOF and FATO area dimensions: Surface, Strength, Marking:**	
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 — ATS AIRSPACE

Designators and lateral limits	Vertical limits	Airspace Classification
1	2	3
Cardiff Control Zone (CTR) 513021N 0032755W - 512957N 0032222W - 512815N 0031700W thence clockwise by the arc of a circle radius 5 nm centred on 512348N 0032036W to 511920N 0032411W - 512208N 0033305W thence clockwise by the arc of a circle radius 8 nm centred on 512348N 0032036W to 513021N 0032755W	FL 105/SFC	D †
Cardiff Control Area (CTA - 1) 512815N 0031700W - 512526N 0030806W thence clockwise by the arc of a circle radius 8 nm centred on 512348N 0032036W to 511632N 0031518W - 511920N 0032411W thence anti-clockwise by the arc of a circle radius 5 nm centred on 512348N 0032036W to 512815N 0031700W.	FL 105/1000 ft ALT	D †
Cardiff Control Area (CTA - 2) 512526N 0030806W - 512349N 0030302W thence clockwise by the arc of a circle radius 11 nm centred on 512348N 0032036W to 511455N 0031016W - 511632N 0031518W thence anti-clockwise by the arc of a circle radius 8 nm centred on 512348N 0032036W to 512526N 0030806W.	FL 105/1500 ft ALT	D †
Cardiff Control Area (CTA - 3) 513309N 0033236W - 512957N 0032222W - 513021N 0032755W thence anti-clockwise by the arc of a circle radius 8 nm centred on 512348N 0032036W to 512208N 0033305W - 512413N 0033945W thence clockwise by the arc of a circle radius 12 nm centred on 512348N 0032036W to 513309N 0033236W.	FL 105/2000 ft ALT	D †
Cardiff Control Area (CTA - 4) 513458N 0032522W - 512715N 0030058W - 512349N 0030302W - 513309N 0033236W - 513335N 0033205W - 513458N 0032522W	FL 105/3000 ft ALT	D †
Cardiff Control Area (CTA - 5) 512413N 0033945W - 511455N 0031017W thence anti-clockwise by the arc of a circle radius 11 nm centred on 512348N 0032036W to 512349N 0030302W - 511247N 0030302W - 511010N 0031341W - 511115N 0032929W - 511309N 0032910W - 512413N 0033945W	FL 105/ 3000 ft ALT	D †
Cardiff Control Area (CTA - 6) 513946N 0032432W - 513839N 0031727W - 513450N 0024206W - 512715N 0030058W - 513458N 0032522W - 513335N 0033205W - 513946N 0032432W	FL 105/ 4000 ft ALT	D †
Cardiff Control Area (CTA - 7) 511115N 0032929W - 511010N 0031341W - 510512N 0031434W - 510617N 0033020W - 511115N 0032929W	FL 65/4500 ft ALT	D †
Cardiff Control Area (CTA - 8) 513950N 0030822W - 513947N 0024858W - 513450N 0024206W - 513743N 0030845W - 513950N 0030822W	FL 75/5500 ft ALT	D †
Cardiff Aerodrome Traffic Zone (ATZ) Circle radius 2.5 nm centred on longest notified runway (12/30) 512348N 0032036W	2000 ft aal/ SFC	D †

4	**ATS unit call sign:** **Language(s):**	Cardiff Approach English
5	**Transition altitude:**	6000 ft
6	**Remarks:**	Hours: See AD 2.18 All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control. † Refer to section ENR 1.4 for notifications.

EGFF AD 2.18 — ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Channel MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Cardiff Approach	119.150	H24	H24	ATZ hours coincident with Approach hours.. DOC 50 nm/19000 ft. Initial contact frequency.
		125.850	As directed by ATC	As directed by ATC	DOC 40 nm/19000 ft.
TWR	Cardiff Tower	133.100			DOC 25 nm/4000 ft.
RAD	Cardiff Radar	125.850	0600-2300	0500-2200	DOC 50 nm/19000 ft.
ATIS	Cardiff Information	132.475	H24	H24	DOC 60 nm/20000 ft. 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 MAG VAR Type of supported OP *(VOR/ILS/MLS declination)*	IDENT	Frequency	Hours of Operation Winter / Summer # and by arrangement		Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4		5	6	7
LOC 12 W2.9° (2009) ILS CAT I	I CDF	110.70 MHz	HO	HO	512328.45N 0031934.75W		.
GP	I CDF	330.20 MHz			512401.07N 0032103.14W		3° ILS Ref Datum Hgt 50 ft.
LOC 30 W2.9° (2009) ILS CAT I	I CWA	110.70 MHz			512407.15N 0032137.37W		ILS only operational from 18 nm to the threshold.
GP	I CWA	330.20 MHz			512332.47N 0032004.77W		3° ILS Ref Datum Hgt 50 ft.
DME	I CWA (RWY 30) I CDF (RWY 12)	Ch 44X (110.70 MHz)	H24	H24	512355.79N 0032026.28W	281 ft amsl	Freq paired with ILS I CWA and I CDF. Zero range is indicated at threshold of runway in use for ILS approaches only.
L	CDF	388.5 kHz			512336.16N 0032016.45W		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.

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. Taxiway Echo may only be used at night in conjunction with a 'follow me' vehicle. Use of Taxiway Echo at the pilots discretion is not permitted.

c. Taxiway Echo is not available at night for vacating the runway.

d. Taxiways Foxtrot and Golf may only be used at night at the pilots discretion.

e. 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.

v. During Night use of Taxiway G is at the pilots discretion.

3. CAT II/III Operations

Not applicable

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.

d. Grass cutting takes place May-Oct on the aircraft manoeuvring area.

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

5. Helicopter Operations

Not applicable

6. Use of Runways

a. Circuit direction is normally to the north.

7. Training

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

b. Aircraft carrying out asymmetric training, must make that request and have approval, from ATC before each and every excercise.

c. 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 unless 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 soon 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.

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 064° MAG †CWA/CDF DME 7 nm	BCN 171°/17 nm
Clatworthy Reservoir 510423N 0032209W	CDF 187° MAG †CWA/CDF DME 19 nm	BCN 189°/39 n
Flat Holm Lighthouse 512232N 0030707W	CDF 100° MAG †CWA/CDF DME 8 nm	BCN 169°/22 nm
Lavernock Point 512423N 0031014W	CDF 086° MAG †CWA/CDF DME 6 nm	BCN 173°/20 nm
Llandegfedd Reservior 514130N 0025815W	CDF 041° MAG †CWA/CDF DME 22 nm	BCN 104°/11 nm
M4 Junction 24 513607N 0025532W	CDF 055° MAG †CWA/CDF DME 20 nm	BCN 124°/15 nm
M4 Junction 36 (Services) (North of Bridgend) 513156N 0033424W	CDF 317° MAG †CWA/CDF DME 11 nm	BCN 228°/16 nm
Minehead 511221N 0032830W	CDF 207° MAG †CWA/CDF DME 12 nm	BCN 198°/32 nm
Nash Point Lighthouse 512403N 0033308W	CDF 277° MAG †CWA/CDF DME 7 nm	BCN 213°/22 nm
Nash South (On St Athan C/L, 1 nm South of Nash Point) 512253N 0033327W	CDF 269° MAG †CWA/CDF DME 8 nm	BCN 212°/23 nm
Old Severn Bridge (M48) 513640N 0023837W	CDF 067° MAG †CWA/CDF DME 29 nm	BCN 110°/24 nm
St Hilary TV Mast **(Note 2)** 512727N 0032411W	CDF 330° MAG †CWA/CDF DME 4 nm	BCN 201°/17 nm
Taff Ely Wind Farm 513403N 0032816W	CDF 338° MAG †CWA/CDF DME 11 nm	BCN 223°/12 nm
Wenvoe TV Mast **(Note 3)** 512734N 0031654W	CDF 031° MAG †CWA/CDF DME 5 nm	BCN 186°/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. Military aircraft conduct their flights within the weather criteria laid down by Military Flying Orders for VFR flights within Category D Airspace. Civil Aircraft conduct their flights within the weather criteria laid down in the UK AIP for VFR flights within Category 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. Additionally, outside the hours of watch of St Athan ATC, but with the prior permission of Cardiff ATC, and in accordance with agreed procedures, gliding may take place within the St Athan Local Flying Zone (Gliders) to a maximum altitude of 1700 ft (Cardiff QNH), (maximum height 1500 ft St Athan QFE). See EGFF-4-2

d. 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 integrated with Cardiff arriving/departing traffic.

e. All operators are advised that fast jet traffic flys within the confines of the Local Flying Zone. When the Low Flying Zone is actie, visual approaches from the South to Runway 12 are unlikely to be authorised. When the Low Flying Zone is active, departures to the South from Runway 30 will be required to climb straight ahead until passing 2500 ft Cardiff QNH before commencing a turn to the South.

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. The weather minima below which a fixed wing Special VFR flight will not be given a clearance when inbound to Cardiff is as follows: Visibility 1800 m or less; Cloud ceiling less than 600 ft.

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	
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 endevour 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 endevour 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.

EGFF AD 2.23 — ADDITIONAL INFORMATION

Not applicable.

EGFF AD 2.24 — CHARTS RELATED TO THE AERODROME

Chart Name	Page
Aerodrome Chart - ICAO	AD 2-EGFF-2-1
Aircraft Parking/Docking Chart – ICAO	AD 2-EGFF-2-2
CTR/CTA - Local Flying and Entry/Exit Procedures Chart	AD 2-EGFF-4-1
St Athan Local Flying Zone and Gliding Area Chart	AD 2-EGFF-4-2
ATC Surveillance Minimum Altitude Chart	AD 2-EGFF-5-1
ALVIN 1B SIDs Chart	AD 2-EGFF-6-1
BCN 1A/1B SIDs Chart	AD 2-EGFF-6-2
EXMOR 1A/1B SIDs Chart	AD 2-EGFF-6-3
STARs via CDF 1A/1F	AD 2-EGFF-7-1
STARs via CDF 1B	AD 2-EGFF7-2
STARs via CDF 1C	AD 2-EGFF-7-3
STARs via CDF 1D	AD 2-EGFF-7-4
Instrument Approach Chart ILS DME/NDB(L) RWY 12 – ICAO	AD 2-EGFF-8-1
Instrument Approach Chart LOC/DME/NDB(L) RWY 12 – ICAO	AD 2-EGFF-8-2
Instrument Approach Chart SRA RTR 2 nm RWY 12 – ICAO	AD 2-EGFF-8-3
Instrument Approach Chart NDB(L)/DME RWY 12 – ICAO	AD 2-EGFF-8-4
Instrument Approach Chart ILS/DME/NDB(L) (Cat A, B) RWY 30 – ICAO	AD 2-EGFF-8-5
Instrument Approach Chart ILS/DME/NDB(L) (Cat C, D) RWY 30 – ICAO	AD 2-EGFF-8-6
Instrument Approach Chart LOC/DME/NDB(L) (Cat A, B) RWY 30 – ICAO	AD 2-EGFF-8-7
Instrument Approach Chart LOC/DME/NDB(L) (Cat C, D) RWY 30 – ICAO	AD 2-EGFF-8-8
Instrument Approach Chart SRA RTR 2 nm RWY 30 – ICAO	AD 2-EGFF-8-9
Instrument Approach Chart NDB(L)/DME (Cat A, B) RWY 30 – ICAO	AD 2-EGFF-8-10
Instrument Approach Chart NDB(L)/DME (Cat C, D) RWY 30 – ICAO	AD 2-EGFF-8-11
Aerodrome Obstacle Chart ICAO Type A is available for this aerodrome. For details refer to GEN 3.2.5	

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